TRAFFIC IMPACT ANALYSIS

KAISER PERMANENTE MORENO VALLEY MEDICAL CENTER MASTER PLAN PROJECT

CITY OF MORENO VALLEY

RIVERSIDE COUNTY, CALIFORNIA

LSA

October 2019

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RIVERSIDE COUNTY, CALIFORNIA

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1.0 INTRODUCTION

The Traffic Impact Analysis (TIA) has been prepared for the proposed Kaiser Permanente Moreno Valley Medical Center Master Plan Project (project) to be located east of Interstate 215 (I-215) and south of State Route 60 (SR-60) at 27300 Iris Avenue in the City of Moreno Valley (City). Figure 1-1 illustrates the regional and project location. (Figures and tables are located at the end of each chapter.)

This report is intended to satisfy the requirements established by the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide* dated August 2007, the Riverside County Transportation Department *Traffic Impact Analysis Preparation Guide*, dated April 2008, as well as the requirements for the disclosure of potential impacts and mitigation measures pursuant to the California Environmental Quality Act (CEQA). The scope of work for this TIA, including trip generation, trip distribution, study area, and analysis methodologies, has been approved by City staff via the Scoping Agreement process. A copy of the Scoping Agreement is included as Appendix A.

This study examines traffic operations in the vicinity of the proposed project under the following 10 scenarios:

- Existing Conditions;
- Existing with Project Conditions;
- Phase I Project Completion Year (2023) without Project Conditions;
- Phase I Project Completion Year (2023) with Project Conditions;
- Phase II Project Completion Year (2032) without Project Conditions;
- Phase II Project Completion Year (2032) with Project Conditions;
- Phase III Project Completion Year (2038) without Project Conditions;
- Phase III Project Completion Year (2038) with Project Conditions (Project Build-out);
- General Plan Build-out (2040) without Project Conditions; and
- General Plan Build-out (2040) with Project Conditions (Project Build-out).

Traffic conditions were examined for the weekday daily, a.m., and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Roadway segments were analyzed using daily volume counts and comparisons were made to the daily service volume standards provided by the Cities of Moreno Valley and Perris.

1.1 PROJECT DESCRIPTION

The current project site includes a 130,000-square foot (sf) 100-bed hospital, along with two medical office buildings and education trailers totaling approximately 85,000 sf. The project will be replacing

and adding onto existing uses and has been proposed to be built in three phases. Phase I consists of the demolition of the Iris Medical Office Building (MOB) 1 and Education Trailers medical office buildings (10,500 sf) and the construction of a 95,000 sf Diagnostics and Treatment (D&T) Expansion (hospital) and 22,000 sf Energy Center. Phase II consists of the construction of a 65,000 sf medical office building (MOB 3), 380,000 sf expansion of the D&T center, patient towers North and East, and 8,000 sf Energy Center. Phase III consists of the demolition of 130,000 sf of the existing hospital and construction of a 95,000 sf medical office building (MOB 4) and a 375,000 sf expansion of the D&T center along with patient towers South and West. Table 1-A summarizes each of the proposed phases.

Phase I of the project is planned for completion in 2023 (typical 5 years from existing per discussion with City of Moreno Valley staff). Phase II of the project is planned for completion in Year 2032. Phase III of the project is planned for completion in Year 2038. Figures 1-2, 1-3, and 1-4 illustrate the conceptual completion site plans for Phases I, II, and III of the proposed project, respectively.

As shown in the site plans, access to the project would be provided via the three existing driveways along Iris Avenue. The existing signalized driveway (Driveway 2) will continue to operate as a full-access driveway. The driveway farthest west (Driveway 1) would remain operating as right-in/right-out (RIRO) only. Phase I proposes the modification of the driveway farthest east (Driveway 3) to operate as a RIRO only driveway. Based on comments from the City, the project applicant can also coordinate with the adjacent property owner(s) to obtain reciprocal access agreement for an additional project access to Oliver Street. For purposes of this analysis, no access has been considered to Oliver Street from the project.

1.2 STUDY AREA

Based on the City's TIA guidelines, the TIA is required to analyze all intersections of Collector or higher classification streets where the project will contribute 50 or more peak hour trips or intersections identified by City staff for analysis. All study intersections were analyzed during the a.m. and p.m. peak hours.

1.2.1 Study Intersections

Per the Scoping Agreement (Appendix A), intersections considered for this study and their jurisdictions are as follows:

1. Interstate 215 (I-215) Southbound Ramps/Alessandro Boulevard (Caltrans);
2. I-215 Northbound Ramps/Alessandro Boulevard (Caltrans);
3. I-215 Southbound Ramps/Cactus Avenue (Caltrans);
4. I-215 Northbound Ramps/Cactus Avenue (Caltrans);
5. I-215 Northbound Ramps-Old 215 Frontage Road/Cactus Avenue (Caltrans);
6. Day Street/Alessandro Boulevard (Moreno Valley);
7. Elsworth Street/Alessandro Boulevard (Moreno Valley);

8. Elsworth Street/Cactus Avenue (Moreno Valley);
9. Frederick Street/Alessandro Boulevard (Moreno Valley);
10. Frederick Street/Cactus Avenue (Moreno Valley);
11. Graham Street/Alessandro Boulevard (Moreno Valley);
12. Graham Street-Riverside Drive/Cactus Avenue (Moreno Valley);
13. Heacock Street/Alessandro Boulevard (Moreno Valley);
14. Heacock Street/Cactus Avenue (Moreno Valley);
15. Heacock Street/Iris Avenue (Moreno Valley);
16. Indian Street/Alessandro Boulevard (Moreno Valley);
17. Indian Street/Cactus Avenue (Moreno Valley);
18. Indian Street/Iris Avenue(Moreno Valley);
19. Perris Boulevard/Alessandro Boulevard (Moreno Valley);
20. Perris Boulevard/Cactus Avenue (Moreno Valley);
21. Perris Boulevard/Iris Avenue (Moreno Valley);
22. Perris Boulevard/Krameria Avenue (Moreno Valley);
23. Perris Boulevard/San Michele Road (Moreno Valley);
24. Perris Boulevard/Nandina Avenue (Moreno Valley);
25. Perris Boulevard/Harley Knox Boulevard (Perris);
26. Kitching Street/Alessandro Boulevard (Moreno Valley);
27. Kitching Street/Cactus Avenue (Moreno Valley);
28. Kitching Street/Iris Avenue (Moreno Valley);
29. Lasselle Street/Alessandro Boulevard (Moreno Valley);
30. Lasselle Street/Cactus Avenue (Moreno Valley);
31. Lasselle Street/John F Kennedy Drive (Moreno Valley);
32. Lasselle Street/Iris Avenue (Moreno Valley);
33. Lasselle Street/Krameria Avenue (Moreno Valley);
34. Lasselle Street/Via Xavier Lane (Moreno Valley);
35. Lasselle Street/Lasselle Sports Park-Rojo Tierra (Moreno Valley);
36. Lasselle Street/Cremello Way-Avenida De Plata (Moreno Valley);
37. Lasselle Street/Avenida Classica-Kentucky Derby Drive (Moreno Valley);
38. Lasselle Street/Via De Anza-Rancho Verde High School (Moreno Valley);

39. Evans Road/Ramona Expressway (Perris);
40. Camino Flores/Iris Avenue (Moreno Valley);
41. Coachlight Court-Avenida De Circo/Iris Avenue (Moreno Valley);
42. Grande Vista Drive/Iris Avenue (Moreno Valley);
43. Nason Street/Elder Avenue-State Route 60 (SR-60) Westbound Ramps (Caltrans);
44. Nason Street/SR-60 Eastbound Ramps (Caltrans);
45. Nason Street/Eucalyptus Avenue (Moreno Valley);
46. Nason Street/Cottonwood Avenue (Moreno Valley);
47. Nason Street/Alessandro Boulevard (Moreno Valley);
48. Nason Street/Cactus Avenue (Moreno Valley);
49. Nason Street-Hillrose Lane/Iris Avenue (Moreno Valley);
50. Pearl Lane-Oliver Street/Alessandro Boulevard (Moreno Valley);
51. Oliver Street/Cactus Avenue (Moreno Valley);
52. Oliver Street/John F Kennedy Drive (Moreno Valley);
53. Oliver Street/Iris Avenue (Moreno Valley);
54. Via Del Lago/Iris Avenue-Moreno Beach Drive (Moreno Valley);
55. Moreno Beach Drive/SR-60 Westbound Ramps (Caltrans);
56. Moreno Beach Drive/SR-60 Eastbound Ramps (Caltrans);
57. Moreno Beach Drive/Eucalyptus Avenue (Moreno Valley);
58. Moreno Beach Drive/Cottonwood Avenue (Moreno Valley);
59. Moreno Beach Drive/Alessandro Boulevard (Moreno Valley);
60. Moreno Beach Drive/Cactus Avenue (Moreno Valley);
61. Moreno Beach Drive/John F Kennedy Drive (Moreno Valley);
62. Driveway 1/Iris Avenue (Moreno Valley);
63. Driveway 2/Iris Avenue (Moreno Valley); and
64. Driveway 3/Iris Avenue (Moreno Valley).

Figure 1-5 illustrates the locations of all analysis intersections.

1.2.2 Roadway Segments

Per the Scoping Agreement and based on discussion with City staff, the following roadway segments are included in the analysis:

Perris Boulevard

1. Between Iris Avenue and Krameria Avenue (Moreno Valley);
2. Between Krameria Avenue and San Michele Road (Moreno Valley);
3. Between San Michele Road and Nandina Avenue (Moreno Valley); and
4. Between Nandina Avenue and Harley Knox Boulevard (Moreno Valley/Perris).

Lasselle Street

5. Between John F Kennedy Drive and Iris Avenue (Moreno Valley);
6. Between Iris Avenue and Krameria Avenue (Moreno Valley);
7. Between Krameria Avenue and Via Xavier Lane (Moreno Valley);
8. Between Via Xavier Lane and Lasselle Sports Park-Rojo Tierra (Moreno Valley);
9. Between Lasselle Sports Park-Rojo Tierra and Cremello Way-Avenida De Plata (Moreno Valley);
10. Between Cremello Way-Avenida De Plata and Avenida Classica-Kentucky Derby Drive (Moreno Valley); and
11. Between Avenida Classica-Kentucky Derby Drive and Via De Anza-Rancho Verde High School (Moreno Valley).

Lasselle Street-Evans Road

12. Between Via De Anza-Rancho Verde High School and Ramona Expressway (Moreno Valley/ Perris).

Nason Street

13. Between SR-60 Eastbound Ramps and Eucalyptus Avenue (Moreno Valley);
14. Between Eucalyptus Avenue and Cottonwood Avenue (Moreno Valley);
15. Between Cottonwood Avenue and Alessandro Boulevard (Moreno Valley);
16. Between Alessandro Boulevard and Cactus Avenue (Moreno Valley); and
17. Between Cactus Avenue and Iris Avenue (Moreno Valley).

Oliver Street

18. Between Alessandro Boulevard and Cactus Avenue (Moreno Valley);
19. Between Cactus Avenue and John F Kennedy Drive (Moreno Valley); and
20. Between John F Kennedy Drive and Iris Avenue (Moreno Valley).

Moreno Beach Drive

21. Between SR-60 Eastbound Ramps and Eucalyptus Avenue (Moreno Valley);
22. Between Eucalyptus Avenue and Cottonwood Avenue (Moreno Valley);
23. Between Cottonwood Avenue and Alessandro Boulevard (Moreno Valley);

24. Between Alessandro Boulevard and Cactus Avenue (Moreno Valley);
25. Between Cactus Avenue and John F Kennedy Drive (Moreno Valley); and
26. Between John F Kennedy Drive and Via Del Lago (Moreno Valley).

Alessandro Boulevard

27. Between I-215 Northbound Ramps-Day Street (Moreno Valley);
28. Between Day Street and Elsworth Street (Moreno Valley);
29. Between Elsworth Street and Frederick Street (Moreno Valley);
30. Between Frederick Street and Graham Street (Moreno Valley);
31. Between Graham Street and Heacock Street (Moreno Valley);
32. Between Heacock Street and Indian Street (Moreno Valley);
33. Between Indian Street and Perris Boulevard (Moreno Valley);
34. Between Perris Boulevard and Kitching Street (Moreno Valley);
35. Between Kitching Street and Lasselle Street (Moreno Valley);
36. Between Lasselle Street and Nason Street (Moreno Valley); and
37. Between Nason Street and Moreno Beach Drive (Moreno Valley).

Cactus Avenue

38. Between I-215 Northbound Ramps-Old Frontage Road and Elsworth Street (Moreno Valley);
39. Between Elsworth Street and Frederick Street (Moreno Valley);
40. Between Frederick Street and Graham Street-Riverside Drive (Moreno Valley);
41. Between Graham Street-Riverside Drive and Heacock Street (Moreno Valley);
42. Between Heacock Street and Indian Street (Moreno Valley);
43. Between Indian Street and Perris Boulevard (Moreno Valley);
44. Between Perris Boulevard and Kitching Street (Moreno Valley);
45. Between Kitching Street and Lasselle Street (Moreno Valley); and
46. Between Lasselle Street and Nason Street (Moreno Valley).

John F Kennedy Drive

47. Between Oliver Street and Moreno Beach Drive (Moreno Valley).

Iris Avenue

48. Between Heacock Street and Indian Street (Moreno Valley);
49. Between Indian Street and Perris Boulevard (Moreno Valley);
50. Between Perris Boulevard and Kitching Street (Moreno Valley);

51. Between Kitching Street and Lasselle Street (Moreno Valley);
52. Between Lasselle Street and Camino Flores (Moreno Valley);
53. Between Camino Flores and Coachlight Court-Avenida De Circo (Moreno Valley);
54. Between Coachlight Court-Avenida De Circo and Grande Vista Drive (Moreno Valley);
55. Between Grande Vista Drive and Nason Street-Hillrose Lane (Moreno Valley);
56. Between Nason Street-Hillrose Lane and Driveway 1 (Moreno Valley);
57. Between Driveway 1 and Driveway 2 (Moreno Valley);
58. Between Driveway 2 and Driveway 3 (Moreno Valley);
59. Between Driveway 3 and Oliver Street (Moreno Valley); and
60. Between Oliver Street and Via Del Lago (Moreno Valley).

1.3 LIST OF CHAPTER 1.0 FIGURES AND TABLES

- Figure 1-1: Regional and Project Location
- Figure 1-2: Phase I Completion Site Plan
- Figure 1-3: Phase II Completion Site Plan
- Figure 1-4: Phase III Completion Site Plan
- Figure 1-5: Study Area Intersections
- Table 1-A: Proposed Project Phases



LSA

FIGURE 1-1

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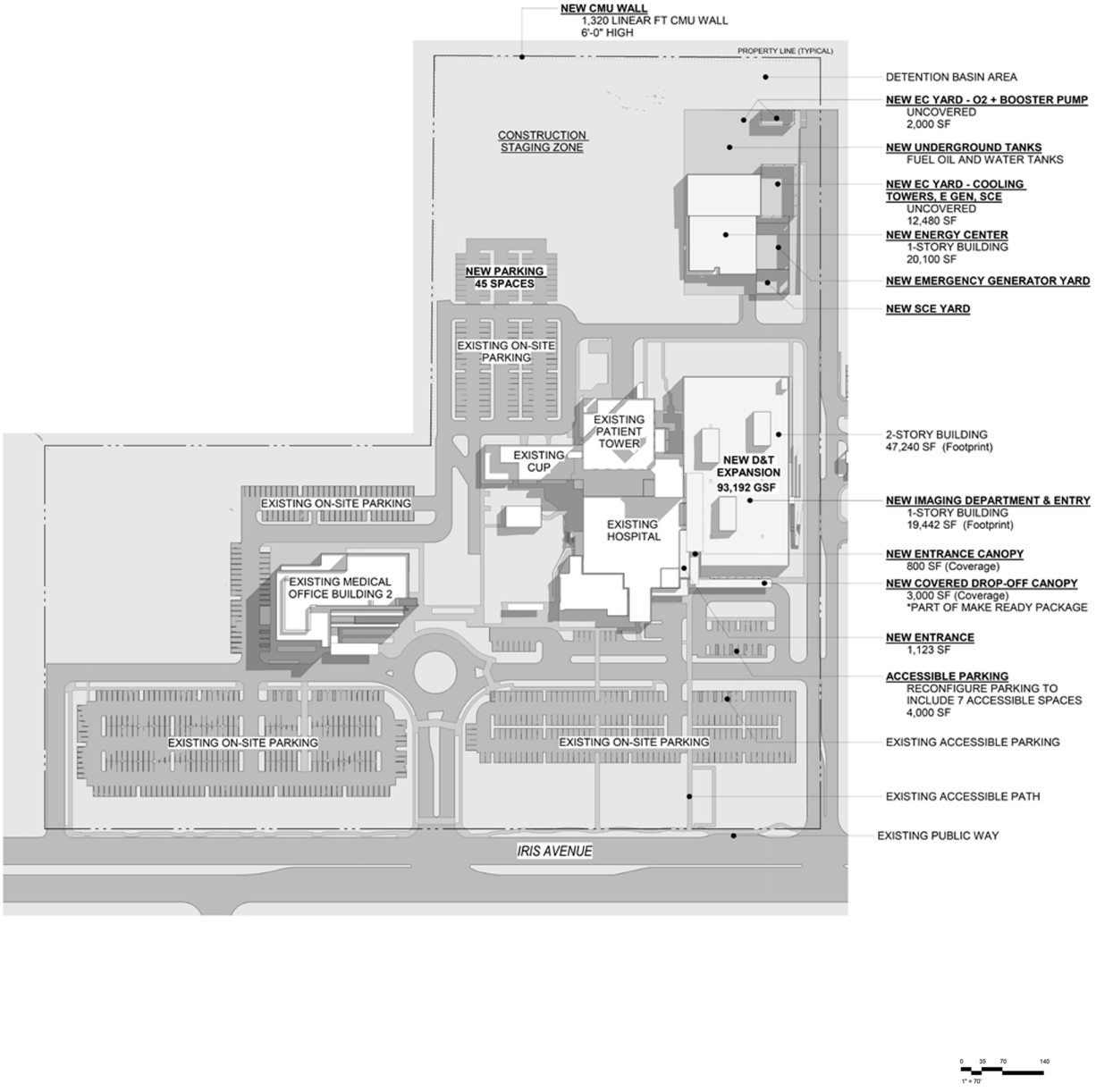
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Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Regional and Project Location

SOURCE:ESRI Streetmap, 2013/Riverside County, 2015; Google Earth, 2018.

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LSA

FIGURE1-2

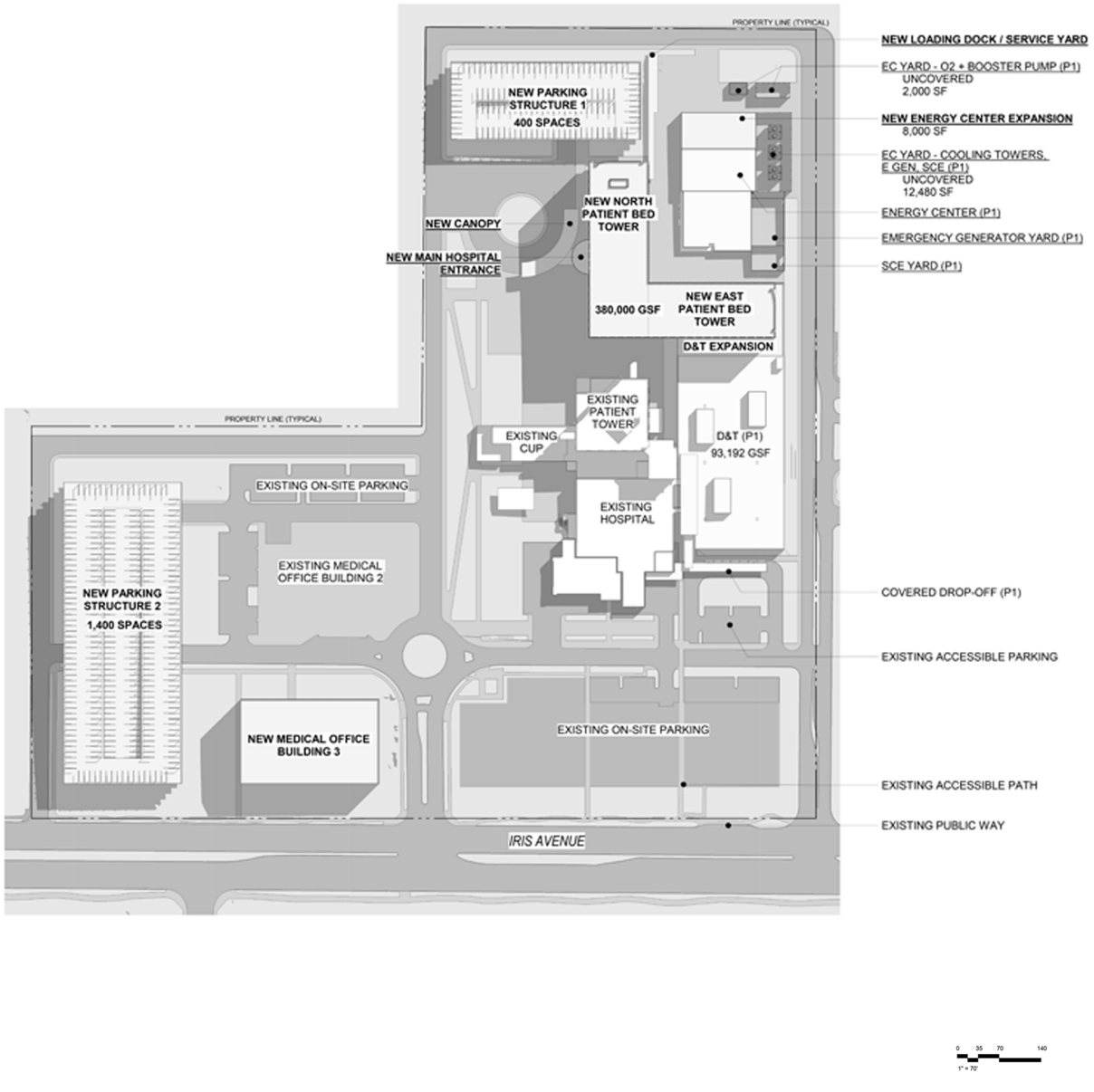
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Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase I Completion Site Plan

SOURCE: CO Architects, 2018

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LSA

FIGURE 1-3

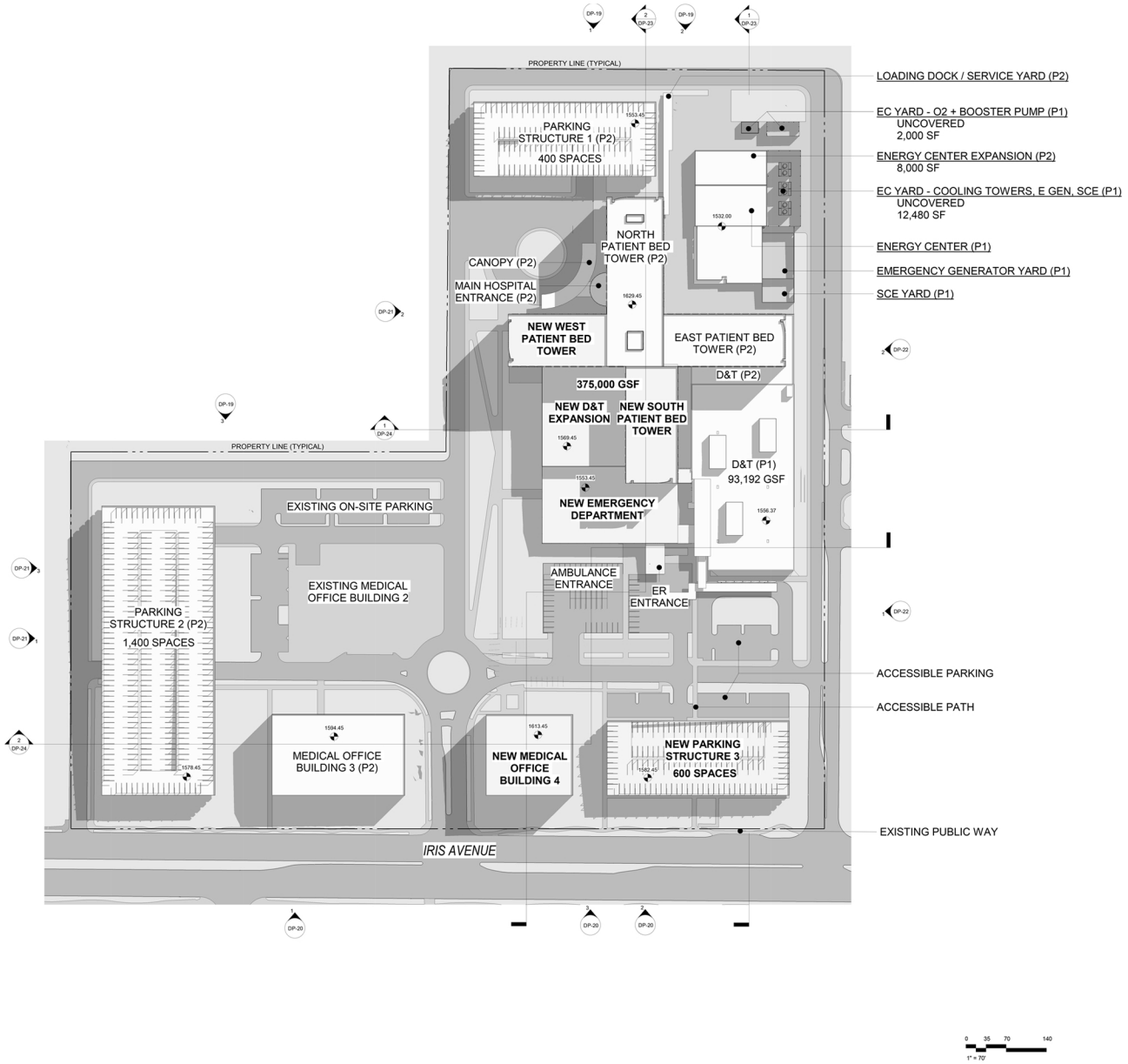
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Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase II Completion Site Plan

SOURCE: CO Architects, 2018

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LSA

FIGURE 1-4

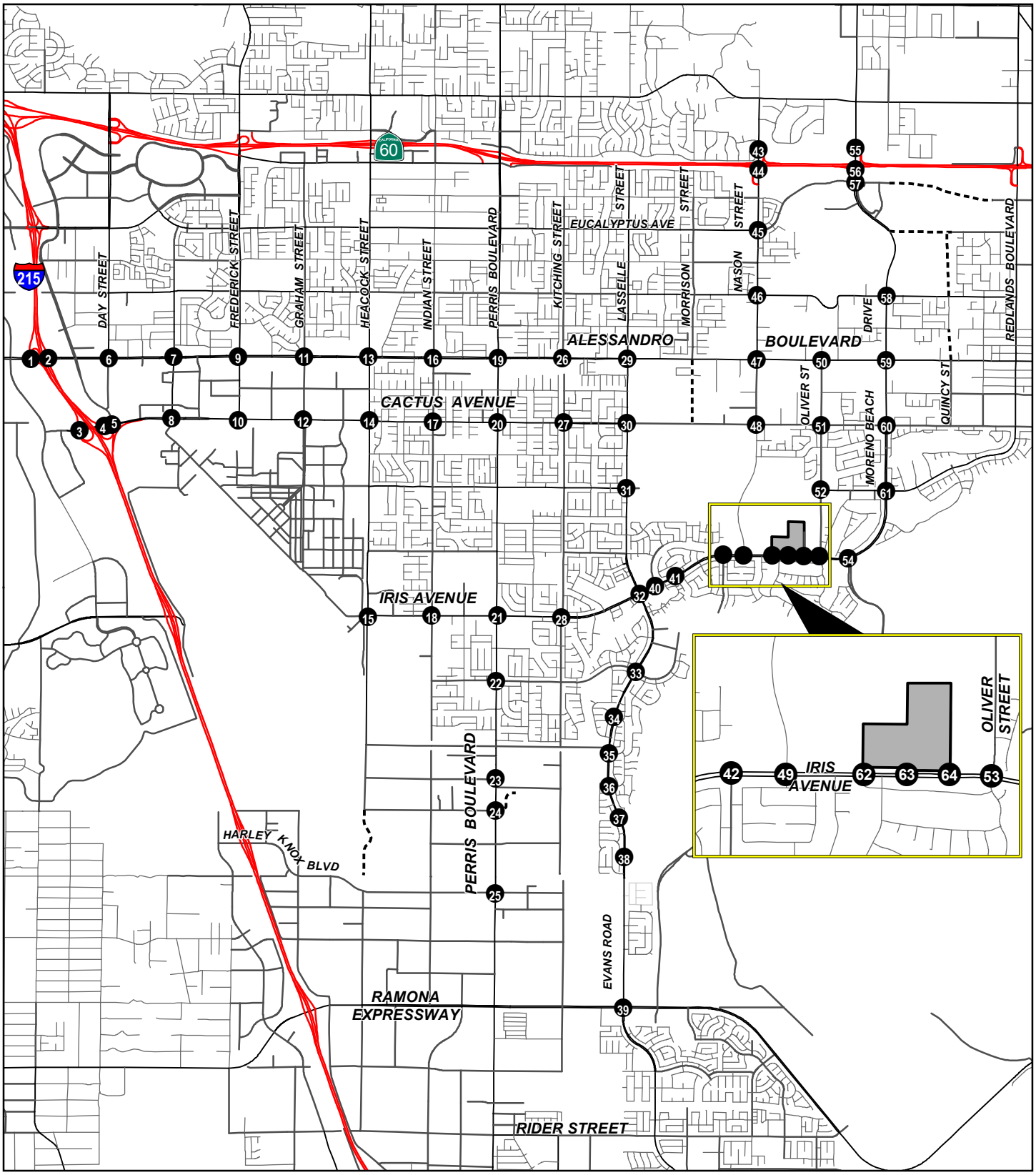
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Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase III Completion Site Plan

SOURCE: CO Architects, 2018

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LSA

Legend

- Project Location
- Study Area Interesections
- Future Roads

0 2800 5600
Feet

FIGURE 1-5

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Source: Riverside County, 2017

Study Area Intersections

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Table 1-A: Proposed Project Phases

Phase	Medical Office Building	Hospital (D&T Expansion, Patient Towers and ED)	Ancillary Uses
Existing	10,500 sf (IRIS MOB 1 and Education Trailers) 74,500 sf (MOB 2)	130,000 sf (Hospital)	—
Phase I	10,500 sf (Demolition of IRIS MOB 1 and Education Trailers)	95,000 sf (D&T Expansion)	22,000 sf (CUP-Energy Center)
Phase II	65,000 sf (MOB 3)	380,000 sf (D&T Expansion, Patient Towers North & East)	8,000 sf (CUP-Energy Center)
Phase III	95,000 sf (MOB 4)	375,000 sf (D&T Expansion, Patient Towers South & West, ED) 130,000 SF (Demolition of Existing Hospital)	—
Net New	**149,500 sf**	**720,000 sf**	**30,000 sf**
Net Total	**899,500 sf**		

D&T: Diagnostics and Treatment
ED: Emergency Department
MOB: Medical Office Building
sf: square feet

2.0 ANALYSIS METHODOLOGY

2.1 LEVEL OF SERVICE DEFINITIONS

Level of service (LOS) can be characterized for the whole intersection, each intersection approach, and by each lane group. Control delay alone is used to characterize LOS for the entire intersection. Control delay quantifies the increase in travel time due to the traffic signal control, and is a surrogate measure of driver discomfort and fuel consumption.

A complete description of the meaning of LOS can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual* (HCM). The HCM establishes LOS A through F for intersections. A description of LOS for signalized and unsignalized intersections is summarized in Table 2-A. A description of LOS for roadway segments is summarized in Table 2-B.

Table 2-C shows the LOS criteria for unsignalized and signalized intersections. Tables 2-D and 2-E summarize the LOS criteria used to evaluate roadway segments based on the daily capacity for each functional classification as per the City's TIA guidelines and the *City of Perris General Plan Circulation Element* (amended August 2008), respectively. The daily traffic volumes represent the total vehicles (both directions) traveling on a roadway segment within 24 hours.

For all study area intersections, the *Highway Capacity Manual 6th Edition* (HCM 6) analysis methodologies were used to determine intersection LOS. Intersection LOS was calculated using Synchro 10 software, which uses the HCM 6 methodologies.

2.2 LEVEL OF SERVICE PROCEDURES AND THRESHOLDS

Study intersections and roadway segments analyzed in this report are under the jurisdiction of the Cities of Moreno Valley and Perris. Intersections located at freeway on-ramps and off-ramps are under the jurisdiction of Caltrans. The City of Moreno Valley uses both LOS C and LOS D as its minimum LOS criteria for intersections and roadway segments. As stated in both the City of *Moreno Valley General Plan* (dated July 11, 2006) and the City's TIA guidelines, LOS D is applicable to intersections and roadway segments adjacent to employment-generating land uses while LOS C is applicable to all other areas. Figure 2-1 illustrates the LOS standards for intersections and roadway segments within the City. The City of Perris uses LOS D as its minimum level of service criterion for intersections and roadway segments. Caltrans considers an acceptable LOS to be between LOS C and D at all intersections under its jurisdiction (delay of 45 seconds at signalized intersections and delay of 30 seconds at unsignalized intersections).

2.3 PROJECT SIGNIFICANCE THRESHOLD

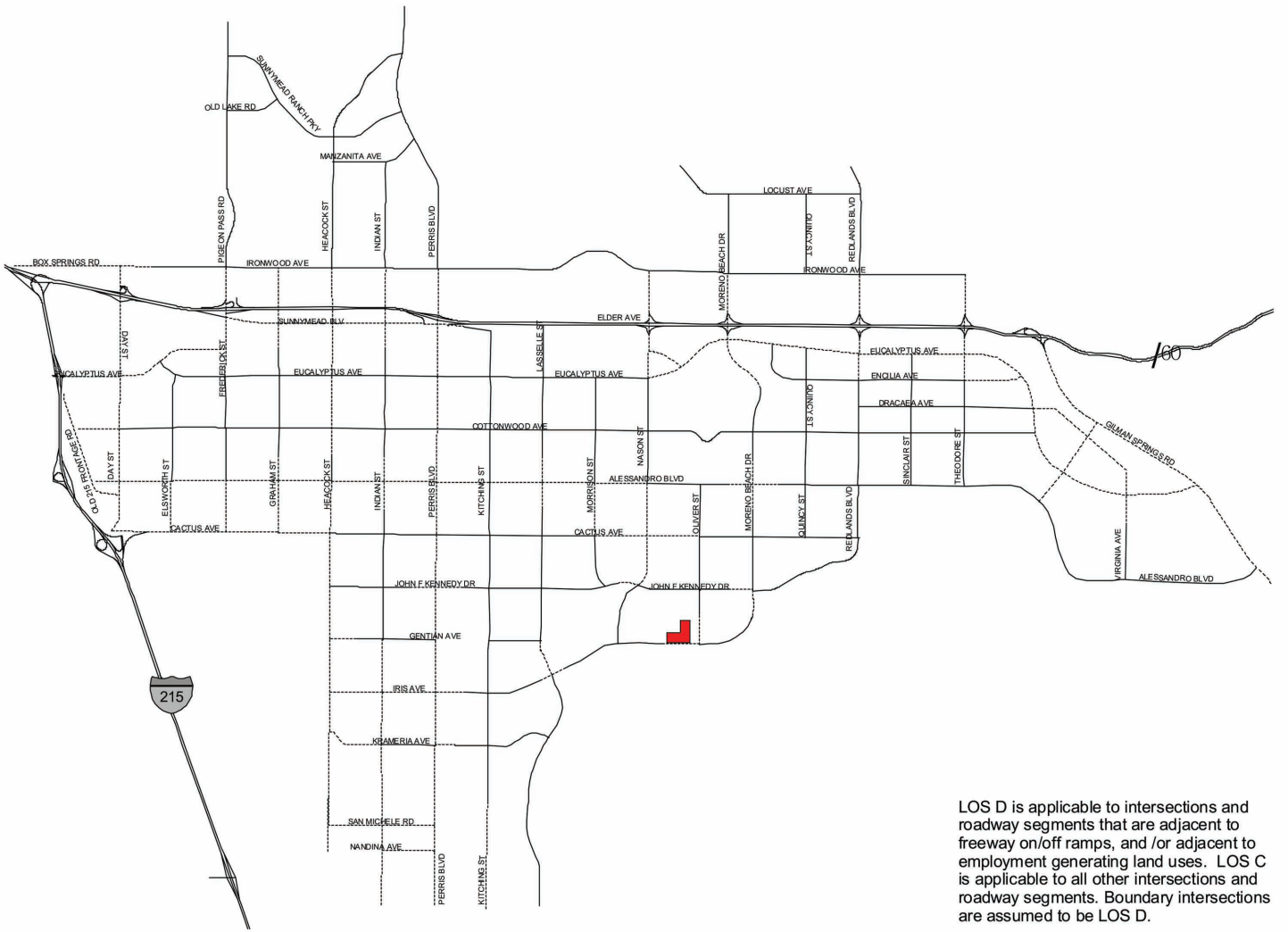
At study intersections and roadway segments under the jurisdiction of the City of Moreno Valley, the determination of a significant circulation impact is based on the impact criteria contained in the City's TIA guidelines, which state that, for projects in conformance with the General Plan, a significant impact occurs at a study intersection or roadway segment when the LOS falls below the target LOS of C or D with the addition of project traffic or when a project contributes to an unsatisfactory condition (LOS D, E, or F).

At study intersection and roadway segments under the jurisdiction of the City of Perris, the determination of a significant circulation impact is based on the impact criteria contained in the Riverside County TIA guidelines, which state that a significant impact occurs at a study intersection or roadway segment when the project traffic deteriorates the LOS to below the target LOS of D or when the cumulative traffic exceeds the target LOS.

Caltrans does not have significant impact criteria for study intersections. Therefore, a significant impact occurs when the project causes an unsatisfactory condition (deteriorate from LOS A through D to E or F) for intersections or when the project contributes to an existing deficiency.

2.4 LIST OF CHAPTER 2.0 FIGURES AND TABLES

- Figure 2-1: City of Moreno Valley LOS Standards
- Table 2-A: Intersection Level of Service Definitions
- Table 2-B: Roadway Segment Level of Service Definitions
- Table 2-C: Level of Service Criteria for Unsignalized and Signalized Intersections
- Table 2-D: Roadway Segment Capacity and Levels of Service (Moreno Valley)
- Table 2-E: Roadway Segment Capacity and Levels of Service (Perris)



LOS D is applicable to intersections and roadway segments that are adjacent to freeway on/off ramps, and /or adjacent to employment generating land uses. LOS C is applicable to all other intersections and roadway segments. Boundary intersections are assumed to be LOS D.

Source: Urban Crossroads, June 2004.

LSA

LEGEND

Project Location

FIGURE 2-1

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

City of Moreno Valley LOS Standards

SOURCE: Moreno Valley General Plan Final Program EIR, 2006

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Table 2-A: Intersection Level of Service Definitions

LOS	Description
A	Traffic operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Traffic operations with control delay between 10 seconds per vehicle and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	Traffic operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	Traffic operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Traffic operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	Traffic operations with control delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: *Highway Capacity Manual* (6th Edition)

Table 2-B: Roadway Segment Level of Service Definitions

LOS	Description
A	Describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control Delay at the boundary intersection is minimal. The travel speed exceeds 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
B	Describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted, and control delay at the boundary is not significant. The travel speed is between 67% and 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
C	Describes stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersection may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
D	Indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
E	Characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
F	Characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is between 30% or less of the base free-flow speed, and the volume-to-capacity ratio is greater than 1.0.

Source: *Highway Capacity Manual* (6th Edition)

Table 2-C: Level of Service Criteria for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (sec.)	Signalized Intersection Average Delay per Vehicle (sec.)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: *Highway Capacity Manual* (6th Edition)

Table 2-D: Roadway Segment Capacity and Levels of Service (Moreno Valley)

Type of Roadway	Level of Service				
	A	B	C	D	E
Six-Lane Divided Arterial	33,900	39,400	45,000	50,600	56,300
Four-Lane Divided Arterial	22,500	26,300	30,000	33,800	37,500
Four-Lane Undivided Arterial	15,000	17,500	20,000	22,500	25,000
Two-Lane Industrial Collector	7,500	8,800	10,000	11,300	12,500
Two-Lane Undivided Residential	N/A	N/A	N/A	N/A	2,000

Source: City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide*, August 2007

Table 2-E: Roadway Segment Capacity and Levels of Service (Perris)[1]

Functional Classification	Number of Lanes	Maximum Two-Way Average Daily Traffic (ADT)[2]				
		LOS A	LOS B	LOS C	LOS D	LOS E
Collector	2	7,800	9,100	10,400	11,700	13,000
Collector	4	15,540	18,130	20,700	23,300	25,900
Arterial	2	10,800	12,600	14,400	16,200	18,000
Arterial	4	21,540	25,130	28,700	32,300	35,900
Arterial	6	32,340	37,730	43,100	48,500	53,900
Expressway	4	24,540	28,630	32,700	36,800	40,900
Expressway	6	36,780	42,910	49,000	55,200	61,300
Expressway	8	49,020	57,190	65,400	73,500	81,700
Freeway	4	45,900	53,550	61,200	68,900	76,500
Freeway	6	70,500	82,250	94,000	105,800	117,500
Freeway	8	96,300	112,350	128,400	144,500	160,500
Freeway	10	120,360	140,420	160,500	180,500	200,600

Source: *City of Perris General Plan Circulation Element* (amended August 2008).

[1] All Capacity Exhibits are based on optimum conditions and are intended as guidelines for planning purposes only.

[2] Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables.

LOS = Level of Service

3.0 CIRCULATION NETWORK SETTING

3.1 EXISTING CIRCULATION NETWORK

This section provides a description of the circulation network within the study area. Figure 3-1 illustrates existing geometrics and traffic control for study intersections. Within the City of Moreno Valley, all major roadways are classified based on the City's Circulation Plan. Figure 3-2 illustrates roadway classifications per the City's Circulation Plan. Within the City of Perris, all major roadways are classified based on the City's General Plan Circulation Element. Figure 3-3 illustrates roadway classifications per the City of Perris General Plan Circulation Element.

Table 3-A summarizes the classifications of major roadways within the TIA study area limits. Following is a brief description of these roadways:

- **Alessandro Boulevard:** Alessandro Boulevard is an east-west arterial within the City of Moreno Valley. From the westerly limit of the study area to Kitching Street, Alessandro Boulevard is a partly divided arterial varying from five to six lanes. From Kitching Street to the easterly limit of study area, Alessandro Boulevard is an undivided arterial with two lanes. In the City of Moreno Valley Circulation Plan, Alessandro Boulevard is designated partly as "Divided Major Arterial" and partly as "Divided Arterial – 4 Lane."
- **Cactus Avenue:** Cactus Avenue is an east-west divided arterial within the City of Moreno Valley. The number of lanes varies from four to six. In the City of Moreno Valley Circulation Plan, Cactus Avenue is designated partly as "Divided Major Arterial – Reduced Cross Section" and partly as "Minor Arterial."
- **Iris Avenue:** Within the City of Moreno Valley, Iris Avenue is an east-west divided arterial with the number of lanes varying from three to six. In the City of Moreno Valley Circulation Plan, Iris Avenue is designated partly as "Divided Major Arterial" and partly as "Arterial."
- **Perris Boulevard:** Perris Boulevard is a north-south six-lane divided arterial within the study area in both the City Moreno Valley and the City of Perris. Perris Boulevard is designated as "Divided Arterial – 6 Lane" within Moreno Valley (as per the City's Circulation Plan) and as "Primary Arterial" within Perris (as per the City Perris General Plan Circulation Element).
- **Lasselle Street/Evans Road:** Lasselle Street is a north-south divided arterial with the number of lanes varying from four to five. Within the study area, the designation of Nason Street on the City of Moreno Valley Circulation Plan is "Arterial," "Divided Major Arterial," and Divided Major Arterial- Reduced Cross Section." South of the intersection with Camino Del Rey, it continues as Evans Road into the City of Perris. In Perris, Evans Road is designated as "Primary Arterial" (per the City Perris General Plan Circulation Element).
- **Nason Street:** Within the City of Moreno Valley, Nason Street is a north-south is a divided arterial. Travel lanes within the study vary between four and five lanes. Nason Street is designated partly as "Divided Major Arterial – Reduced Cross Section," partly as "Divided Arterial – 4 Lane," and partly as "Arterial" in the City's Circulation Plan.

- **Oliver Street:** Oliver Street runs north-south and is a partly divided and partly undivided arterial with the number of lanes varying from two to four. There are no existing bike lanes and sidewalks exist on both sides of the segments except for the stretch between John F Kennedy Drive and Filaree Avenue, where sidewalks are present only on one side of the road.
- **Moreno Beach Drive:** Moreno Beach Drive runs north-south in the City. Within the study area, it is designated as "Divided Major Arterial" in the City's Circulation Plan. Under existing conditions, it is a partly divided and partly undivided arterial with the number of lanes varying from two to six.

3.2 BIKES, TRAILS, AND TRANSIT

Figure 3-4 illustrates the master plan of trails within the City and surrounding region. These trails include bikeways and multiuse trails readily available and planned for both pedestrian and cyclist usage.

The existing bicycle facilities include Class I, Class II, and Class III routes and are described as follows:

- Class I bike facilities provide completely separate right-of-way (ROW) and are designated for the exclusive use of bicycles and pedestrians with minimal vehicle and pedestrian cross-flow.
- Class II bike facilities provide restricted ROW and are designated for the use of bicycles with a striped lane on a street or highway.
- Class III bike facilities provide for a ROW designated by signs or pavement markings (sharrows) for shared use with pedestrian or motor vehicles.

Table 3-A summarizes the classifications of bicycle lanes within the TIA study area limits. Figure 3-5 illustrates the Moreno Valley bicycle lane network plan.

Public transportation with the study area includes bus and rail service. Service providers include Riverside Transportation Authority (RTA), Sunlight Transit, and Metrolink. Table 3-B documents the operators and transit service they each provide within the study area.

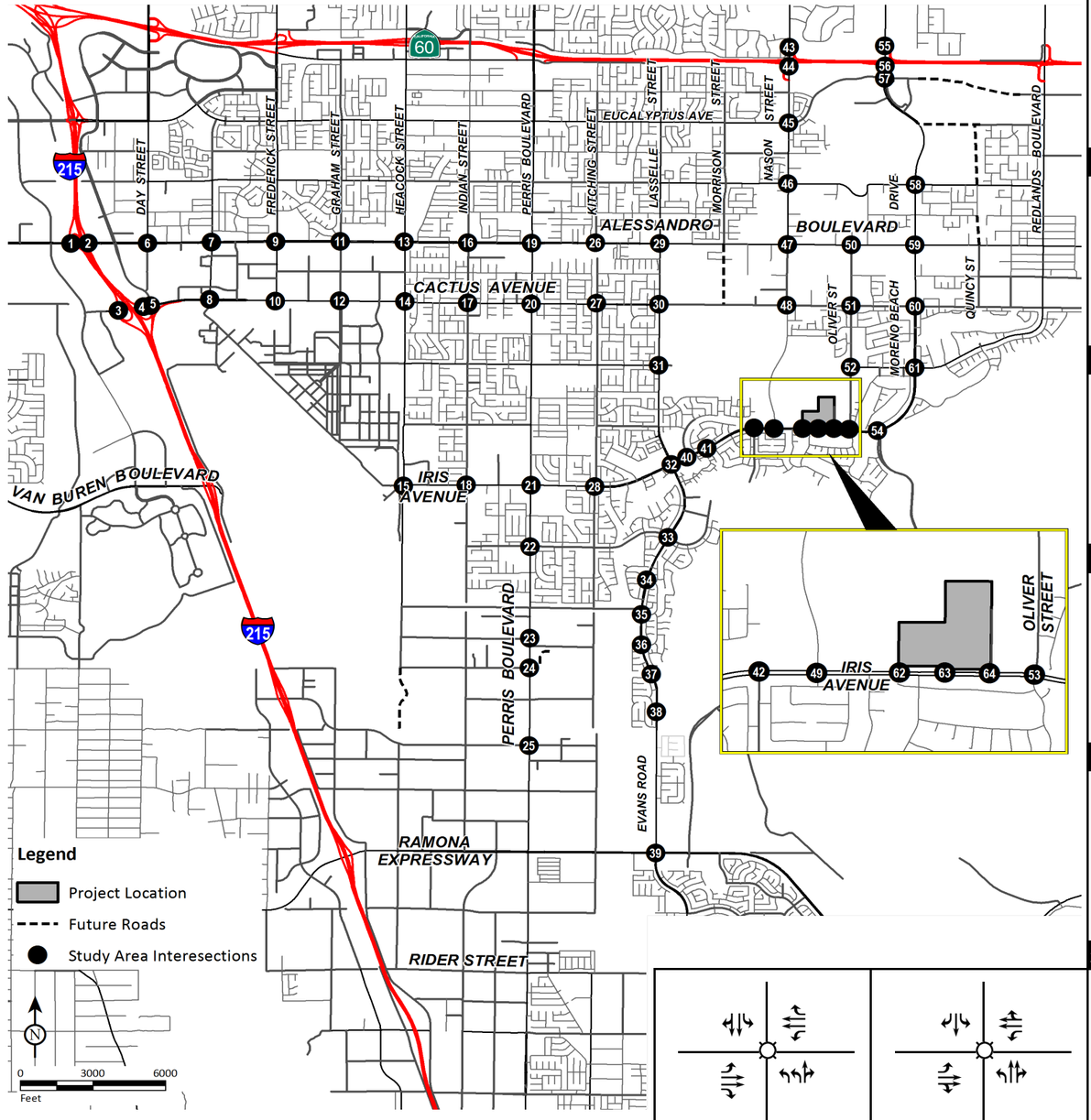
3.3 PROJECT DESIGN FEATURES

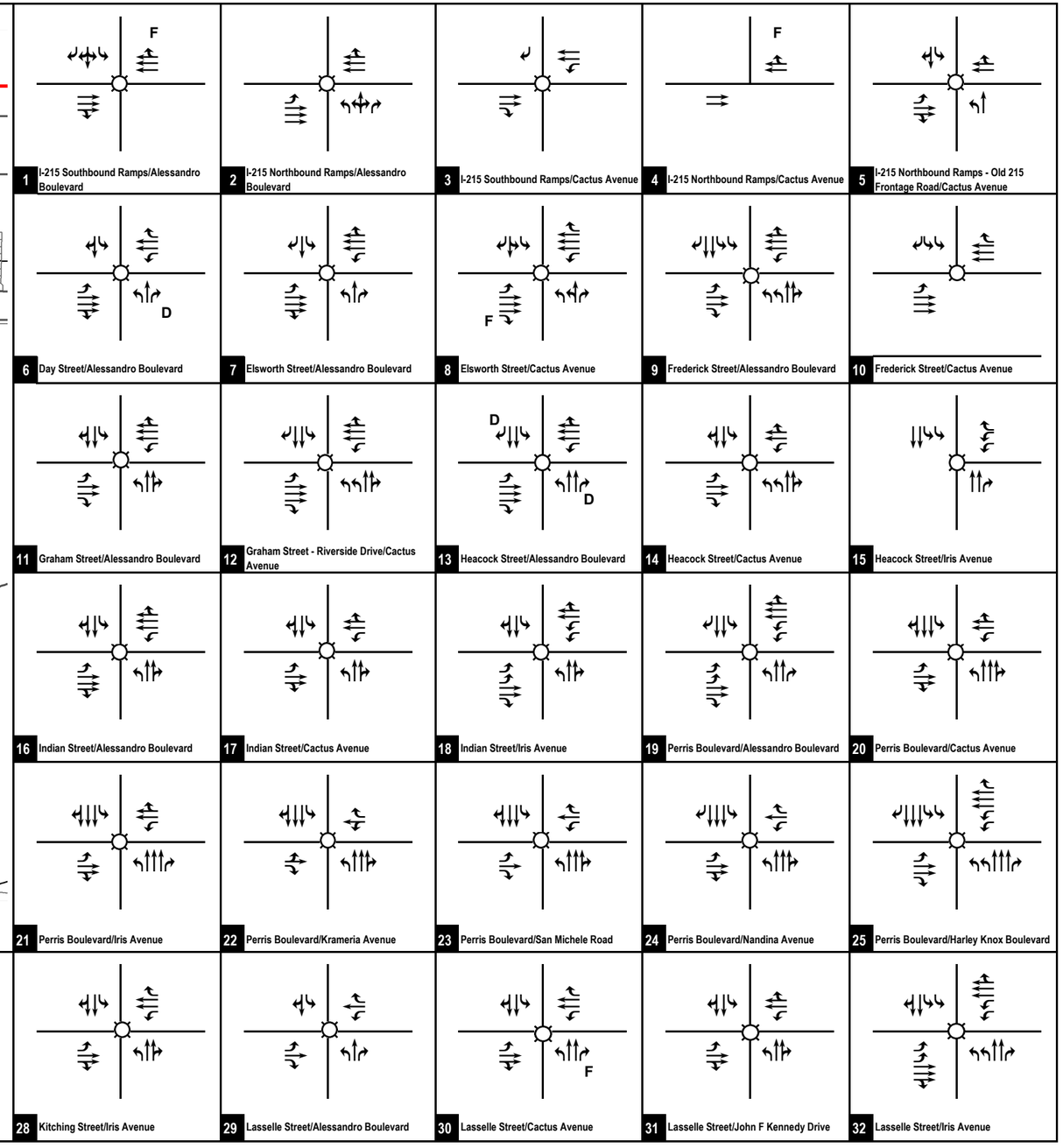
As stated in the Project Description section of this report, access to the project would be provided via the three existing driveways along Iris Avenue. While Driveway 2 will continue to operate as a full-access driveway and Driveway 1 as a RIRO only driveway, Driveway 3 will start operating as a RIRO only driveway with the implementation of Phase I of the project. Also, the on-site median along Driveway 2 will be modified to extend both the left-turn and right-turn lanes to the existing roundabout and thereby extend the stacking for both the egress lanes up to 200 feet when forecasted queue lengths exceed the existing available storage.

3.4 LIST OF CHAPTER 3.0 FIGURES AND TABLES

- Figure 3-1A: Existing Study Intersection Geometrics and Traffic Control (Int. 1-32)
- Figure 3-1B: Existing Study Intersection Geometrics and Traffic Control (Int. 33-64)

- Figure 3-2: City of Moreno Valley General Plan Street Classifications
- Figure 3-3: City of Perris General Plan Street Classifications
- Figure 3-4: City of Moreno Valley Master Plan of Trails
- Figure 3-5: City of Moreno Valley Bicycle Lane Network Plan
- Table 3-A: Roadway Segment Classification
- Table 3-B: Moreno Valley Transit Services





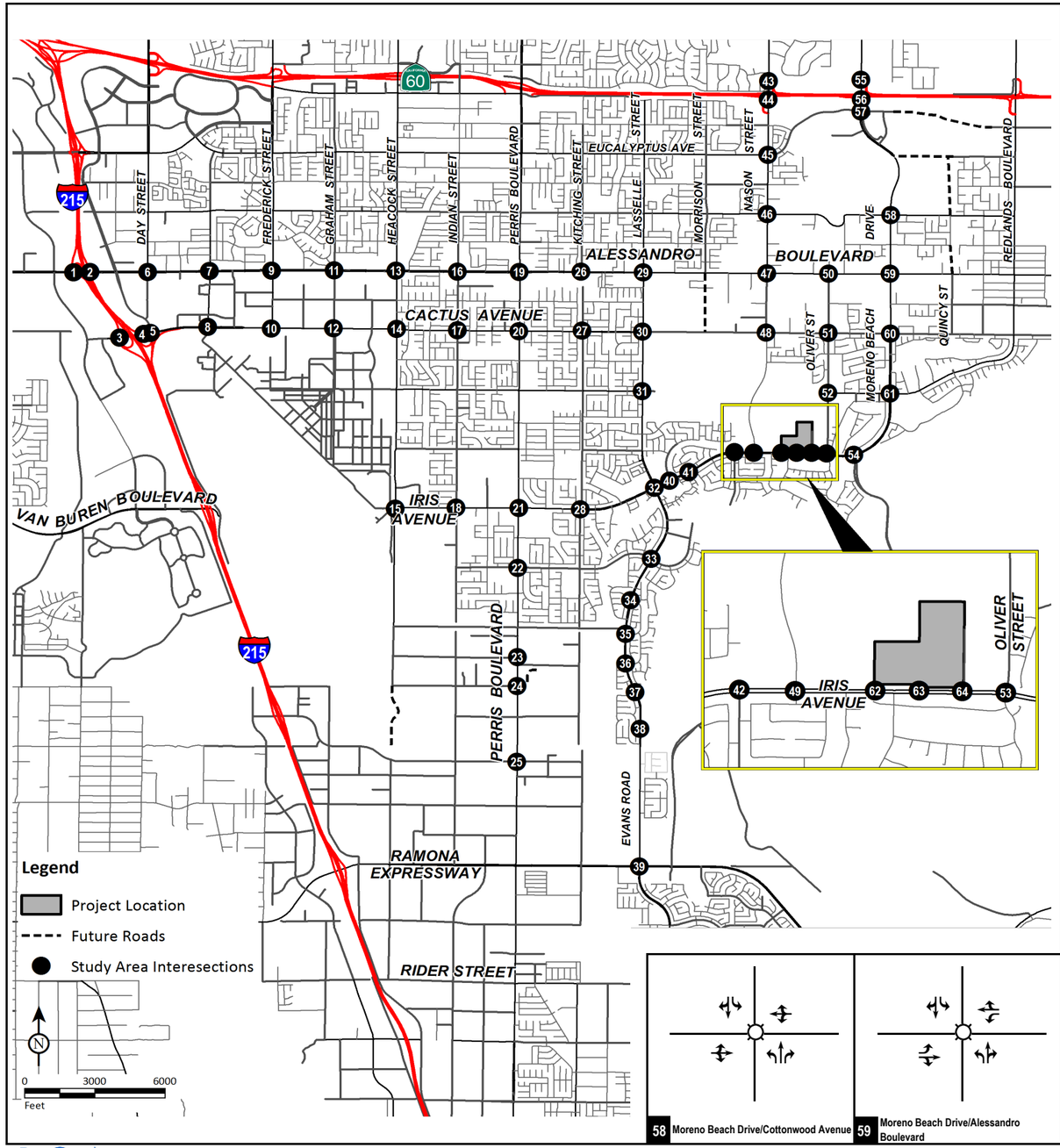
LSA

Legend
- Signal
- Stop Sign

D De-Facto Right
O Overlap
F Free-Right

FIGURE 3-1A

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Existing Study Intersection Geometrics and Traffic Control (Int. 1-32)



33	Lasselle Street/Krameria Avenue
34	Lasselle Street/Via Xavier Lane
35	Lasselle Street/Lasselle Sports Park - Rojo Tierra
36	Lasselle Street/Cremello Way - Avenida De Plata
37	Lasselle Street/Avenida Classica - Kentucky Derby Drive
38	Lasselle Street/Via De Anza - Rancho Verde High School
39	Evans Road/Ramona Expressway
40	Camino Flores/Iris Avenue
41	Coachlight Court - Avenida De Circo/Iris Avenue
42	Grande Vista Drive/Iris Avenue
43	Nason Street/Elder Avenue - SR-60 Westbound Ramps
44	Nason Street/SR-60 Eastbound Ramps
45	Nason Street/Eucalyptus Avenue
46	Nason Street/Cottonwood Avenue
47	Nason Street/Alessandro Boulevard
48	Nason Street/Cactus Avenue
49	Nason Street-Hillrose Lane/Iris Avenue
50	Pearl Lane - Oliver Street/Alessandro Boulevard
51	Oliver Street/Cactus Avenue
52	Oliver Street/John F Kennedy Drive
53	Oliver Street/Iris Avenue
54	Via Del Lago/Iris Avenue - Moreno Beach Drive
55	Moreno Beach Drive/SR-60 Westbound Ramps
56	Moreno Beach Drive/SR-60 Eastbound Ramps
57	Moreno Beach Drive/Eucalyptus Avenue
58	Moreno Beach Drive/Cottonwood Avenue
59	Moreno Beach Drive/Alessandro Boulevard
60	Moreno Beach Drive/Cactus Avenue
61	Moreno Beach Drive/John F Kennedy Drive
62	Driveway 1/Iris Avenue
63	Driveway 2/Iris Avenue
64	Driveway 3/Iris Avenue

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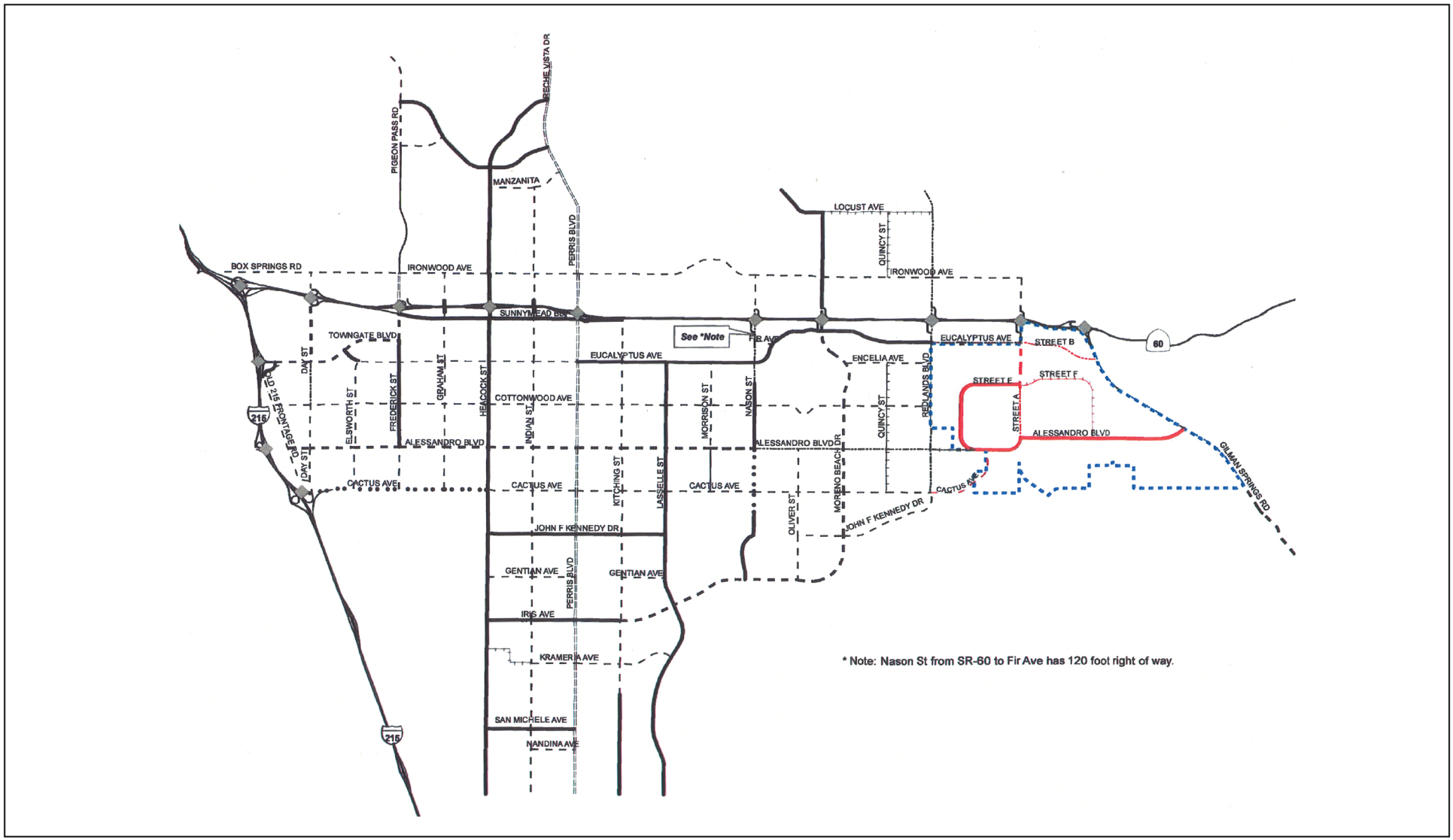
Legend
Signal
Stop Sign

D De-Facto Right
O Overlap
F Free-Right

With Project Movement Restrictions

FIGURE 3-1B

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Existing Study Intersection Geometrics and Traffic Control (Int. 33-64)



LSA

Legend

- Freeway
- Divided Major Arterial
- Divided Major Arterial - Reduced Cross Section
- Divided Arterial - 6 lane
- Divided Arterial - 4 lane
- Arterial
- Minor Arterial
- Minor Arterial - Pigeon Pass Cross Section
- Collector
- Freeway Overpass
- Freeway Interchange

N

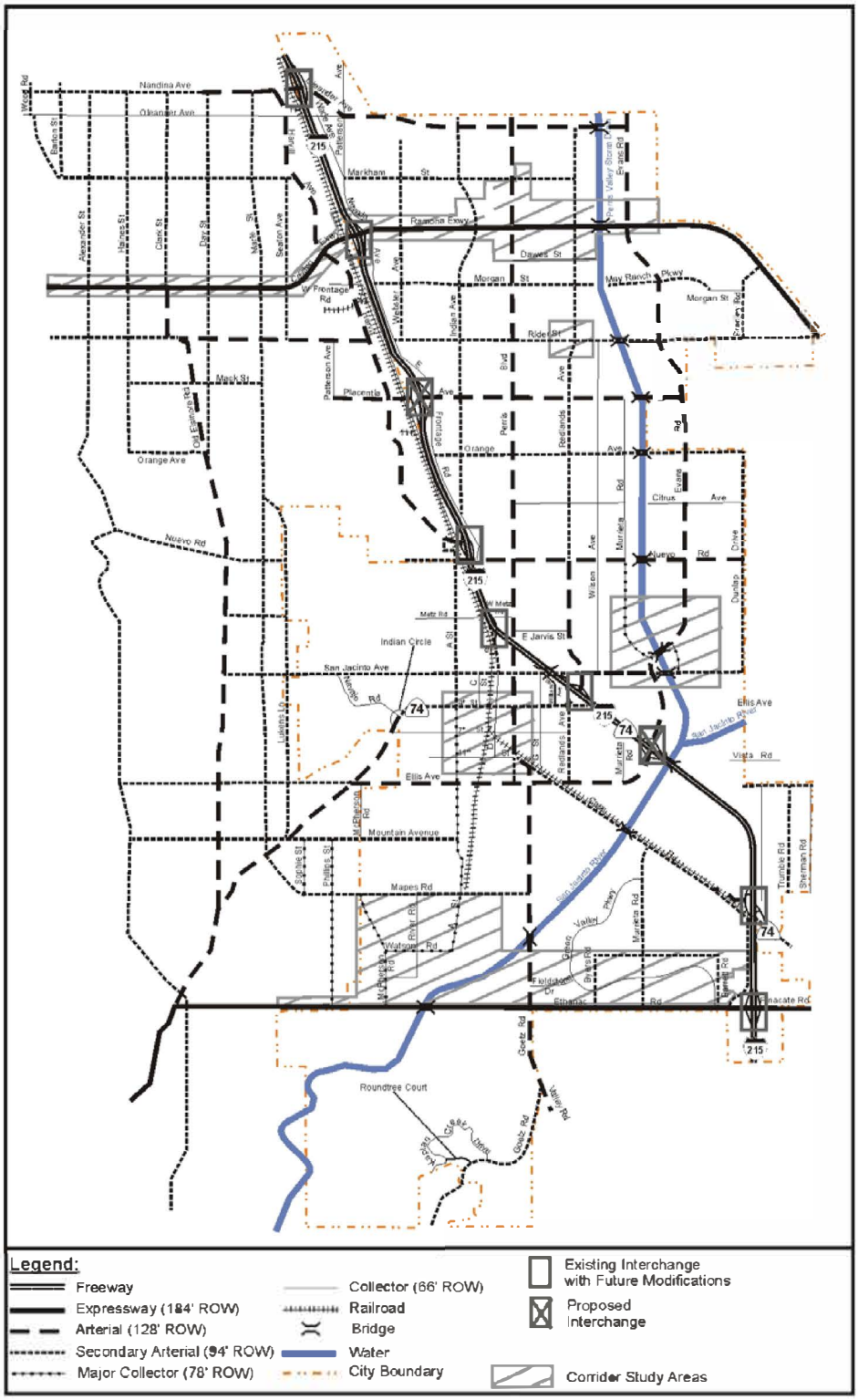
FIGURE 3-2

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

City of Moreno Valley General Plan Street Classifications

SOURCE: City of Moreno Valley Staff

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FIGURE 3-3

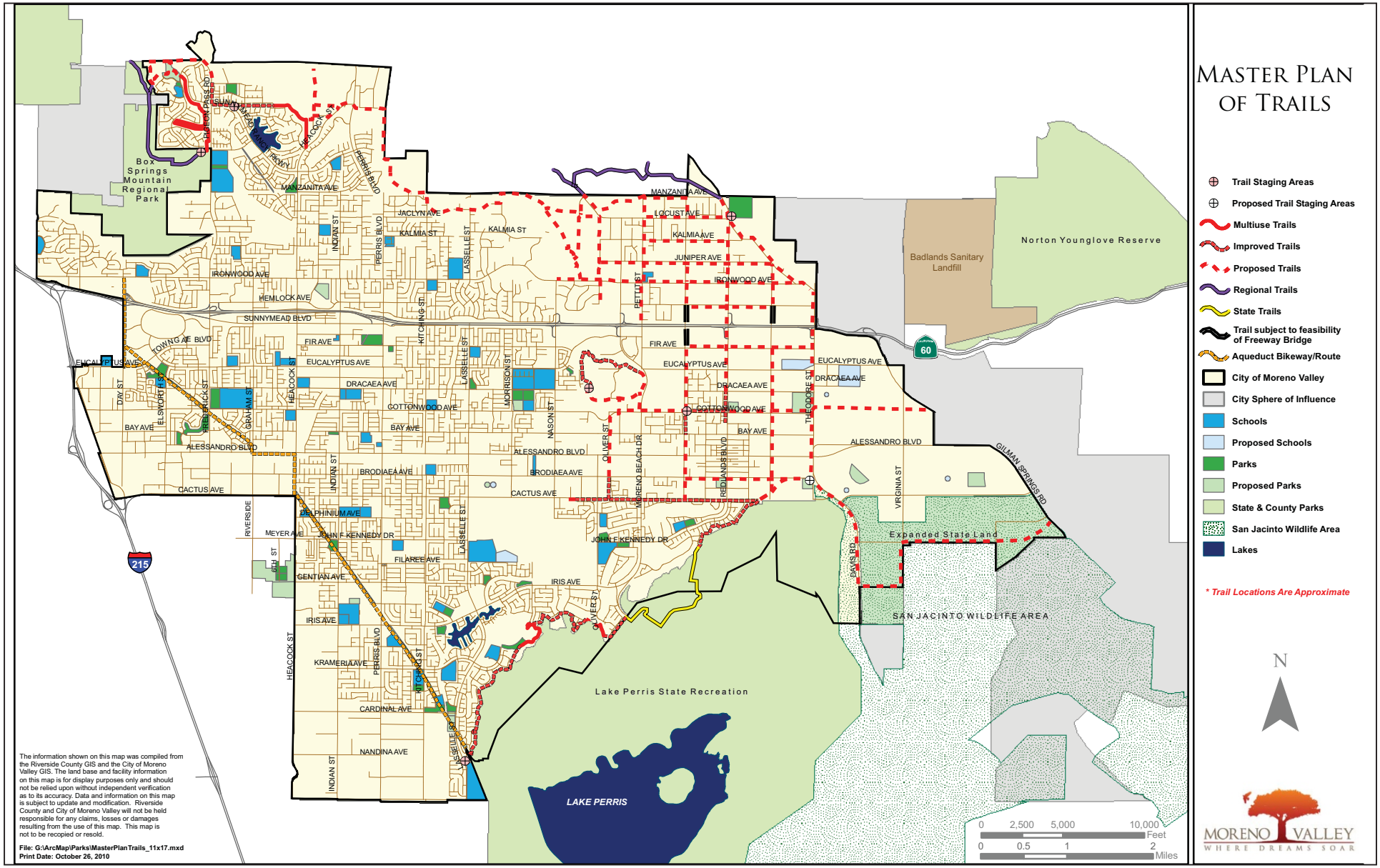
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Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

City of Perris General Plan Street Classifications

SOURCE: City of Perris General Plan Circulation Element, August 2008.

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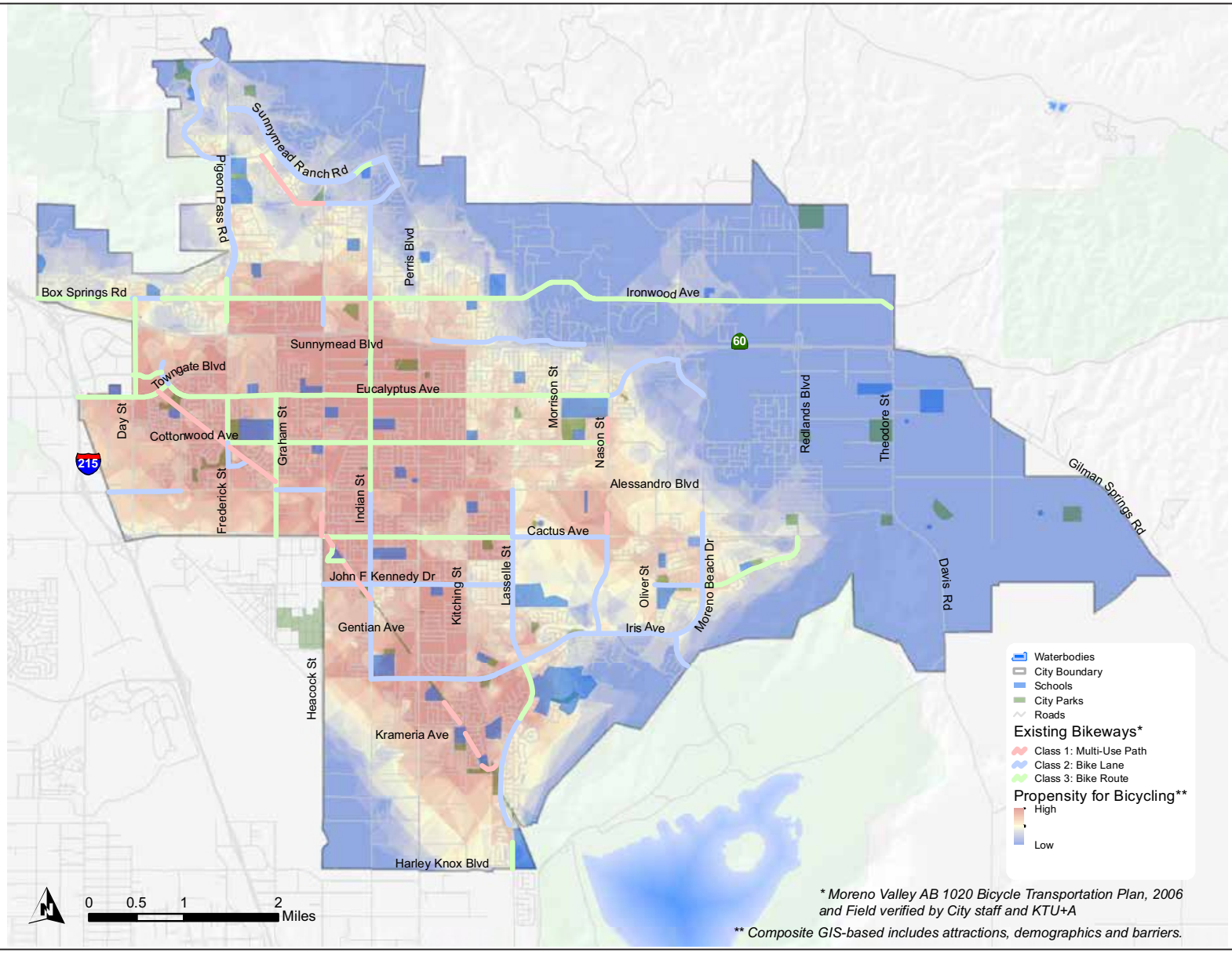
FIGURE 3-4

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

City of Moreno Valley Master Plan of Trails

SOURCE: Moreno Valley Master Plan Trails Map, 2010

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LSA

FIGURE 3-5

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

City of Moreno Valley Bicycle Lane Network Plan

SOURCE: Moreno Valley Bicycle Master Plan, 2014

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LSA

Table 3-A - Roadway Segment Classification

Roadway	#	Segment	Existing Condition Number of Lanes	Jurisdiction	General Plan Classification	General Plan Curb to Curb Width	Existing Pedestrian Facilities	Existing Bicycle Facilities
Perris Boulevard	1	between Iris Avenue and Krameria Avenue	6	Moreno Valley	Divided Arterial - 6 Lane	86	Yes	No
	2	between Krameria Avenue and San Michele Road	6	Moreno Valley	Divided Arterial - 6 Lane	86	Yes	No
	3	between San Michele Road and Nandina Avenue	6	Moreno Valley	Divided Arterial - 6 Lane	86	Partial	No
	4	between Nandina Avenue and Harley Knox Boulevard	6	Moreno Valley/Perris	Divided Arterial - 6 Lane (Moreno Valley), Primary Arterial (Perris)	86	Yes	No
Lasselle Street	5	between John F Kennedy Drive and Iris Avenue	4	Moreno Valley	Arterial	76	Partial	Class II
	6	between Iris Avenue and Krameria Avenue	4	Moreno Valley	Arterial	76	Yes	No
	7	between Krameria Avenue and Via Xavier Lane	4	Moreno Valley	Arterial	76	Yes	Class II
	8	between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	4	Moreno Valley	Arterial	76	Yes	Class II
	9	between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	4	Moreno Valley	Arterial	76	Yes	Class II
	10	between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	4	Moreno Valley	Arterial	76	Yes	Class II
	11	between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	4	Moreno Valley	Arterial	76	Yes	No
Lasselle Street - Evans Road	12	between Via De Anza - Rancho Verde High School and Ramona Expressway	4	Moreno Valley/Perris	Arterial (Moreno Valley), Primary Arterial (Perris)	76	Partial	No
Nason Street	13	between SR-60 Eastbound Ramps and Eucalyptus Avenue	4	Moreno Valley	Divided Arterial - 4 Lane	86	Yes	Class II
	14	between Eucalyptus Avenue and Cottonwood Avenue	4	Moreno Valley	Arterial	76	Yes	Class II
	15	between Cottonwood Avenue and Alessandro Boulevard	4	Moreno Valley	Arterial	76	Yes	Class II
	16	between Alessandro Boulevard and Cactus Avenue	4	Moreno Valley	Divided Major Arterial - Reduced Cross Section	102	Yes	Class II
	17	between Cactus Avenue and Iris Avenue	4	Moreno Valley	Arterial	64	Partial	Class II
Oliver Street	18	between Alessandro Boulevard and Cactus Avenue	2	Moreno Valley	Minor Arterial	64	Partial	No
	19	between Cactus Avenue and John F Kennedy Drive	4	Moreno Valley	Minor Arterial	64	Yes	No
	20	between John F Kennedy Drive and Iris Avenue	3	Moreno Valley	Minor Arterial	64	Partial	No
Moreno Beach Drive	21	between SR-60 Eastbound Ramps and Eucalyptus Avenue	4	Moreno Valley	Divided Major Arterial	110	No	No
	22	between Eucalyptus Avenue and Cottonwood Avenue	4	Moreno Valley	Divided Major Arterial	110	Partial	Class II
	23	between Cottonwood Avenue and Alessandro Boulevard	2	Moreno Valley	Divided Major Arterial	110	No	Class II
	24	between Alessandro Boulevard and Cactus Avenue	2	Moreno Valley	Divided Major Arterial	110	Partial	Class II (Partial)
	25	between Cactus Avenue and John F Kennedy Drive	6	Moreno Valley	Divided Major Arterial	110	Yes	Class II
	26	between John F Kennedy Drive and Via Del Lago	6	Moreno Valley	Divided Major Arterial	110	Yes	Class II
Alessandro Boulevard	27	between I-215 Northbound Ramps and Day Street	5	Moreno Valley	Divided Major Arterial	110	Partial	Class II (EB Only)
	28	between Day Street and Elsworth Street	5	Moreno Valley	Divided Major Arterial	110	Partial	Class II
	29	between Elsworth Street and Frederick Street	6	Moreno Valley	Divided Major Arterial	110	Yes	No
	30	between Frederick Street and Graham Street	5	Moreno Valley	Divided Major Arterial	110	Partial	Class II
	31	between Graham Street and Heacock Street	5	Moreno Valley	Divided Major Arterial	110	Partial	Class II
	32	between Heacock Street and Indian Street	6	Moreno Valley	Divided Major Arterial	110	Yes	Class II
	33	between Indian Street and Perris Boulevard	6	Moreno Valley	Divided Major Arterial	110	Yes	Class II
	34	between Perris Boulevard and Kitching Street	5	Moreno Valley	Divided Major Arterial	110	Partial	No
	35	between Kitching Street and Lasselle Street	2	Moreno Valley	Divided Major Arterial	110	No	No
	36	between Lasselle Street and Nason Street	2	Moreno Valley	Divided Major Arterial	110	Partial	No
	37	between Nason Street and Moreno Beach Drive	2	Moreno Valley	Divided Arterial - 4 Lane	86	No	No
Cactus Avenue	38	between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	4	Moreno Valley	Divided Major Arterial - Reduced Cross Section	102	No	No
	39	between Elsworth Street and Frederick Street	6	Moreno Valley	Divided Major Arterial - Reduced Cross Section	102	Partial	Class II
	40	between Frederick Street and Graham Street - Riverside Drive	6	Moreno Valley	Divided Major Arterial - Reduced Cross Section	102	Partial	Class II
	41	between Graham Street -Riverside Drive and Heacock Street	6	Moreno Valley	Divided Major Arterial - Reduced Cross Section	102	Partial	Class II
	42	between Heacock Street and Indian Street	4	Moreno Valley	Minor Arterial	64	Yes	No
	43	between Indian Street and Perris Boulevard	4	Moreno Valley	Minor Arterial	64	Yes	No
	44	between Perris Boulevard and Kitching Street	4	Moreno Valley	Minor Arterial	64	Yes	No
	45	between Kitching Street and Lasselle Street	4	Moreno Valley	Minor Arterial	64	Yes	No
	46	between Lasselle Street and Nason Street	4	Moreno Valley	Minor Arterial	64	Partial	Class II
John F Kennedy Drive	47	between Oliver Street and Moreno Beach Drive	2	Moreno Valley	Minor Arterial	64	Yes	Class II
Iris Avenue	48	between Heacock Street and Indian Street	4	Moreno Valley	Arterial	76	Yes	Class II
	49	between Indian Street and Perris Boulevard	3	Moreno Valley	Arterial	76	Partial	Class II
	50	between Perris Boulevard and Kitching Street	4	Moreno Valley	Arterial	76	Yes	Class II
	51	between Kitching Street and Lasselle Street	6	Moreno Valley	Divided Major Arterial	110	Yes	Class II
	52	between Lasselle Street and Camino Flores	6	Moreno Valley	Divided Major Arterial	110	Yes	Class II
	53	between Camino Flores and Coachlight Court - Avenida De Circo	6	Moreno Valley	Divided Major Arterial	110	Yes	Class II
	54	between Coachlight Court - Avenida De Circo and Grande Vista Drive	6	Moreno Valley	Divided Major Arterial	110	Yes	Class II
	55	between Grande Vista Drive and Nason Street – Hillrose Lane	6	Moreno Valley	Divided Major Arterial	110	Yes	Class II
	56	between Nason Street – Hillrose Lane and Driveway 1	6	Moreno Valley	Divided Major Arterial	110	Yes	Class II
	57	between Driveway 1 and Driveway 2	6	Moreno Valley	Divided Major Arterial	110	Yes	Class II
	58	between Driveway 2 and Driveway 3	6	Moreno Valley	Divided Major Arterial	110	Yes	Class II
	59	between Driveway 3 and Oliver Street	6	Moreno Valley	Divided Major Arterial	110	Yes	Class II
	60	between Oliver Street and Via Del Lago	6	Moreno Valley	Divided Major Arterial	110	Yes	Class II

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Table 3-B - Moreno Valley Transit Services

Operator	Route[1]
Bus	
RTA 11	Loop route with stops at Moreno Valley Mall, Perris Avenue & Hemlock Street, Alessandro Boulevard and Heacock Avenue, Meyer Drive and 6th St., and Frederick Street and Alessandro Boulevard.
RTA 16	Operates on an north-south express route between Moreno Valley Mall and University of California, Riverside.
RTA 18	Operates on an north-south route between Moreno Valley Mall and Moreno Valley College.
RTA 19	Operates on an north-south route between Moreno Valley Mall and Perris Transit Center, mostly via Perris Boulevard.
RTA 20	Operates on an north-south route between Magnolia Avenue/Elizabeth Street in Riverside and Iris Boulevard/Lasselle Street, mostly along Alessadro Boulevard with stops at Moreno Valley Community College, Kaiser Medical Center, and Moreno Valley Metrolink Station.
RTA 26	Operates two loop routes. West Loop route stops at Moreno Valley Metrolink, Mission Grove at Social Security, and a transfer stop at Orange Terrace/Van Buren Boulevard
RTA 31	Operates on an north-south express route between Hemet Valley Mall and Moreno Valley Mall, via Route 79 and SR-60.
RTA 41	Operates on an east-west route between Mead Valley Community Center and Riverside University Medical Center, mostly via Cajalco Express, Lasselle Street and Evans Road.
RTA 208	Operates on an north-south commuter link express route between Promenade Mall in Temecula and Vine Street layover in Downtown Riverside.
RTA 210/Sunline 220	Operates on an east-west commuter link express limited route between Palm Desert Mall and Vine Street layover in Riverside.
Rail	
Metrolink 91/Perris Valley	Operates on an east-west commuter rail from Perris to Norwalk with a stop in Moreno Valley/March Field.

Notes:

[1] Route information obtained from Riverside Transit Authority website (www.riversidetransit.com) and Metrolink's website (www.metrolinktrains.com).

4.0 TRAFFIC VOLUMES FOR WITHOUT PROJECT SCENARIOS

4.1 EXISTING TRAFFIC VOLUMES

Existing traffic volumes are based on counts collected by National Data and Surveying Services (NDS) and Counts Unlimited in November 2017 and January 2018. Daily tube counts were collected for roadway segments while a.m. and p.m. peak hour turning movement counts were collected at study intersections. All U-turns were considered as left turns for analysis purposes. Detailed count sheets are included in Appendix B.

Vehicle classification counts were conducted at selected intersections. At these locations, counts were converted to Passenger Car Equivalent (PCE) volumes. The concept of PCEs accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection in the same time that a particular type of truck could. PCE volumes at study intersections were computed using a factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with four or more axles. The percentage of trucks at the remaining study intersections without classification counts was determined based on truck percentages derived from adjacent intersections with classification counts. At these locations, truck PCE volumes were computed using a PCE factor of 2.0 for all trucks, consistent with the HCM 6 methodologies.

Figures 4-1A and 4-1B illustrate existing peak hour traffic volumes at study intersections. Table 4-A summarizes the existing roadway segment daily traffic volumes.

4.2 GENERAL PLAN BUILD-OUT (2040) WITHOUT PROJECT PEAK HOUR TRAFFIC VOLUMES

General Plan build-out conditions traffic volumes were developed using forecast volumes obtained from Moreno Valley Traffic Model (MVTM) and by applying the National Cooperative Highway Research Program (NCHRP) post-processing methodologies. Information concerning cumulative projects in the City was obtained from the City of Moreno Valley Economic Development website. Cumulative projects were also considered for the adjacent jurisdictions of County of Riverside, City of Riverside, City of Perris, and the March Joint Powers Authority. As such, the future year scenario in MVTM includes all projects anticipated to be built over the next 25 years. The model socioeconomic data for the future scenario were reviewed to check whether the cumulative projects that are anticipated to affect the study area are included in the model. If a project was missing or not appropriately included in the model, the model's socioeconomic data were accordingly updated to include those projects. Figure 4-2 illustrates the cumulative project locations. Table 4-B lists the cumulative projects included in the analysis.

Figures 4-3A and 4-3B illustrate peak hour traffic volumes at study intersections for General Plan build-out without project conditions. Table 4-C summarizes the General Plan build-out roadway segment daily traffic volumes.

4.3 PHASE I PROJECT COMPLETION YEAR (2023) WITHOUT PROJECT TRAFFIC VOLUMES

Based on discussion with City staff during the scoping agreement process, it was determined that the traffic volumes for each phase will be developed by interpolating between the existing and General Plan build-out without project traffic volumes. Traffic volumes for Phase I project completion year without project conditions were obtained by interpolating the forecast volume growth from MVTM and adding it to the existing traffic volumes.

Figures 4-4A and 4-4B illustrate peak hour traffic volumes at study intersections for Phase I project completion year without project conditions. Table 4-D summarizes the Phase II project completion year roadway segment daily traffic volumes.

4.4 PHASE II PROJECT COMPLETION YEAR (2032) WITHOUT PROJECT TRAFFIC VOLUMES

Traffic volumes for Phase II project completion year without project conditions were obtained by interpolating the forecast volume growth from MVTM and adding it to the existing traffic volumes.

Figure 4-5A and 4-5B illustrate peak hour traffic volumes at study intersections for Phase II project completion year without project conditions. Table 4-E summarizes the Phase II project completion year roadway segment daily traffic volumes.

4.5 PHASE III PROJECT COMPLETION YEAR (2038) WITHOUT PROJECT TRAFFIC VOLUMES

Traffic volumes for Phase III project completion year without project conditions were obtained by interpolating the forecast volume growth from MVTM and adding it to the existing traffic volumes.

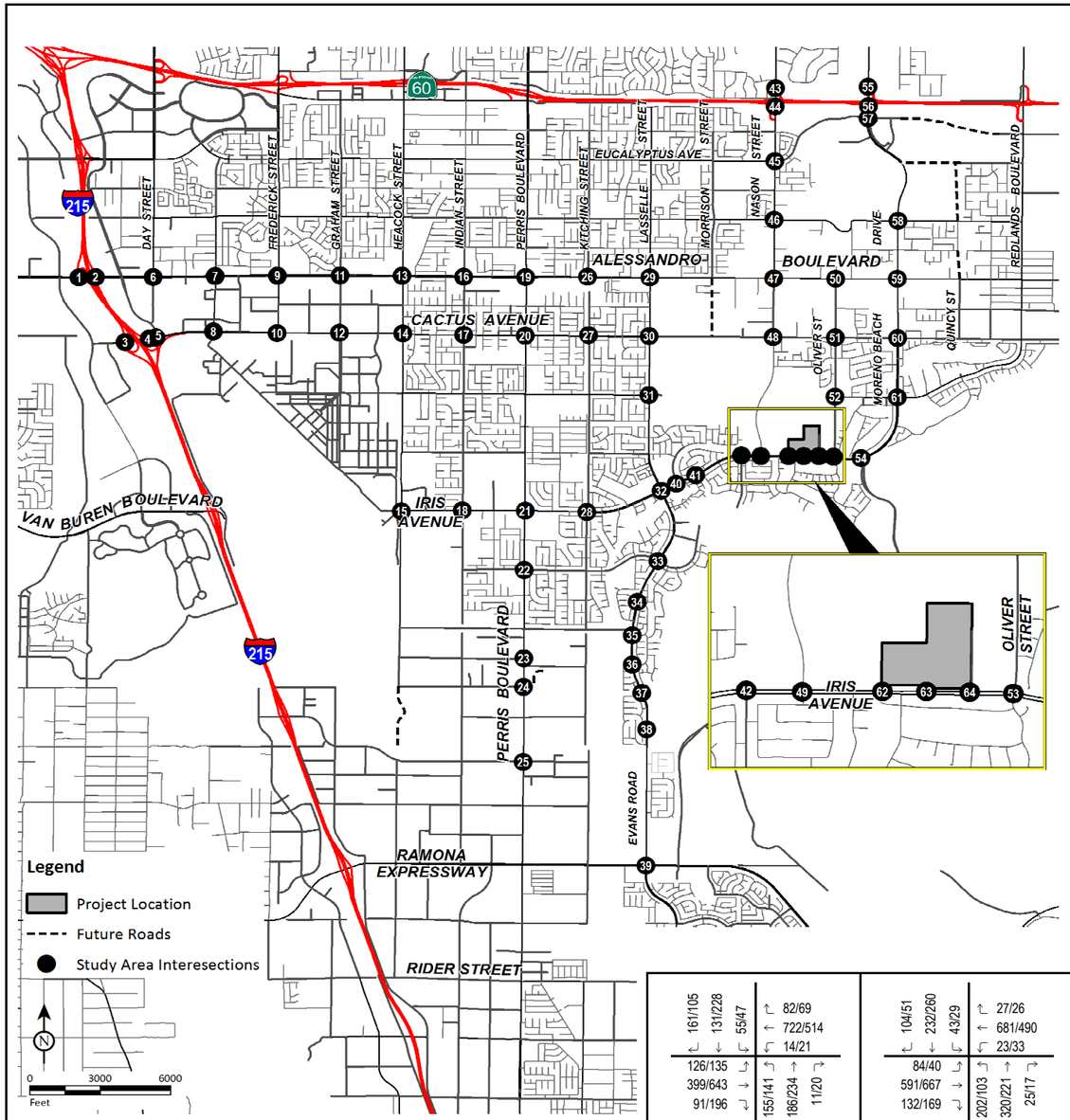
Figures 4-6A and 4-6B illustrate peak hour traffic volumes at study intersections for Phase III project completion year without project conditions. Table 4-F summarizes the Phase III project completion year roadway segment daily traffic volumes.

Detailed volume development worksheets are included in Appendix C.

4.6 LIST OF CHAPTER 4.0 FIGURES AND TABLES

- Figure 4-1A: Existing Peak Hour Traffic Volumes (Int. 1-32)
- Figure 4-1B: Existing Peak Hour Traffic Volumes (Int. 33-64)
- Figure 4-2: Cumulative Project Locations
- Figure 4-3A: General Plan Build-out (2040) Peak Hour Traffic Volumes (Int. 1-32)
- Figure 4-3B: General Plan Build-out (2040) Peak Hour Traffic Volumes (Int. 33-64)
- Figure 4-4A: Phase I Project Completion Year (2023) without Project Peak Hour Traffic Volumes (Int. 1-32)

- Figure 4-4B: Phase I Project Completion Year (2023) without Project Peak Hour Traffic Volumes (Int. 33-64)
- Figure 4-5A: Phase II Project Completion Year (2032) without Project Peak Hour Traffic Volumes (Int. 1-32)
- Figure 4-5B: Phase II Project Completion Year (2032) without Project Peak Hour Traffic Volumes (Int. 33-64)
- Figure 4-6A: Phase III Project Completion Year (2038) without Project Peak Hour Traffic Volumes (Int. 1-32)
- Figure 4-6B: Phase III Project Completion Year (2038) without Project Peak Hour Traffic Volumes (Int. 33-64)
- Table 4-A: Existing Roadway Segment Daily Traffic Volumes
- Table 4-B: Cumulative Projects
- Table 4-C: General Plan Build-out (2040) Roadway Segment Daily Traffic Volumes
- Table 4-D: Phase I Project Completion Year (2023) Roadway Segment Daily Traffic Volumes
- Table 4-E: Phase II Project Completion Year (2032) Roadway Segment Daily Traffic Volumes
- Table 4-F: Phase III Project Completion Year (2038) Roadway Segment Daily Traffic Volumes



225/329 ↲ 196/228 ↳ 714/1470 → 291/435 ↴		↱ 188/108 ← 2033/1175	**1**	**I-215 Southbound Ramps/Alessandro Boulevard**
		↱ 112/214 ← 1408/841	**2**	**I-215 Northbound Ramps/Alessandro Boulevard**
66/245 ↳ 844/1453 →	813/442 ↱ 1/0 → 123/204 ↱			
231/92 ↲ 316/629 → 17/179 ↴	565/572 ↱	← 1169/591 ↰ 469/574	**3**	**I-215 Southbound Ramps/Cactus Avenue**
		↱ 337/537 ← 1639/1166	**4**	**I-215 Northbound Ramps/Cactus Avenue**
895/1209 →				
41/1114 ↲ 2/4 ↓ 18/217 ↳ 9/18 ↳ 834/1120 → 52/71 ↴	289/56 ↰ 261/84 → 722/630 ↱	↱ 295/112 ← 1646/1533	**5**	**I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue**
67/107 ↲ 23/38 ↓ 46/176 ↳ 109/172 ↳ 610/1227 → 16/10 ↴	11/8 ↰ 65/57 → 16/8 ↱	↱ 110/161 ← 1211/885 ↰ 7/9	**6**	**Day Street/Alessandro Boulevard**
60/57 ↲ 113/128 ↓ 44/60 ↳ 42/85 ↳ 490/1252 → 96/74 ↴	71/139 ↰ 90/174 → 53/133 ↱	↱ 55/67 ← 1127/796 ↰ 77/89	**7**	**Elsworth Street/Alessandro Boulevard**
113/165 ↲ 74/24 ↓ 72/201 ↳ 132/104 ↳ 1109/1661 → 240/25 ↴	44/208 ↰ 15/64 → 28/98 ↱	↱ 77/98 ← 1659/1139 ↰ 90/18	**8**	**Elsworth Street/Cactus Avenue**
155/159 ↲ 261/316 ↓ 111/257 ↳ 106/272 ↳ 399/1314 → 81/105 ↴	70/76 ↰ 230/328 → 15/77 ↱	↱ 99/196 ← 1422/860 ↰ 96/55	**9**	**Frederick Street/Alessandro Boulevard**
115/154 ↲ 149/351 ↳ 133/84 ↳ 1064/2009 →		↱ 153/172 ← 1809/1121	**10**	**Frederick Street/Cactus Avenue**
74/68 ↲ 148/179 ↓ 98/134 ↳ 25/107 ↳ 432/1324 → 51/147 ↴	65/87 ↰ 187/213 → 15/71 ↱	↱ 121/159 ← 1436/970 ↰ 80/156	**11**	**Graham Street/Alessandro Boulevard**
99/82 ↲ 51/111 ↓ 89/132 ↳ 93/83 ↳ 929/1913 → 171/341 ↴	184/156 ↰ 50/59 → 7/15 ↱	↱ 93/93 ← 1649/1058 ↰ 17/11	**12**	**Graham Street - Riverside Drive/Cactus Avenue**
175/148 ↲ 268/489 ↓ 125/239 ↳ 92/170 ↳ 350/1209 → 52/151 ↴	204/188 ↰ 426/519 → 37/83 ↱	↱ 140/178 ← 1268/801 ↰ 24/62	**13**	**Heacock Street/Alessandro Boulevard**
66/66 ↲ 272/399 ↓ 68/114 ↳ 76/118 ↳ 556/1082 → 402/814 ↴	671/470 ↰ 498/428 → 8/27 ↱	↱ 108/75 ← 1014/649 ↰ 14/7	**14**	**Heacock Street/Cactus Avenue**
359/533 ↓ 175/346 ↳ 375/403 → 48/39 ↱		↱ 388/211 ↰ 57/42	**15**	**Heacock Street/Iris Avenue**
65/57 ↲ 197/314 ↓ 86/162 ↳ 44/167 ↳ 380/1054 → 56/125 ↴	119/121 ↰ 246/298 → 65/91 ↱	↱ 41/81 ← 1086/711 ↰ 66/116	**16**	**Indian Street/Alessandro Boulevard**
41/31 ↲ 287/352 ↓ 100/67 ↳ 54/53 ↳ 485/1002 → 111/170 ↴	117/73 ↰ 366/252 → 62/38 ↱	↱ 63/57 ← 973/533 ↰ 37/40	**17**	**Indian Street/Cactus Avenue**
31/22 ↲ 234/176 ↓ 280/252 ↳ 73/26 ↳ 165/293 → 31/75 ↴	48/17 ↰ 284/84 → 16/9 ↱	↱ 436/179 ← 357/191 ↰ 8/9	**18**	**Indian Street/Iris Avenue**
211/180 ↲ 461/743 ↓ 159/139 ↳ 115/396 ↳ 325/726 → 76/242 ↴	271/244 ↰ 711/618 → 103/114 ↱	↱ 115/111 ← 850/604 ↰ 104/189	**19**	**Perris Boulevard/Alessandro Boulevard**
96/61 ↲ 510/872 ↓ 76/124 ↳ 90/97 ↳ 476/752 → 135/189 ↴	259/156 ↰ 874/724 → 129/63 ↱	↱ 79/57 ← 793/507 ↰ 66/58	**20**	**Perris Boulevard/Cactus Avenue**
61/28 ↲ 342/675 ↓ 94/180 ↳ 44/39 ↳ 304/290 → 88/120 ↴	199/176 ↰ 846/668 → 293/284 ↱	↱ 105/98 ← 477/246 ↰ 234/244	**21**	**Perris Boulevard/Iris Avenue**
4/39 ↲ 630/944 ↓ 69/106 ↳ 23/25 ↳ 151/136 → 78/89 ↴	101/58 ↰ 1174/957 → 260/206 ↱	↱ 155/100 ← 129/72 ↰ 195/188	**22**	**Perris Boulevard/Krameria Avenue**
74/124 ↲ 895/1119 ↓ 72/184 ↳ 33/147 ↴	121/142 ↰ 1491/982 →		**23**	**Perris Boulevard/San Michele Road**
26/49 ↲ 912/1229 ↓ 13/21 ↳ 30/42 ↳ 1/21 → 50/125 ↴	57/28 ↰ 1620/1063 → 12/46 ↱	↱ 17/10 ← 15/4 ↰ 16/23	**24**	**Perris Boulevard/Nandina Avenue**
250/308 ↲ 657/1129 ↓ 37/130 ↳ 236/331 ↳ 33/143 → 72/157 ↴	252/60 ↰ 1371/736 → 7/4 ↱	↱ 167/67 ← 170/72 ↰ 1/3	**25**	**Perris Boulevard/Harley Knox Boulevard**
161/105 ↲ 131/228 ↓ 55/47 ↳ 126/135 ↳ 399/643 → 91/196 ↴	155/141 ↰ 186/234 → 11/20 ↱	↱ 82/69 ← 722/514 ↰ 14/21	**26**	**Kitching Street/Alessandro Boulevard**
104/51 ↲ 232/260 ↓ 43/29 ↳ 84/40 ↳ 591/667 → 132/169 ↴	202/103 ↰ 320/221 → 25/17 ↱	↱ 27/26 ← 681/490 ↰ 23/33	**27**	**Kitching Street/Cactus Avenue**
126/92 ↲ 185/155 ↓ 38/47 ↳ 76/168 ↳ 635/780 → 93/109 ↴	141/60 ↰ 181/122 → 125/98 ↱	↱ 69/103 ← 710/725 ↰ 172/134	**28**	**Kitching Street/Iris Avenue**
77/22 ↲ 258/333 ↓ 17/12 ↳ 17/56 ↳ 194/425 → 190/216 ↴	262/157 ↰ 314/418 → 119/126 ↱	↱ 9/20 ← 479/267 ↰ 93/80	**29**	**Lasselle Street/Alessandro Boulevard**
46/23 ↲ 462/558 ↓ 72/29 ↳ 67/51 ↳ 389/354 → 184/237 ↴	188/116 ↰ 587/453 → 302/157 ↱	↱ 65/61 ← 446/355 ↰ 179/198	**30**	**Lasselle Street/Cactus Avenue**
115/73 ↲ 553/805 ↓ 236/78 ↳ 78/97 ↳ 359/83 → 77/168 ↴	125/95 ↰ 780/659 → 60/38 ↱	↱ 185/92 ← 277/99 ↰ 40/37	**31**	**Lasselle Street/John F Kennedy Drive**
97/94 ↲ 468/714 ↓ 127/221 ↳ 138/182 ↳ 502/445 → 288/288 ↴	364/221 ↰ 589/611 → 442/499 ↱	↱ 103/86 ← 566/624 ↰ 539/600	**32**	**Lasselle Street/Iris Avenue**

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FIGURE 4-1A

XXXX/YYYY

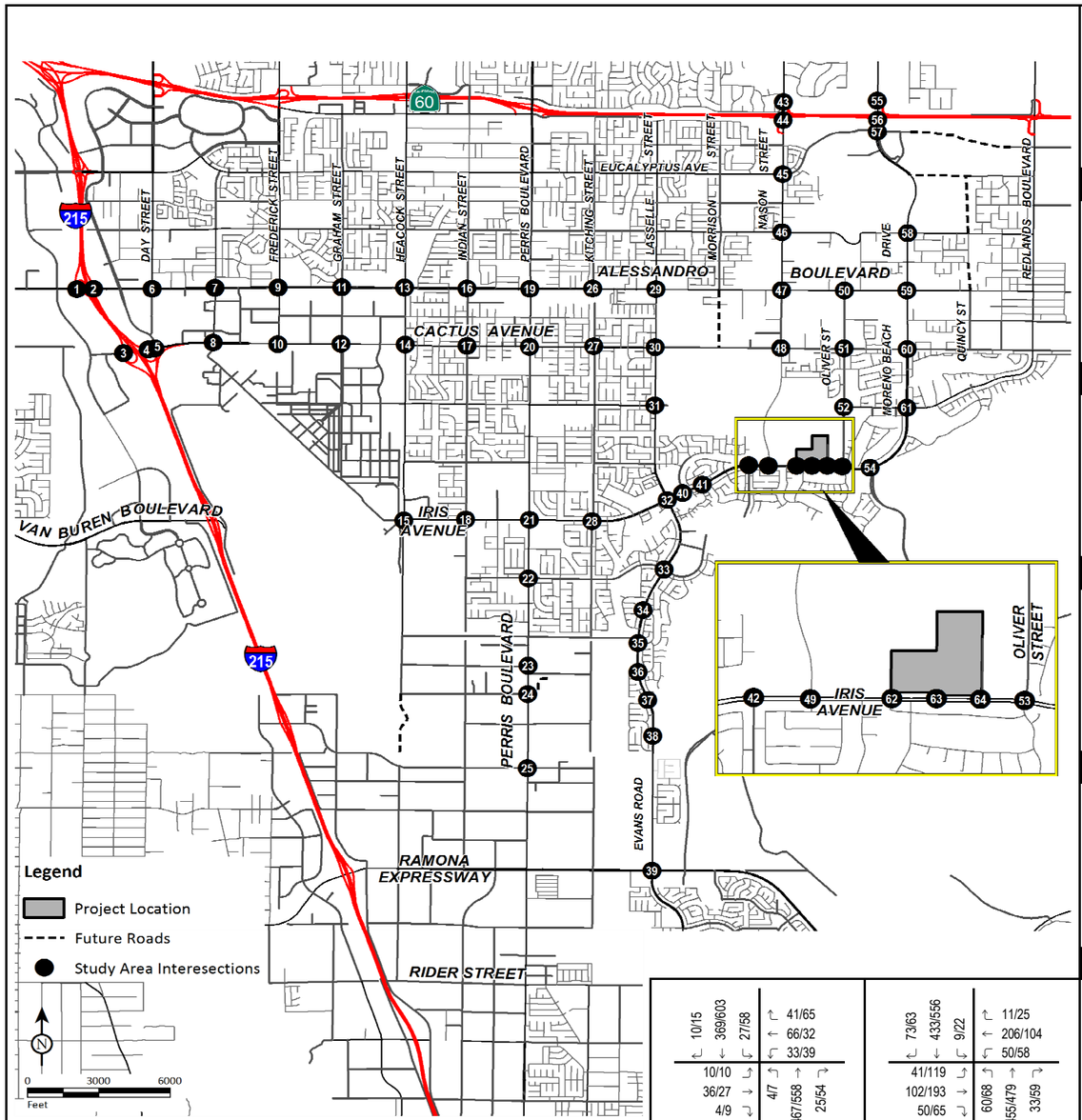
AM/PM Peak Hour PCE Volumes

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Existing Peak Hour Traffic Volumes (Int. 1-32)

R:\KSP1702_Kaiser Moreno Valley\Traffic\g60 Vol_Exist_A_NP.xlsx (3/25/2019)



33 Lasselle Street/Krameria Avenue			
94/70	665/1133	75/102	↱ 80/62
↰	↓	↳	← 125/37
283/155 ↳			↶ 79/57
185/47 →			↑ 290/89
317/195 ↲			→ 997/819
			↱ 197/81

34 Lasselle Street/Via Xavier Lane			
9/21	1100/1218	14/29	↱ 40/29
↰	↓	↳	← 21/10
24/11 ↳			↶ 4/1
5/2 ↲			↑ 1486/876
			→ 12/12

35 Lasselle Street/Lasselle Sports Park - Rojo Tierra			
9/7	1166/1189	18/57	↱ 56/33
↰	↓	↳	← 0/2
2/13 ↳			↶ 10/4
0/1 →			↑ 12/2
0/3 ↲			→ 1472/874
			↱ 4/12

36 Lasselle Street/Cremello Way - Avenida De Plata			
24/19	1140/1159	12/17	↱ 17/11
↰	↓	↳	← 2/1
77/24 ↳			↶ 31/13
2/1 →			↑ 3/9
6/4 ↲			→ 1394/852
			↱ 13/10

37 Lasselle Street/Avenida Classica - Kentucky Derby Drive			
105/48	989/1086	19/9	↱ 29/4
↰	↓	↳	← 3/1
329/51 ↳			↶ 46/8
8/1 →			↑ 22/21
7/6 ↲			→ 1052/816
			↱ 22/8

38 Lasselle Street/Via De Anza - Rancho Verde High School			
246/9	603/1042	208/142	↱ 220/109
↰	↓	↳	← 2/4
102/9 ↳			↶ 145/68
82/5 →			↑ 62/62
33/19 ↲			→ 774/727
			↱ 289/76

39 Evans Road/Ramona Expressway			
440/357	343/491	208/263	↱ 342/191
↰	↓	↳	← 1164/672
294/366 ↳			↶ 22/15
520/1089 →			↑ 390/237
196/350 ↲			→ 525/375
			↱ 27/13

40 Camino Flores/Iris Avenue			
76/119	2/1	133/112	↱ 218/104
↰	↓	↳	← 996/1084
100/193 ↳			↶ 0/6
965/969 →			↑ 10/2
6/2 ↲			→ 2/0
			↱ 2/2

41 Coachlight Court - Avenida De Circo/Iris Avenue			
76/41	13/13		↱ 3/10
↰	↓	↳	← 1018/1101
31/50 ↳			↶ 4/2
912/985 →			↑ 120/52
44/48 ↲			→ 13/5
			↱

42 Grande Vista Drive/Iris Avenue			
			← 806/1108
977/846 →			↶ 7/26
69/60 ↲			↑ 115/54
			→ 34/24
			↱

43 Nason Street/Elder Avenue - SR-60 Westbound Ramps			
3/10	371/216	33/24	↱ 26/18
↰	↓	↳	← 10/21
6/6 ↳			↶ 132/144
35/22 →			↑ 116/157
205/125 ↲			→ 259/277
			↱ 415/602

44 Nason Street/SR-60 Eastbound Ramps			
	652/439	58/37	
	↓	↳	
36/99 ↳			
2/8 →			↑ 755/948
640/592 ↲			→ 127/129
			↱

45 Nason Street/Eucalyptus Avenue			
114/73	934/705	16/14	↱ 19/24
↰	↓	↳	← 103/124
229/59 ↳			↶ 91/134
170/125 →			↑ 63/35
209/53 ↲			→ 562/806
			↱ 113/185

46 Nason Street/Cottonwood Avenue			
113/98	818/640	21/25	↱ 87/22
↰	↓	↳	← 52/37
96/77 ↳			↶ 5/2
39/24 →			↑ 23/30
22/39 ↲			→ 601/835
			↱ 5/7

47 Nason Street/Alessandro Boulevard			
97/70	709/556	47/47	↱ 119/61
↰	↓	↳	← 302/189
52/120 ↳			↶ 127/25
122/294 →			↑ 81/75
96/76 ↲			→ 450/680
			↱ 29/89

48 Nason Street/Cactus Avenue			
182/119	306/433	55/88	↱ 56/42
↰	↓	↳	← 374/281
90/128 ↳			↶ 11/23
283/391 →			↑ 108/35
69/82 ↲			→ 368/310
			↱ 9/20

49 Nason Street-Hillrose Lane/Iris Avenue			
228/352	9/44	109/107	↱ 82/122
↰	↓	↳	← 572/771
280/211 ↳			↶ 7/20
709/642 →			↑ 13/11
22/17 ↲			→ 39/34
			↱ 7/13

50 Pearl Lane - Oliver Street/Alessandro Boulevard			
	3/1		↱ 1/0
	↓	↳	← 416/229
1/1 ↳			↶ 9/9
209/373 →			↑ 135/72
58/65 ↲			→
			↱ 23/13

51 Oliver Street/Cactus Avenue			
7/7	42/41	4/7	↱ 17/8
↰	↓	↳	← 281/235
23/9 ↳			↶ 25/24
247/335 →			↑ 209/88
212/90 ↲			→ 101/47
			↱ 29/20

52 Oliver Street/John F Kennedy Drive			
70/60	229/102		↱ 88/67
↰	↓	↳	← 24/35
274/102 →			↶ 65/25
			↑
			→
			↱

53 Oliver Street/Iris Avenue			
149/119	17/19	5/7	↱ 7/6
↰	↓	↳	← 478/587
125/63 ↳			↶ 37/36
496/615 →			↑ 80/36
24/45 ↲			→ 26/13
			↱ 21/20

54 Via Del Lago/Iris Avenue - Moreno Beach Drive			
42/20	0/2	6/12	↱ 4/19
↰	↓	↳	← 450/593
15/34 ↳			↶ 19/47
486/588 →			↑ 30/16
21/20 ↲			→ 2/1
			↱ 33/30

55 Moreno Beach Drive/SR-60 Westbound Ramps			
206/185	105/53		↱ 4/9
↓	↳		↶ 120/142
			↑ 228/250
			→ 396/409
			↱

56 Moreno Beach Drive/SR-60 Eastbound Ramps			
320/321	6/6		
↓	↳		
57/95 ↳			
3/0 →			↑ 567/564
339/477 ↲			→
			↱ 160/200

57 Moreno Beach Drive/Eucalyptus Avenue			
125/219	410/528	124/51	↱ 50/106
↰	↓	↳	← 16/28
213/285 ↳			↶ 9/35
42/23 →			↑ 51/91
64/121 ↲			→ 464/373
			↱ 19/23

58 Moreno Beach Drive/Cottonwood Avenue			
10/15	369/603	27/58	↱ 41/65
↰	↓	↳	← 66/32
10/10 ↳			↶ 33/39
36/27 →			↑ 4/7
4/9 ↲			→ 467/558
			↱ 25/54

59 Moreno Beach Drive/Alessandro Boulevard			
73/63	433/556	9/22	↱ 11/25
↰	↓	↳	← 206/104
41/119 ↳			↶ 50/58
102/193 →			↑ 60/68
50/65 ↲			→ 455/479
			↱ 33/59

60 Moreno Beach Drive/Cactus Avenue			
77/108	285/468	8/41	↱ 19/22
↰	↓	↳	← 112/102
83/111 ↳			↶ 19/20
77/152 →			↑ 86/105
71/134 ↲			→ 393/404
			↱ 38/32

61 Moreno Beach Drive/John F Kennedy Drive			
92/73	266/407	71/94	↱ 75/70
↰	↓	↳	← 45/43
68/59 ↳			↶ 165/251
34/25 →			↑ 22/11
7/7 ↲			→ 325/395
			↱ 201/223

62 Driveway 1/Iris Avenue			
	12/110		↱ 5/0
	↓	↳	← 649/803
841/826 →			↶
			↑
			→
			↱

63 Driveway 2/Iris Avenue			
	14/44	10/49	↱ 46/19
	↓	↳	← 639/759
187/139 ↳			↶
661/645 →			↑
			→
			↱

64 Driveway 3/Iris Avenue			
25/48	9/29		↱ 46/12
↰	↓	↳	← 660/730
34/8 ↳			↶
636/693 →			↑
			→
			↱

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FIGURE 4-1B

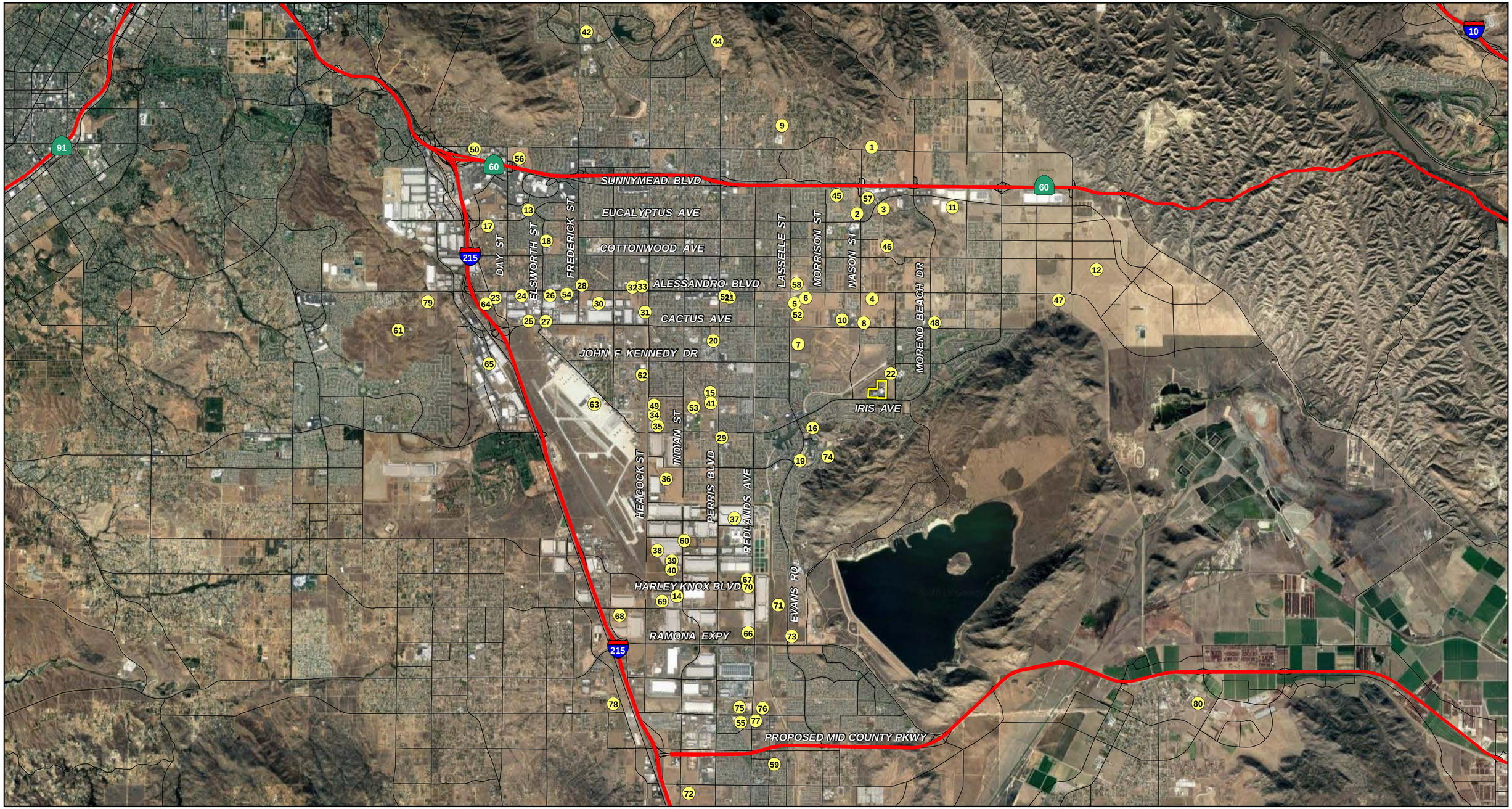
Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Existing Peak Hour Traffic Volumes (Int. 33-64)

XXXX/YYYY

AM/PM Peak Hour PCE Volumes



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LEGEND

- Project Location
- Cumulative Project

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FEET

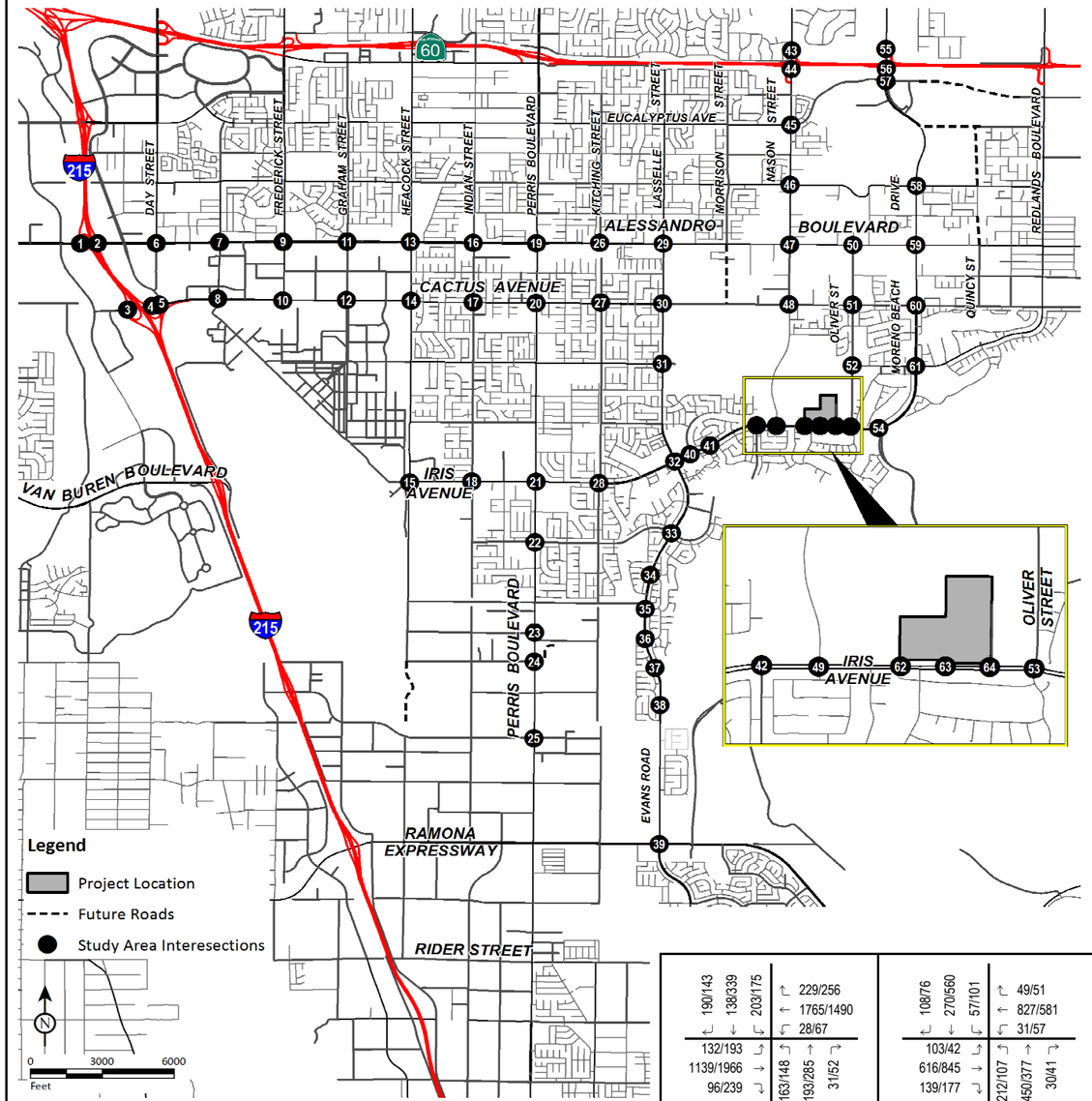
FIGURE 4-2

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Cumulative Project Locations

SOURCE: Riverside County, 2015; Google Earth, 2018.

I:\KSP1702\Reports\Traffic\fig4-2_CumulativeProjects.mxd (9/19/2019)



1	I-215 Southbound Ramps/Alessandro Boulevard	280/345 328/432 268/194 1663/2905 3528/2740 527/571	2	I-215 Northbound Ramps/Alessandro Boulevard	118/312 69/257 2943/2416 1922/3080 854/518 1/0 167/279
3	I-215 Southbound Ramps/Cactus Avenue	442/95 2166/1159 382/1255 492/603 200/683 785/601	4	I-215 Northbound Ramps/Cactus Avenue	337/537 1167/1856 2658/1762
5	I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	296/370 21/26 112/992 825/613 25/83 2369/1868 1034/1629 108/144 330/61 510/336 758/790	6	Day Street/Alessandro Boulevard	858/1047 63/122 299/749 403/447 1821/1389 7/9 743/1037 866/1816 17/11 23/13 337/170 17/8
7	Elsworth Street/Alessandro Boulevard	127/114 175/273 46/63 58/70 1716/1254 86/150 63/183 792/1941 374/475 349/603 123/271 79/149	8	Elsworth Street/Cactus Avenue	159/420 78/327 76/250 81/126 2305/1400 95/118 183/328 1134/2438 339/402 408/470 92/152 126/108
9	Frederick Street/Alessandro Boulevard	158/236 274/524 186/575 242/355 2123/1321 130/94 181/352 682/2166 85/128 74/80 369/383 24/115	10	Frederick Street/Cactus Avenue	121/282 156/419 161/181 2486/1368 227/88 1117/2857
11	Graham Street/Alessandro Boulevard	78/88 213/369 199/260 126/266 2205/1576 225/404 26/133 847/2385 71/281 186/164 362/414 111/201	12	Graham Street - Riverside Drive/Cactus Avenue	132/254 54/248 93/242 98/407 2029/1111 18/12 413/702 1128/2181 226/474 498/164 68/141 7/16
13	Heacock Street/Alessandro Boulevard	206/212 281/513 245/396 295/317 2266/1696 27/91 172/248 923/2425 55/181 214/206 447/545 40/105	14	Heacock Street/Cactus Avenue	90/164 280/591 71/187 113/79 1025/747 15/7 139/184 563/1298 422/883 856/579 563/449 8/28
15	Heacock Street/Iris Avenue	775/1259 184/363 407/222 211/188 753/897 158/164	16	Indian Street/Alessandro Boulevard	108/125 227/428 141/300 83/134 2215/1603 94/163 113/308 965/2239 100/195 131/211 270/380 70/134
17	Indian Street/Cactus Avenue	54/53 419/672 111/76 64/64 1022/563 41/47 57/88 509/1038 127/296 155/132 503/486 70/46	18	Indian Street/Iris Avenue	33/27 385/255 294/373 495/200 466/324 28/18 77/27 272/391 87/98 54/88 298/285 28/55
19	Perris Boulevard/Alessandro Boulevard	298/247 834/1342 278/287 182/192 1704/1272 267/523 179/511 791/1719 192/501 524/493 1084/1024 246/347	20	Perris Boulevard/Cactus Avenue	101/64 1182/2013 100/182 128/81 807/569 185/144 95/102 500/809 206/320 303/264 1631/1548 235/150
21	Perris Boulevard/Iris Avenue	121/59 1079/1792 198/402 175/234 556/367 432/461 75/88 386/436 167/215 257/275 1563/1671 401/473	22	Perris Boulevard/Krameria Avenue	4/60 1787/2352 85/132 163/137 135/80 261/339 24/29 159/143 100/135 106/112 2055/2299 323/326
23	Perris Boulevard/San Michele Road	109/173 1964/2748 97/255 43/197 133/190 2553/2396	24	Perris Boulevard/Nandina Avenue	95/102 1774/2673 148/135 70/152 98/29 56/174 50/116 8/85 71/173 147/29 2616/2306 97/147
25	Perris Boulevard/Harley Knox Boulevard	545/645 1071/1942 267/604 608/408 820/602 4/21 452/679 277/893 137/363 451/147 1851/1311 41/22	26	Kitching Street/Alessandro Boulevard	190/143 138/339 203/175 229/256 1765/1490 28/67 132/193 1139/1966 96/239 163/148 193/285 31/52
27	Kitching Street/Cactus Avenue	108/76 270/560 57/101 49/51 827/581 31/57 103/42 616/845 139/177 212/107 450/377 30/41	28	Kitching Street/Iris Avenue	132/97 326/346 78/129 137/222 1048/1049 815/835 80/176 905/1203 114/136 166/105 286/317 551/910
29	Lasselle Street/Alessandro Boulevard	175/101 269/675 55/77 49/91 1489/1251 133/166 90/155 835/1687 263/272 273/205 573/530 177/230	30	Lasselle Street/Cactus Avenue	49/24 625/878 136/97 133/180 601/527 305/448 68/55 462/619 193/249 197/122 746/670 447/377
31	Lasselle Street/John F Kennedy Drive	151/179 789/1200 248/79 194/97 284/121 44/39 102/179 370/88 119/264 178/197 1017/980 61/40	32	Lasselle Street/Iris Avenue	174/206 480/751 190/429 175/132 1385/1535 754/707 235/392 1026/1362 403/478 531/366 596/629 538/730

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FIGURE 4-3A

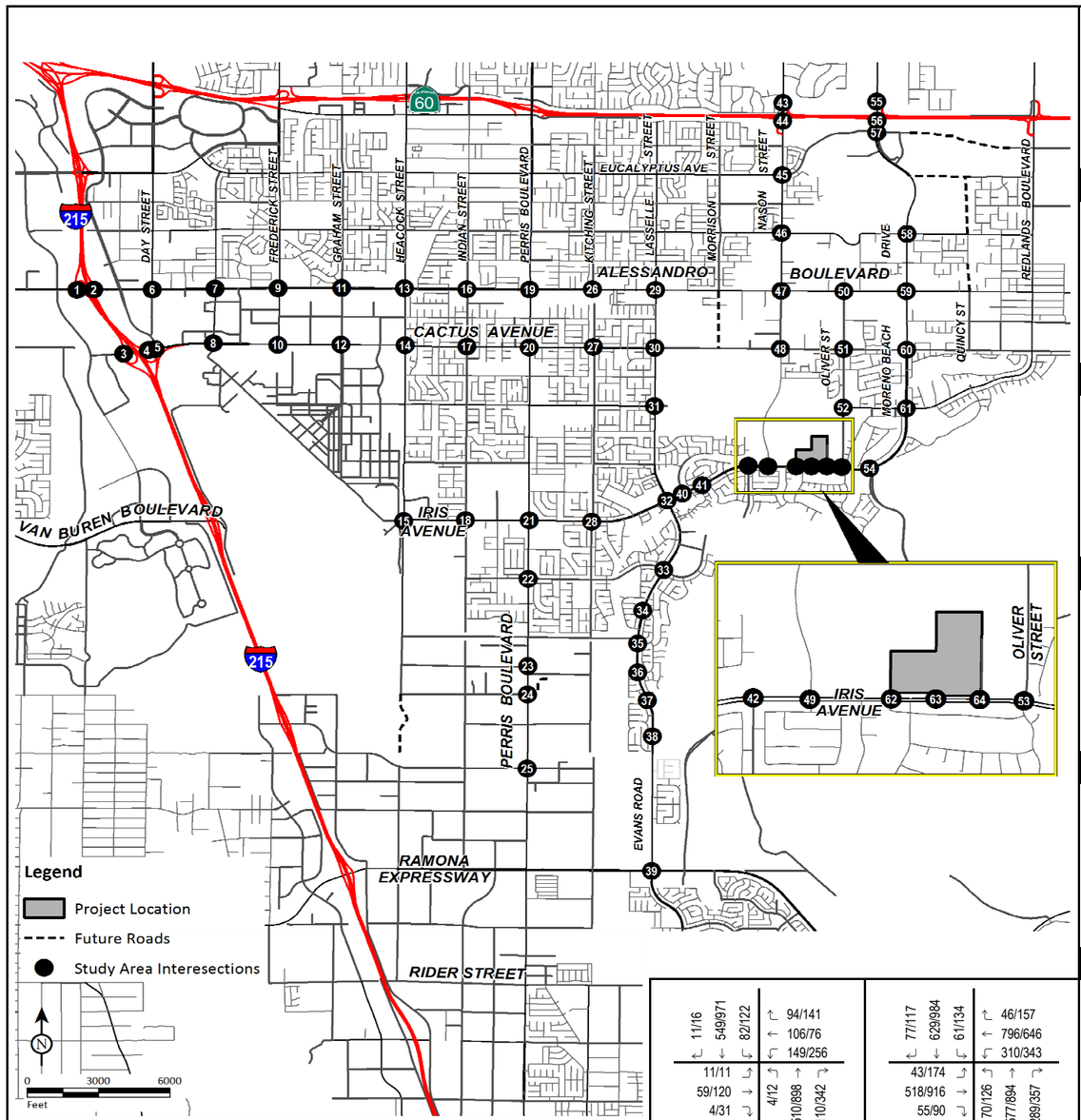
XXXX/YYYY

AM/PM Peak Hour PCE Volumes

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

General Plan Build-out (2040) Peak Hour Traffic Volumes (Int. 1-32)



33	Lasselle Street/Krameria Avenue	207/153 / 1071/1563 / 116/123	92/78 / 131/40 / 83/60	413/319 / 194/49 / 333/219	354/120 / 1331/1281 / 207/85
34	Lasselle Street/Via Xavier Lane	9/21 / 1480/1654 / 14/30	40/29 / 21/10	24/11 / 5/2	4/1 / 1852/1333 / 12/13
35	Lasselle Street/Lasselle Sports Park - Rojo Tierra	9/7 / 1546/1625 / 18/60	56/33 / 0/2 / 10/4	2/13 / 0/1 / 0/3	12/2 / 1838/1330 / 4/13
36	Lasselle Street/Cremello Way - Avenida De Plata	68/20 / 1473/1548 / 35/82	37/47 / 12/3 / 82/69	81/77 / 5/15 / 7/16	10/10 / 1744/1220 / 43/65
37	Lasselle Street/Avenida Classica - Kentucky Derby Drive	105/50 / 1372/1544 / 20/9	29/4 / 3/1 / 47/8	331/51 / 8/1 / 7/6	22/22 / 1457/1254 / 23/8
38	Lasselle Street/Via De Anza - Rancho Verde High School	247/9 / 976/1500 / 218/149	231/112 / 2/4 / 150/71	115/10 / 86/5 / 39/20	65/64 / 1172/1162 / 298/80
39	Evans Road/Ramona Expressway	462/375 / 672/1203 / 533/762	871/718 / 2021/1162 / 81/123	309/384 / 845/2106 / 243/572	550/242 / 1088/832 / 105/74
40	Camino Flores/Iris Avenue	80/125 / 2/1 / 140/117	227/109 / 2096/2152 / 0/6	105/200 / 1652/2321 / 7/2	11/2 / 2/0 / 2/2
41	Coachlight Court - Avenida De Circo/Iris Avenue	131/94 / 93/168	50/113 / 1984/1993 / 66/47	107/125 / 1529/2237 / 151/252	204/171 / 92/93
42	Grande Vista Drive/Iris Avenue		1993/2320 / 9/27	1753/2340 / 72/64	115/57 / 34/25
43	Nason Street/Elder Avenue - SR-60 Westbound Ramps	4/16 / 476/292 / 35/34	55/65 / 20/52 / 286/307	7/18 / 37/40 / 255/216	133/242 / 309/620 / 436/833
44	Nason Street/SR-60 Eastbound Ramps	936/775 / 83/39		45/104 / 3/8 / 811/618	787/1618 / 135/166
45	Nason Street/Eucalyptus Avenue	120/92 / 1286/1081 / 23/46	28/102 / 382/450 / 490/591	240/134 / 296/629 / 348/124	210/50 / 740/1348 / 574/688
46	Nason Street/Cottonwood Avenue	142/107 / 1496/1307 / 60/120	172/85 / 74/95 / 10/10	101/133 / 61/121 / 22/83	31/38 / 1132/1589 / 15/39
47	Nason Street/Alessandro Boulevard	333/268 / 1025/982 / 106/88	207/124 / 920/875 / 163/53	184/426 / 497/1160 / 250/283	236/257 / 749/1023 / 56/149
48	Nason Street/Cactus Avenue	191/125 / 725/960 / 195/271	171/190 / 472/390 / 43/112	95/134 / 334/538 / 72/86	113/37 / 767/758 / 36/73
49	Nason Street-Hillrose Lane/Iris Avenue	628/866 / 9/46 / 151/212	143/207 / 1354/1467 / 7/21	639/622 / 1104/1712 / 24/23	17/12 / 41/34 / 7/14
50	Pearl Lane - Oliver Street/Alessandro Boulevard	145/144	65/0 / 919/750 / 10/31	34/172 / 594/1150 / 61/68	142/76 / 37/31
51	Oliver Street/Cactus Avenue	7/7 / 44/43 / 4/19	22/13 / 282/247 / 115/127	24/9 / 259/341 / 223/95	219/92 / 106/49 / 108/141
52	Oliver Street/John F Kennedy Drive	74/178 / 304/232	162/169 / 25/39		361/157 / 68/26
53	Oliver Street/Iris Avenue	169/239 / 18/21 / 5/11	13/6 / 1263/1193 / 39/40	195/103 / 862/1678 / 25/89	102/80 / 27/13 / 22/34
54	Via Del Lago/Iris Avenue - Moreno Beach Drive	44/21 / 0/4 / 7/13	6/20 / 1153/1140 / 62/241	16/35 / 842/1581 / 39/114	75/60 / 3/2 / 98/141
55	Moreno Beach Drive/SR-60 Westbound Ramps	542/405 / 160/136	7/34 / 221/291		474/630 / 506/659
56	Moreno Beach Drive/SR-60 Eastbound Ramps	750/679 / 17/16		77/158 / 7/0 / 607/843	908/1124 / 422/550
57	Moreno Beach Drive/Eucalyptus Avenue	546/596 / 515/639 / 295/287	230/368 / 133/159 / 22/89	597/789 / 116/215 / 94/244	102/205 / 511/515 / 21/107
58	Moreno Beach Drive/Cottonwood Avenue	11/16 / 549/971 / 82/122	94/141 / 106/76 / 149/256	11/11 / 59/120 / 4/31	4/12 / 510/898 / 110/342
59	Moreno Beach Drive/Alessandro Boulevard	77/117 / 629/984 / 61/134	46/157 / 796/646 / 310/343	43/174 / 518/916 / 55/90	70/126 / 577/894 / 289/357
60	Moreno Beach Drive/Cactus Avenue	100/117 / 661/985 / 27/166	53/114 / 186/209 / 57/80	89/135 / 130/274 / 81/141	87/110 / 667/967 / 102/114
61	Moreno Beach Drive/John F Kennedy Drive	106/131 / 599/838 / 75/117	97/74 / 79/81 / 564/543	110/108 / 62/68 / 30/32	50/54 / 538/902 / 372/754
62	Driveway 1/Iris Avenue	12/110	5/0 / 1476/1573	1276/2000	
63	Driveway 2/Iris Avenue	14/44 / 10/49	46/19 / 1466/1533	187/139 / 1096/1816	
64	Driveway 3/Iris Avenue	25/48 / 9/29	46/12 / 1487/1500	34/8 / 1071/1867	

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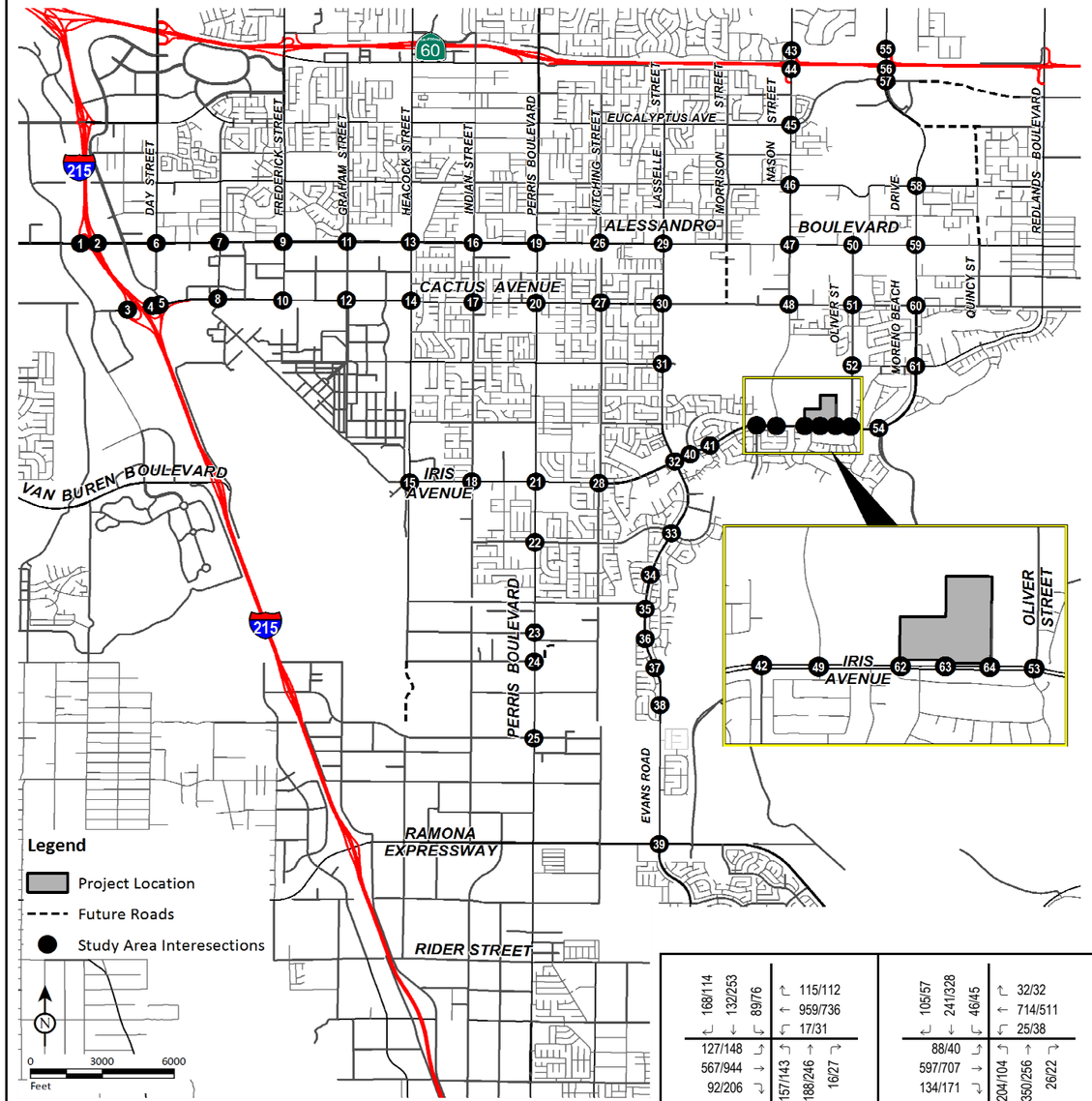
AM/PM Peak Hour PCE Volumes

FIGURE 4-3B

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

General Plan Build-out (2040) Peak Hour Traffic Volumes (Int. 33-64)



238/333 ↰ 226/274 ↱		↱ 206/128	
930/1796 →		← 2373/1531	
345/466 ↲			

1 I-215 Southbound Ramps/Alessandro Boulevard

		↱ 113/236	
67/248 ↰		← 1757/1199	
1089/1823 →	822/459 ↑	1/0 →	133/221 ↱

2 I-215 Northbound Ramps/Alessandro Boulevard

279/93 ↰		← 1396/720	
331/771 →		↰ 474/581	
59/294 ↲	615/579 ↓		

3 I-215 Southbound Ramps/Cactus Avenue

		↱ 337/537	
957/1356 →		← 1871/1301	

4 I-215 Northbound Ramps/Cactus Avenue

99/172 ↰	6/9 ↓	39/393 ↳	↱ 415/226
13/33 ↰			← 1810/1609
879/1236 →			↰ 318/141 → ↱ 730/666
65/88 ↲		298/57 ↓	

5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue

247/321 ↰	32/57 ↓	104/306 ↳	↱ 177/226
668/1361 →			← 1350/1000
16/10 ↲	14/9 ↑	127/83 →	↰ 7/9 ↱ 16/8
253/369 ↳			

6 Day Street/Alessandro Boulevard

75/70 ↰	127/161 ↓	45/61 ↳	↱ 56/68
47/107 ↳			← 1261/900
559/1409 →			↰ 79/103
159/165 ↲	134/244 ↑	98/196 →	↱ 59/137

7 Elsworth Street/Alessandro Boulevard

123/223 ↰	75/93 ↓	73/212 ↳	↱ 78/104
144/155 ↳			← 1806/1198
1115/1838 →			↰ 91/41
263/111 ↲	127/268 ↑	33/84 →	↱ 50/100

8 Elsworth Street/Cactus Avenue

156/177 ↰	264/363 ↓	128/329 ↳	↱ 132/232
123/290 ↳			← 1581/965
463/1508 →			↰ 104/64
82/110 ↲	71/77 ↑	262/341 →	↱ 17/86

9 Frederick Street/Alessandro Boulevard

116/183 ↰	151/366 ↳		↱ 155/174
			← 1963/1177
154/85 ↳			
1076/2202 →			

10 Frederick Street/Cactus Avenue

75/73 ↰	163/222 ↓	121/163 ↳	↱ 122/183
25/113 ↳			← 1611/1108
526/1565 →			↰ 113/212
56/177 ↲	93/105 ↑	227/259 →	↱ 37/101

11 Graham Street/Alessandro Boulevard

107/121 ↰	52/142 ↓	90/157 ↳	↱ 94/164
166/224 ↳			← 1735/1070
974/1974 →			↰ 17/11
184/371 ↲	255/158 ↑	54/78 →	↱ 7/15

12 Graham Street - Riverside Drive/Cactus Avenue

182/163 ↰	271/495 ↓	152/275 ↳	↱ 175/210
110/188 ↳			← 1495/1004
480/1485 →			↰ 25/69
53/158 ↲	206/192 ↑	431/525 →	↱ 38/88

13 Heacock Street/Alessandro Boulevard

71/81 ↰	275/443 ↓	69/131 ↳	↱ 109/76
90/133 ↳			← 1017/671
558/1131 →			↰ 14/7
407/830 ↲	713/495 ↑	513/433 →	↱ 8/27

14 Heacock Street/Cactus Avenue

454/698 ↰	177/350 ↳		↱ 392/213
			↰ 92/75
	461/515 →	73/67 ↱	

15 Heacock Street/Iris Avenue

75/72 ↰	204/340 ↓	99/193 ↳	↱ 51/93
60/199 ↳			← 1343/914
513/1323 →			↰ 72/127
66/141 ↲	122/141 ↑	251/317 →	↱ 66/101

16 Indian Street/Alessandro Boulevard

44/36 ↰	317/425 ↓	103/69 ↳	↱ 63/59
55/61 ↳			← 984/540
491/1010 →			↰ 38/42
115/199 ↲	126/86 ↑	397/305 →	↱ 64/40

17 Indian Street/Cactus Avenue

31/23 ↰	268/194 ↓	283/280 ↳	↱ 449/184
74/26 ↳			← 382/221
189/315 →			↰ 13/11
44/80 ↲	49/33 ↑	287/130 →	↱ 19/19

18 Indian Street/Iris Avenue

231/195 ↰	546/879 ↓	186/173 ↳	↱ 130/129
130/422 ↳			← 1044/756
431/952 →			↰ 141/265
102/301 ↲	329/301 ↑	796/710 →	↱ 136/167

19 Perris Boulevard/Alessandro Boulevard

97/62 ↰	663/1131 ↓	81/137 ↳	↱ 90/62
91/98 ↳			← 796/521
481/765 →			↰ 93/78
151/219 ↲	269/181 ↑	1046/911 →	↱ 153/83

20 Perris Boulevard/Cactus Avenue

75/35 ↰	510/929 ↓	118/230 ↳	↱ 121/129
51/50 ↳			← 495/274
323/323 →			↰ 279/293
106/142 ↲	212/199 ↑	1009/896 →	↱ 318/327

21 Perris Boulevard/Iris Avenue

4/44 ↰	893/1264 ↓	73/112 ↳	↱ 157/108
23/26 ↳			← 130/74
153/138 →			↰ 210/222
83/99 ↲	102/70 ↑	1374/1262 →	↱ 274/233

22 Perris Boulevard/Krameria Avenue

82/135 ↰	1138/1489 ↓		
78/200 ↳			
35/158 ↲	124/153 ↑	1732/1303 →	

23 Perris Boulevard/San Michele Road

42/61 ↰	1108/1557 ↓	44/47 ↳	↱ 29/42
35/59 ↳			← 34/10
3/36 →			↰ 25/57
55/136 ↲	77/28 ↑	1846/1346 →	↱ 31/69

24 Perris Boulevard/Nandina Avenue

317/385 ↰	751/1314 ↓	89/238 ↳	↱ 267/145
285/410 ↳			← 318/192
88/313 →			↰ 2/7
87/204 ↲	297/80 ↑	1480/867 →	↱ 15/6

25 Perris Boulevard/Harley Knox Boulevard

168/114 ↰	132/253 ↓	89/76 ↳	↱ 115/112
127/148 ↳			← 959/736
567/944 →			↰ 17/31
92/206 ↲	157/143 ↑	188/246 →	↱ 16/27

26 Kitching Street/Alessandro Boulevard

105/57 ↰	241/328 ↓	46/45 ↳	↱ 32/32
88/40 ↳			← 714/511
597/707 →			↰ 25/38
134/171 ↲	204/104 ↑	350/256 →	↱ 26/22

27 Kitching Street/Cactus Avenue

127/93 ↰	217/198 ↓	47/66 ↳	↱ 84/130
77/170 ↳			← 787/799
696/876 →			↰ 318/293
98/115 ↲	147/70 ↑	205/166 →	↱ 222/283

28 Kitching Street/Iris Avenue

99/40 ↰	261/411 ↓	26/27 ↳	↱ 18/36
34/79 ↳			← 709/491
340/712 →			↰ 102/100
207/229 ↲	265/168 ↑	373/443 →	↱ 132/150

29 Lasselle Street/Alessandro Boulevard

47/23 ↰	499/631 ↓	87/44 ↳	↱ 80/88
67/52 ↳			← 481/394
406/414 →			↰ 208/255
186/240 ↲	190/117 ↑	623/502 →	↱ 335/207

30 Lasselle Street/Cactus Avenue

123/97 ↰	607/895 ↓	239/78 ↳	↱ 187/93
83/116 ↳			← 279/104
362/84 →			↰ 41/37
87/190 ↲	137/118 ↑	834/732 →	↱ 60/38

31 Lasselle Street/John F Kennedy Drive

115/119 ↰	471/722 ↓	141/268 ↳	↱ 119/96
160/230 ↳			← 752/831
621/653 →			↰ 588/624
314/331 ↲	402/254 ↑	591/615 →	↱ 464/552

32 Lasselle Street/Iris Avenue

LSA

FIGURE 4-4A

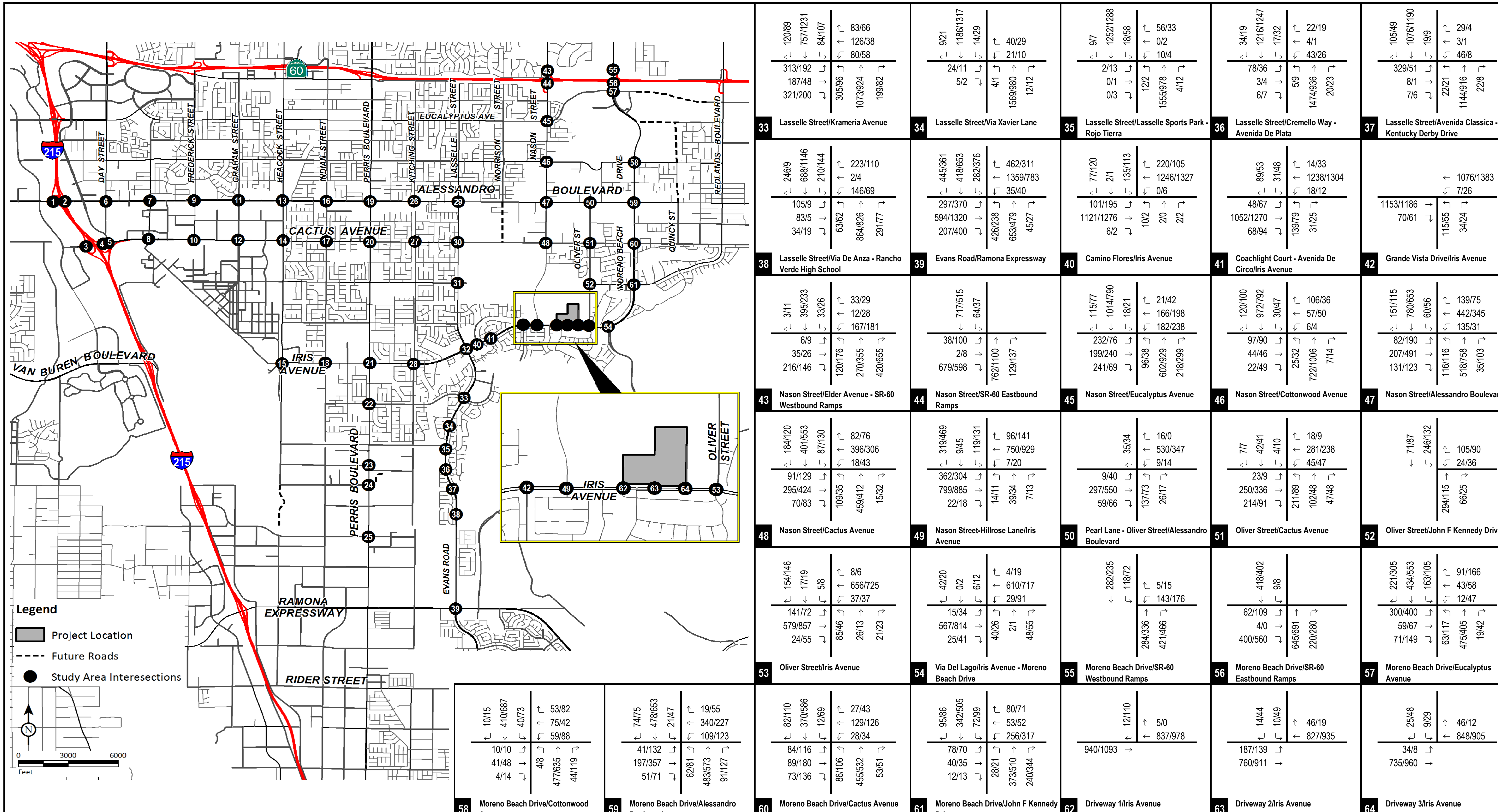
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AM/PM Peak Hour PCE Volumes

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Phase I Project Completion Year (2023) without Project Peak Hour Traffic Volumes (Int. 1-32)



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FIGURE 4-4B

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

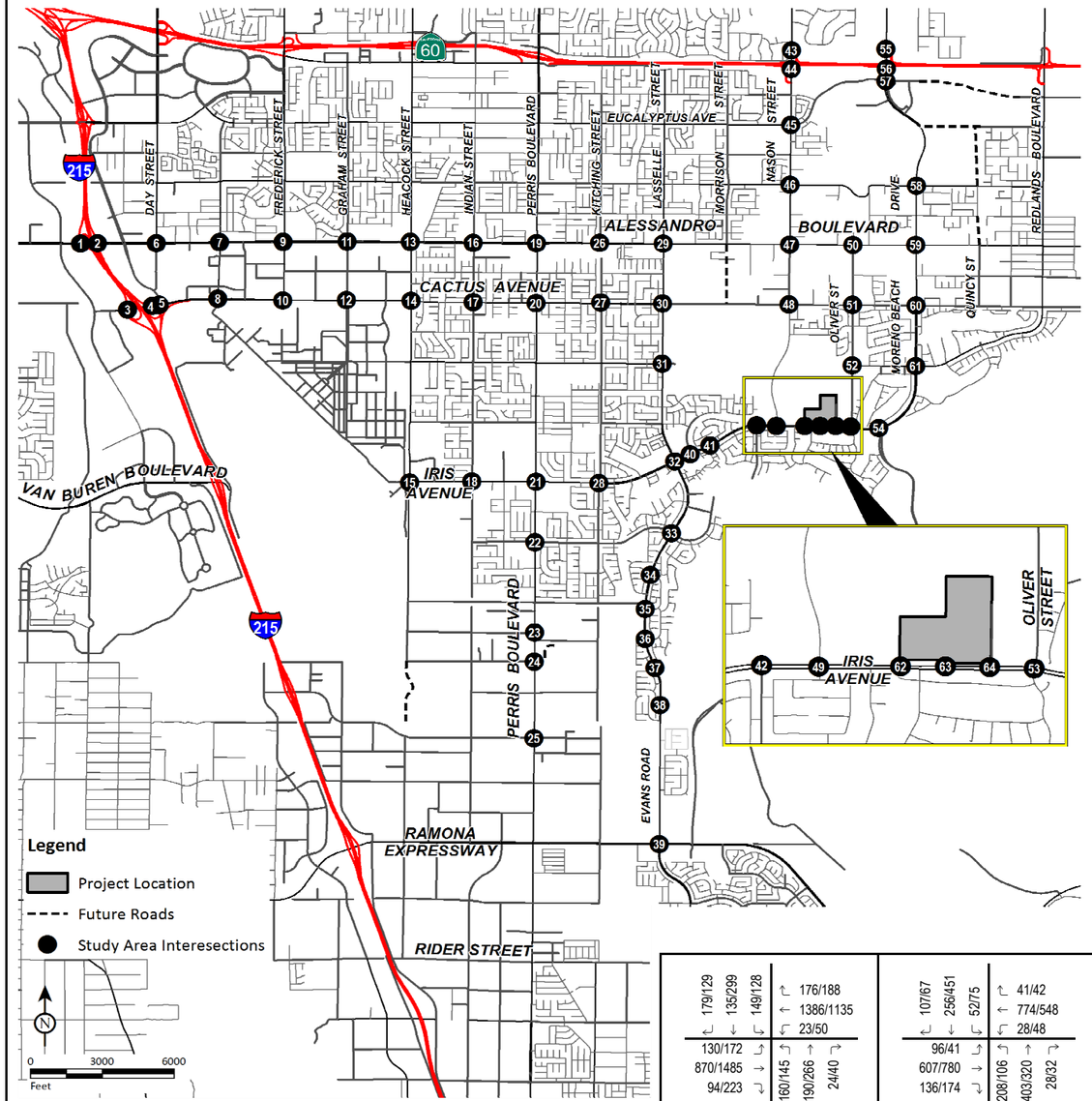
Traffic Impact Analysis

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AM/PM Peak Hour PCE Volumes

Phase I Project Completion Year (2023) without Project Peak Hour Traffic Volumes (Int. 33-64)

R:\KSP1702_Kaiser Moreno Valley\Traffic\g60 Vol_Phase_I_B_NP.xlsx (3/26/2019)



	260/339		239/163
	280/358		2984/2171
1318/2383			
441/522			

1 I-215 Southbound Ramps/Alessandro Boulevard

			116/276
			2385/1843
68/253		839/490	1/0
1530/2488			151/252

2 I-215 Northbound Ramps/Alessandro Boulevard

	365/94		1803/952
			484/592
358/1027			
133/500		705/590	

3 I-215 Southbound Ramps/Cactus Avenue

			337/537
			2287/1545
1068/1621			

4 I-215 Northbound Ramps/Cactus Avenue

203/277			632/431
14/18			2106/1746
78/710		19/59	
		961/1444	
		88/117	315/59
			419/244
			745/732

5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue

570/705			296/343
48/91			1599/1206
207/541			7/9
512/722		19/11	
773/1602		238/129	17/8
17/11			

6 Day Street/Alessandro Boulevard

103/93			57/69
152/220			1502/1087
45/62			83/128
		248/434	111/236
		55/147	70/143
		682/1690	
		273/329	

7 Elsworth Street/Alessandro Boulevard

142/327			79/116
76/217			2070/1305
74/232			93/82
164/247		276/375	64/120
1125/2155			90/104
303/265			

8 Elsworth Street/Cactus Avenue

157/208			190/297
269/448			1868/1153
159/459			118/80
154/323		72/78	
579/1856		318/363	21/101
84/120			

9 Frederick Street/Alessandro Boulevard

119/235			158/177
154/394			2240/1278
193/87			
1098/2549			

10 Frederick Street/Cactus Avenue

76/81			124/227
189/300			1925/1356
162/214			172/314
26/124		142/136	
696/1999		298/341	76/154
64/232			

11 Graham Street/Alessandro Boulevard

120/191			96/293
53/198			1891/1092
92/202			18/11
297/477		384/161	
1056/2084		61/111	7/15
206/426			

12 Graham Street - Riverside Drive/Cactus Avenue

195/189			239/266
277/505			1903/1371
201/339			26/80
143/220		210/199	
715/1983		440/536	39/97
54/170			

13 Heacock Street/Alessandro Boulevard

81/125			111/77
281/521			1021/711
70/160			14/7
116/160		789/539	
560/1219		539/442	8/28
415/858			

14 Heacock Street/Cactus Avenue

624/995			400/218
181/357			155/135
		616/717	
		118/119	

15 Heacock Street/Iris Avenue

92/100			68/115
216/387			1804/1279
121/250			84/146
88/257		127/178	
752/1808		261/350	68/118
84/170			

16 Indian Street/Alessandro Boulevard

49/45			64/61
371/556			1004/552
107/73			40/44
56/75		141/111	
500/1025		453/401	67/43
121/250			

17 Indian Street/Cactus Avenue

32/25			474/192
330/226			426/276
289/329			21/15
75/27		52/62	
233/355		293/212	24/38
67/90			

18 Indian Street/Iris Avenue

266/223			158/163
698/1124			1393/1029
235/233			208/402
156/469		432/402	
622/1358		948/876	194/262
150/407			

19 Perris Boulevard/Alessandro Boulevard

99/63			110/72
938/1598			802/546
91/161			142/113
93/100		287/225	
491/788		1356/1248	196/118
180/272			

20 Perris Boulevard/Cactus Avenue

99/48			150/185
811/1386			527/323
160/321			360/382
64/70		236/239	
356/383		1302/1306	362/404
138/180			

21 Perris Boulevard/Iris Avenue

4/52			160/124
1366/1840			133/77
79/123			237/284
24/28		104/92	
156/140		1735/1811	300/282
92/118			

22 Perris Boulevard/Krameria Avenue

96/155			51/100
1575/2156			68/20
			41/119
88/229		129/173	
39/179		2167/1882	

23 Perris Boulevard/San Michele Road

70/83			448/284
1461/2148			584/409
99/94			3/14
43/89		114/29	
5/62		2254/1854	66/110
63/156			

24 Perris Boulevard/Nandina Avenue

438/522			448/284
920/1646			584/409
183/432			3/14
373/552		379/115	
188/620		1676/1102	29/15
113/288			

25 Perris Boulevard/Harley Knox Boulevard

179/129			176/188
135/299			1386/1135
149/128			23/50
130/172		160/145	
870/1485		190/266	24/40
94/223			

26 Kitching Street/Alessandro Boulevard

107/67			41/42
256/451			774/548
52/75			28/48
96/41		208/106	
607/780		403/320	28/32
136/174			

27 Kitching Street/Cactus Avenue

130/95			112/179
275/277			925/931
63/99			581/580
78/173		157/89	
807/1049		248/246	396/615
106/126			

28 Kitching Street/Iris Avenue

139/72			34/65
265/551			1122/893
41/53			118/135
63/119		269/188	
602/1228		479/489	156/192
236/252			

29 Lasselle Street/Alessandro Boulevard

48/24			108/137
566/762			545/464
113/72			259/357
68/54		194/120	
435/523		688/591	394/297
190/245			

30 Lasselle Street/Cactus Avenue

138/140			191/95
703/1056			281/113
244/79			43/38
93/149		159/160	
366/86		931/863	61/39
104/229			

31 Lasselle Street/John F Kennedy Drive

146/165			149/115
476/738			1087/1204
167/353			676/668
200/316		470/313	
835/1029		593/622	503/646
361/409			

32 Lasselle Street/Iris Avenue

LSA

FIGURE 4-5A

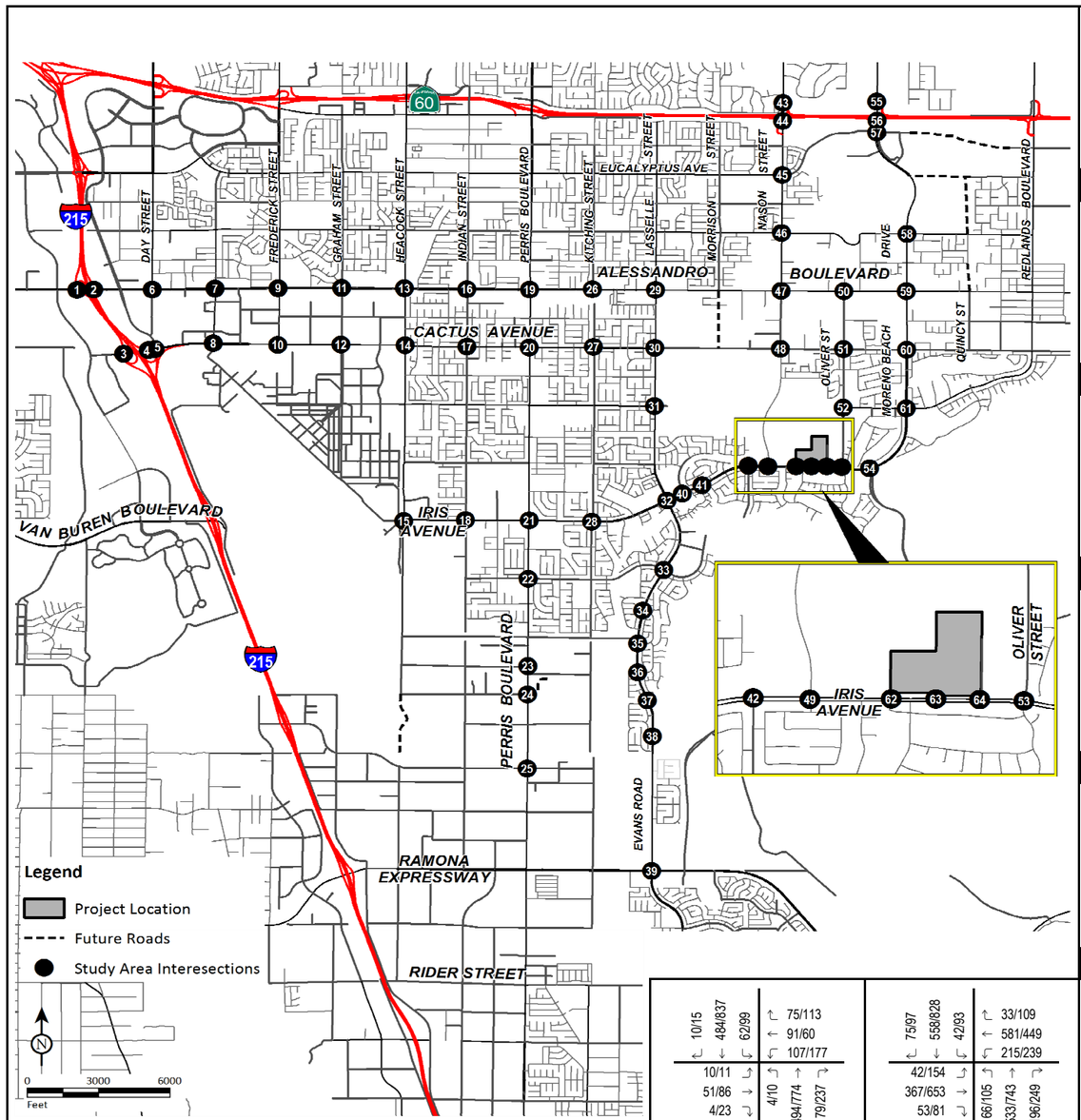
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AM/PM Peak Hour PCE Volumes

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Phase II Project Completion Year (2032) without Project Peak Hour Traffic Volumes (Int. 1-32)



33 Lasselle Street/Krameria Avenue

166/123	923/1407	101/115
366/259		331/109
191/48		1210/1113
327/210		203/84
		88/72
		129/39
		82/59

34 Lasselle Street/Via Xavier Lane

9/21	1342/1495	14/30
24/11		4/1
5/2		1719/1167
		12/13
		40/29
		21/10

35 Lasselle Street/Lasselle Sports Park - Rojo Tierra

9/7	1408/1466	18/59
2/13		12/2
0/1		1705/1164
0/3		4/13
		56/33
		0/2
		10/4

36 Lasselle Street/Cremello Way - Avenida De Plata

52/20	1352/1407	27/58
79/58		7/10
4/10		1617/1086
7/12		32/45
		30/34
		8/2
		63/49

37 Lasselle Street/Avenida Classica - Kentucky Derby Drive

105/50	1233/1377	20/9
330/51		22/22
8/1		1310/1095
7/6		23/8
		29/4
		3/1
		47/8

38 Lasselle Street/Via De Anza - Rancho Verde High School

247/9	840/1333	214/147
110/10		64/63
85/5		1027/1004
37/20		295/79
		227/111
		2/4
		148/70

39 Evans Road/Ramona Expressway

454/368	552/944	415/581
303/378		492/240
727/1736		883/666
226/491		77/52
		679/526
		1709/984
		60/84

40 Camino Flores/Iris Avenue

79/123	2/1	137/115
103/197		11/2
1402/1829		2/0
7/2		2/2
		224/107
		1696/1764
		0/6

41 Coachlight Court - Avenida De Circo/Iris Avenue

111/75	64/112	
79/98		173/128
1305/1782		63/61
112/178		
		33/76
		1633/1669
		43/31

42 Grande Vista Drive/Iris Avenue

		1561/1879
1471/1797		8/27
71/63		115/56
		34/25

43 Nason Street/Elder Avenue - SR-60 Westbound Ramps

4/14	438/264	34/30
7/14		127/211
36/33		291/495
237/183		428/749
		44/48
		16/41
		230/248

44 Nason Street/SR-60 Eastbound Ramps

833/653	74/38	
42/102		775/1374
3/8		132/153
749/609		

45 Nason Street/Eucalyptus Avenue

118/85	1158/944	20/34
236/107		157/45
250/446		675/1151
297/98		406/505
		25/74
		281/331
		345/425

46 Nason Street/Cottonwood Avenue

131/104	1249/1064	46/85
99/113		28/35
53/86		939/1315
22/67		11/27
		141/62
		66/74
		8/7

47 Nason Street/Alessandro Boulevard

247/196	910/827	85/73
136/315		180/191
361/845		640/898
194/208		46/127
		175/101
		695/626
		150/43

48 Nason Street/Cactus Avenue

188/123	573/768	144/204
93/132		111/36
315/485		622/595
71/85		26/54
		129/136
		436/350
		31/80

49 Nason Street-Hillrose Lane/Iris Avenue

483/679	9/45	136/174
508/473		16/12
960/1323		40/34
23/21		7/13
		121/176
		1070/1214
		7/21

50 Pearl Lane - Oliver Street/Alessandro Boulevard

	93/92	
22/110		139/74
454/867		32/24
60/67		
		42/0
		736/561
		10/23

51 Oliver Street/Cactus Avenue

7/7	43/42	4/15
24/9		216/91
255/339		104/48
219/93		79/97
		20/11
		282/242
		82/90

52 Oliver Street/John F Kennedy Drive

73/135	277/185	
		329/137
		67/26
		135/132
		25/38

53 Oliver Street/Iris Avenue

162/195	18/20	5/10
170/88		94/64
729/1291		27/13
25/73		22/29
		11/6
		978/973
		38/39

54 Via Del Lago/Iris Avenue - Moreno Beach Drive

43/21	0/3	7/13
15/35		59/44
713/1220		3/2
32/80		74/101
		5/20
		897/941
		46/170

55 Moreno Beach Drive/SR-60 Westbound Ramps

420/325	140/106	
		385/492
		466/668
		6/25
		184/237

56 Moreno Beach Drive/SR-60 Eastbound Ramps

594/549	13/12	
70/135		784/920
6/0		327/423
510/710		

57 Moreno Beach Drive/Eucalyptus Avenue

393/459	477/599	233/201
457/606		83/164
89/145		494/463
83/199		20/76
		165/273
		90/111
		17/69

58 Moreno Beach Drive/Cottonwood Avenue

10/15	484/837	62/99
10/11		4/10
51/86		494/774
4/23		79/237
		75/113
		91/60
		107/177

59 Moreno Beach Drive/Alessandro Boulevard

75/97	558/828	42/93
42/154		66/105
367/653		533/743
53/81		196/249
		33/109
		581/449
		215/239

60 Moreno Beach Drive/Cactus Avenue

92/114	524/797	20/121
87/126		87/108
111/230		567/762
77/138		79/84
		41/81
		159/170
		43/58

61 Moreno Beach Drive/John F Kennedy Drive

101/110	478/681	73/109
95/90		40/38
52/52		461/718
22/23		310/561
		89/72
		67/67
		419/437

62 Driveway 1/Iris Avenue

	12/110	
1118/1573		
		5/0
		1175/1293

63 Driveway 2/Iris Avenue

	14/44	10/49
187/139		
938/1390		
		46/19
		1165/1252

64 Driveway 3/Iris Avenue

	25/48	9/29
34/8		
913/1440		
		46/12
		1186/1220

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FIGURE 4-5B

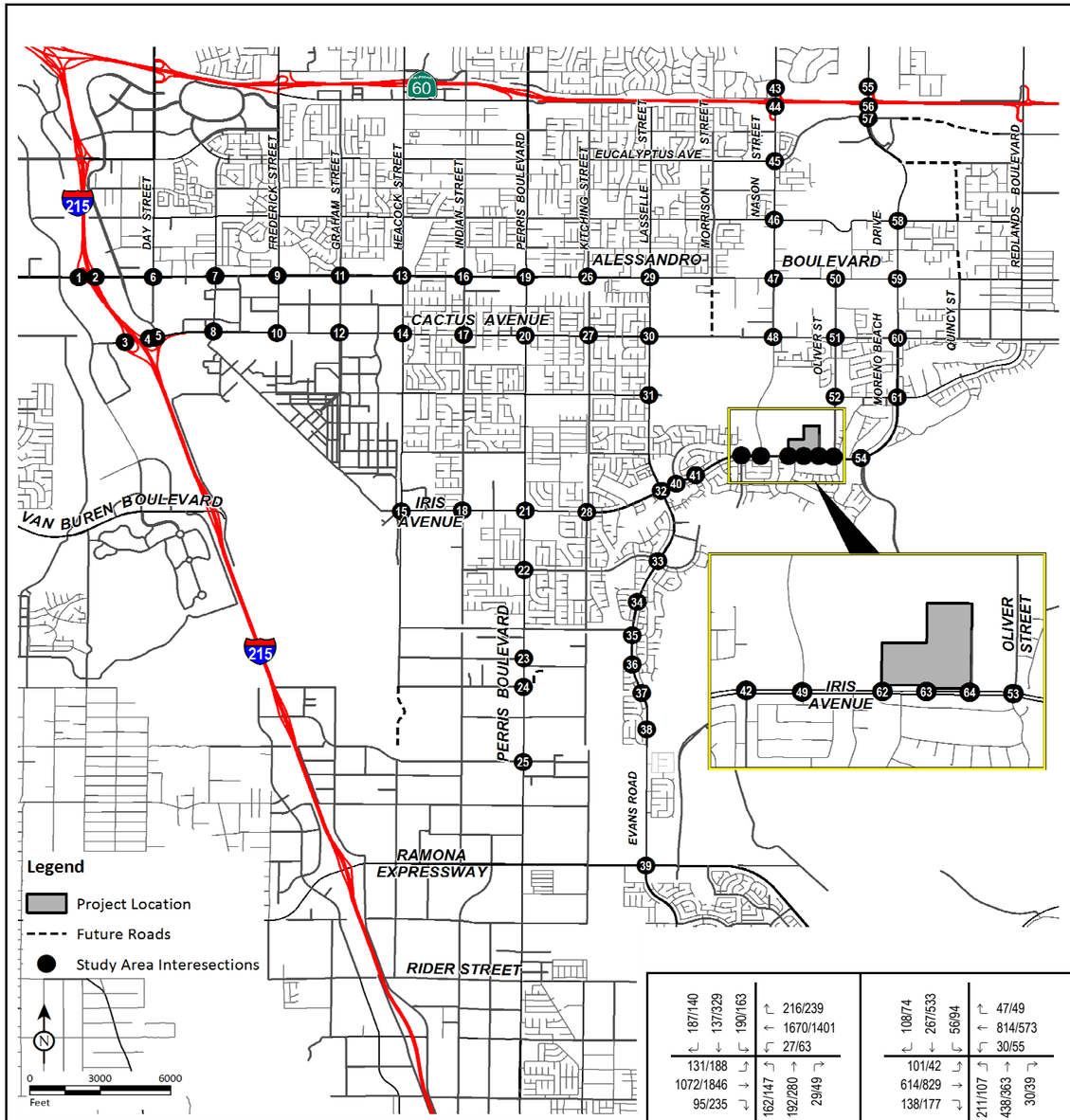
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AM/PM Peak Hour PCE Volumes

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Phase II Project Completion Year (2032) without Project Peak Hour Traffic Volumes (Int. 33-64)



1	I-215 Southbound Ramps/Alessandro Boulevard	275/344 / 316/413	261/186 / 3392/2598 / 1577/2775 / 506/559
2	I-215 Northbound Ramps/Alessandro Boulevard	117/303 / 2803/2273	69/256 / 1824/2932 / 850/511 / 1/0 / 163/272
3	I-215 Southbound Ramps/Cactus Avenue	423/95	2075/1107 / 490/600 / 376/1198 / 183/637 / 765/598
4	I-215 Northbound Ramps/Cactus Avenue	337/537 / 2565/1708	1142/1797
5	I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	273/347 / 19/24 / 103/922	777/567 / 2303/1838 / 24/77 / 1016/1583 / 103/137 / 327/60 / 487/313 / 755/775
6	Day Street/Alessandro Boulevard	786/962 / 59/114 / 276/697	376/421 / 1766/1343 / 7/9 / 685/958 / 843/1762 / 17/11 / 22/13 / 312/160 / 17/8
7	Elsworth Street/Alessandro Boulevard	121/109 / 169/260 / 46/63	58/70 / 1662/1212 / 85/144 / 324/561 / 120/262 / 77/148
8	Elsworth Street/Cactus Avenue	155/397 / 77/299 / 75/246	81/123 / 2246/1376 / 94/109 / 178/308 / 1132/2367 / 330/368 / 375/446 / 85/144 / 117/107
9	Frederick Street/Alessandro Boulevard	158/229 / 273/505 / 179/546	229/341 / 2059/1279 / 127/90 / 174/345 / 656/2089 / 85/126 / 73/79 / 356/378 / 23/112
10	Frederick Street/Cactus Avenue	120/270 / 156/413	160/180 / 2424/1346 / 218/88 / 1112/2780
11	Graham Street/Alessandro Boulevard	77/86 / 207/352 / 190/249	126/256 / 2135/1521 / 212/381 / 26/131 / 809/2289 / 69/269 / 175/157 / 346/396 / 102/189
12	Graham Street - Riverside Drive/Cactus Avenue	129/238 / 53/236 / 93/232	97/378 / 1994/1106 / 18/12 / 384/646 / 1110/2157 / 221/462 / 469/163 / 66/134 / 7/16
13	Heacock Street/Alessandro Boulevard	203/206 / 280/511 / 234/382	281/304 / 2175/1615 / 27/88 / 165/241 / 871/2314 / 54/178 / 213/204 / 445/543 / 40/103
14	Heacock Street/Cactus Avenue	88/154 / 284/574 / 71/180	113/78 / 1024/738 / 15/7 / 133/178 / 562/1278 / 420/877 / 839/569 / 557/447 / 8/28
15	Heacock Street/Iris Avenue	737/1193 / 183/362	406/221 / 197/175 / 719/852 / 148/153
16	Indian Street/Alessandro Boulevard	104/119 / 224/418 / 136/287	79/129 / 2112/1522 / 91/159 / 107/295 / 912/2131 / 96/189 / 130/203 / 268/373 / 70/130
17	Indian Street/Cactus Avenue	53/51 / 407/643 / 110/75	64/63 / 1017/560 / 41/46 / 57/85 / 507/1035 / 126/285 / 152/127 / 491/465 / 69/45
18	Indian Street/Iris Avenue	32/27 / 371/248 / 293/362	490/198 / 456/312 / 26/17 / 76/27 / 262/382 / 82/96 / 53/82 / 297/267 / 27/51
19	Perris Boulevard/Alessandro Boulevard	290/241 / 800/1288 / 267/274	176/185 / 1626/1211 / 252/493 / 173/501 / 749/1629 / 181/477 / 501/470 / 1050/987 / 233/326
20	Perris Boulevard/Cactus Avenue	100/64 / 1121/1909 / 98/177	124/79 / 806/563 / 174/136 / 94/101 / 498/804 / 200/308 / 299/254 / 1562/1473 / 225/142
21	Perris Boulevard/Iris Avenue	116/56 / 1012/1690 / 189/382	169/222 / 549/356 / 414/441 / 72/84 / 379/423 / 160/206 / 252/266 / 1498/1580 / 391/456
22	Perris Boulevard/Krameria Avenue	4/58 / 1682/2224 / 84/130	162/134 / 135/79 / 255/325 / 24/29 / 158/142 / 98/131 / 106/107 / 1975/2177 / 317/315
23	Perris Boulevard/San Michele Road	106/169 / 1867/2600	95/249 / 42/192 / 132/188 / 2456/2267
24	Perris Boulevard/Nandina Avenue	89/97 / 1696/2542 / 136/125	65/139 / 90/27 / 52/160 / 48/109 / 7/79 / 69/169 / 139/29 / 2525/2193 / 89/138
25	Perris Boulevard/Harley Knox Boulevard	518/614 / 1033/1868 / 246/561	568/377 / 761/554 / 4/19 / 432/647 / 255/825 / 131/344 / 433/139 / 1807/1259 / 38/20
26	Kitching Street/Alessandro Boulevard	187/140 / 137/329 / 190/163	216/239 / 1670/1401 / 27/63 / 131/188 / 1072/1846 / 95/235 / 162/147 / 192/280 / 29/49
27	Kitching Street/Cactus Avenue	108/74 / 267/533 / 56/94	47/49 / 814/573 / 30/55 / 101/42 / 614/829 / 138/177 / 211/107 / 438/363 / 30/39
28	Kitching Street/Iris Avenue	132/96 / 313/329 / 74/122	131/211 / 1017/1020 / 757/771 / 79/176 / 880/1165 / 112/134 / 164/101 / 276/299 / 512/836
29	Lasselle Street/Alessandro Boulevard	166/94 / 268/644 / 52/71	45/85 / 1397/1162 / 129/158 / 83/146 / 777/1572 / 256/267 / 272/201 / 549/520 / 172/221
30	Lasselle Street/Cactus Avenue	49/24 / 610/849 / 130/91	127/169 / 587/511 / 294/425 / 68/55 / 455/595 / 192/248 / 197/121 / 732/650 / 434/357
31	Lasselle Street/John F Kennedy Drive	148/169 / 768/1164 / 247/79	193/96 / 283/119 / 44/39 / 100/172 / 369/88 / 115/255 / 173/188 / 995/951 / 61/40
32	Lasselle Street/Iris Avenue	167/196 / 479/748 / 184/410	168/128 / 1311/1452 / 734/697 / 226/373 / 978/1279 / 393/461 / 516/353 / 595/627 / 529/709

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FIGURE 4-6A

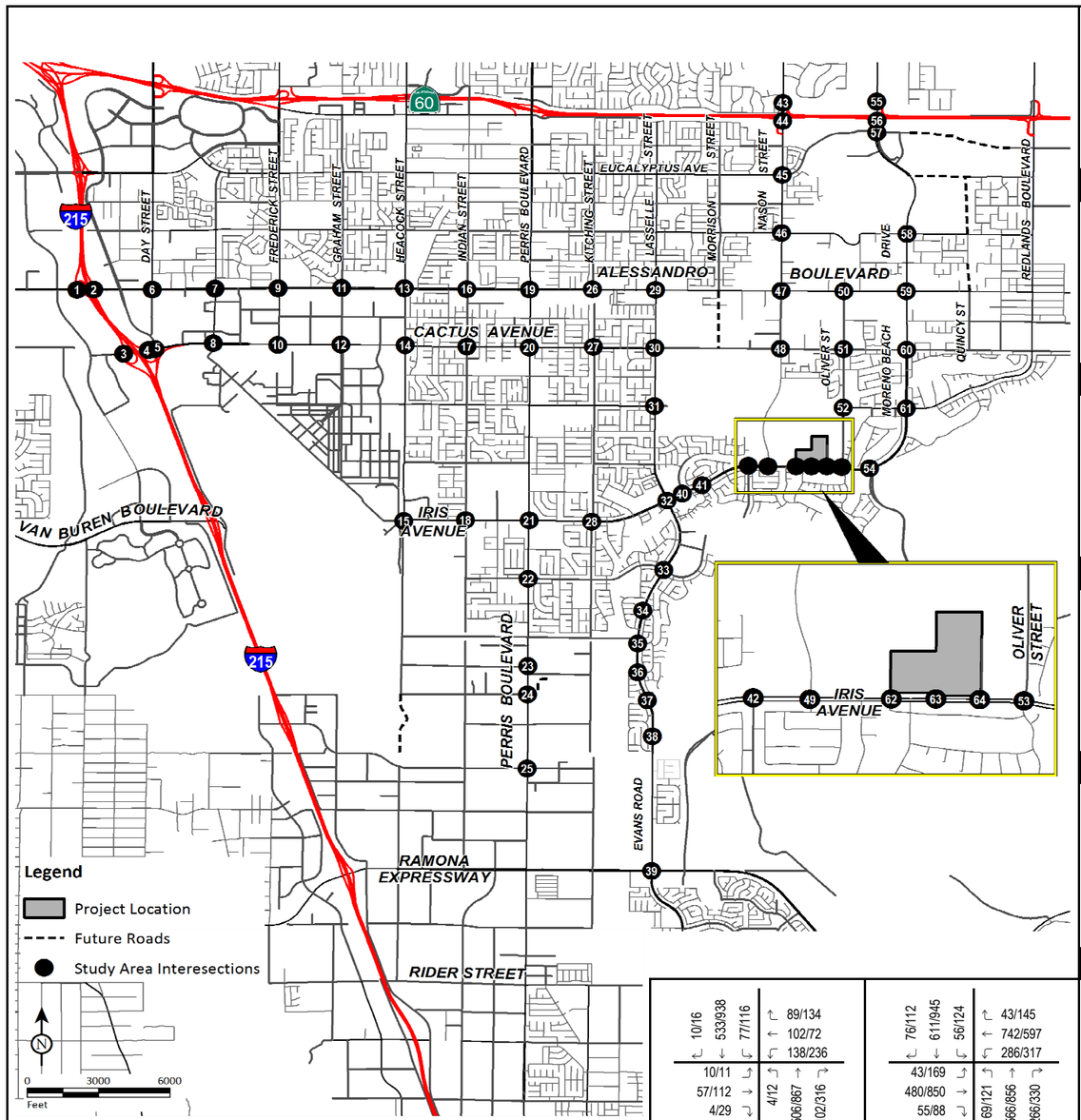
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AM/PM Peak Hour PCE Volumes

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Phase III Project Completion Year (2038) without Project Peak Hour Traffic Volumes (Int. 1-32)



33	Lasselle Street/Krameria Avenue	197/145 / 1034/1524 / 112/121	91/77 / 130/40 / 83/60	401/304 / 193/49 / 331/217	348/117 / 1301/1239 / 206/85
34	Lasselle Street/Via Xavier Lane	9/21 / 1445/1614 / 14/30	40/29 / 21/10	24/11 / 5/2	4/1 / 1819/1291 / 12/13
35	Lasselle Street/Lasselle Sports Park - Rojo Tierra	9/7 / 1511/1585 / 18/60	56/33 / 0/2 / 10/4	2/13 / 0/1 / 0/3	12/2 / 1805/1289 / 4/13
36	Lasselle Street/Cremello Way - Avenida De Plata	64/20 / 1443/1513 / 33/76	35/44 / 11/3 / 77/64	81/72 / 5/14 / 7/15	9/10 / 1712/1187 / 40/60
37	Lasselle Street/Avenida Classica - Kentucky Derby Drive	105/50 / 1337/1502 / 20/9	29/4 / 3/1 / 47/8	331/51 / 8/1 / 7/6	22/22 / 1420/1214 / 23/8
38	Lasselle Street/Via De Anza - Rancho Verde High School	247/9 / 942/1458 / 217/148	230/112 / 2/4 / 150/71	114/10 / 86/5 / 38/20	65/64 / 1136/1122 / 297/80
39	Evans Road/Ramona Expressway	460/373 / 642/1138 / 503/717	823/670 / 1943/1117 / 76/113	307/383 / 815/2014 / 239/552	535/242 / 1037/790 / 98/68
40	Camino Flores/Iris Avenue	80/124 / 2/1 / 139/117	226/109 / 1996/2055 / 0/6	105/199 / 1590/2198 / 7/2	11/2 / 2/0 / 2/2
41	Coachlight Court - Avenida De Circo/Iris Avenue	126/89 / 86/154	46/104 / 1896/1912 / 60/43	100/118 / 1473/2123 / 141/233	196/160 / 85/85
42	Grande Vista Drive/Iris Avenue		1885/2210 / 9/27	1682/2204 / 72/64	115/56 / 34/25
43	Nason Street/Elder Avenue - SR-60 Westbound Ramps	4/15 / 466/285 / 35/33	52/61 / 19/49 / 272/292	7/17 / 37/38 / 250/208	131/234 / 304/589 / 434/812
44	Nason Street/SR-60 Eastbound Ramps	910/744 / 81/39		44/104 / 3/8 / 795/616	784/1557 / 134/163
45	Nason Street/Eucalyptus Avenue	119/90 / 1254/1047 / 22/43	27/95 / 357/420 / 454/549	239/127 / 285/583 / 335/118	197/49 / 724/1299 / 532/642
46	Nason Street/Cottonwood Avenue	139/106 / 1434/1246 / 56/111	164/79 / 72/90 / 10/9	100/128 / 59/112 / 22/79	30/37 / 1084/1520 / 14/36
47	Nason Street/Alessandro Boulevard	312/250 / 996/943 / 101/84	199/118 / 864/813 / 160/50	172/398 / 463/1081 / 236/264	222/240 / 722/992 / 54/144
48	Nason Street/Cactus Avenue	190/124 / 687/912 / 182/254	161/177 / 463/380 / 40/104	94/134 / 329/525 / 72/86	113/37 / 731/717 / 34/68
49	Nason Street-Hillrose Lane/Iris Avenue	592/819 / 9/46 / 147/202	137/199 / 1283/1404 / 7/21	606/585 / 1068/1615 / 24/22	17/12 / 41/34 / 7/14
50	Pearl Lane - Oliver Street/Alessandro Boulevard	132/131	59/0 / 873/703 / 10/29	31/156 / 559/1079 / 61/68	141/75 / 36/29
51	Oliver Street/Cactus Avenue	7/7 / 44/43 / 4/18	22/13 / 282/246 / 107/118	24/9 / 258/340 / 222/94	219/92 / 106/49 / 101/130
52	Oliver Street/John F Kennedy Drive	74/167 / 297/220	155/160 / 25/39		353/152 / 68/26
53	Oliver Street/Iris Avenue	167/228 / 18/21 / 5/11	12/6 / 1192/1138 / 39/40	189/99 / 829/1581 / 25/85	100/76 / 27/13 / 22/33
54	Via Del Lago/Iris Avenue - Moreno Beach Drive	44/21 / 0/4 / 7/13	6/20 / 1089/1090 / 58/223	16/35 / 810/1491 / 37/105	71/56 / 3/2 / 92/131
55	Moreno Beach Drive/SR-60 Westbound Ramps	511/385 / 155/128	7/32 / 212/277		452/595 / 496/636
56	Moreno Beach Drive/SR-60 Eastbound Ramps	711/646 / 16/15		75/152 / 7/0 / 583/810	877/1073 / 398/518
57	Moreno Beach Drive/Eucalyptus Avenue	508/562 / 505/629 / 279/266	214/344 / 122/147 / 21/84	562/743 / 109/198 / 91/233	97/195 / 507/502 / 21/99
58	Moreno Beach Drive/Cottonwood Avenue	10/16 / 533/938 / 77/116	89/134 / 102/72 / 138/236	10/11 / 57/112 / 4/29	4/12 / 506/867 / 102/316
59	Moreno Beach Drive/Alessandro Boulevard	76/112 / 611/945 / 56/124	43/145 / 742/597 / 286/317	43/169 / 480/850 / 55/88	69/121 / 566/856 / 266/330
60	Moreno Beach Drive/Cactus Avenue	98/116 / 627/938 / 25/155	50/106 / 179/199 / 54/75	88/133 / 125/263 / 80/140	87/110 / 642/916 / 96/107
61	Moreno Beach Drive/John F Kennedy Drive	105/126 / 569/799 / 74/115	95/73 / 76/78 / 528/516	106/104 / 59/64 / 28/30	47/50 / 519/866 / 356/706
62	Driveway 1/Iris Avenue	12/110	5/0 / 1401/1503	1236/1893	
63	Driveway 2/Iris Avenue	14/44 / 10/49	46/19 / 1391/1463	187/139 / 1056/1710	
64	Driveway 3/Iris Avenue	25/48 / 9/29	46/12 / 1412/1430	34/8 / 1031/1760	

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FIGURE 4-6B

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

XXXX/YYYY

AM/PM Peak Hour PCE Volumes

Phase III Project Completion Year (2038) without Project Peak Hour Traffic Volumes (Int. 33-64)

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Table 4-A - Existing Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Existing ADT	Buildout Project Trips	Existing With Project ADT
Perris Boulevard	1	between Iris Avenue and Krameria Avenue	26,745	516	27,261
	2	between Krameria Avenue and San Michele Road	29,218	516	29,734
	3	between San Michele Road and Nandina Avenue	28,975	516	29,491
	4	between Nandina Avenue and Harley Knox Boulevard	31,117	516	31,633
Lasselle Street	5	between John F Kennedy Drive and Iris Avenue	17,190	516	17,706
	6	between Iris Avenue and Krameria Avenue	27,181	1,422	28,603
	7	between Krameria Avenue and Via Xavier Lane	25,117	1,422	26,539
	8	between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	23,955	1,292	25,247
	9	between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	23,608	1,164	24,772
	10	between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	23,067	1,034	24,101
	11	between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	21,816	906	22,722
Lasselle Street - Evans Road	12	between Via De Anza - Rancho Verde High School and Ramona Expressway	23,885	776	24,661
Nason Street	13	between SR-60 Eastbound Ramps and Eucalyptus Avenue	21,616	1,550	23,166
	14	between Eucalyptus Avenue and Cottonwood Avenue	24,491	1,680	26,171
	15	between Cottonwood Avenue and Alessandro Boulevard	19,414	1,680	21,094
	16	between Alessandro Boulevard and Cactus Avenue	14,923	3,230	18,153
	17	between Cactus Avenue and Iris Avenue	11,793	5,556	17,349
Oliver Street	18	between Alessandro Boulevard and Cactus Avenue	2,100	260	2,360
	19	between Cactus Avenue and John F Kennedy Drive	4,173	518	4,691
	20	between John F Kennedy Drive and Iris Avenue	2,559	646	3,205
Moreno Beach Drive	21	between SR-60 Eastbound Ramps and Eucalyptus Avenue	21,755	1,422	23,177
	22	between Eucalyptus Avenue and Cottonwood Avenue	16,675	1,422	18,097
	23	between Cottonwood Avenue and Alessandro Boulevard	16,079	1,680	17,759
	24	between Alessandro Boulevard and Cactus Avenue	16,308	2,068	18,376
	25	between Cactus Avenue and John F Kennedy Drive	13,620	2,456	16,076
	26	between John F Kennedy Drive and Via Del Lago	14,627	2,842	17,469
Alessandro Boulevard	27	between I-215 Northbound Ramps and Day Street	29,682	388	30,070
	28	between Day Street and Elsworth Street	29,413	388	29,801
	29	between Elsworth Street and Frederick Street	27,642	388	28,030
	30	between Frederick Street and Graham Street	31,685	516	32,201
	31	between Graham Street and Heacock Street	32,414	646	33,060
	32	between Heacock Street and Indian Street	31,115	776	31,891
	33	between Indian Street and Perris Boulevard	26,511	904	27,415
	34	between Perris Boulevard and Kitching Street	21,739	1,034	22,773
	35	between Kitching Street and Lasselle Street	15,975	1,034	17,009
	36	between Lasselle Street and Nason Street	10,322	1,550	11,872
	37	between Nason Street and Moreno Beach Drive	8,690	130	8,820

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Table 4-A - Existing Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Existing ADT	Buildout Project Trips	Existing With Project ADT
Cactus Avenue	38	between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	47,128	1,938	49,066
	39	between Elsworth Street and Frederick Street	42,156	1,938	44,094
	40	between Frederick Street and Graham Street - Riverside Drive	44,463	1,938	46,401
	41	between Graham Street -Riverside Drive and Heacock Street	39,803	1,938	41,741
	42	between Heacock Street and Indian Street	22,183	1,938	24,121
	43	between Indian Street and Perris Boulevard	21,093	1,938	23,031
	44	between Perris Boulevard and Kitching Street	16,981	2,068	19,049
	45	between Kitching Street and Lasselle Street	13,030	2,198	15,228
	46	between Lasselle Street and Nason Street	14,346	2,326	16,672
John F Kennedy Drive	47	between Oliver Street and Moreno Beach Drive	2,623	130	2,753
Iris Avenue	48	between Heacock Street and Indian Street	9,354	258	9,612
	49	between Indian Street and Perris Boulevard	12,162	518	12,680
	50	between Perris Boulevard and Kitching Street	22,159	1,162	23,321
	51	between Kitching Street and Lasselle Street	22,112	1,292	23,404
	52	between Lasselle Street and Camino Flores	28,367	3,230	31,597
	53	between Camino Flores and Coachlight Court - Avenida De Circo	26,959	3,360	30,319
	54	between Coachlight Court - Avenida De Circo and Grande Vista Drive	25,049	3,488	28,537
	55	between Grande Vista Drive and Nason Street – Hillrose Lane	23,395	3,488	26,883
	56	between Nason Street – Hillrose Lane and Driveway 1	19,471	9,174	28,645
	57	between Driveway 1 and Driveway 2	18,623	6,784	25,407
	58	between Driveway 2 and Driveway 3	16,081	3,812	19,893
	59	between Driveway 3 and Oliver Street	15,484	3,748	19,232
	60	between Oliver Street and Via Del Lago	13,496	2,842	16,338

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Table 4-B - Cumulative Projects

Project	Land Use	Units	
City of Moreno Valley			
1 . PA15 - Global Investment & DEV LLC	Single-Family Housing	272	DU
2 . Tract 31305 - RSI	Single-Family Housing	168	DU
3 . Tract 36933 - Beazer Homes	Single-Family Housing	275	DU
4 . Tract 32548 - Gabel, Cook, and Associates	Single-Family Housing	107	DU
5 . PA 15-0046 - LA Jolla Development/Rocas Grandes	Multi-Family Housing	426	DU
6 . PA 13-0006 - Rancho Belago Developers, Inc.	Multi-Family Housing	141	DU
7 . PEN 16 - MV Bella Vista GP, LLC	Multi-Family Housing	220	DU
8 . Moreno Valley Medical Plaza	Medical Office Building	217.00	TSF
9 . Tract 33436 - Winchester Associates	Single-Family Housing	105	DU
10 . Riverside University Health System Expansion	Medical Office Building	200.00	TSF
11 . Eucalyptus Industrial Park	Warehousing, High-Cube Warehousing	2,244.60	TSF
12 . World Logistics Center	Warehousing	40,600.00	TSF
13 . TownGate Square	Office	463.48	TSF
14 . Westcoast Textiles (DPR-0001)	Single-Family Housing	135	DU
15 . Tract 22180 - RSI	Single-Family Housing	140	DU
16 . Tract 30268	Multi-Family Housing	82	DU
17 . PA15-0042 - Latco SC Inc.	Multi-Family Housing	112	DU
18 . Winchester Associates - "Scottish Village"	Multi-Family Housing	194	DU
19 . Tract 36401 - Continental East	Multi-Family Housing	125	DU
20 . Tract 36708 - Nova Homes	Multi-Family Housing	122	DU
21 . Latco SC Inc.	Multi-Family Housing	272	DU
22 . Mainstreet Post-acute Care	Office/Medical	57.00	TSF
23 . Gateway Business Park	Warehousing, High-Cube Warehousing	184.00	TSF
24 . Elsworth Plaza	Warehousing, High-Cube Warehousing	30.00	TSF
25 . Cactus Commerce Center	Warehousing, High-Cube Warehousing	44.30	TSF
26 . MV Professional Office	Office	84.00	TSF
27 . March Commerce Center	Commercial	42.15	TSF
28 . Plaza Del Sol	Commercial	56.00	TSF
29 . Iris Plaza	Commercial	87.12	TSF
30 . Prologis Centerpointe	Warehousing, High-Cube Warehousing	601.81	TSF

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Table 4-B - Cumulative Projects

Project	Land Use	Units	
31 . Brodiaea Business Park	Warehousing, High-Cube Warehousing	99.98	TSF
32 . Alessandro Plaza	Commercial	122.16	TSF
33 . Moreno Valley Commerce Center	Commercial	110.86	TSF
34 . Moreno Valley Industrial Park	Warehousing, High-Cube Warehousing	207.68	TSF
35 . Moreno Valley Industrial Park	Warehousing, High-Cube Warehousing	400.94	TSF
36 . IV Prologis Moorepark	Warehousing, High-Cube Warehousing	1,703.00	TSF
37 . 17825 Indian St	Warehousing, High-Cube Warehousing	1,109.38	TSF
38 . First Nandina Logistics	Warehousing, High-Cube Warehousing	1,388.21	TSF
39 . Indian Street Commerce Center	Warehousing, High-Cube Warehousing	433.92	TSF
40 . 17825 Indian St	Warehousing, High-Cube Warehousing	360.45	TSF
41 . Wal-Mart	Commercial	193.00	TSF
42 . Tract 32515 - Lennnar Homes-Meadow Creek	Single-Family Housing	148	DU
43 . Tract 32005 - Red Hill Village	Single-Family Housing	214	DU
44 . Tract 31592 - KB Homes	Single-Family Housing	139	DU
45 . Tract 33256 - Pacific Communities	Single-Family Housing	100	DU
46 . Tract 35823 - Lansing Companies	Single-Family Housing	562	DU
47 . Tact 33222 - 26th Corp	Single-Family Housing	235	DU
48 . Tract 36436 - KB Homes	Single-Family Housing	159	DU
49 . Tract 34748 - Rados	Single-Family Housing	135	DU
50 . Tract 35414 - Oak Park Partners	Multi-Family Housing	266	DU
51 . PEN16-0039 - LactoSC Inc.	Multi-Family Housing	272	DU
52 . PEN17-004 - City of Moreno Valley "Boulder Bridge"	Multi-Family Housing	141	DU
53 . Tract 36760	Single-Family Housing	221	DU
54 . Centerpointe Office Area	Office	258.00	TSF
55 . First Industrial	Warehousing, High-Cube Warehousing	350.00	TSF
56 . Towngate Highlands	Commercial	251.90	TSF
57 . Stoneridge Towne Center	Commercial	124.17	TSF
58 . Alessandro and Lasselle	Commercial	140.00	TSF
59 . Stravisky Developement Group	Warehousing, High-Cube Warehousing	330.00	TSF
60 . Phelan Development	Warehousing, High-Cube Warehousing	98.00	TSF

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Table 4-B - Cumulative Projects

Project	Land Use	Units	
March Joint Power Authority			
61 . Meridian March Business Park SP	Warehousing, High-Cube Warehousing	41,917.00	TSF
62 . March Lifecare Medical Office	Medical Office Building	275.00	TSF
63 . March Airport General Plan	Airport	559.00	TSF
64 . Freeway Business Center	High Cube	710.00	TSF
65 . Meridian Business Park North	Industrial park	5,985.00	TSF
City of Perris			
66 . PLN 16-00013	Warehousing, High-Cube Warehousing	241.00	TSF
67 . Bookend DPR 15-00010	Warehousing, High-Cube Warehousing	172.00	TSF
68 . DPR 17-00001	Warehousing, High-Cube Warehousing	811.00	TSF
69 . IPT Perris DC II	Warehousing, High-Cube Warehousing	273.00	TSF
70 . Circle Industrial DPR 13-02-0005	Warehousing, High-Cube Warehousing	600.00	TSF
71 . TTM 36648 Stratford Ranch	Single-Family Housing	275	DU
72 . Harvest Landing Specific Plan	Single-Family Housing	345	DU
	Multi-Family Housing	1,856	DU
	Sports Park	727.45	TSF
	Business Park	1,233.40	TSF
	Commercial	73.18	TSF
73 . Mission Pacific Commercial	Single-Family Housing	192.00	TSF
	Retail	15.00	TSF
	Supermarket	50.00	TSF
	Pharamcy	20.00	TSF
	High Turnover Restaurant	15.00	TSF
74 . Tract Map 32917	Multi-Family Housing	227	DU
75 . Alere	High Cube	644.00	TSF
76 . Jordan Distribution Center	High Cube	378.00	TSF
77 . Investment Development Services (IDS) II	High Cube	350.00	TSF
Riverside County			
78 TR 30592	Single-Family	131	DU
79 Alessandro Commerce Center	Warehouse or High Cube	808.00	TSF
80 Villages at Lakeview	SFDH (MDR, MHDR)	2,200	DU
	High Density Residential	3,750	DU
	Mixed Use - Dwelling Units	2,775	DU
	Mixed Use - Commericial	555.00	TSF
	Commercial Office	825.00	TSF
	Schools	114.20	AC

Notes:

DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres; SFDH = Single-Family Detached Housing; MDR = Medium Density Residential

MHDR = Medium-High Density Residential

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Table 4-C - General Plan Build-out (2040) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	General Plan Build-out (2040) Without Project	Buildout Project Trips	General Plan Build-out (2040) With Project ADT
Perris Boulevard	1	between Iris Avenue and Krameria Avenue	51,222	516	51,738
	2	between Krameria Avenue and San Michele Road	54,167	516	54,683
	3	between San Michele Road and Nandina Avenue	54,363	516	54,879
	4	between Nandina Avenue and Harley Knox Boulevard	55,590	516	56,106
Lasselle Street	5	between John F Kennedy Drive and Iris Avenue	25,249	516	25,765
	6	between Iris Avenue and Krameria Avenue	37,366	1,422	38,788
	7	between Krameria Avenue and Via Xavier Lane	35,663	1,422	37,085
	8	between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	34,904	1,292	36,196
	9	between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	34,557	1,164	35,721
	10	between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	34,016	1,034	35,050
	11	between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	32,765	906	33,671
Lasselle Street - Evans Road	12	between Via De Anza - Rancho Verde High School and Ramona Expressway	42,558	776	43,334
Nason Street	13	between SR-60 Eastbound Ramps and Eucalyptus Avenue	30,969	1,550	32,519
	14	between Eucalyptus Avenue and Cottonwood Avenue	47,833	1,680	49,513
	15	between Cottonwood Avenue and Alessandro Boulevard	36,464	1,680	38,144
	16	between Alessandro Boulevard and Cactus Avenue	28,440	3,230	31,670
	17	between Cactus Avenue and Iris Avenue	23,440	5,556	28,996
Oliver Street	18	between Alessandro Boulevard and Cactus Avenue	2,745	260	3,005
	19	between Cactus Avenue and John F Kennedy Drive	6,131	518	6,649
	20	between John F Kennedy Drive and Iris Avenue	3,841	646	4,487
Moreno Beach Drive	21	between SR-60 Eastbound Ramps and Eucalyptus Avenue	39,551	1,422	40,973
	22	between Eucalyptus Avenue and Cottonwood Avenue	23,897	1,422	25,319
	23	between Cottonwood Avenue and Alessandro Boulevard	24,124	1,680	25,804
	24	between Alessandro Boulevard and Cactus Avenue	27,867	2,068	29,935
	25	between Cactus Avenue and John F Kennedy Drive	21,250	2,456	23,706
	26	between John F Kennedy Drive and Via Del Lago	29,651	2,842	32,493
Alessandro Boulevard	27	between I-215 Northbound Ramps and Day Street	63,651	388	64,039
	28	between Day Street and Elsworth Street	51,826	388	52,214
	29	between Elsworth Street and Frederick Street	43,829	388	44,217
	30	between Frederick Street and Graham Street	51,110	516	51,626
	31	between Graham Street and Heacock Street	56,403	646	57,049
	32	between Heacock Street and Indian Street	57,623	776	58,399
	33	between Indian Street and Perris Boulevard	51,309	904	52,213
	34	between Perris Boulevard and Kitching Street	46,410	1,034	47,444
	35	between Kitching Street and Lasselle Street	43,446	1,034	44,480
	36	between Lasselle Street and Nason Street	34,256	1,550	35,806
	37	between Nason Street and Moreno Beach Drive	25,946	130	26,076

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Table 4-C - General Plan Build-out (2040) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	General Plan Build-out (2040) Without Project	Buildout Project Trips	General Plan Build-out (2040) With Project ADT
Cactus Avenue	38	between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	65,691	1,938	67,629
	39	between Elsworth Street and Frederick Street	50,898	1,938	52,836
	40	between Frederick Street and Graham Street - Riverside Drive	51,571	1,938	53,509
	41	between Graham Street -Riverside Drive and Heacock Street	46,043	1,938	47,981
	42	between Heacock Street and Indian Street	22,662	1,938	24,600
	43	between Indian Street and Perris Boulevard	22,967	1,938	24,905
	44	between Perris Boulevard and Kitching Street	20,694	2,068	22,762
	45	between Kitching Street and Lasselle Street	16,308	2,198	18,506
	46	between Lasselle Street and Nason Street	23,806	2,326	26,132
John F Kennedy Drive	47	between Oliver Street and Moreno Beach Drive	2,754	130	2,884
Iris Avenue	48	between Heacock Street and Indian Street	13,739	258	13,997
	49	between Indian Street and Perris Boulevard	18,867	518	19,385
	50	between Perris Boulevard and Kitching Street	32,105	1,162	33,267
	51	between Kitching Street and Lasselle Street	43,058	1,292	44,350
	52	between Lasselle Street and Camino Flores	50,838	3,230	54,068
	53	between Camino Flores and Coachlight Court - Avenida De Circo	49,430	3,360	52,790
	54	between Coachlight Court - Avenida De Circo and Grande Vista Drive	50,477	3,488	53,965
	55	between Grande Vista Drive and Nason Street – Hillrose Lane	48,823	3,488	52,311
	56	between Nason Street – Hillrose Lane and Driveway 1	36,517	9,174	45,691
	57	between Driveway 1 and Driveway 2	35,669	6,784	42,453
	58	between Driveway 2 and Driveway 3	31,590	3,812	35,402
	59	between Driveway 3 and Oliver Street	30,993	3,748	34,741
	60	between Oliver Street and Via Del Lago	27,832	2,842	30,674

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Table 4-D - Phase I Project Completion Year (2023) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Phase I Project Completion Year (2023) without Project ADT	Phase I Project Trips	Phase I Project Completion Year (2023) with Project ADT
Perris Boulevard	1	between Iris Avenue and Krameria Avenue	32,308	26	32,334
	2	between Krameria Avenue and San Michele Road	34,888	26	34,914
	3	between San Michele Road and Nandina Avenue	34,745	26	34,771
	4	between Nandina Avenue and Harley Knox Boulevard	36,679	26	36,705
Lasselle Street	5	between John F Kennedy Drive and Iris Avenue	19,022	26	19,048
	6	between Iris Avenue and Krameria Avenue	29,496	72	29,568
	7	between Krameria Avenue and Via Xavier Lane	27,514	72	27,586
	8	between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	26,443	66	26,509
	9	between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	26,096	58	26,154
	10	between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	25,555	52	25,607
	11	between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	24,304	46	24,350
Lasselle Street - Evans Road	12	between Via De Anza - Rancho Verde High School and Ramona Expressway	28,129	40	28,169
Nason Street	13	between SR-60 Eastbound Ramps and Eucalyptus Avenue	23,742	79	23,821
	14	between Eucalyptus Avenue and Cottonwood Avenue	29,796	84	29,880
	15	between Cottonwood Avenue and Alessandro Boulevard	23,289	84	23,373
	16	between Alessandro Boulevard and Cactus Avenue	17,995	162	18,157
	17	between Cactus Avenue and Iris Avenue	14,440	282	14,722
Oliver Street	18	between Alessandro Boulevard and Cactus Avenue	2,247	12	2,259
	19	between Cactus Avenue and John F Kennedy Drive	4,618	26	4,644
	20	between John F Kennedy Drive and Iris Avenue	2,850	32	2,882
Moreno Beach Drive	21	between SR-60 Eastbound Ramps and Eucalyptus Avenue	25,800	72	25,872
	22	between Eucalyptus Avenue and Cottonwood Avenue	18,316	72	18,388
	23	between Cottonwood Avenue and Alessandro Boulevard	17,907	86	17,993
	24	between Alessandro Boulevard and Cactus Avenue	18,935	104	19,039
	25	between Cactus Avenue and John F Kennedy Drive	15,354	124	15,478
	26	between John F Kennedy Drive and Via Del Lago	18,041	144	18,185
Alessandro Boulevard	27	between I-215 Northbound Ramps and Day Street	37,402	20	37,422
	28	between Day Street and Elsworth Street	34,507	20	34,527
	29	between Elsworth Street and Frederick Street	31,321	20	31,341
	30	between Frederick Street and Graham Street	36,100	26	36,126
	31	between Graham Street and Heacock Street	37,866	32	37,898
	32	between Heacock Street and Indian Street	37,139	40	37,179
	33	between Indian Street and Perris Boulevard	32,147	46	32,193
	34	between Perris Boulevard and Kitching Street	27,346	52	27,398
	35	between Kitching Street and Lasselle Street	22,218	52	22,270
	36	between Lasselle Street and Nason Street	15,761	78	15,839
	37	between Nason Street and Moreno Beach Drive	12,612	6	12,618

LSA

Table 4-D - Phase I Project Completion Year (2023) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Phase I Project Completion Year (2023) without Project ADT	Phase I Project Trips	Phase I Project Completion Year (2023) with Project ADT
Cactus Avenue	38	between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	51,347	98	51,445
	39	between Elsworth Street and Frederick Street	44,143	98	44,241
	40	between Frederick Street and Graham Street - Riverside Drive	46,078	98	46,176
	41	between Graham Street -Riverside Drive and Heacock Street	41,221	98	41,319
	42	between Heacock Street and Indian Street	22,292	98	22,390
	43	between Indian Street and Perris Boulevard	21,519	98	21,617
	44	between Perris Boulevard and Kitching Street	17,825	104	17,929
	45	between Kitching Street and Lasselle Street	13,775	110	13,885
	46	between Lasselle Street and Nason Street	16,496	118	16,614
John F Kennedy Drive	47	between Oliver Street and Moreno Beach Drive	2,653	6	2,659
Iris Avenue	48	between Heacock Street and Indian Street	10,351	14	10,365
	49	between Indian Street and Perris Boulevard	13,686	26	13,712
	50	between Perris Boulevard and Kitching Street	24,420	58	24,478
	51	between Kitching Street and Lasselle Street	26,872	66	26,938
	52	between Lasselle Street and Camino Flores	33,474	164	33,638
	53	between Camino Flores and Coachlight Court - Avenida De Circo	32,066	170	32,236
	54	between Coachlight Court - Avenida De Circo and Grande Vista Drive	30,828	176	31,004
	55	between Grande Vista Drive and Nason Street – Hillrose Lane	29,174	176	29,350
	56	between Nason Street – Hillrose Lane and Driveway 1	23,345	464	23,809
	57	between Driveway 1 and Driveway 2	22,497	343	22,840
	58	between Driveway 2 and Driveway 3	19,606	193	19,799
	59	between Driveway 3 and Oliver Street	19,009	189	19,198
	60	between Oliver Street and Via Del Lago	16,754	144	16,898

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Table 4-E - Phase II Project Completion Year (2032) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Phase II Project Completion Year (2032) without Project ADT	Phases I + II Project Trips	Phase II Project Completion Year (2032) with Project ADT
Perris Boulevard	1	between Iris Avenue and Krameria Avenue	42,322	280	42,602
	2	between Krameria Avenue and San Michele Road	45,095	280	45,375
	3	between San Michele Road and Nandina Avenue	45,131	280	45,411
	4	between Nandina Avenue and Harley Knox Boulevard	46,691	280	46,971
Lasselle Street	5	between John F Kennedy Drive and Iris Avenue	22,319	280	22,599
	6	between Iris Avenue and Krameria Avenue	33,663	768	34,431
	7	between Krameria Avenue and Via Xavier Lane	31,828	768	32,596
	8	between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	30,923	698	31,621
	9	between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	30,576	630	31,206
	10	between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	30,035	560	30,595
	11	between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	28,784	490	29,274
Lasselle Street - Evans Road	12	between Via De Anza - Rancho Verde High School and Ramona Expressway	35,768	420	36,188
Nason Street	13	between SR-60 Eastbound Ramps and Eucalyptus Avenue	27,568	838	28,406
	14	between Eucalyptus Avenue and Cottonwood Avenue	39,345	908	40,253
	15	between Cottonwood Avenue and Alessandro Boulevard	30,264	908	31,172
	16	between Alessandro Boulevard and Cactus Avenue	23,525	1,746	25,271
	17	between Cactus Avenue and Iris Avenue	19,205	3,006	22,211
Oliver Street	18	between Alessandro Boulevard and Cactus Avenue	2,511	140	2,651
	19	between Cactus Avenue and John F Kennedy Drive	5,419	280	5,699
	20	between John F Kennedy Drive and Iris Avenue	3,375	350	3,725
Moreno Beach Drive	21	between SR-60 Eastbound Ramps and Eucalyptus Avenue	33,080	768	33,848
	22	between Eucalyptus Avenue and Cottonwood Avenue	21,271	768	22,039
	23	between Cottonwood Avenue and Alessandro Boulevard	21,199	908	22,107
	24	between Alessandro Boulevard and Cactus Avenue	23,664	1,118	24,782
	25	between Cactus Avenue and John F Kennedy Drive	18,476	1,328	19,804
	26	between John F Kennedy Drive and Via Del Lago	24,188	1,538	25,726
Alessandro Boulevard	27	between I-215 Northbound Ramps and Day Street	51,299	210	51,509
	28	between Day Street and Elsworth Street	43,676	210	43,886
	29	between Elsworth Street and Frederick Street	37,943	210	38,153
	30	between Frederick Street and Graham Street	44,047	280	44,327
	31	between Graham Street and Heacock Street	47,680	350	48,030
	32	between Heacock Street and Indian Street	47,984	420	48,404
	33	between Indian Street and Perris Boulevard	42,292	490	42,782
	34	between Perris Boulevard and Kitching Street	37,439	560	37,999
	35	between Kitching Street and Lasselle Street	33,457	560	34,017
	36	between Lasselle Street and Nason Street	25,553	838	26,391
	37	between Nason Street and Moreno Beach Drive	19,671	70	19,741

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Table 4-E - Phase II Project Completion Year (2032) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Phase II Project Completion Year (2032) without Project ADT	Phases I + II Project Trips	Phase II Project Completion Year (2032) with Project ADT
Cactus Avenue	38	between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	58,941	1,048	59,989
	39	between Elsworth Street and Frederick Street	47,719	1,048	48,767
	40	between Frederick Street and Graham Street - Riverside Drive	48,986	1,048	50,034
	41	between Graham Street -Riverside Drive and Heacock Street	43,774	1,048	44,822
	42	between Heacock Street and Indian Street	22,488	1,048	23,536
	43	between Indian Street and Perris Boulevard	22,286	1,048	23,334
	44	between Perris Boulevard and Kitching Street	19,344	1,118	20,462
	45	between Kitching Street and Lasselle Street	15,116	1,188	16,304
	46	between Lasselle Street and Nason Street	20,366	1,258	21,624
John F Kennedy Drive	47	between Oliver Street and Moreno Beach Drive	2,706	70	2,776
Iris Avenue	48	between Heacock Street and Indian Street	12,145	140	12,285
	49	between Indian Street and Perris Boulevard	16,429	280	16,709
	50	between Perris Boulevard and Kitching Street	28,489	628	29,117
	51	between Kitching Street and Lasselle Street	35,441	698	36,139
	52	between Lasselle Street and Camino Flores	42,667	1,748	44,415
	53	between Camino Flores and Coachlight Court - Avenida De Circo	41,259	1,818	43,077
	54	between Coachlight Court - Avenida De Circo and Grande Vista Drive	41,231	1,886	43,117
	55	between Grande Vista Drive and Nason Street – Hillrose Lane	39,577	1,886	41,463
	56	between Nason Street – Hillrose Lane and Driveway 1	30,319	4,962	35,281
	57	between Driveway 1 and Driveway 2	29,471	3,669	33,140
	58	between Driveway 2 and Driveway 3	25,951	2,061	28,012
	59	between Driveway 3 and Oliver Street	25,354	2,026	27,380
	60	between Oliver Street and Via Del Lago	22,619	1,538	24,157

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Table 4-F - Phase III Project Completion Year (2038) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Phase III Project Completion Year (2038) without Project ADT	Buildout Project Trips	Phase III Project Completion Year (2038) with Project ADT
Perris Boulevard	1	between Iris Avenue and Krameria Avenue	48,997	516	49,513
	2	between Krameria Avenue and San Michele Road	51,899	516	52,415
	3	between San Michele Road and Nandina Avenue	52,055	516	52,571
	4	between Nandina Avenue and Harley Knox Boulevard	53,365	516	53,881
Lasselle Street	5	between John F Kennedy Drive and Iris Avenue	24,516	516	25,032
	6	between Iris Avenue and Krameria Avenue	36,440	1,422	37,862
	7	between Krameria Avenue and Via Xavier Lane	34,704	1,422	36,126
	8	between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	33,909	1,292	35,201
	9	between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	33,562	1,164	34,726
	10	between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	33,021	1,034	34,055
	11	between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	31,770	906	32,676
Lasselle Street - Evans Road	12	between Via De Anza - Rancho Verde High School and Ramona Expressway	40,860	776	41,636
Nason Street	13	between SR-60 Eastbound Ramps and Eucalyptus Avenue	30,119	1,550	31,669
	14	between Eucalyptus Avenue and Cottonwood Avenue	45,711	1,680	47,391
	15	between Cottonwood Avenue and Alessandro Boulevard	34,914	1,680	36,594
	16	between Alessandro Boulevard and Cactus Avenue	27,212	3,230	30,442
	17	between Cactus Avenue and Iris Avenue	22,381	5,556	27,937
Oliver Street	18	between Alessandro Boulevard and Cactus Avenue	2,686	260	2,946
	19	between Cactus Avenue and John F Kennedy Drive	5,953	518	6,471
	20	between John F Kennedy Drive and Iris Avenue	3,724	646	4,370
Moreno Beach Drive	21	between SR-60 Eastbound Ramps and Eucalyptus Avenue	37,934	1,422	39,356
	22	between Eucalyptus Avenue and Cottonwood Avenue	23,241	1,422	24,663
	23	between Cottonwood Avenue and Alessandro Boulevard	23,393	1,680	25,073
	24	between Alessandro Boulevard and Cactus Avenue	26,816	2,068	28,884
	25	between Cactus Avenue and John F Kennedy Drive	20,556	2,456	23,012
	26	between John F Kennedy Drive and Via Del Lago	28,285	2,842	31,127
Alessandro Boulevard	27	between I-215 Northbound Ramps and Day Street	60,563	388	60,951
	28	between Day Street and Elsworth Street	49,789	388	50,177
	29	between Elsworth Street and Frederick Street	42,357	388	42,745
	30	between Frederick Street and Graham Street	49,344	516	49,860
	31	between Graham Street and Heacock Street	54,222	646	54,868
	32	between Heacock Street and Indian Street	55,213	776	55,989
	33	between Indian Street and Perris Boulevard	49,055	904	49,959
	34	between Perris Boulevard and Kitching Street	44,168	1,034	45,202
	35	between Kitching Street and Lasselle Street	40,949	1,034	41,983
	36	between Lasselle Street and Nason Street	32,080	1,550	33,630
	37	between Nason Street and Moreno Beach Drive	24,377	130	24,507

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Table 4-F - Phase III Project Completion Year (2038) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Phase III Project Completion Year (2038) without Project ADT	Buildout Project Trips	Phase III Project Completion Year (2038) with Project ADT
Cactus Avenue	38	between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	64,004	1,938	65,942
	39	between Elsworth Street and Frederick Street	50,103	1,938	52,041
	40	between Frederick Street and Graham Street - Riverside Drive	50,924	1,938	52,862
	41	between Graham Street -Riverside Drive and Heacock Street	45,476	1,938	47,414
	42	between Heacock Street and Indian Street	22,619	1,938	24,557
	43	between Indian Street and Perris Boulevard	22,797	1,938	24,735
	44	between Perris Boulevard and Kitching Street	20,357	2,068	22,425
	45	between Kitching Street and Lasselle Street	16,010	2,198	18,208
	46	between Lasselle Street and Nason Street	22,946	2,326	25,272
John F Kennedy Drive	47	between Oliver Street and Moreno Beach Drive	2,742	130	2,872
Iris Avenue	48	between Heacock Street and Indian Street	13,340	258	13,598
	49	between Indian Street and Perris Boulevard	18,258	518	18,776
	50	between Perris Boulevard and Kitching Street	31,201	1,162	32,363
	51	between Kitching Street and Lasselle Street	41,153	1,292	42,445
	52	between Lasselle Street and Camino Flores	48,795	3,230	52,025
	53	between Camino Flores and Coachlight Court - Avenida De Circo	47,387	3,360	50,747
	54	between Coachlight Court - Avenida De Circo and Grande Vista Drive	48,165	3,488	51,653
	55	between Grande Vista Drive and Nason Street – Hillrose Lane	46,511	3,488	49,999
	56	between Nason Street – Hillrose Lane and Driveway 1	34,967	9,174	44,141
	57	between Driveway 1 and Driveway 2	34,119	6,784	40,903
	58	between Driveway 2 and Driveway 3	30,180	3,812	33,992
	59	between Driveway 3 and Oliver Street	29,583	3,748	33,331
	60	between Oliver Street and Via Del Lago	26,529	2,842	29,371

5.0 PROJECT TRAFFIC

5.1 PROJECT TRIP GENERATION

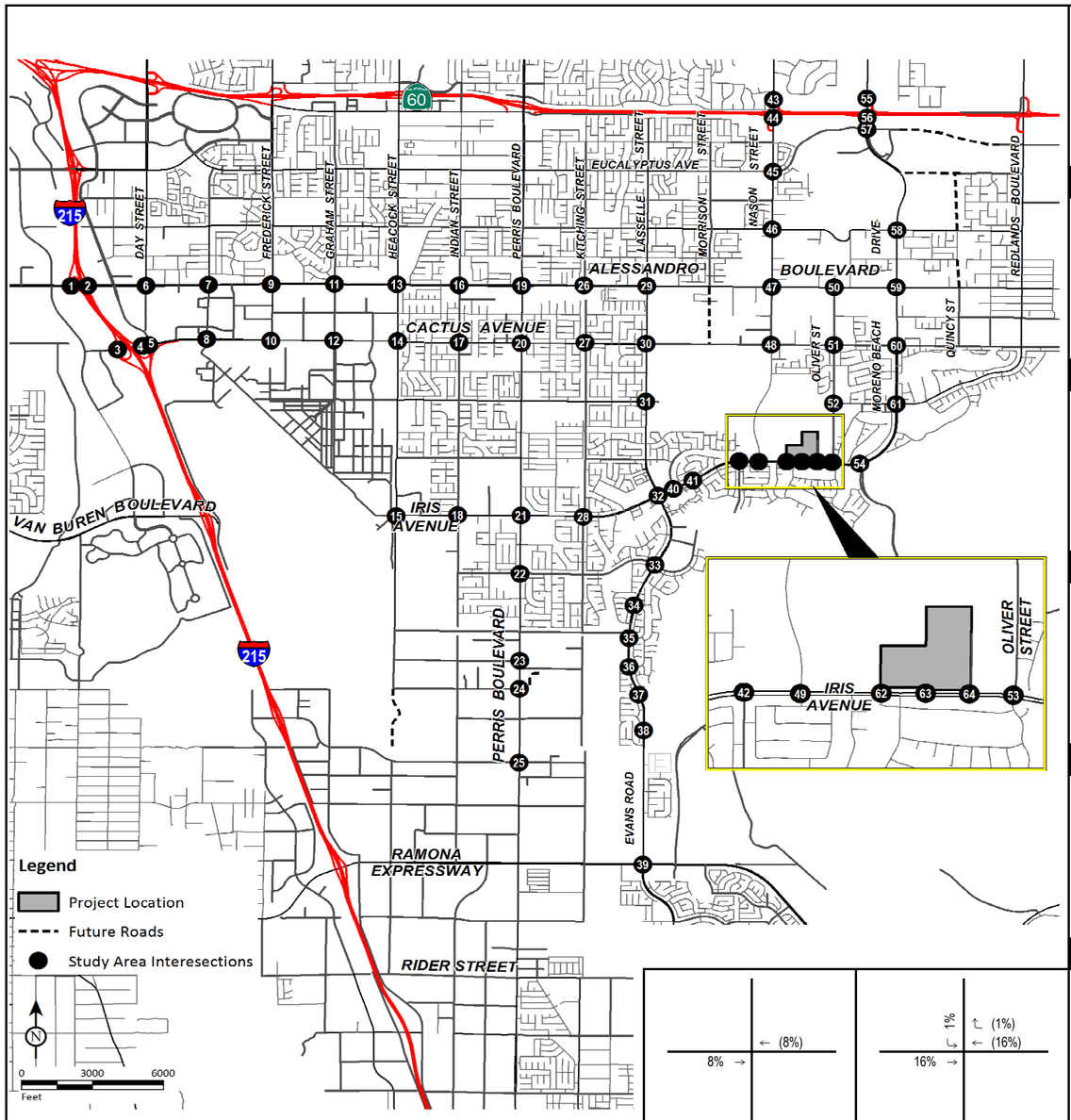
The trip generation for the proposed project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, for Land Uses 610 – "Hospital" and 720 – "Medical-Dental Office Building." Trip credits have been taken for the existing medical office building and hospital to be demolished in Phases I and III, respectively. The credits have been obtained using ITE trip generation rates for the demolished uses. Table 5-A summarizes the project trip generation. As illustrated in Table 5-A, in Phase I, the proposed project will generate 653 net daily trips, with 55 net trips occurring during the a.m. peak hour and 56 net trips occurring during the p.m. peak hour. After the completion of Phase II, the project will generate 6,989 net daily trips, with 574 net trips occurring during the a.m. peak hour and 650 net trips occurring during the p.m. peak hour. Under full build-out condition, the project will generate 12,921 net daily trips, with 1,056 net trips occurring during the a.m. peak hour and 1,216 net trips occurring during the p.m. peak hour.

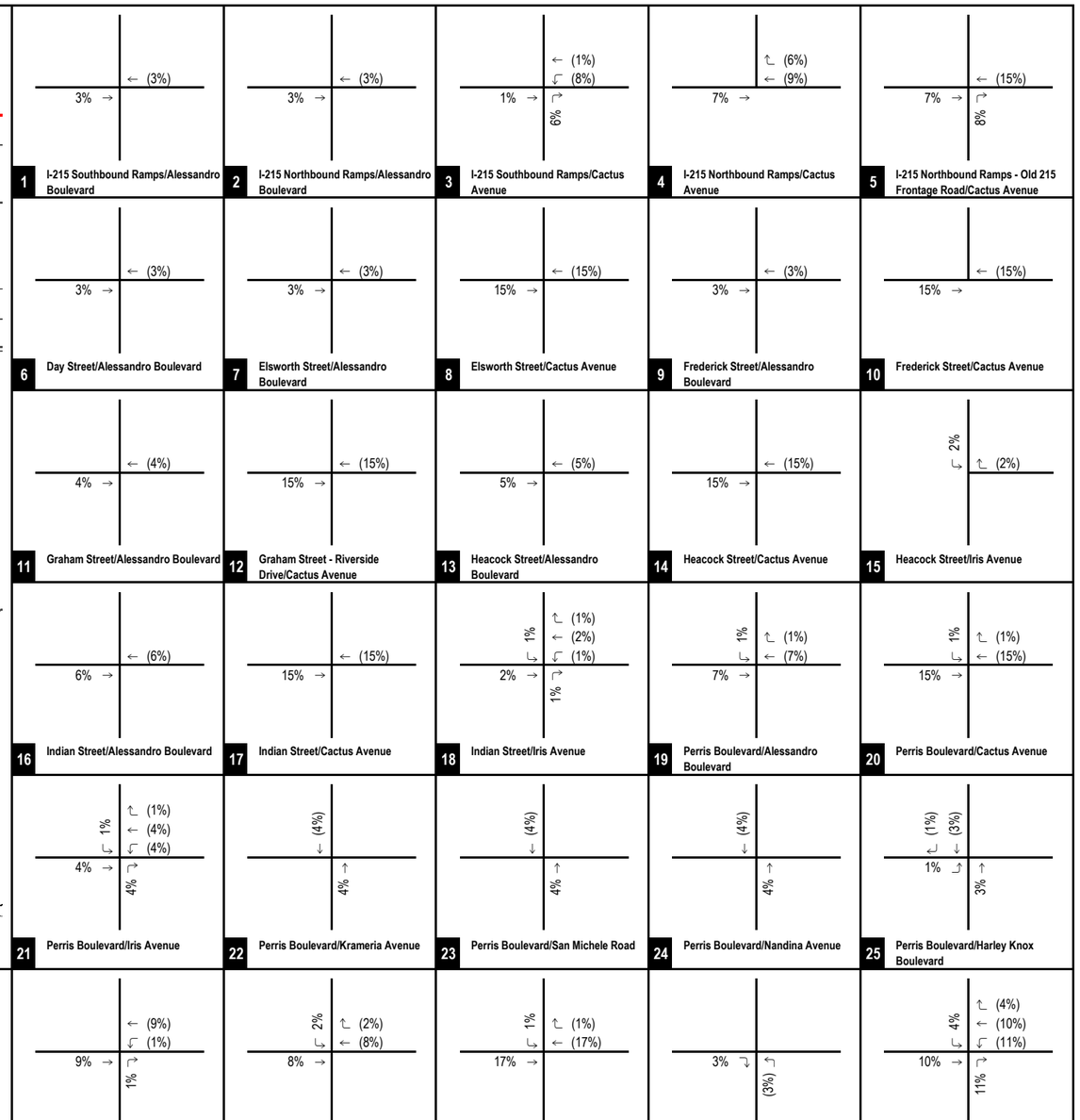
5.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution was developed using the select zone model run obtained from the MVTM. The select zone model plot for the proposed project is attached as part of the scoping agreement in Appendix A. Figures 5-1A and 5-1B illustrate the project trip distribution. Figure 5-2 illustrates the regional project distribution. The project trip assignment in various phases is the product of the total project trip generation in the respective phase and the project trip distribution percentages. Figures 5-3A and 5-3B, 5-4A and 5-4B, 5-5A and 5-5B, and 5-6A and 5-6B illustrate the existing, project completion years Phases I, II, III, and General Plan build-out project trip assignments, respectively.

5.3 LIST OF CHAPTER 5.0 FIGURES AND TABLES

- Figure 5-1A: Project Trip Distribution (Int. 1-32)
- Figure 5-1B: Project Trip Distribution (Int. 33-64)
- Figure 5-2: Regional Project Distribution
- Figure 5-3A: Phase I Project Trip Assignment (Int. 1-32)
- Figure 5-3B: Phase I Project Trip Assignment (Int. 33-64)
- Figure 5-4A: Phase I Project Trip Assignment (Int. 1-32)
- Figure 5-4B: Phase I Project Trip Assignment (Int. 33-64)
- Figure 5-5A: Phase II Project Trip Assignment (Int. 1-32)
- Figure 5-5B: Phase II Project Trip Assignment (Int. 33-64)
- Figure 5-6A: Phase III and General Plan Build-out Project Trip Assignment (Int. 1-32)
- Figure 5-6B: Phase III and General Plan Build-out Project Trip Assignment (Int. 33-64)
- Table 5-A: Project Trip Generation





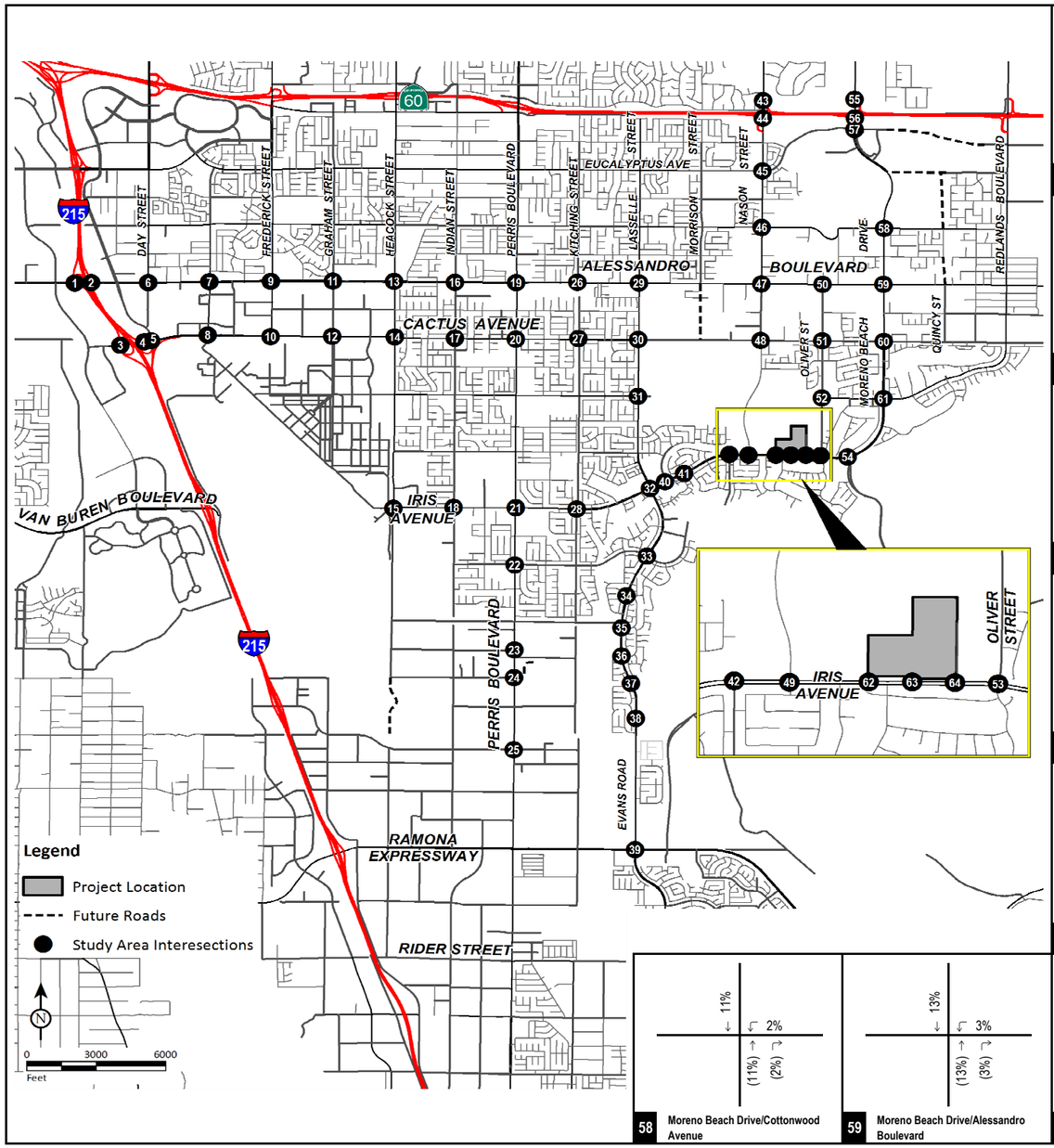
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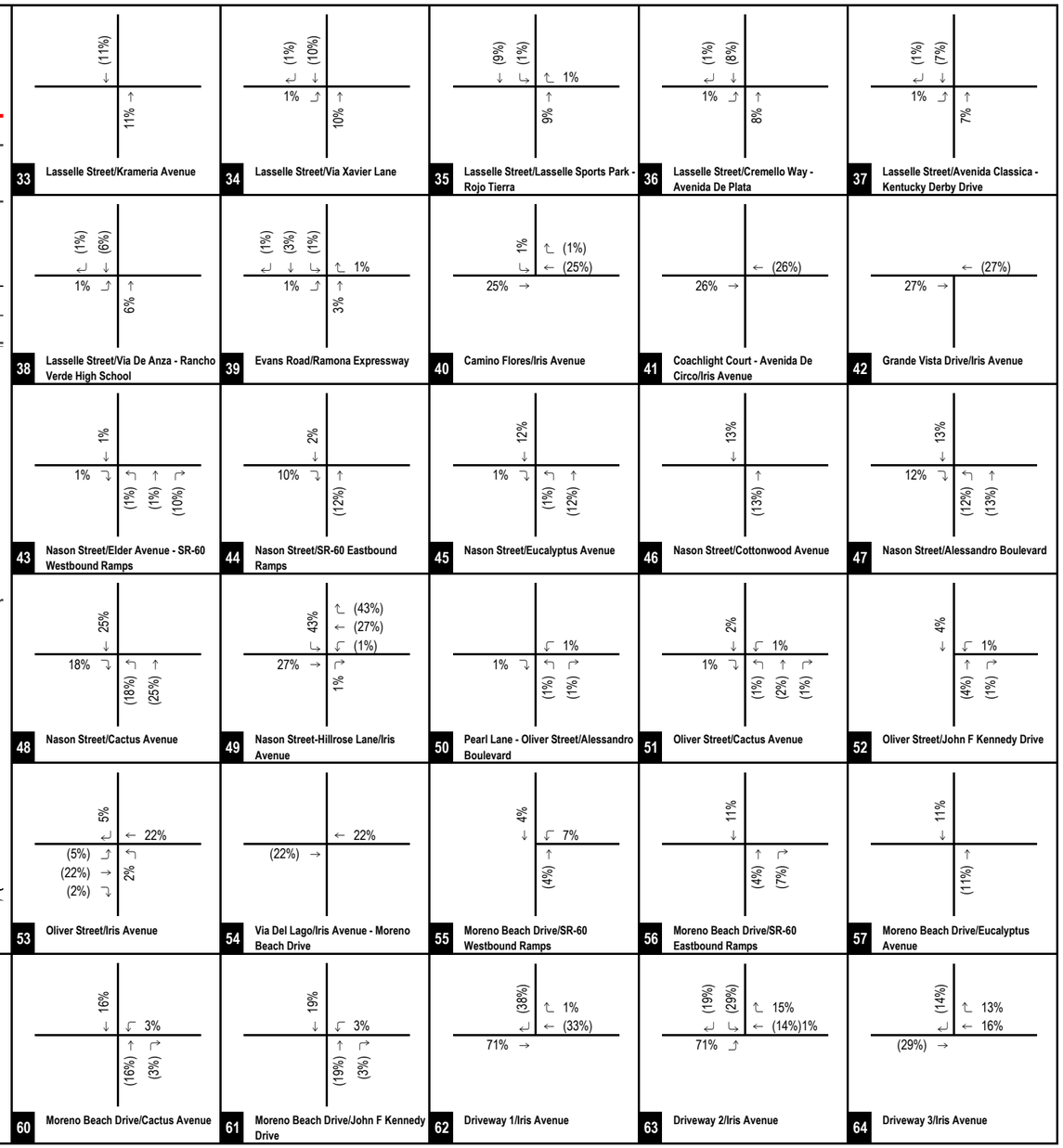
FIGURE 5-1A

XX% (YY%)
Inbound (Outbound) Distribution

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Project Trip Distribution (Int. 1-32)

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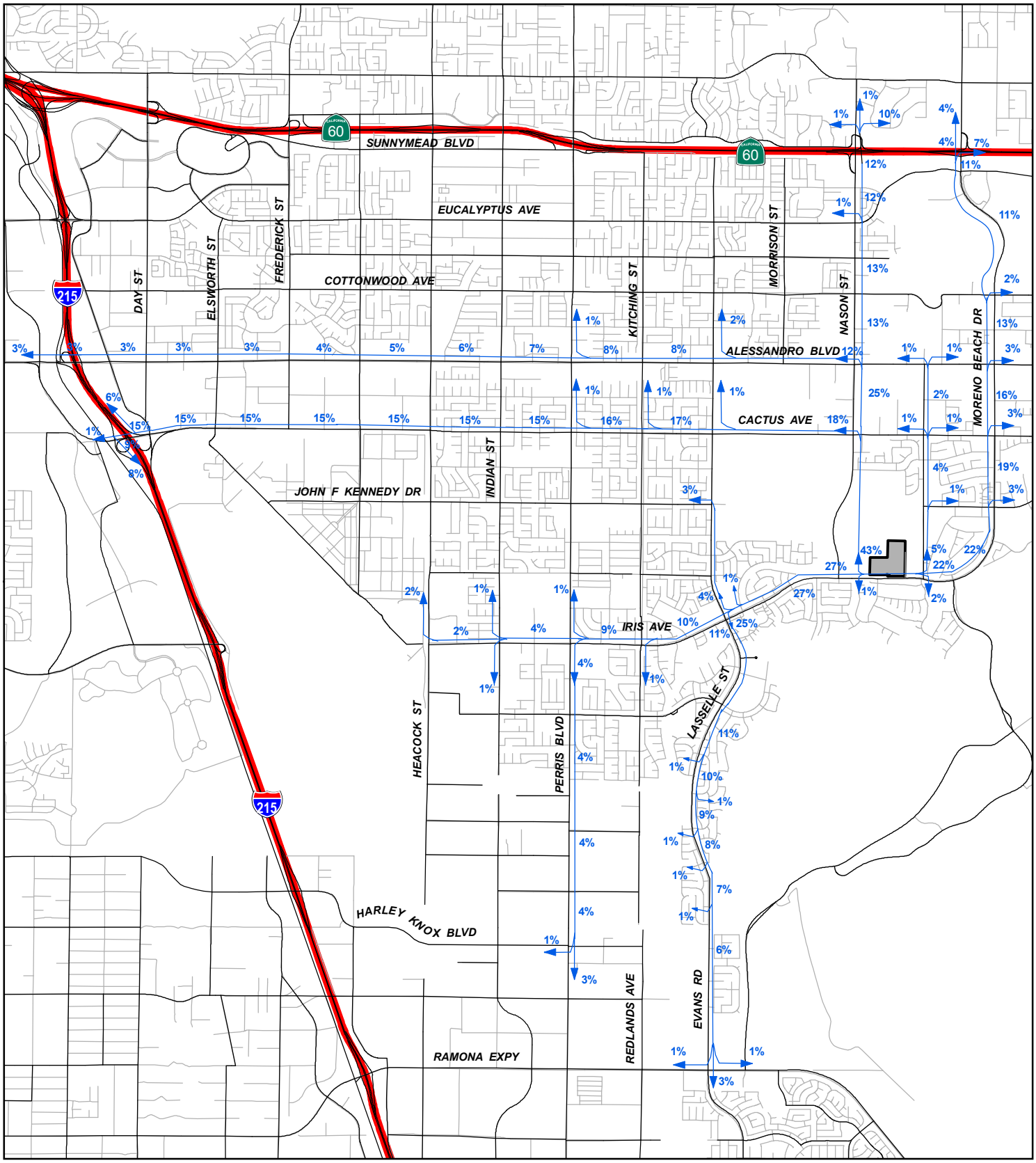
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FIGURE 5-1B

XX% (YY%)
Inbound (Outbound) Distribution

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Project Trip Distribution (Int. 33-64)

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FIGURE 5-2

Project Location

5% Project Trip Distribution

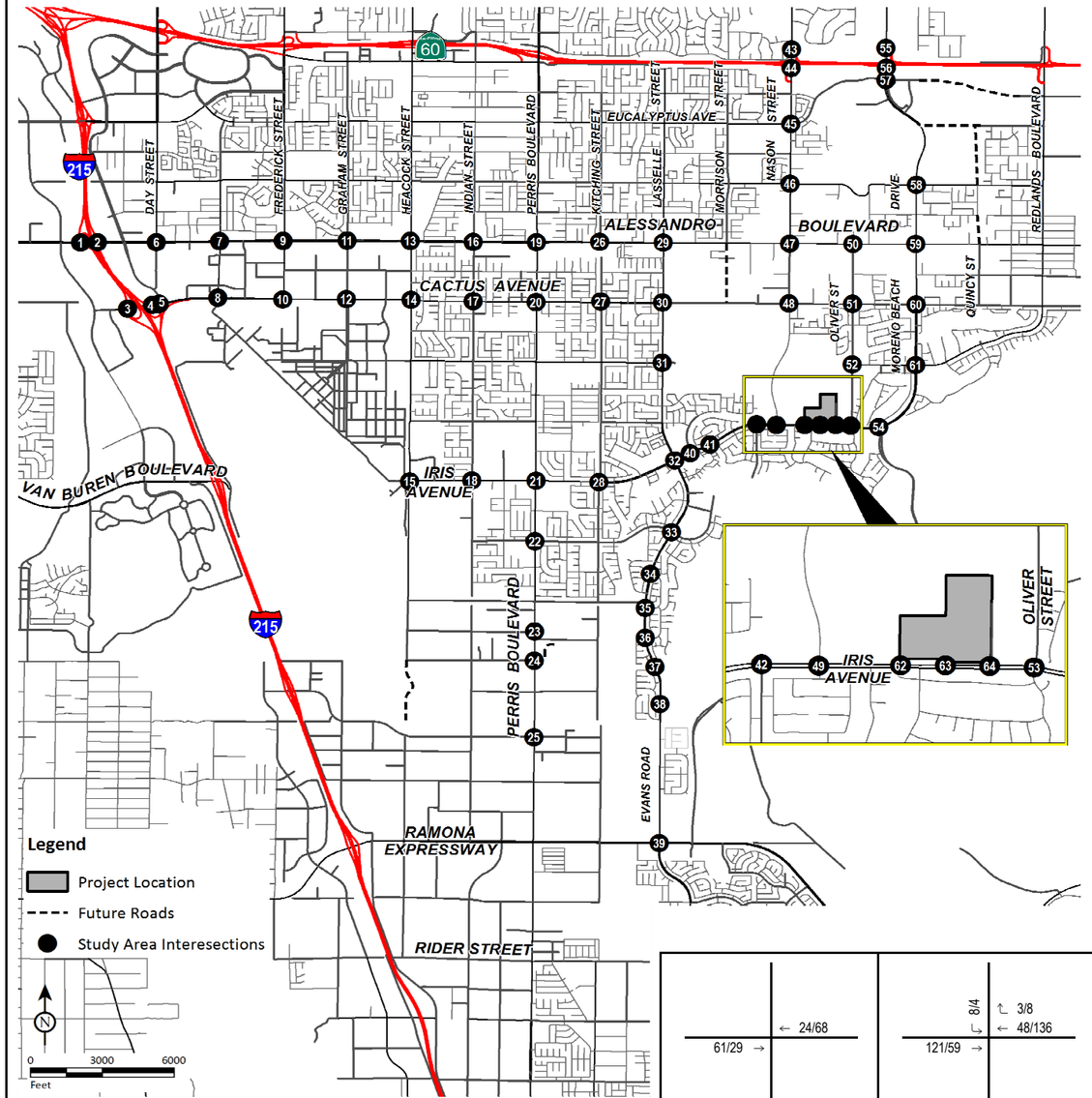
0 2500 5000
Feet

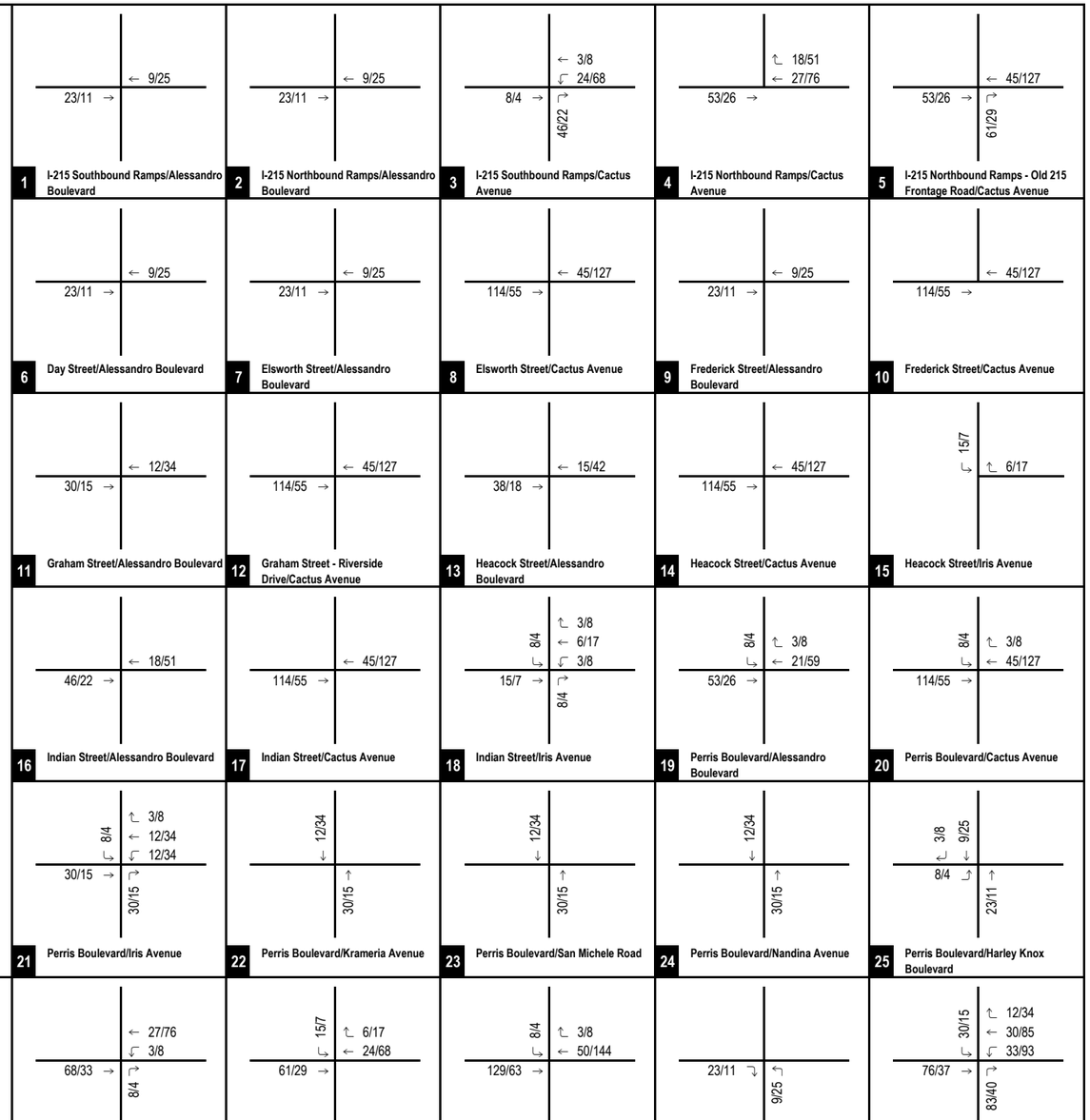
SOURCE: Riverside County, 2015.

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Regional Project Distribution

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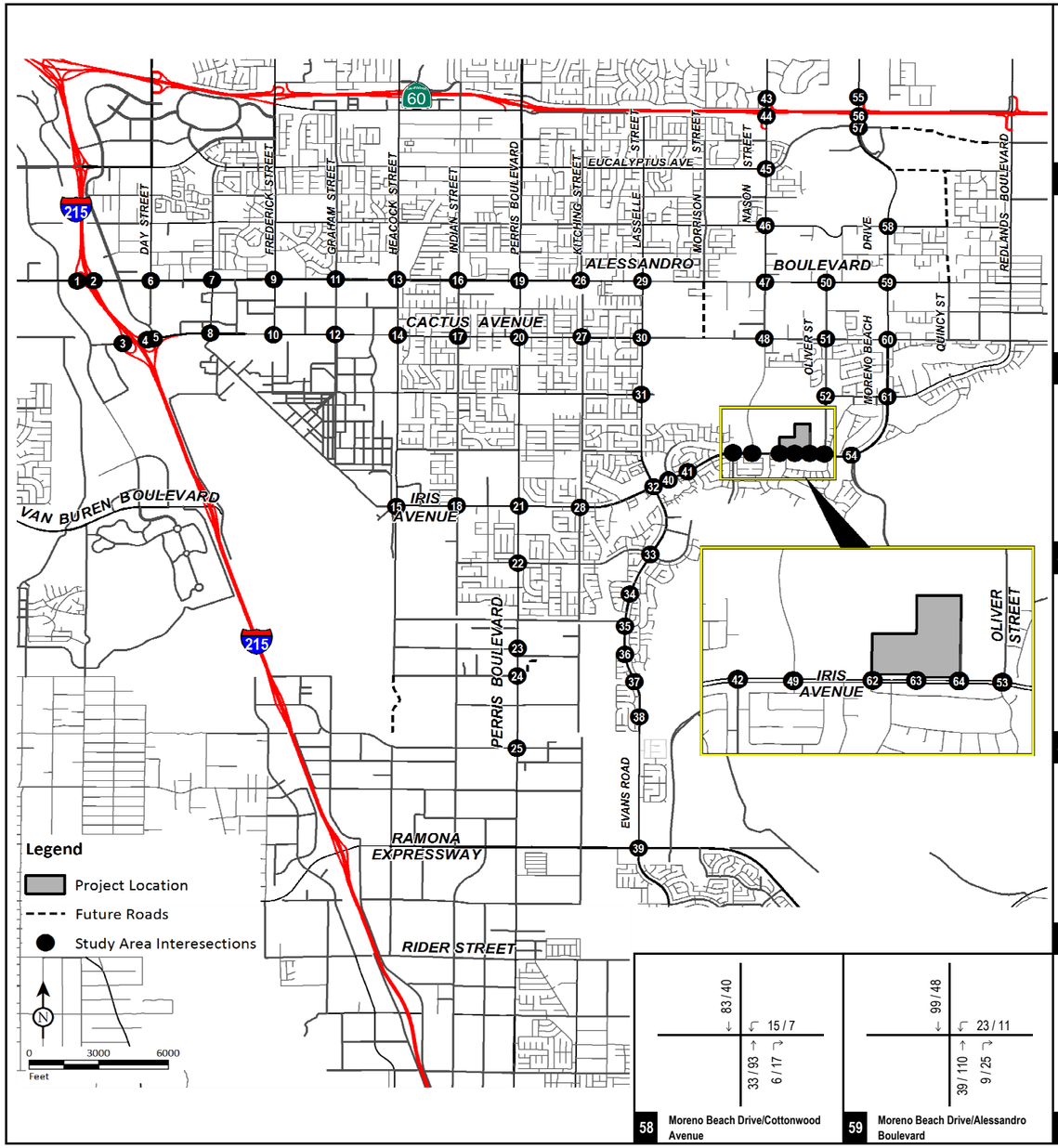
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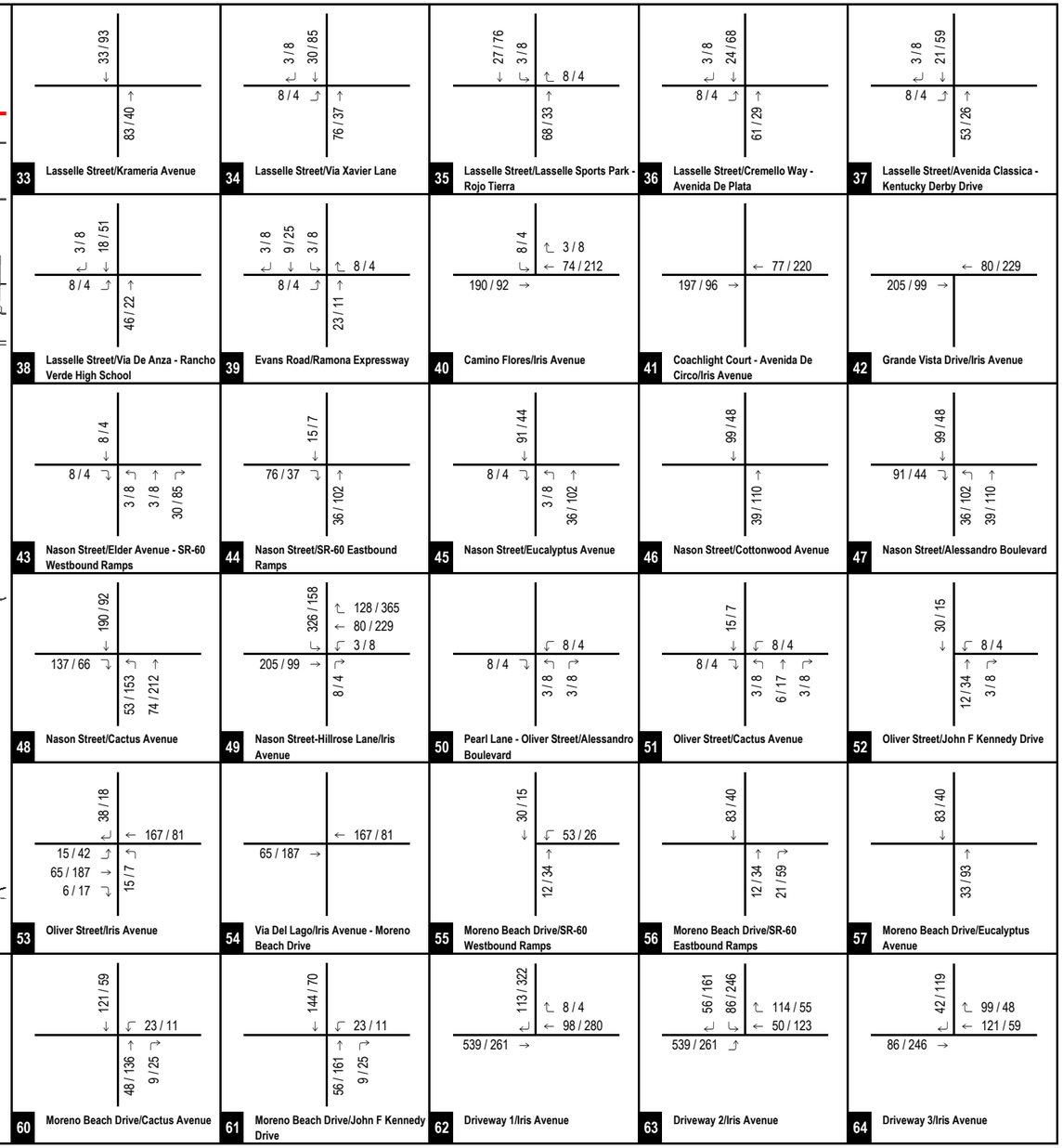
FIGURE 5-3A

XXX/YYY
AM/PM Trips

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Existing Project Trip Assignment (Int. 1-32)

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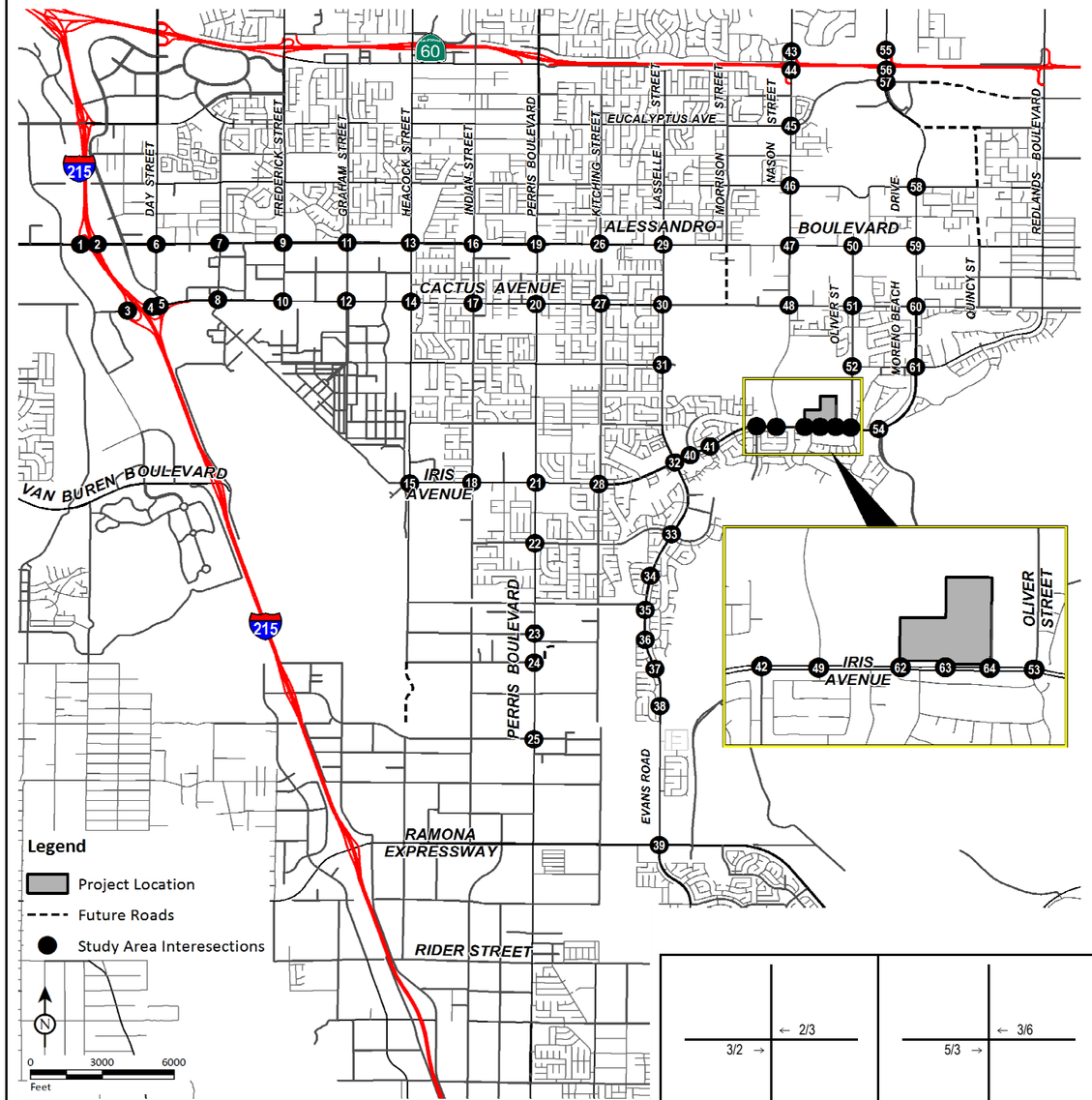


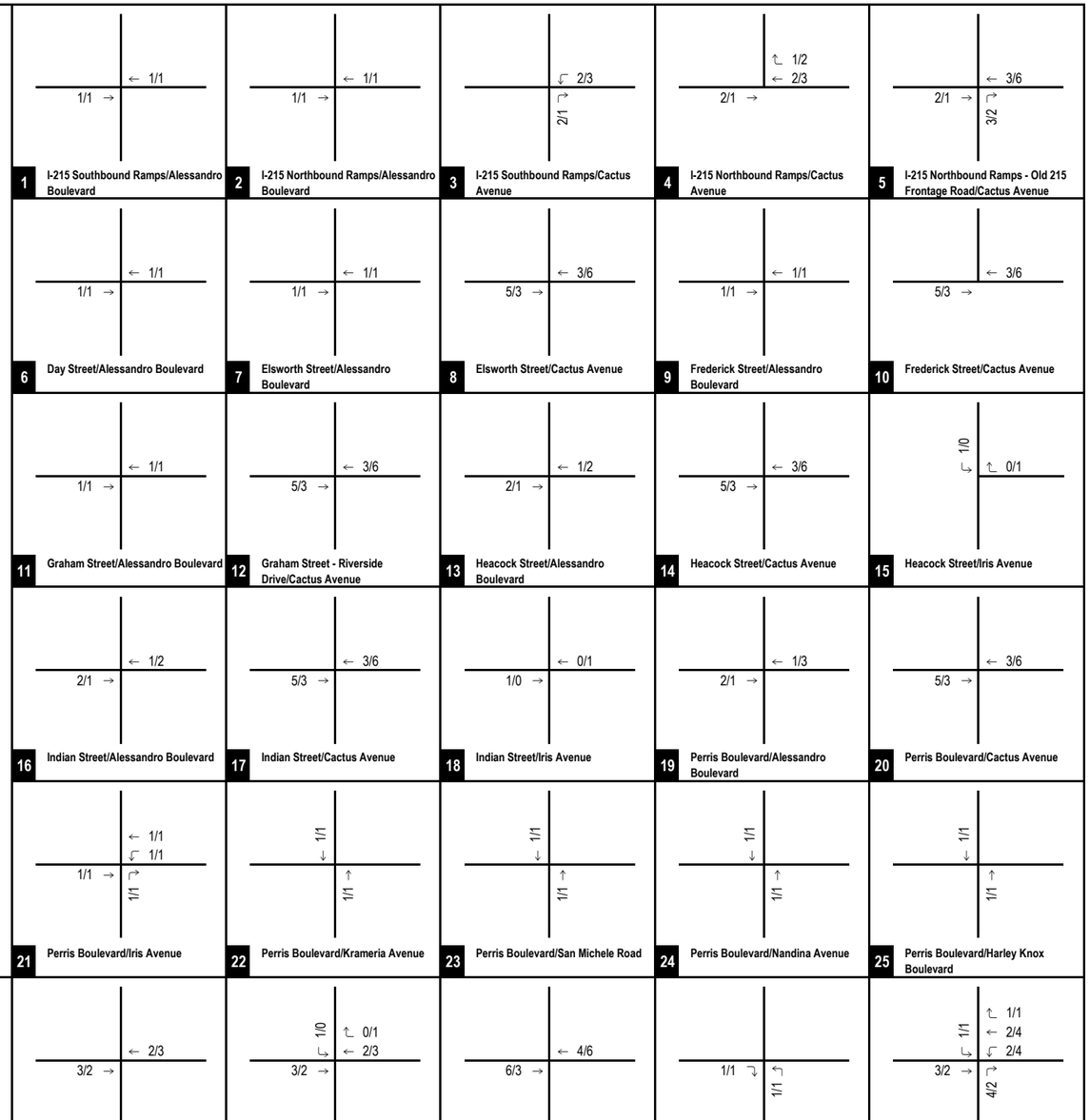
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XXX/YYY
AM/PM Trips

FIGURE 5-3B

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Existing Project Trip Assignment (Int. 33-64)



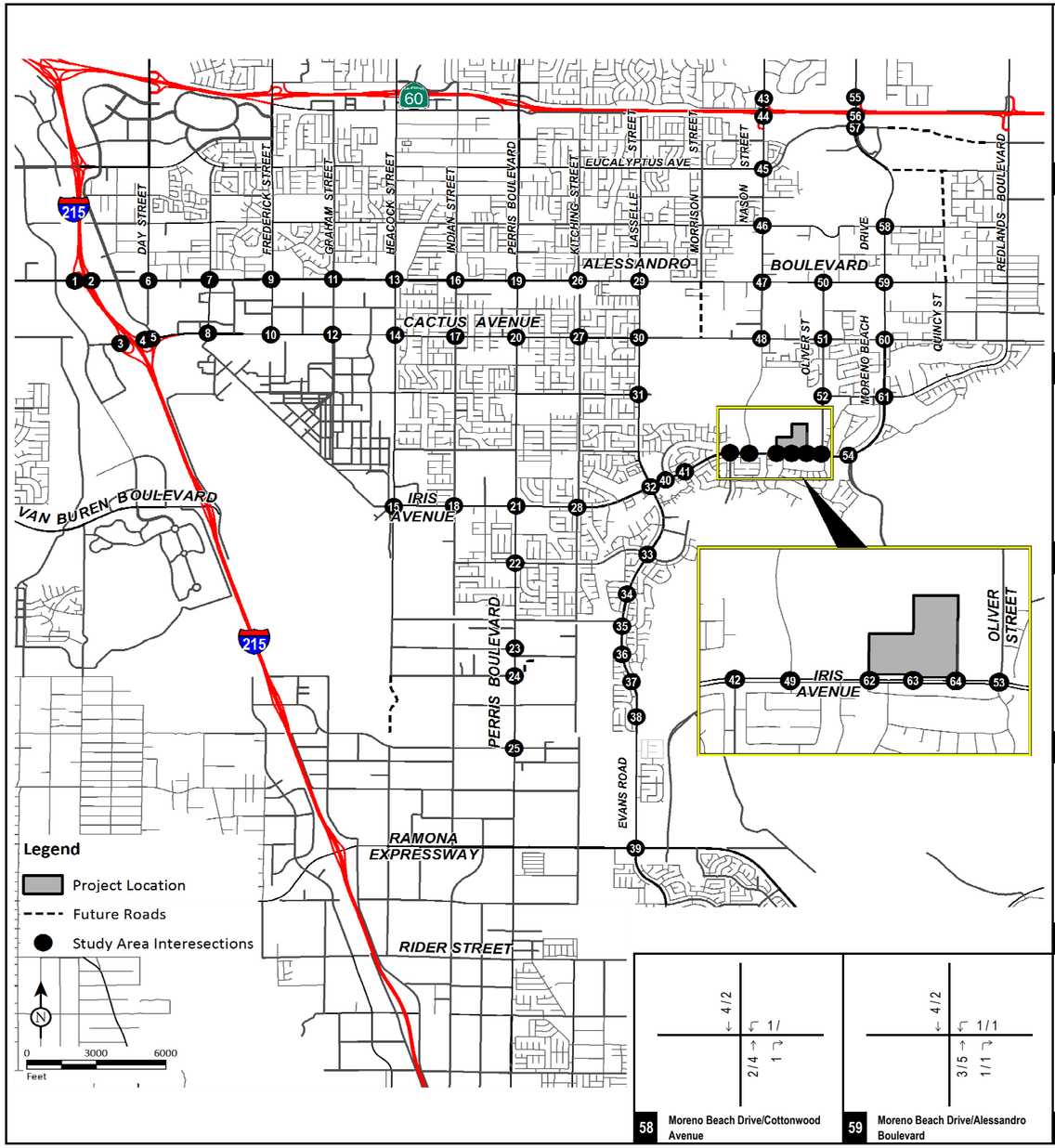


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FIGURE 5-4A

X/Y
AM/PM Trips

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Phase I Project Trip Assignment (Int. 1-32)



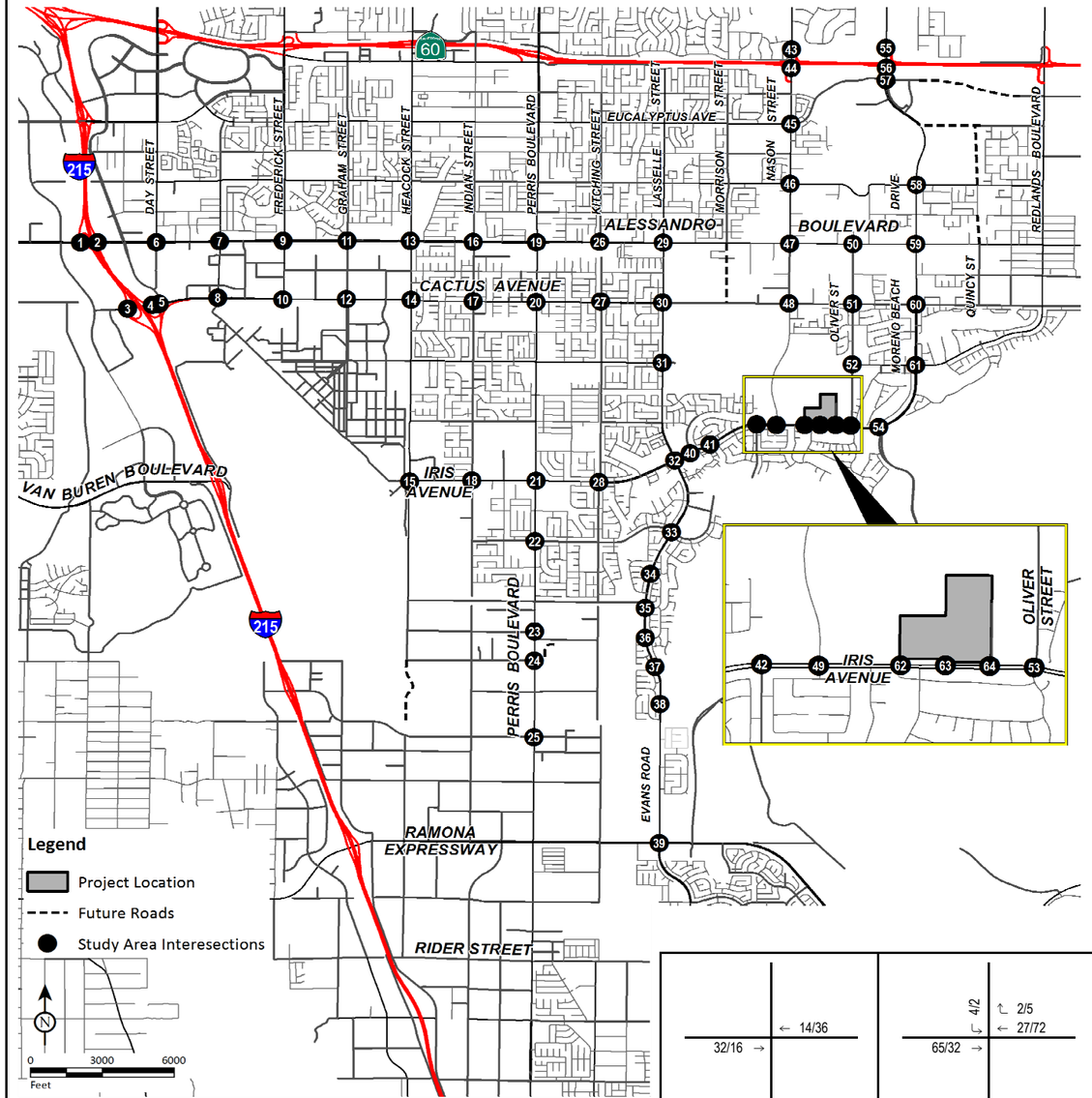
33 Lasselle Street/Krameria Avenue: ← 2 / 4, 4 / 2 →	34 Lasselle Street/Via Xavier Lane: ← 2 / 4, 3 / 2 →	35 Lasselle Street/Lasselle Sports Park - Rojo Tierra: ← 2 / 3, 3 / 2 →	36 Lasselle Street/Cremello Way - Avenida De Plata: ← 2 / 3, 3 / 2 →	37 Lasselle Street/Avenida Classica - Kentucky Derby Drive: ← 1 / 3, 2 / 1 →
38 Lasselle Street/Via De Anza - Rancho Verde High School: ← 1 / 2, 2 / 1 →	39 Evans Road/Ramona Expressway: ← 1 / 1, 1 / 1 →	40 Camino Flores/Iris Avenue: 9 / 5 →, ← 5 / 9	41 Coachlight Court - Avenida De Circo/Iris Avenue: 9 / 5 →, ← 5 / 10	42 Grande Vista Drive/Iris Avenue: 9 / 5 →, ← 6 / 10
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps: 2 / 4 ↱	44 Nason Street/SR-60 Eastbound Ramps: 3 / 2 ↲, ← 1 /, 3 / 4 →	45 Nason Street/Eucalyptus Avenue: ← 4 / 2, 3 / 4 →	46 Nason Street/Cottonwood Avenue: ← 4 / 2, 3 / 5 →	47 Nason Street/Alessandro Boulevard: 4 / 2 ↲, ← 4 / 2, 3 / 4 ↰, 3 / 5 →
48 Nason Street/Cactus Avenue: 6 / 3 ↲, ← 9 / 5, 4 / 7 ↰, 5 / 9 →	49 Nason Street-Hillrose Lane/Iris Avenue: 9 / 5 ↳, 15 / 8 ↱, 9 / 16, ← 6 / 10	50 Pearl Lane - Oliver Street/Alessandro Boulevard	51 Oliver Street/Cactus Avenue: ← 1 /, 1 →	52 Oliver Street/John F Kennedy Drive: ← 1 / 1, 1 / 1 →
53 Oliver Street/Iris Avenue: 1 / 2 ↳, 5 / 8 →, 1 ↲, 2 / 1 ↰, ← 7 / 4, 1 / 1 ↱	54 Via Del Lago/Iris Avenue - Moreno Beach Drive: 5 / 8 →, ← 7 / 4	55 Moreno Beach Drive/SR-60 Westbound Ramps: ↓ 1 / 1, ↰ 2 / 1, 1 / 1 ↑	56 Moreno Beach Drive/SR-60 Eastbound Ramps: ↓ 4 / 2, 1 / 1 ↑, 1 / 3 ↱	57 Moreno Beach Drive/Eucalyptus Avenue: ↓ 4 / 2, 2 / 4 →
58 Moreno Beach Drive/Cottonwood Avenue: ↓ 4 / 2, ↰ 1 /, 2 / 4 ↑, 1 ↱	59 Moreno Beach Drive/Alessandro Boulevard: ↓ 4 / 2, ↰ 1 / 1, 3 / 5 ↑, 1 / 1 ↱	60 Moreno Beach Drive/Cactus Avenue: ↓ 5 / 3, ↰ 1 / 1, 3 / 6 ↑, 1 / 1 ↱	61 Moreno Beach Drive/John F Kennedy Drive: ↓ 6 / 4, ↰ 1 / 1, 4 / 7 ↑, 1 / 1 ↱	62 Driveway 1/Iris Avenue: ↲ 8 / 14, ← 7 / 12, 24 / 13 →
63 Driveway 2/Iris Avenue: ↓ 4 / 7, ↲ 6 / 11, ↱ 5 / 3, ← 3 / 5, 24 / 13 ↱	64 Driveway 3/Iris Avenue: ↲ 3 / 5, ↱ 4 / 2, ← 5 / 3, 6 / 11 →			

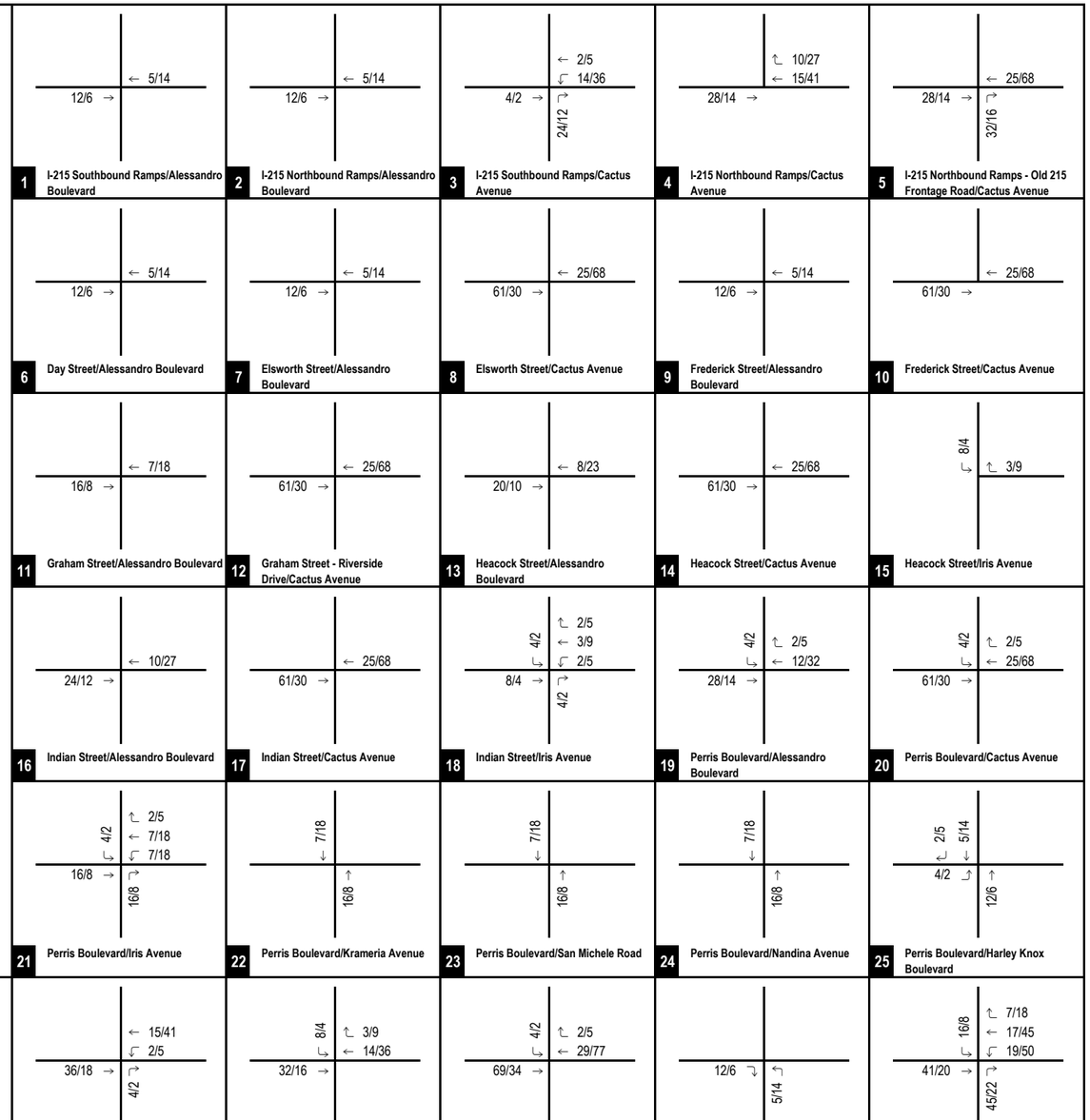
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XX/YY
AM/PM Trips

FIGURE 5-4B

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Phase I Project Trip Assignment (Int. 33-64)



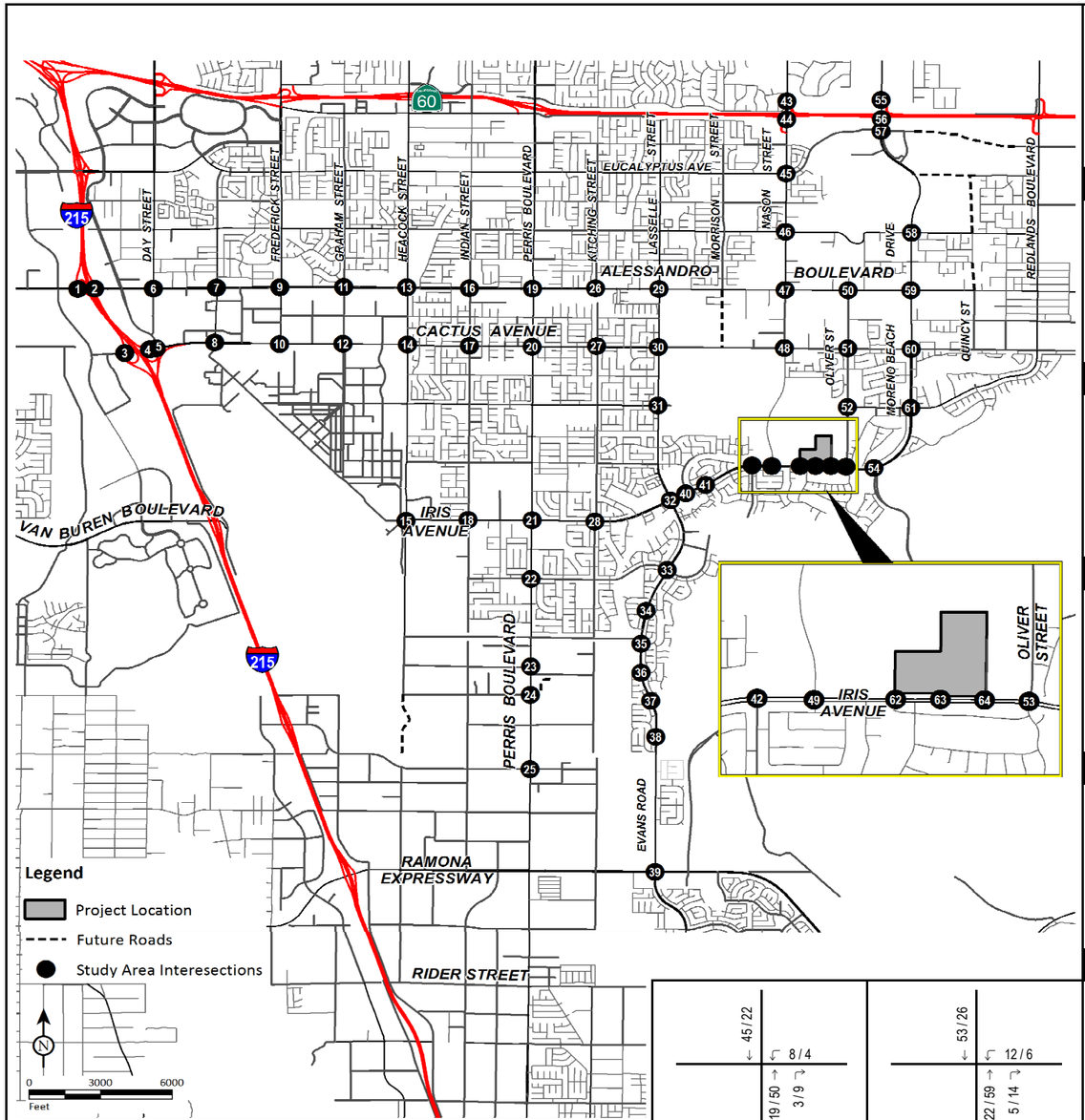


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FIGURE 5-5A

XX/YY
AM/PM Trips

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Phase II Project Trip Assignment (Int. 1-32)



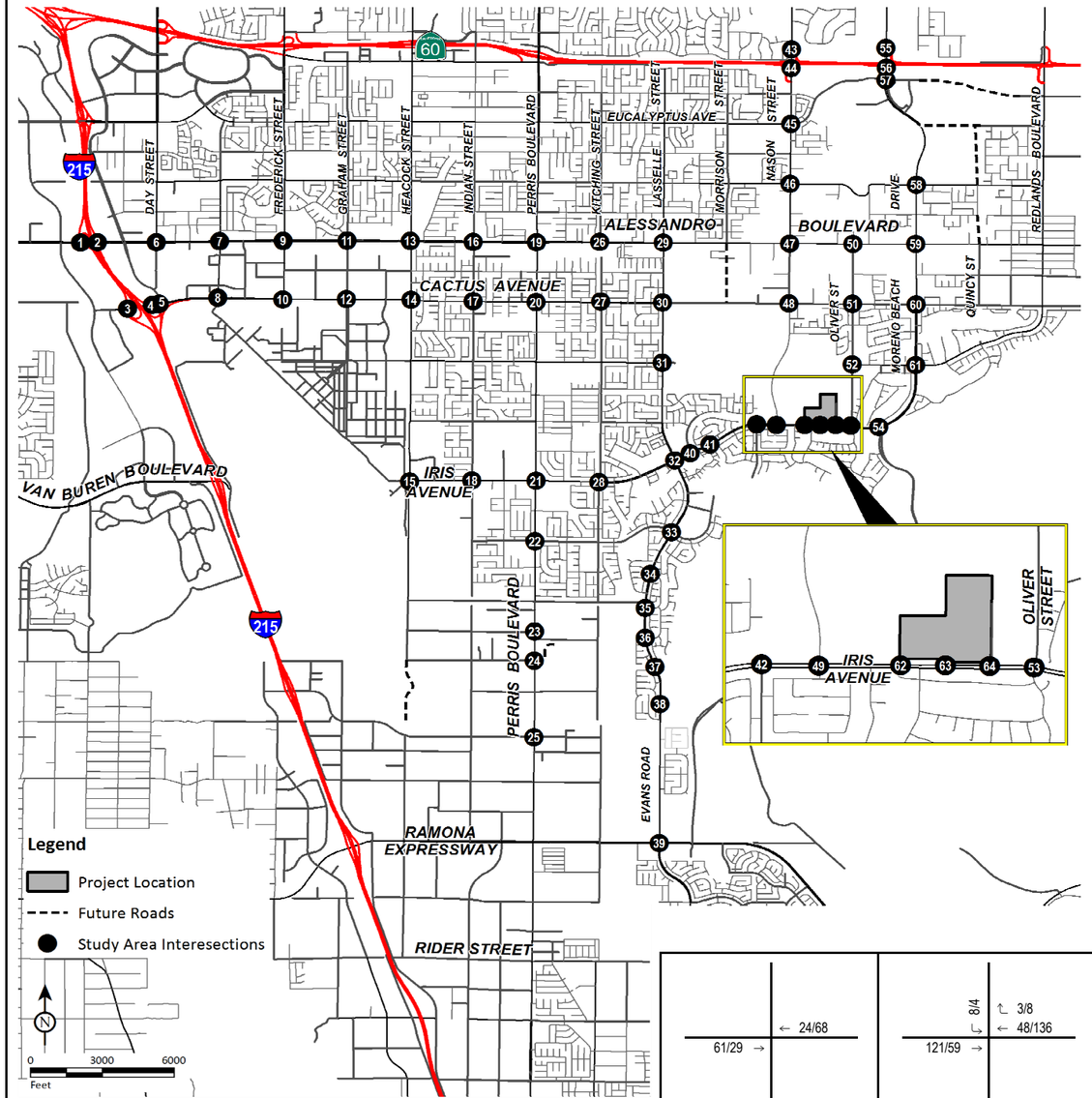
33 Lasselle Street/Krameria Avenue: ← 19 / 50; → 45 / 22	34 Lasselle Street/Via Xavier Lane: ↰ 2 / 5; ← 17 / 45; ↰ 4 / 2; → 41 / 20	35 Lasselle Street/Lasselle Sports Park - Rojo Tierra: ← 15 / 41; ↰ 2 / 5; ↱ 4 / 2; → 36 / 18	36 Lasselle Street/Cremello Way - Avenida De Plata: ↰ 2 / 5; ← 14 / 36; ↰ 4 / 2; → 32 / 16	37 Lasselle Street/Avenida Classica - Kentucky Derby Drive: ↰ 2 / 5; ← 12 / 32; ↰ 4 / 2; → 28 / 14
38 Lasselle Street/Via De Anza - Rancho Verde High School: ↰ 2 / 5; ← 10 / 27; ↰ 4 / 2; → 24 / 12	39 Evans Road/Ramona Expressway: ↰ 2 / 5; ← 5 / 14; ↰ 2 / 5; ↰ 4 / 2; ↰ 4 / 2; → 12 / 6	40 Camino Flores/Iris Avenue: ↰ 4 / 2; ↱ 2 / 5; ← 42 / 113; 101 / 50 →	41 Coachlight Court - Avenida De Circo/Iris Avenue: ← 44 / 117; 105 / 52 →	42 Grande Vista Drive/Iris Avenue: ← 46 / 122; 109 / 54 →
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps: ← 4 / 2; ↰ 4 / 2; ↰ 2 / 5; → 2 / 5; ↱ 17 / 45	44 Nason Street/SR-60 Eastbound Ramps: ← 8 / 4; ↰ 41 / 20; → 20 / 54	45 Nason Street/Eucalyptus Avenue: ← 49 / 24; ↰ 4 / 2; ↰ 2 / 5; → 20 / 54	46 Nason Street/Cottonwood Avenue: ← 53 / 26; → 22 / 59	47 Nason Street/Alessandro Boulevard: ← 53 / 26; ↰ 49 / 24; → 20 / 54; → 22 / 59
48 Nason Street/Cactus Avenue: ↰ 101 / 50; ↰ 73 / 36; → 30 / 81; → 42 / 113	49 Nason Street-Hillrose Lane/Iris Avenue: ↰ 174 / 86; ↱ 73 / 194; ← 46 / 122; ↰ 2 / 5; → 109 / 54; ↰ 4 / 2; ↰ 4 / 2	50 Pearl Lane - Oliver Street/Alessandro Boulevard: ↰ 4 / 2; ↰ 2 / 5; ↱ 2 / 5; ↰ 4 / 2	51 Oliver Street/Cactus Avenue: ← 8 / 4; ↰ 4 / 2; ↰ 2 / 5; → 3 / 9; ↱ 2 / 5; ↰ 4 / 2	52 Oliver Street/John F Kennedy Drive: ← 16 / 8; ↰ 4 / 2; → 7 / 18; ↱ 2 / 5
53 Oliver Street/Iris Avenue: ↰ 20 / 10; ← 89 / 44; ↰ 8 / 23; → 37 / 99; ↰ 3 / 9; ↰ 8 / 4	54 Via Del Lago/Iris Avenue - Moreno Beach Drive: ← 89 / 44; → 37 / 99	55 Moreno Beach Drive/SR-60 Westbound Ramps: ↰ 16 / 8; ↰ 28 / 14; → 7 / 18	56 Moreno Beach Drive/SR-60 Eastbound Ramps: ↰ 45 / 22; → 7 / 18; ↱ 12 / 32	57 Moreno Beach Drive/Eucalyptus Avenue: ↰ 45 / 22; → 19 / 50
58 Moreno Beach Drive/Cottonwood Avenue: ↰ 45 / 22; ↰ 8 / 4; → 19 / 50; ↱ 3 / 9	59 Moreno Beach Drive/Alessandro Boulevard: ↰ 53 / 26; ↰ 12 / 6; → 22 / 59; ↱ 5 / 14	60 Moreno Beach Drive/Cactus Avenue: ↰ 65 / 32; ↰ 12 / 6; → 27 / 72; ↱ 5 / 14	61 Moreno Beach Drive/John F Kennedy Drive: ↰ 77 / 38; ↰ 12 / 6; → 32 / 86; ↱ 5 / 14	62 Driveway 1/Iris Avenue: ↰ 64 / 171; ↱ 4 / 2; ← 56 / 149; 288 / 142 →
63 Driveway 2/Iris Avenue: ↰ 32 / 86; ↰ 49 / 131; ↱ 61 / 30; ← 28 / 65; 288 / 142 →	64 Driveway 3/Iris Avenue: ↰ 24 / 63; ↱ 53 / 26; ← 65 / 32; 49 / 131 →			

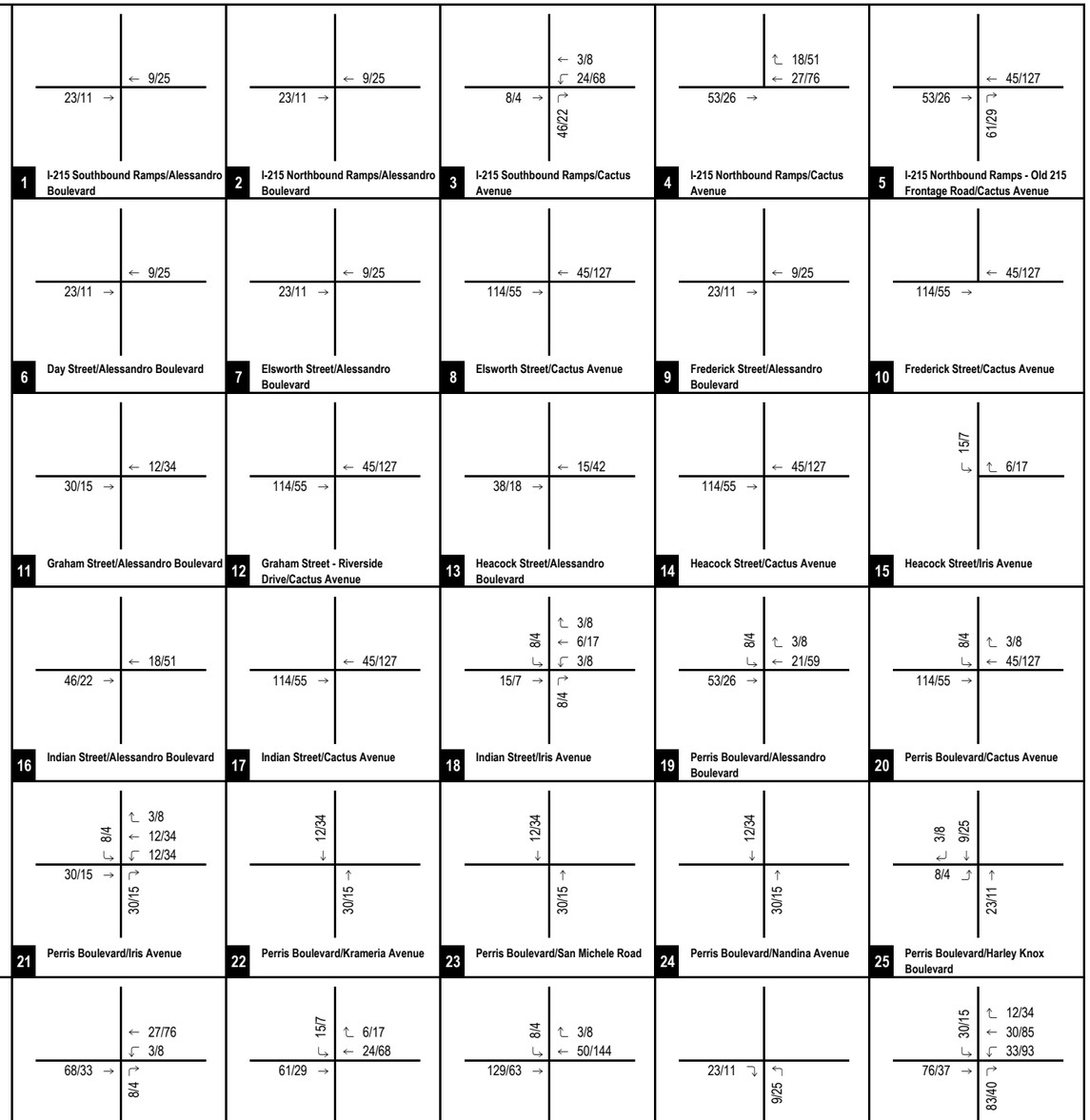
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FIGURE 5-5B

XXX/YYY
AM/PM Trips

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Phase II Project Trip Assignment (Int. 33-64)



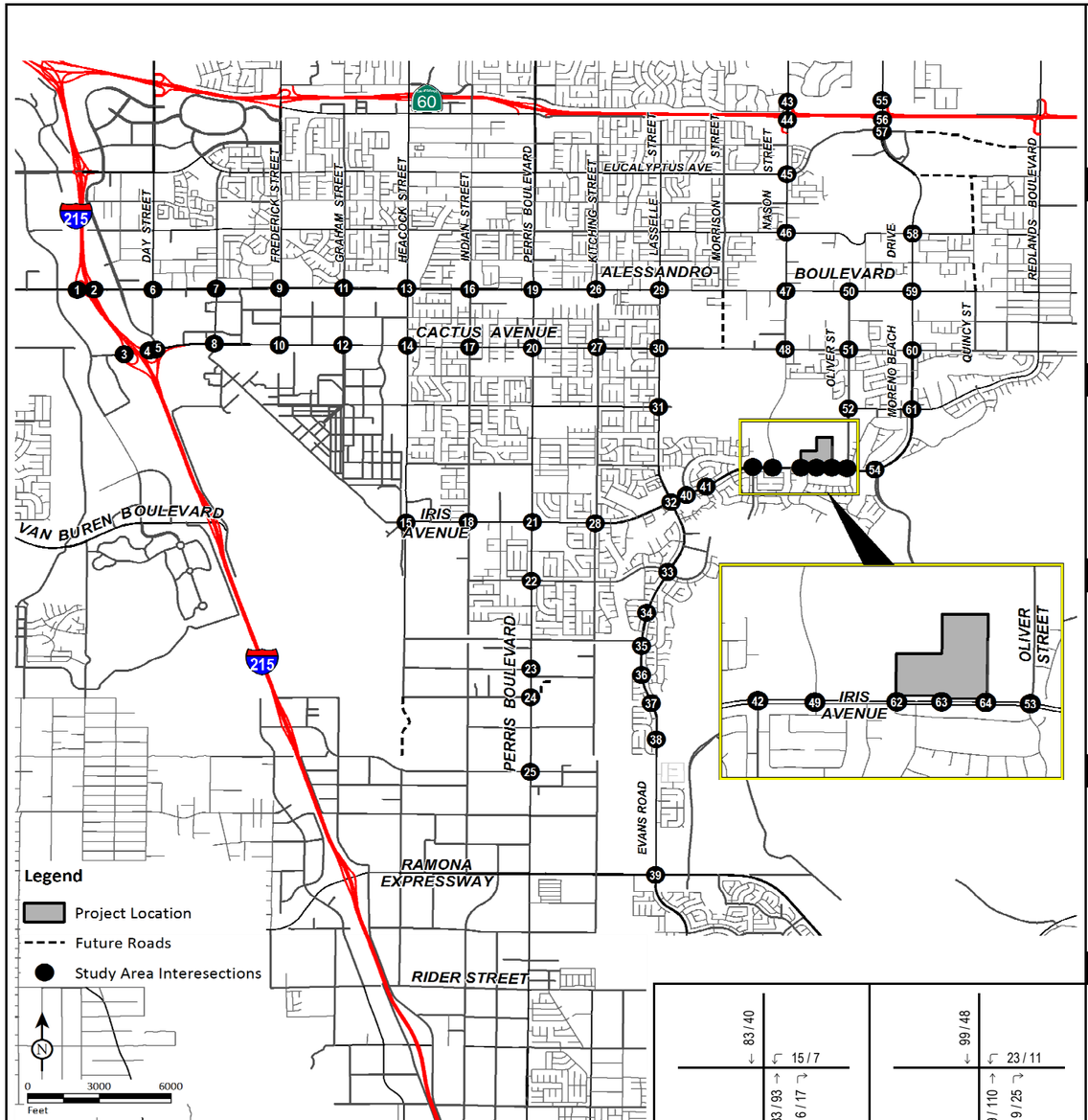


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FIGURE 5-6A

XXX/YYY
AM/PM Trips

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Phase III and General Plan Build-out (2040) Project Trip Assignment (Int. 1-32)



33 Lasselle Street/Krameria Avenue 33 / 93 ↓ 83 / 40 →	**34** Lasselle Street/Via Xavier Lane 3 / 8 ↱ 30 / 85 ← 8 / 4 ↳ 76 / 37 →	**35** Lasselle Street/Lasselle Sports Park - Rojo Tierra 27 / 76 ↓ 3 / 8 ↳ 8 / 4 ↱ 68 / 33 →	**36** Lasselle Street/Cremello Way - Avenida De Plata 3 / 8 ↱ 24 / 68 ↓ 8 / 4 ↳ 61 / 29 →	**37** Lasselle Street/Avenida Classica - Kentucky Derby Drive 3 / 8 ↱ 21 / 59 ↓ 8 / 4 ↳ 53 / 26 →
38 Lasselle Street/Via De Anza - Rancho Verde High School 3 / 8 ↱ 18 / 51 ↓ 8 / 4 ↳ 46 / 22 →	**39** Evans Road/Ramona Expressway 3 / 8 ↱ 9 / 25 ↓ 3 / 8 ↳ 8 / 4 ↳ 23 / 11 →	**40** Camino Flores/Iris Avenue 8 / 4 ↳ 3 / 8 ↱ 190 / 92 → 74 / 212 ←	**41** Coachlight Court - Avenida De Circo/Iris Avenue 77 / 220 ← 197 / 96 →	**42** Grande Vista Drive/Iris Avenue 80 / 229 ← 205 / 99 →
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps 8 / 4 ↓ 8 / 4 ↲ 3 / 8 ↰ 3 / 8 → 30 / 85 ↱	**44** Nason Street/SR-60 Eastbound Ramps 15 / 7 ↓ 76 / 37 ↲ 36 / 102 →	**45** Nason Street/Eucalyptus Avenue 91 / 44 ↓ 8 / 4 ↲ 3 / 8 ↰ 36 / 102 →	**46** Nason Street/Cottonwood Avenue 99 / 48 ↓ 39 / 110 →	**47** Nason Street/Alessandro Boulevard 99 / 48 ↓ 91 / 44 ↲ 36 / 102 ↰ 39 / 110 →
48 Nason Street/Cactus Avenue 190 / 92 ↓ 137 / 66 ↲ 53 / 153 ↰ 74 / 212 →	**49** Nason Street-Hillrose Lane/Iris Avenue 326 / 158 ↓ 128 / 365 ↑ 80 / 229 ↖ 205 / 99 → 3 / 8 ↱ 8 / 4 ↱	**50** Pearl Lane - Oliver Street/Alessandro Boulevard 8 / 4 ↰ 8 / 4 ↲ 3 / 8 ↰ 3 / 8 ↱	**51** Oliver Street/Cactus Avenue 15 / 7 ↓ 8 / 4 ↰ 8 / 4 ↲ 3 / 8 ↰ 6 / 17 → 3 / 8 ↱	**52** Oliver Street/John F Kennedy Drive 30 / 15 ↓ 8 / 4 ↰ 12 / 34 → 3 / 8 ↱
53 Oliver Street/Iris Avenue 38 / 18 ↓ 167 / 81 ← 15 / 42 ↳ 65 / 187 → 6 / 17 ↳ 15 / 7 ↱	**54** Via Del Lago/Iris Avenue - Moreno Beach Drive 167 / 81 ← 65 / 187 →	**55** Moreno Beach Drive/SR-60 Westbound Ramps 30 / 15 ↓ 53 / 26 ↰ 12 / 34 →	**56** Moreno Beach Drive/SR-60 Eastbound Ramps 83 / 40 ↓ 12 / 34 → 21 / 59 ↱	**57** Moreno Beach Drive/Eucalyptus Avenue 83 / 40 ↓ 33 / 93 →
58 Moreno Beach Drive/Cottonwood Avenue 83 / 40 ↓ 15 / 7 ↰ 33 / 93 → 6 / 17 ↱	**59** Moreno Beach Drive/Alessandro Boulevard 99 / 48 ↓ 23 / 11 ↰ 39 / 110 → 9 / 25 ↱	**60** Moreno Beach Drive/Cactus Avenue 121 / 59 ↓ 23 / 11 ↰ 48 / 136 → 9 / 25 ↱	**61** Moreno Beach Drive/John F Kennedy Drive 144 / 70 ↓ 23 / 11 ↰ 56 / 161 → 9 / 25 ↱	**62** Driveway 1/Iris Avenue 113 / 322 ↲ 8 / 4 ↰ 539 / 261 → 98 / 280 ←
63 Driveway 2/Iris Avenue 56 / 161 ↲ 86 / 246 ↳ 114 / 55 ↰ 539 / 261 → 50 / 123 ←	**64** Driveway 3/Iris Avenue 42 / 119 ↲ 99 / 48 ↱ 86 / 246 → 121 / 59 ←			

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FIGURE 5-6B

XXX/YYY
AM/PM Trips

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Phase III and General Plan Build-out (2040) Project Trip Assignment (Int. 33-64)

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Table 5-A - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Existing								
Iris Medical Office Building 1 and Education Trailers	10.50 TSF							
Trips/Unit[1]		2.17	0.61	2.78	0.97	2.49	3.46	34.80
Trip Generation		23	6	29	10	26	36	365
Medical Office Building 2	74.50 TSF							
Trips/Unit[1]		2.17	0.61	2.78	0.97	2.49	3.46	34.80
Trip Generation		162	46	208	72	186	258	2,593
Hospital	130.00 TSF							
Trips/Unit[2]		0.61	0.28	0.89	0.31	0.66	0.97	10.72
Trip Generation		79	37	116	40	86	126	1,394
Existing Net Trip Generation		264	89	353	122	298	420	4,352
Phase I - Year 2023								
D & T Expansion	95.00 TSF							
Trips/Unit[2]		0.61	0.28	0.89	0.31	0.66	0.97	10.72
Trip Generation		57	27	84	29	63	92	1,018
CUP Expansion (Energy Center)	22.00 TSF							
Trips/Unit[3]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Trip Generation		**0**	**0**	**0**	**0**	**0**	**0**	**0**
Iris Medical Office Building 1 and Education Trailers	-10.50 TSF							
Trips/Unit[1]		2.17	0.61	2.78	0.97	2.49	3.46	34.80
Trip Generation		(23)	(6)	(29)	(10)	(26)	(36)	(365)
Phase I Net Trip Generation		34	21	55	19	37	56	653

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Table 5-A - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Phase II - Year 2032								
Patient Bed Towers (North and East) and D & T Expansion	380.00 TSF							
Trips/Unit[2]		0.61	0.28	0.89	0.31	0.66	0.97	10.72
Trip Generation		230	108	338	118	251	369	4,074
Medical Office Building 3	65.00 TSF							
Trips/Unit[1]		2.17	0.61	2.78	0.97	2.49	3.46	34.80
Trip Generation		141	40	181	63	162	225	2,262
CUP Expansion (Energy Center)	8.00 TSF							
Trips/Unit[3]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Trip Generation		**0**	**0**	**0**	**0**	**0**	**0**	**0**
Phase II Net Trip Generation		371	148	519	181	413	594	6,336
Phases I+II Net Trip Generation		405	169	574	200	450	650	6,989
Phase III - Year 2038								
Patient Bed Towers (South and West), D & T Expansion, and ED	375.00 TSF							
Trips/Unit[2]		0.61	0.28	0.89	0.31	0.66	0.97	10.72
Trip Generation		227	107	334	116	247	363	4,020
Medical Office Building 4	95.00 TSF							
Trips/Unit[1]		2.17	0.61	2.78	0.97	2.49	3.46	34.80
Trip Generation		206	58	264	92	237	329	3,306
Existing Hospital	-130.00 TSF							
Trips/Unit[2]		0.61	0.28	0.89	0.31	0.66	0.97	10.72
Trip Generation		(79)	(37)	(116)	(40)	(86)	(126)	(1,394)
Phase III Net Trip Generation		354	128	482	168	398	566	5,932
Phases I+II+III Net Trip Generation		759	297	1,056	368	848	1,216	12,921

Notes:

TSF = Thousand Square Feet; D & T = Diagnostic & Treatment; ED = Emergency Department

[1] Rates based on Land Use 720 - "Medical-Dental Office Building" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, Setting/Location - "General Urban/Suburban."

[2] Rates based on Land Use 610 - "Hospital" from ITE *Trip Generation Manual*, 10th Edition, Setting/Location - "General Urban/Suburban."

[3] It is anticipated that the Energy Center will not generate any trips.

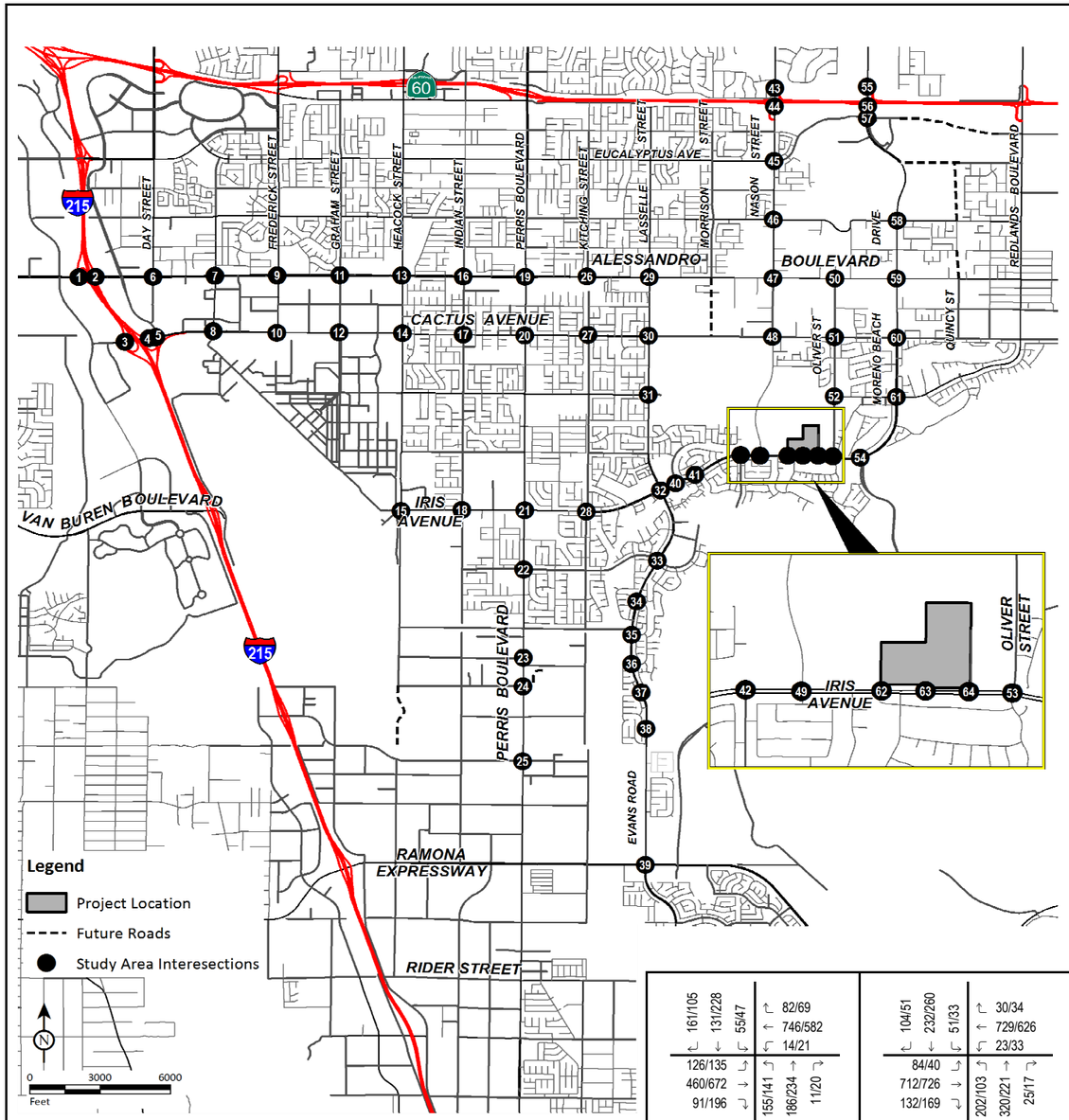
6.0 TRAFFIC VOLUMES FOR WITH PROJECT SCENARIOS

Existing, project completion year (Phases I, II, and III), and General Plan build-out with project traffic volumes were developed by adding project traffic to the corresponding without project scenarios. Figures 6-1A and 6-1B, 6-2A and 6-2B, 6-3A and 6-3B, 6-4A and 6-4B, and 6-5A and 6-5B illustrate "with project" peak hour traffic volumes at study intersections under existing, Phases I, II, and III project completion years, and General Plan build-out conditions, respectively. Previously referenced Tables 4-A, 4-B, 4-C, 4-D, and 4-E summarize the "with project" roadway segment daily traffic volumes under existing, Phases I, II, and III project completion years, and General Plan build-out conditions, respectively.

Detailed volume development worksheets are included in Appendix C.

6.1 LIST OF CHAPTER 6.0 FIGURES

- Figure 6-1A: Existing with Project Peak Hour Traffic Volumes (Int. 1-32)
- Figure 6-1B: Existing with Project Peak Hour Traffic Volumes (Int. 33-64)
- Figure 6-2A: Phase I Project Completion Year (2023) with Project Peak Hour Traffic Volumes (Int. 1-32)
- Figure 6-2B: Phase I Project Completion Year (2032) with Project Peak Hour Traffic Volumes (Int. 33-64)
- Figure 6-3A: Phase II Project Completion Year (2032) with Project Peak Hour Traffic Volumes (Int. 1-32)
- Figure 6-3B: Phase II Project Completion Year (2032) with Project Peak Hour Traffic Volumes (Int. 33-64)
- Figure 6-4A: Phase III Project Completion Year (2038) with Project Peak Hour Traffic Volumes (Int. 1-32)
- Figure 6-4B: Phase III Project Completion Year (2038) with Project Peak Hour Traffic Volumes (Int. 33-64)
- Figure 6-5A: General Plan Build-out (2040) with Project Peak Hour Traffic Volumes (Int. 1-32)
- Figure 6-5B: General Plan Build-out (2040) with Project Peak Hour Traffic Volumes (Int. 33-64)



225/329 ↰ 196/228 ↱ 737/1481 → 291/435 ↴			↱ 188/108 ← 2042/1200	
1 I-215 Southbound Ramps/Alessandro Boulevard				
	66/245 ↰ 867/1464 →	↱ 112/214 ← 1417/866 813/442 ↑ 1/0 → 123/204 ↱		
	2 I-215 Northbound Ramps/Alessandro Boulevard			
		231/92 ↰ 324/633 → 17/179 ↴	← 1172/599 ↶ 493/642 611/594 ↱	
		3 I-215 Southbound Ramps/Cactus Avenue		
			↱ 355/588 ← 1666/1242 948/1235 →	
			4 I-215 Northbound Ramps/Cactus Avenue	
41/114 ↰ 2/4 ↓ 18/217 ↱ 9/18 ↰ 887/1146 → 52/71 ↴		↱ 295/112 ← 1691/1660 ↶ → ↱ 289/56 261/84 783/659		
5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue				
67/107 ↰ 23/38 ↓ 46/176 ↳ 109/172 ↰ 633/1238 → 16/10 ↴		↱ 110/161 ← 1220/910 ↶ 7/9 11/8 ↑ 65/57 → 16/8 ↱		
6 Day Street/Alessandro Boulevard				
60/57 ↰ 113/128 ↓ 44/60 ↳ 42/85 ↰ 513/1263 → 96/74 ↴		↱ 55/67 ← 1136/821 ↶ 77/89 71/139 ↑ 90/174 → 53/133 ↱		
7 Elsworth Street/Alessandro Boulevard				
113/165 ↰ 74/24 ↓ 72/201 ↳ 132/104 ↰ 1223/1716 → 240/25 ↴		↱ 77/98 ← 1704/1266 ↶ 90/18 44/208 ↑ 15/64 → 28/98 ↱		
8 Elsworth Street/Cactus Avenue				
155/159 ↰ 261/316 ↓ 111/257 ↳ 106/272 ↰ 422/1325 → 81/105 ↴		↱ 99/196 ← 1431/885 ↶ 96/55 70/76 ↑ 230/328 → 15/77 ↱		
9 Frederick Street/Alessandro Boulevard				
115/154 ↰ 149/351 ↳ 133/84 ↰ 1178/2064 →		↱ 153/172 ← 1854/1248		
10 Frederick Street/Cactus Avenue				
74/68 ↰ 148/179 ↓ 98/134 ↳ 25/107 ↰ 462/1339 → 51/147 ↴		↱ 121/159 ← 1448/1004 ↶ 80/156 65/87 ↑ 187/213 → 15/71 ↱		
11 Graham Street/Alessandro Boulevard				
99/82 ↰ 51/111 ↓ 89/132 ↳ 93/83 ↰ 1043/1968 → 171/341 ↴		↱ 93/93 ← 1694/1185 ↶ 17/11 184/156 ↑ 50/59 → 7/15 ↱		
12 Graham Street - Riverside Drive/Cactus Avenue				
175/148 ↰ 268/489 ↓ 125/239 ↳ 92/170 ↰ 388/1227 → 52/151 ↴		↱ 140/178 ← 1283/843 ↶ 24/62 204/188 ↑ 426/519 → 37/83 ↱		
13 Heacock Street/Alessandro Boulevard				
66/66 ↰ 272/399 ↓ 68/114 ↳ 76/118 ↰ 670/1137 → 402/814 ↴		↱ 108/75 ← 1059/776 ↶ 14/7 671/470 ↑ 498/428 → 8/27 ↱		
14 Heacock Street/Cactus Avenue				
359/533 ↰ 190/353 ↳ 375/403 → 48/39 ↱		↱ 394/228 ↶ 57/42		
15 Heacock Street/Iris Avenue				
65/57 ↰ 197/314 ↓ 86/162 ↳ 44/167 ↰ 426/1076 → 56/125 ↴		↱ 41/81 ← 1104/762 ↶ 66/116 119/121 ↑ 246/298 → 65/91 ↱		
16 Indian Street/Alessandro Boulevard				
41/31 ↰ 287/352 ↓ 100/67 ↳ 54/53 ↰ 599/1057 → 111/170 ↴		↱ 63/57 ← 1018/660 ↶ 37/40 117/73 ↑ 366/252 → 62/38 ↱		
17 Indian Street/Cactus Avenue				
31/22 ↰ 234/176 ↓ 288/256 ↳ 73/26 ↰ 180/300 → 31/75 ↴		↱ 439/187 ← 363/208 ↶ 11/17 48/17 ↑ 284/84 → 24/13 ↱		
18 Indian Street/Iris Avenue				
211/180 ↰ 461/743 ↓ 167/143 ↳ 115/396 ↰ 378/752 → 76/242 ↴		↱ 118/119 ← 871/663 ↶ 104/189 271/244 ↑ 711/618 → 103/114 ↱		
19 Perris Boulevard/Alessandro Boulevard				
96/61 ↰ 510/872 ↓ 84/128 ↳ 90/97 ↰ 590/807 → 135/189 ↴		↱ 82/65 ← 838/634 ↶ 66/58 259/156 ↑ 874/724 → 129/63 ↱		
20 Perris Boulevard/Cactus Avenue				
61/28 ↰ 342/675 ↓ 102/184 ↳ 44/39 ↰ 334/305 → 88/120 ↴		↱ 108/106 ← 489/280 ↶ 246/278 199/176 ↑ 846/668 → 323/299 ↱		
21 Perris Boulevard/Iris Avenue				
4/39 ↰ 642/978 ↓ 69/106 ↳ 23/25 ↰ 151/136 → 78/89 ↴		↱ 155/100 ← 129/72 ↶ 195/188 101/58 ↑ 1204/972 → 260/206 ↱		
22 Perris Boulevard/Krameria Avenue				
74/124 ↰ 907/1153 ↓ ↳ 72/184 ↰ 33/147 ↴		↱ ← 1521/997 ↶ 121/142 ↑ → ↱		
23 Perris Boulevard/San Michele Road				
26/49 ↰ 924/1263 ↓ 13/21 ↳ 30/42 ↰ 1/21 → 50/125 ↴		↱ 17/10 ← 15/4 ↶ 16/23 57/28 ↑ 1650/1078 → 12/46 ↱		
24 Perris Boulevard/Nandina Avenue				
253/316 ↰ 666/1154 ↓ 37/130 ↳ 244/335 ↰ 33/143 → 72/157 ↴		↱ 167/67 ← 170/72 ↶ 1/3 252/60 ↑ 1394/747 → 7/4 ↱		
25 Perris Boulevard/Harley Knox Boulevard				
161/105 ↰ 131/228 ↓ 55/47 ↳ 126/135 ↰ 460/672 → 91/196 ↴		↱ 82/69 ← 746/582 ↶ 14/21 155/141 ↑ 186/234 → 11/20 ↱		
26 Kitching Street/Alessandro Boulevard				
104/51 ↰ 232/260 ↓ 51/33 ↳ 84/40 ↰ 712/726 → 132/169 ↴		↱ 30/34 ← 729/626 ↶ 23/33 202/103 ↑ 320/221 → 25/17 ↱		
27 Kitching Street/Cactus Avenue				
126/92 ↰ 185/155 ↓ 38/47 ↳ 76/168 ↰ 703/813 → 93/109 ↴		↱ 69/103 ← 737/801 ↶ 175/142 141/60 ↑ 181/122 → 133/102 ↱		
28 Kitching Street/Iris Avenue				
77/22 ↰ 258/333 ↓ 32/19 ↳ 17/56 ↰ 255/454 → 190/216 ↴		↱ 15/37 ← 503/335 ↶ 93/80 262/157 ↑ 314/418 → 119/126 ↱		
29 Lasselle Street/Alessandro Boulevard				
46/23 ↰ 462/558 ↓ 80/33 ↳ 67/51 ↰ 518/417 → 184/237 ↴		↱ 68/69 ← 496/499 ↶ 179/198 188/116 ↑ 587/453 → 302/157 ↱		
30 Lasselle Street/Cactus Avenue				
115/73 ↰ 553/805 ↓ 236/78 ↳ 78/97 ↰ 359/83 → 100/179 ↴		↱ 185/92 ← 277/99 ↶ 40/37 134/120 ↑ 780/659 → 60/38 ↱		
31 Lasselle Street/John F Kennedy Drive				
97/94 ↰ 468/714 ↓ 157/236 ↳ 138/182 ↰ 578/482 → 288/288 ↴		↱ 115/120 ← 596/709 ↶ 572/693 364/221 ↑ 589/611 → 525/539 ↱		
32 Lasselle Street/Iris Avenue				

LSA

FIGURE 6-1A

XXXX/YYYY

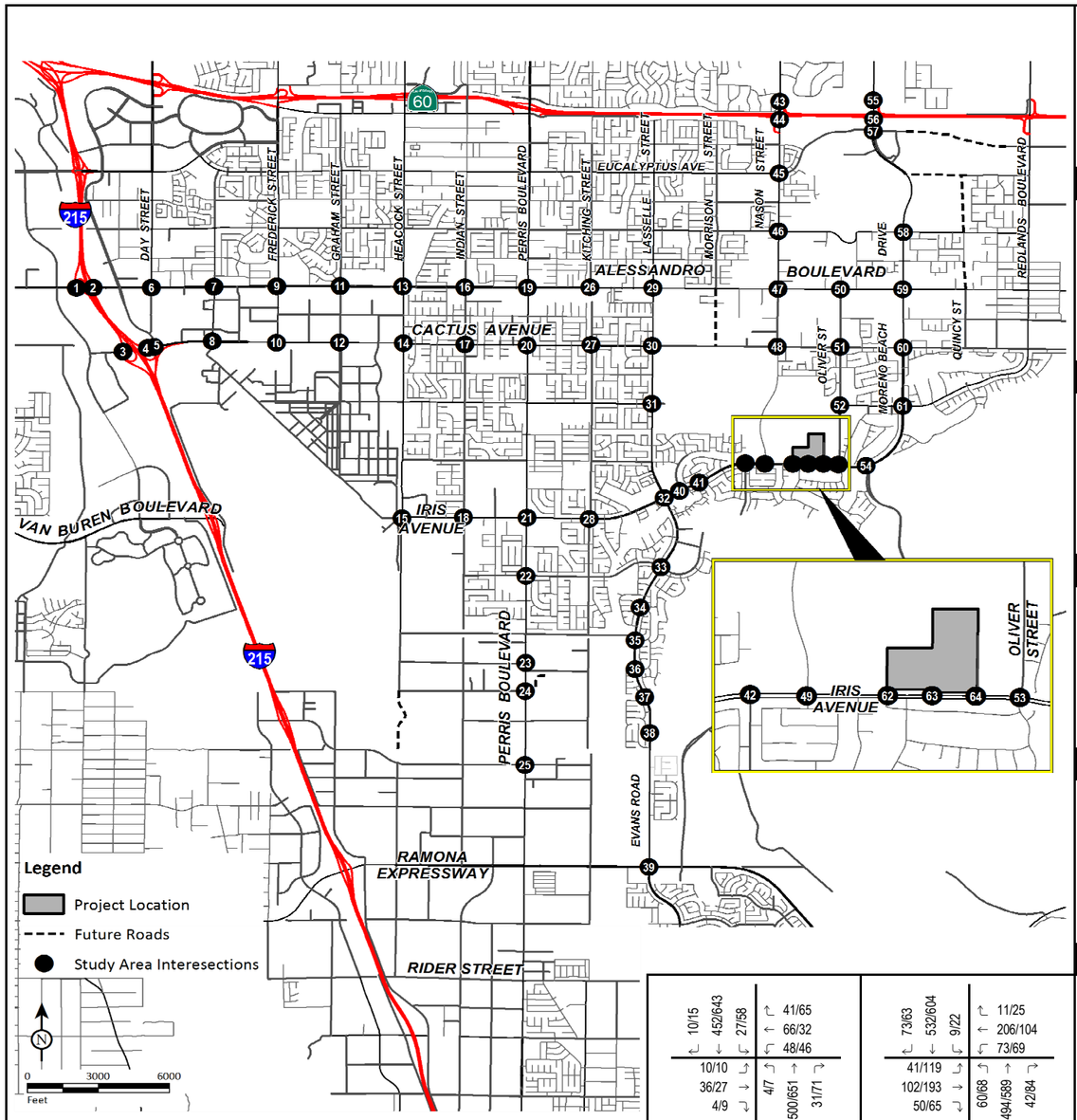
AM/PM Peak Hour PCE Volumes

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Existing with Project Peak Hour Traffic Volumes (Int. 1-32)

R:\KSP1702_Kaiser Moreno Valley\Traffic\g60 Vol_Exist_A_P.xlsx (3/25/2019)



33 Lasselle Street/Krameria Avenue				34 Lasselle Street/Via Xavier Lane			
94/70	698/1226	75/102	80/62	12/29	1130/1303	14/29	40/29
283/155			125/37	32/15		4/1	21/10
185/47			79/57	5/2		1562/913	12/12
317/195		290/89	1080/859				
			197/81				

35 Lasselle Street/Lasselle Sports Park - Rojo Tierra				36 Lasselle Street/Cremello Way - Avenida De Plata			
9/7	1193/1265	21/65	64/37	27/27	1164/1227	12/17	17/11
2/13			0/2	85/28			2/1
0/1			10/4	2/1		3/9	31/13
0/3		12/2	1540/907	6/4		1455/881	13/10
		4/12					

37 Lasselle Street/Avenida Classica - Kentucky Derby Drive				38 Lasselle Street/Via De Anza - Rancho Verde High School			
108/56	1010/1145	19/9	29/4	249/17	621/1093	208/142	220/109
337/55			3/1	110/13			2/4
8/1			46/8	82/5		62/62	145/68
7/6		22/21	1105/842	33/19		820/749	
		22/8				289/76	

39 Evans Road/Ramona Expressway				40 Camino Flores/Iris Avenue			
443/365	352/516	211/271	350/195	76/119	2/1	141/116	221/112
302/370			1164/672	100/193			1070/1296
520/1089			22/15	1155/1061		10/2	0/6
196/350		390/237	548/386	6/2		2/0	2/2
		27/13					

41 Coachlight Court - Avenida De Circo/Iris Avenue				42 Grande Vista Drive/Iris Avenue			
76/41	13/13		3/10				886/1337
31/50			1095/1321				7/26
1109/1081			4/2	1182/945			
44/48		120/52	13/5	69/60		115/54	34/24

43 Nason Street/Elder Avenue - SR-60 Westbound Ramps				44 Nason Street/SR-60 Eastbound Ramps			
3/10	379/220	33/24	26/18	667/446	58/37		
6/6			10/21	36/99			
35/22			132/144	2/8			
213/129		119/165	262/285	716/629		791/1050	127/129
			445/687				

45 Nason Street/Eucalyptus Avenue				46 Nason Street/Cottonwood Avenue			
114/73	1025/749	16/14	19/24	113/98	917/688	21/25	87/22
229/59			103/124	96/77			52/37
170/125			91/134	39/24		23/30	5/2
217/57		66/43	598/908	22/39		640/945	5/7
			113/185				

47 Nason Street/Alessandro Boulevard			
97/70	807/604	47/47	119/61
52/120			302/189
122/294			127/25
187/120		117/177	489/790
			29/89

48 Nason Street/Cactus Avenue				49 Nason Street-Hillrose Lane/Iris Avenue			
182/119	496/525	55/88	56/42	228/352	9/44	435/265	210/487
90/128			374/281	280/211			652/1000
283/391			11/23	914/741		13/11	10/28
206/148		161/188	442/522	22/17		39/34	15/17
			9/20				

50 Pearl Lane - Oliver Street/Alessandro Boulevard				51 Oliver Street/Cactus Avenue			
	3/1		1/0	7/7	57/48	4/7	17/8
1/1			416/229	23/9			281/235
209/373			17/13	247/335		212/96	33/28
66/69		138/80	26/21	220/94		107/64	32/28

52 Oliver Street/John F Kennedy Drive			
100/75	229/102		88/67
			32/39
		286/136	68/33

53 Oliver Street/Iris Avenue				54 Via Del Lago/Iris Avenue - Moreno Beach Drive			
187/137	17/19	5/7	7/6	42/20	0/2	6/12	4/19
140/105			645/668	15/34			617/674
561/802			37/36	551/775		30/16	19/47
30/62		95/43	26/13	21/20		2/1	33/30
			21/20				

55 Moreno Beach Drive/SR-60 Westbound Ramps			
236/200	105/53		4/9
			173/168
		240/284	396/409

56 Moreno Beach Drive/SR-60 Eastbound Ramps			
403/361	6/6		
57/95			
3/0			
339/477		579/598	181/259

57 Moreno Beach Drive/Eucalyptus Avenue			
125/219	493/568	124/51	50/106
213/285			16/28
42/23			9/35
64/121		51/91	497/466
			19/23

58 Moreno Beach Drive/Cottonwood Avenue				59 Moreno Beach Drive/Alessandro Boulevard			
10/15	452/643	27/58	41/65	73/63	532/604	9/22	11/25
10/10			66/32	41/119			206/104
36/27			48/46	102/193			73/69
4/9		4/7		50/65		60/68	494/589
		500/651	31/71				42/84

60 Moreno Beach Drive/Cactus Avenue				61 Moreno Beach Drive/John F Kennedy Drive			
77/108	406/527	8/41	19/22	92/73	410/477	71/94	75/70
83/111			112/102	68/59			45/43
77/152			42/31	34/25		22/11	188/262
71/134		86/105	441/540	7/7		381/556	210/248
			47/57				

62 Driveway 1/Iris Avenue			
	125/432		13/4
			747/1083
1380/1087			

63 Driveway 2/Iris Avenue			
70/205	105/324		160/74
			689/882
760/408			
627/637			

64 Driveway 3/Iris Avenue			
	67/167		145/60
			781/789
731/968			

LSA

FIGURE 6-1B

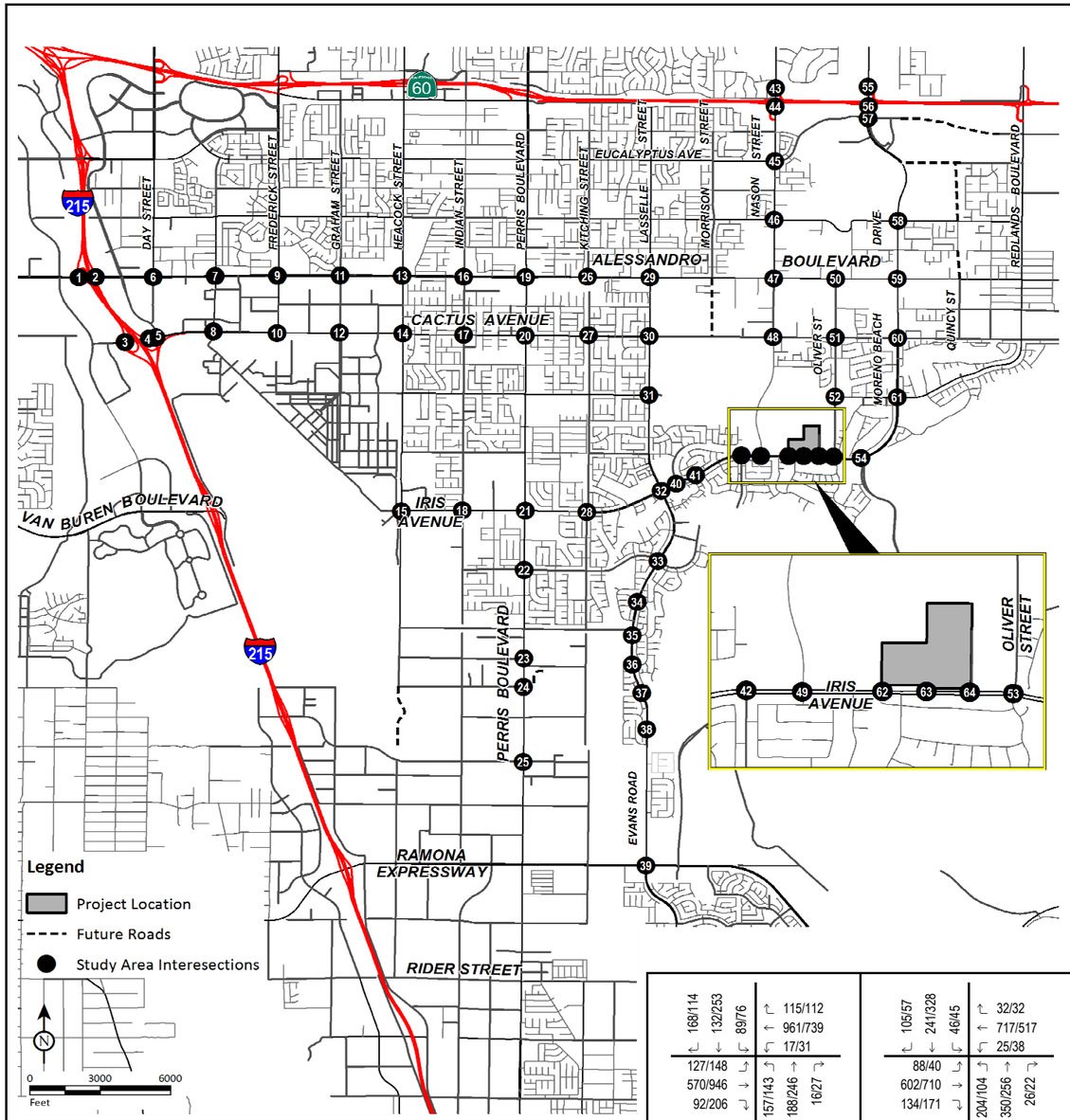
Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Existing with Project Peak Hour Traffic Volumes (Int. 33-64)

XXXX/YYYY

AM/PM Peak Hour PCE Volumes



1	I-215 Southbound Ramps/Alessandro Boulevard	238/333 / 226/274	206/128 / 2374/1532
		931/1797	
		345/466	
2	I-215 Northbound Ramps/Alessandro Boulevard		113/236
		67/248	1758/1200
		1090/1824	822/459 / 1/0 / 133/221
3	I-215 Southbound Ramps/Cactus Avenue	279/93	1396/720
		331/771	476/584
		59/294	617/580
4	I-215 Northbound Ramps/Cactus Avenue		338/539
		959/1357	1873/1304
5	I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	99/172 / 6/9 / 39/393	415/226
		13/33	1813/1615
		881/1237	298/57 / 318/141 / 733/668
		65/88	
6	Day Street/Alessandro Boulevard	247/321 / 32/57 / 104/306	177/226
		253/369	1351/1001
		669/1362	14/9 / 127/83 / 16/8
		16/10	7/9
7	Elsworth Street/Alessandro Boulevard	75/70 / 127/161 / 45/61	56/68
		47/107	1262/901
		560/1410	134/244 / 98/196 / 59/137
		159/165	79/103
8	Elsworth Street/Cactus Avenue	123/223 / 75/93 / 73/212	78/104
		144/155	1809/1204
		1120/1841	127/268 / 33/84 / 50/100
		263/111	91/41
9	Frederick Street/Alessandro Boulevard	156/177 / 264/363 / 128/329	132/232
		123/290	1582/966
		464/1509	71/77 / 262/341 / 17/86
		82/110	104/64
10	Frederick Street/Cactus Avenue	116/183 / 151/366	155/174
		154/85	1966/1183
		1081/2205	
11	Graham Street/Alessandro Boulevard	75/73 / 163/222 / 121/163	122/183
		25/113	1612/1109
		527/1566	93/105 / 227/259 / 37/101
		56/177	113/212
12	Graham Street - Riverside Drive/Cactus Avenue	107/121 / 52/142 / 90/157	94/164
		166/224	1738/1076
		979/1977	255/158 / 54/78 / 7/15
		184/371	17/11
13	Heacock Street/Alessandro Boulevard	182/163 / 271/495 / 152/275	175/210
		110/188	1496/1006
		482/1486	206/192 / 431/525 / 38/88
		53/158	25/69
14	Heacock Street/Cactus Avenue	71/81 / 275/443 / 69/131	109/76
		90/133	1020/677
		563/1134	713/495 / 513/433 / 8/27
		407/830	14/7
15	Heacock Street/Iris Avenue	454/698 / 178/350	392/214
			92/75
			461/515 / 73/67
16	Indian Street/Alessandro Boulevard	75/72 / 204/340 / 99/193	51/93
		60/199	1344/916
		515/1324	122/141 / 251/317 / 66/101
		66/141	72/127
17	Indian Street/Cactus Avenue	44/36 / 317/425 / 103/69	63/59
		55/61	987/546
		496/1013	126/86 / 397/305 / 64/40
		115/199	38/42
18	Indian Street/Iris Avenue	31/23 / 268/194 / 283/280	449/184
		74/26	382/222
		190/315	49/33 / 287/130 / 19/19
		44/80	13/11
19	Perris Boulevard/Alessandro Boulevard	231/195 / 546/879 / 186/173	130/129
		130/422	1045/759
		433/953	329/301 / 796/710 / 136/167
		102/301	141/265
20	Perris Boulevard/Cactus Avenue	97/62 / 663/1131 / 81/137	90/62
		91/98	799/527
		486/768	269/181 / 1046/911 / 153/83
		151/219	93/78
21	Perris Boulevard/Iris Avenue	75/35 / 510/929 / 118/230	121/129
		51/50	496/275
		324/324	212/199 / 1009/896 / 319/328
		106/142	280/294
22	Perris Boulevard/Krameria Avenue	4/44 / 894/1265 / 73/112	157/108
		23/26	130/74
		153/138	102/70 / 1375/1263 / 274/233
		83/99	210/222
23	Perris Boulevard/San Michele Road	82/135 / 1139/1490	
		78/200	
		35/158	124/153 / 1733/1304
24	Perris Boulevard/Nandina Avenue	42/61 / 1109/1558 / 44/47	29/42
		35/59	34/10
		3/36	77/28 / 1847/1347 / 31/69
		55/136	25/57
25	Perris Boulevard/Harley Knox Boulevard	317/385 / 752/1315 / 89/238	267/145
		285/410	318/192
		88/313	297/80 / 1481/868 / 15/6
		87/204	2/7
26	Kitching Street/Alessandro Boulevard	168/114 / 132/253 / 89/76	115/112
		127/148	961/739
		570/946	157/143 / 188/246 / 16/27
		92/206	17/31
27	Kitching Street/Cactus Avenue	105/57 / 241/328 / 46/45	32/32
		88/40	717/517
		602/710	204/104 / 350/256 / 26/22
		134/171	25/38
28	Kitching Street/Iris Avenue	127/93 / 217/198 / 47/66	84/130
		77/170	789/802
		699/878	147/70 / 205/166 / 222/283
		98/115	318/293
29	Lasselle Street/Alessandro Boulevard	99/40 / 261/411 / 27/27	18/37
		34/79	711/494
		343/714	265/168 / 373/443 / 132/150
		207/229	102/100
30	Lasselle Street/Cactus Avenue	47/23 / 499/631 / 87/44	80/88
		67/52	485/400
		412/417	190/117 / 623/502 / 335/207
		186/240	208/255
31	Lasselle Street/John F Kennedy Drive	123/97 / 607/895 / 239/78	187/93
		83/116	279/104
		362/84	138/119 / 834/732 / 60/38
		88/191	41/37
32	Lasselle Street/Iris Avenue	115/119 / 471/722 / 142/269	120/97
		160/230	754/835
		624/655	402/254 / 591/615 / 468/554
		314/331	590/628

LSA

FIGURE 6-2A

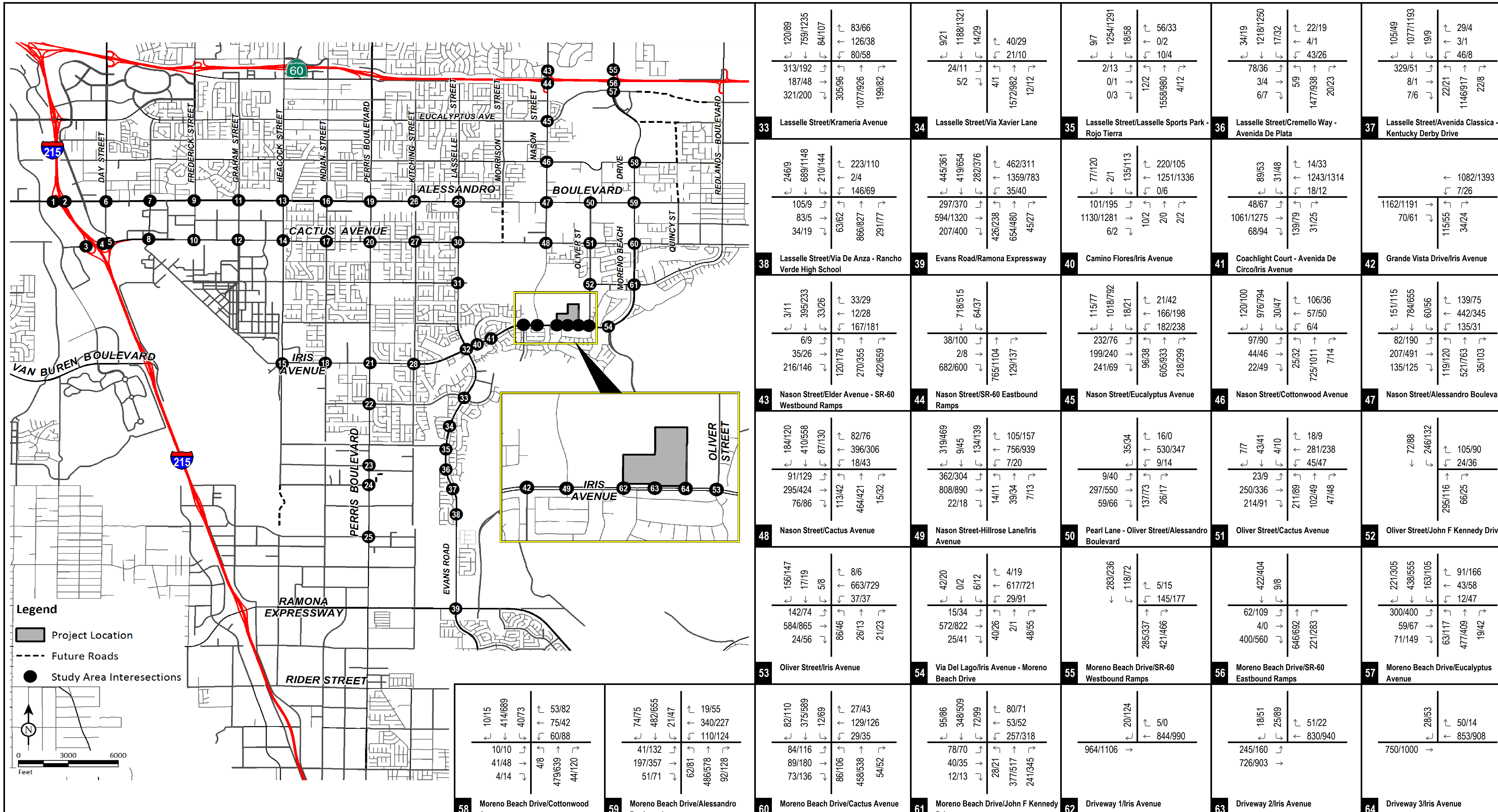
XXXX/YYYY

AM/PM Peak Hour PCE Volumes

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Phase I Project Completion Year (2023) with Project Peak Hour Traffic Volumes (Int. 1-32)



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FIGURE 6-2B

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

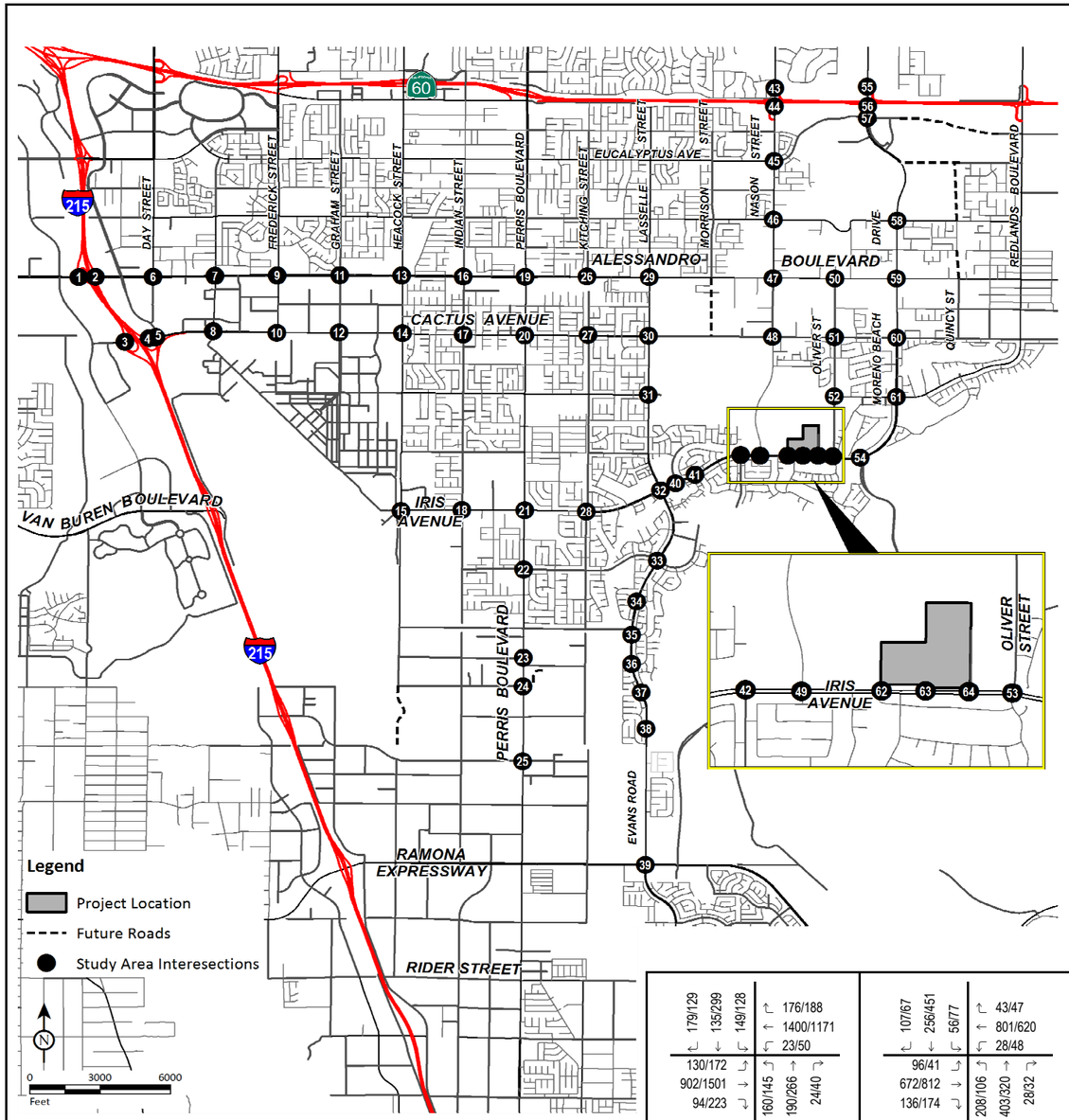
Traffic Impact Analysis

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AM/PM Peak Hour PCE Volumes

Phase I Project Completion Year (2023) with Project Peak Hour Traffic Volumes (Int. 33-64)

R:\KSP1702_Kaiser Moreno Valley\Traffic\g60 Vol_Phase_I_B_P.xlsx (3/26/2019)



260/339 / 280/358	↱ 239/163			
	← 2989/2185			
1330/2389 →				
441/522 ↳				
1 I-215 Southbound Ramps/Alessandro Boulevard				
	↱ 116/276			
	← 2390/1857			
68/253 ↳				
1542/2494 →	839/490 ↰	→ 1/0	↱ 151/252	
2 I-215 Northbound Ramps/Alessandro Boulevard				
365/94	← 1805/957			
	↰ 498/628			
362/1029 →				
133/500 ↳	729/602 ↱			
3 I-215 Southbound Ramps/Cactus Avenue				
	↱ 347/564			
	← 2302/1586			
1096/1635 →				
4 I-215 Northbound Ramps/Cactus Avenue				
203/277 / 14/18 / 78/710	↱ 632/431			
	← 2131/1814			
19/59 ↰	→	↱		
989/1458 →	315/59 ↰	→ 419/244	↱ 777/748	
88/117 ↳				
5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue				
570/705 / 48/91 / 207/541	↱ 296/343			
	← 1604/1220			
512/722 ↳	↰ 7/9			
785/1608 →	19/11 ↰	→ 238/129	↱ 17/8	
17/11 ↳				
6 Day Street/Alessandro Boulevard				
103/93 / 152/220 / 45/62	↱ 57/69			
	← 1507/1101			
55/147 ↳	↰ 83/128			
694/1696 →	248/434 ↰	→ 1111/236	↱ 70/143	
273/329 ↳				
7 Elsworth Street/Alessandro Boulevard				
142/327 / 76/217 / 74/232	↱ 79/116			
	← 2095/1373			
164/247 ↳	↰ 93/82			
1186/2185 →	276/375 ↰	→ 64/120	↱ 90/104	
303/265 ↳				
8 Elsworth Street/Cactus Avenue				
157/208 / 269/448 / 159/459	↱ 190/297			
	← 1873/1167			
154/323 ↳	↰ 118/80			
591/1862 →	72/78 ↰	→ 318/363	↱ 21/101	
84/120 ↳				
9 Frederick Street/Alessandro Boulevard				
119/235 / 154/394	↱ 158/177			
	← 2265/1346			
193/87 ↳				
1159/2579 →				
10 Frederick Street/Cactus Avenue				
76/81 / 189/300 / 162/214	↱ 124/227			
	← 1932/1374			
26/124 ↳	↰ 172/314			
712/2007 →	142/136 ↰	→ 298/341	↱ 76/154	
64/232 ↳				
11 Graham Street/Alessandro Boulevard				
120/191 / 53/198 / 92/202	↱ 96/293			
	← 1916/1160			
297/477 ↳	↰ 18/11			
1117/2114 →	384/161 ↰	→ 61/111	↱ 7/15	
206/426 ↳				
12 Graham Street - Riverside Drive/Cactus Avenue				
195/189 / 277/505 / 201/339	↱ 239/266			
	← 1911/1394			
143/220 ↳	↰ 26/80			
735/1993 →	210/199 ↰	→ 440/536	↱ 39/97	
54/170 ↳				
13 Heacock Street/Alessandro Boulevard				
81/125 / 281/521 / 70/160	↱ 111/77			
	← 1046/779			
116/160 ↳	↰ 14/7			
621/1249 →	789/539 ↰	→ 539/442	↱ 8/28	
415/858 ↳				
14 Heacock Street/Cactus Avenue				
624/995 / 189/361	↱ 403/227			
	↰ 155/135			
616/717 →	↱			
118/119 ↳				
15 Heacock Street/Iris Avenue				
92/100 / 216/387 / 121/250	↱ 68/115			
	← 1814/1306			
88/257 ↳	↰ 84/146			
776/1820 →	127/178 ↰	→ 261/350	↱ 68/118	
84/170 ↳				
16 Indian Street/Alessandro Boulevard				
49/45 / 371/556 / 107/73	↱ 64/61			
	← 1029/620			
56/75 ↳	↰ 40/44			
561/1055 →	141/111 ↰	→ 453/401	↱ 67/43	
121/250 ↳				
17 Indian Street/Cactus Avenue				
32/25 / 330/226 / 293/331	↱ 476/197			
	← 429/285			
75/27 ↳	↰ 23/20			
241/359 →	52/62 ↰	→ 293/212	↱ 28/40	
67/90 ↳				
18 Indian Street/Iris Avenue				
266/223 / 698/1124 / 239/235	↱ 160/168			
	← 1405/1061			
156/469 ↳	↰ 208/402			
650/1372 →	432/402 ↰	→ 948/876	↱ 194/262	
150/407 ↳				
19 Perris Boulevard/Alessandro Boulevard				
99/63 / 938/1598 / 95/163	↱ 112/77			
	← 827/614			
93/100 ↳	↰ 142/113			
552/818 →	287/225 ↰	→ 1356/1248	↱ 196/118	
180/272 ↳				
20 Perris Boulevard/Cactus Avenue				
99/48 / 811/1386 / 164/323	↱ 152/190			
	← 534/341			
64/70 ↳	↰ 367/400			
372/391 →	236/239 ↰	→ 1302/1306	↱ 378/412	
138/180 ↳				
21 Perris Boulevard/Iris Avenue				
4/52 / 1373/1858 / 79/123	↱ 160/124			
	← 133/77			
24/28 ↳	↰ 237/284			
156/140 →	104/92 ↰	→ 1751/1819	↱ 300/282	
92/118 ↳				
22 Perris Boulevard/Krameria Avenue				
96/155 / 1582/2174				
88/229 ↳				
39/179 ↳	129/173 ↰	→ 2183/1890	↱	
23 Perris Boulevard/San Michele Road				
70/83 / 1468/2166 / 99/94	↱ 51/100			
	← 68/20			
43/89 ↳	↰ 41/119			
5/62 →	114/29 ↰	→ 2270/1862	↱ 66/110	
63/156 ↳				
24 Perris Boulevard/Nandina Avenue				
440/527 / 925/1660 / 183/432	↱ 448/284			
	← 584/409			
377/554 ↳	↰ 3/14			
188/620 →	379/115 ↰	→ 1688/1108	↱ 29/15	
113/288 ↳				
25 Perris Boulevard/Harley Knox Boulevard				
179/129 / 135/299 / 149/128	↱ 176/188			
	← 1400/1171			
130/172 ↳	↰ 23/50			
902/1501 →	160/145 ↰	→ 190/266	↱ 24/40	
94/223 ↳				
26 Kitching Street/Alessandro Boulevard				
107/67 / 256/451 / 56/77	↱ 43/47			
	← 801/620			
96/41 ↳	↰ 28/48			
672/812 →	208/106 ↰	→ 403/320	↱ 28/32	
136/174 ↳				
27 Kitching Street/Cactus Avenue				
130/95 / 275/277 / 63/99	↱ 112/179			
	← 940/972			
78/173 ↳	↰ 583/585			
843/1067 →	157/89 ↰	→ 248/246	↱ 400/617	
106/126 ↳				
28 Kitching Street/Iris Avenue				
139/72 / 265/551 / 49/57	↱ 37/74			
	← 1136/929			
63/119 ↳	↰ 118/135			
634/1244 →	269/188 ↰	→ 479/489	↱ 156/192	
236/252 ↳				
29 Lasselle Street/Alessandro Boulevard				
48/24 / 566/762 / 117/74	↱ 110/142			
	← 574/541			
68/54 ↳	↰ 259/357			
504/557 →	194/120 ↰	→ 688/591	↱ 394/297	
190/245 ↳				
30 Lasselle Street/Cactus Avenue				
138/140 / 703/1056 / 244/79	↱ 191/95			
	← 281/113			
93/149 ↳	↰ 43/38			
366/86 →	164/174 ↰	→ 931/863	↱ 61/39	
116/235 ↳				
31 Lasselle Street/John F Kennedy Drive				
146/165 / 476/738 / 183/361	↱ 156/133			
	← 1104/1249			
200/316 ↳	↰ 695/718			
876/1049 →	470/313 ↰	→ 593/622	↱ 548/668	
361/409 ↳				
32 Lasselle Street/Iris Avenue				

LSA

FIGURE 6-3A

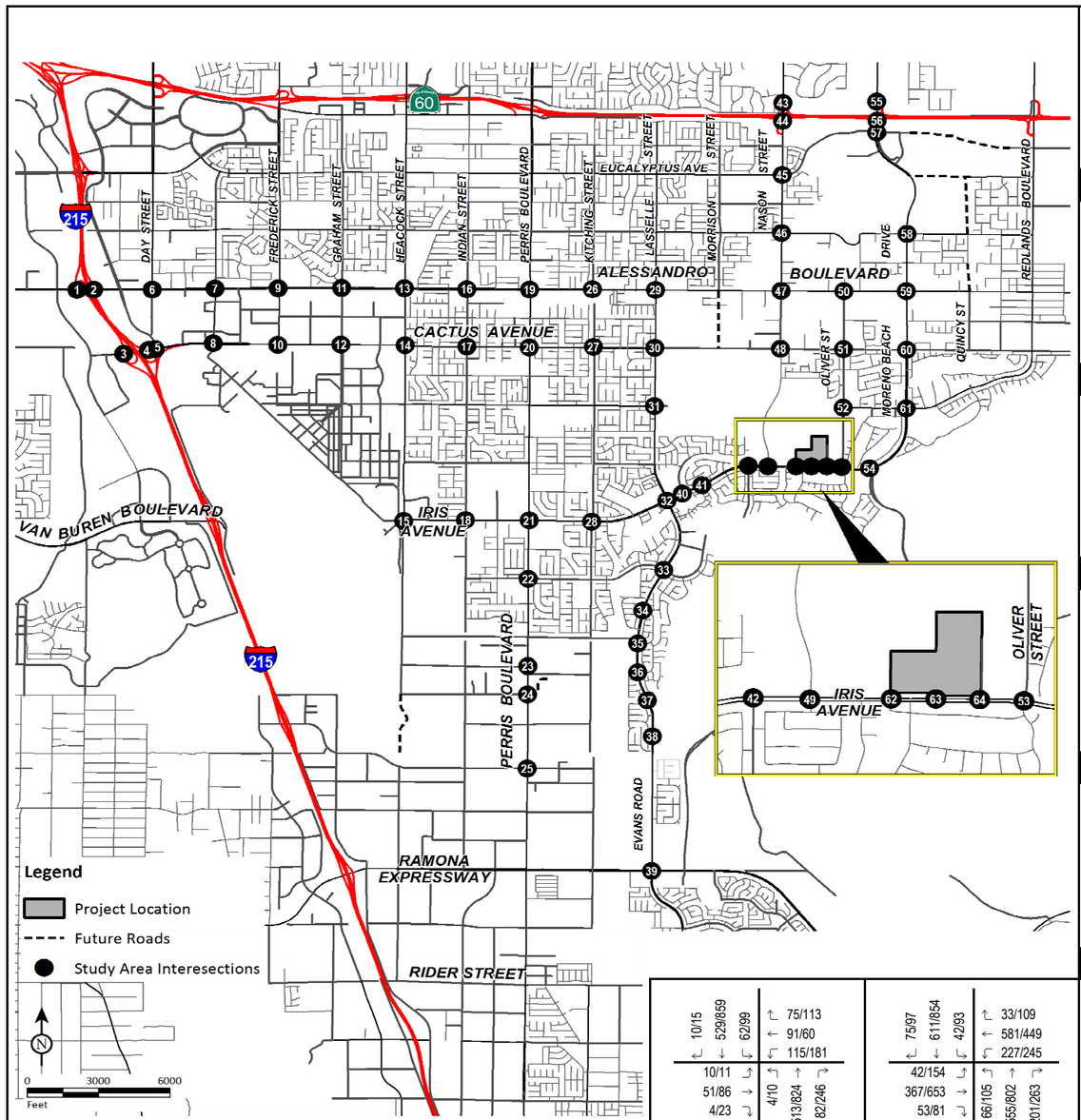
XXXX/YYYY

AM/PM Peak Hour PCE Volumes

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Phase II Project Completion Year (2032) with Project Peak Hour Traffic Volumes (Int. 1-32)



33 Lasselle Street/Krameria Avenue

166/123	942/1457	101/115
366/259		331/109
191/48		1255/1135
327/210		203/84
		88/72
		129/39
		82/59

34 Lasselle Street/Via Xavier Lane

11/26	1359/1540	14/30
28/13		4/1
5/2		1760/1187
		12/13
		40/29
		21/10

35 Lasselle Street/Lasselle Sports Park - Rojo Tierra

9/7	1423/1507	20/64
2/13		12/2
0/1		1741/1182
0/3		4/13
		60/35
		0/2
		10/4

36 Lasselle Street/Cremello Way - Avenida De Plata

54/25	1366/1443	27/58
83/60		7/10
4/10		1649/1102
7/12		32/45
		30/34
		8/2
		63/49

37 Lasselle Street/Avenida Classica - Kentucky Derby Drive

107/55	1245/1409	20/9
334/53		22/22
8/1		1338/1109
7/6		23/8
		29/4
		3/1
		47/8

38 Lasselle Street/Via De Anza - Rancho Verde High School

249/14	850/1360	214/147
114/12		64/63
85/5		1051/1016
37/20		295/79
		227/111
		2/4
		148/70

39 Evans Road/Ramona Expressway

456/373	557/958	417/586
307/380		492/240
727/1736		895/672
226/491		77/52
		683/528
		1709/984
		60/84

40 Camino Flores/Iris Avenue

79/123	2/1	141/117
103/197		11/2
1503/1879		2/0
7/2		2/2
		226/112
		1738/1877
		0/6

41 Coachlight Court - Avenida De Circo/Iris Avenue

111/75	64/112	
79/98		173/128
1410/1834		63/61
112/178		
		33/76
		1677/1786
		43/31

42 Grande Vista Drive/Iris Avenue

1580/1851		115/56
71/63		34/25
		1607/2001
		8/27

43 Nason Street/Elder Avenue - SR-60 Westbound Ramps

4/14	442/266	34/30
7/14		129/216
36/33		293/500
241/185		445/794
		44/48
		16/41
		230/248

44 Nason Street/SR-60 Eastbound Ramps

841/657	74/38	
42/102		795/1428
3/8		132/153
790/629		

45 Nason Street/Eucalyptus Avenue

118/85	1207/968	20/34
236/107		159/50
250/446		695/1205
301/100		406/505
		25/74
		281/331
		345/425

46 Nason Street/Cottonwood Avenue

131/104	1302/1090	46/85
99/113		28/35
53/86		961/1374
22/67		11/27
		141/62
		66/74
		8/7

47 Nason Street/Alessandro Boulevard

247/196	963/853	85/73
136/315		200/245
361/845		662/957
243/232		46/127
		175/101
		695/626
		150/43

48 Nason Street/Cactus Avenue

188/123	674/818	144/204
93/132		141/117
315/485		664/708
144/121		26/54
		129/136
		436/350
		31/80

49 Nason Street-Hillrose Lane/Iris Avenue

483/679	9/45	310/260
508/473		16/12
1069/1377		40/34
23/21		11/15
		194/370
		1116/1336
		9/26

50 Pearl Lane - Oliver Street/Alessandro Boulevard

	93/92	
22/110		141/79
454/867		34/29
64/69		
		42/0
		736/561
		14/25

51 Oliver Street/Cactus Avenue

7/7	51/46	4/15
24/9		218/96
255/339		107/57
223/95		81/102
		20/11
		282/242
		86/92

52 Oliver Street/John F Kennedy Drive

89/143		336/155
	277/185	69/31
		135/132
		29/40

53 Oliver Street/Iris Avenue

182/205	18/20	5/10
178/111		102/68
766/1390		27/13
28/82		22/29
		11/6
		1067/1017
		38/39

54 Via Del Lago/Iris Avenue - Moreno Beach Drive

43/21	0/3	7/13
15/35		59/44
750/1319		3/2
32/80		74/101
		5/20
		986/985
		46/170

55 Moreno Beach Drive/SR-60 Westbound Ramps

436/333	140/106	
		392/510
		466/668
		6/25
		212/251

56 Moreno Beach Drive/SR-60 Eastbound Ramps

639/571	13/12	
70/135		791/938
6/0		339/455
510/710		

57 Moreno Beach Drive/Eucalyptus Avenue

393/459	522/621	233/201
457/606		83/164
89/145		513/513
83/199		20/76
		165/273
		90/111
		17/69

58 Moreno Beach Drive/Cottonwood Avenue

10/15	529/859	62/99
10/11		4/10
51/86		513/824
4/23		82/246
		75/113
		91/60
		115/181

59 Moreno Beach Drive/Alessandro Boulevard

75/97	611/854	42/93
42/154		66/105
367/653		555/802
53/81		201/263
		33/109
		581/449
		227/245

60 Moreno Beach Drive/Cactus Avenue

92/114	589/829	20/121
87/126		87/108
111/230		594/834
77/138		84/98
		41/81
		159/170
		55/64

61 Moreno Beach Drive/John F Kennedy Drive

101/110	555/719	73/109
95/90		40/38
52/52		493/804
22/23		315/575
		89/72
		67/67
		431/443

62 Driveway 1/Iris Avenue

	76/281	
1406/1715		
		9/2
		1231/1442

63 Driveway 2/Iris Avenue

	46/130	68/209
509/289		
904/1382		
		107/49
		1193/1317

64 Driveway 3/Iris Avenue

	49/111	
971/1600		
		99/38
		1251/1252

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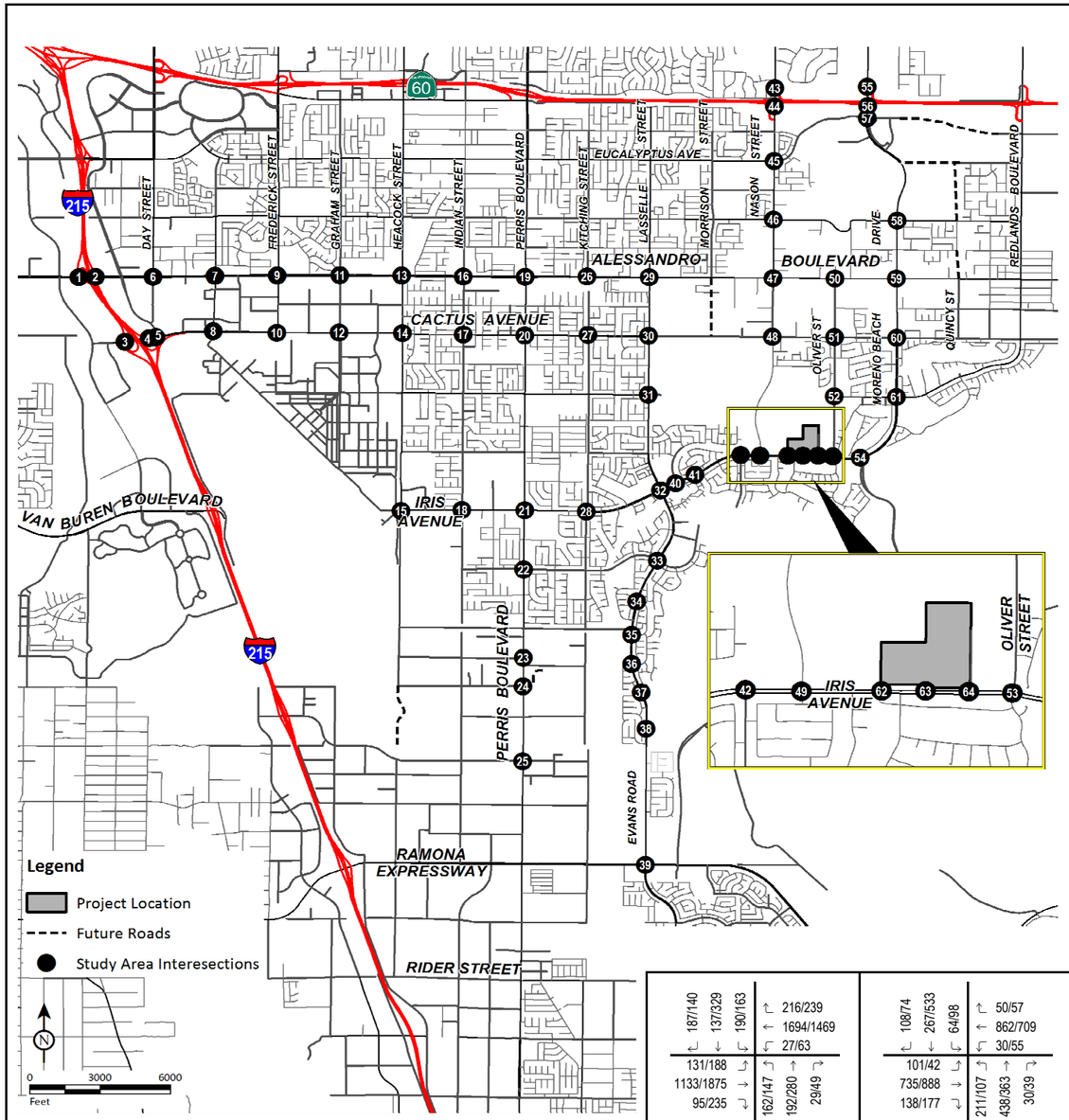
AM/PM Peak Hour PCE Volumes

FIGURE 6-3B

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Phase II Project Completion Year (2032) with Project Peak Hour Traffic Volumes (Int. 33-64)



275/344 / 316/413			261/186	
1600/2786	→		3401/2623	←
506/559	↵			

1 I-215 Southbound Ramps/Alessandro Boulevard

			117/303	
69/256	↵		2812/2298	←
1847/2943	→	850/511 / 1/0 / 163/272		

2 I-215 Northbound Ramps/Alessandro Boulevard

423/95			2078/1115	←
384/1202	→		514/668	↶
183/637	↵	811/620		

3 I-215 Southbound Ramps/Cactus Avenue

			355/588	
1195/1823	→		2592/1784	←

4 I-215 Northbound Ramps/Cactus Avenue

273/347 / 19/24 / 103/922			777/567	
24/77	↵		2348/1965	←
1069/1609	→	327/60	487/313	↶
103/137	↵		816/804	↵

5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue

786/962 / 59/114 / 276/697			376/421	
685/958	↵		1775/1368	←
866/1773	→	22/13	7/9	↶
17/11	↵	312/160	17/8	↵

6 Day Street/Alessandro Boulevard

121/109 / 169/260 / 46/63			58/70	
61/174	↵		1671/1237	←
788/1889	→	324/561	85/144	↶
349/439	↵	120/262	77/148	↵

7 Elsworth Street/Alessandro Boulevard

155/397 / 77/299 / 75/246			81/123	
178/308	↵		2291/1503	←
1246/2422	→	375/446	94/109	↶
330/368	↵	85/144	117/107	↵

8 Elsworth Street/Cactus Avenue

158/229 / 273/505 / 179/546			229/341	
174/345	↵		2068/1304	←
679/2100	→	73/79	127/90	↶
85/126	↵	356/378	23/112	↵

9 Frederick Street/Alessandro Boulevard

120/270 / 156/413			160/180	
218/88	↵		2469/1473	←
1226/2835	→			

10 Frederick Street/Cactus Avenue

77/86 / 207/352 / 190/249			126/256	
26/131	↵		2147/1555	←
839/2304	→	175/157	212/381	↶
69/269	↵	346/396	102/189	↵

11 Graham Street/Alessandro Boulevard

129/238 / 53/236 / 93/232			97/378	
384/646	↵		2039/1233	←
1224/2212	→	469/163	18/12	↶
221/462	↵	66/134	7/16	↵

12 Graham Street - Riverside Drive/Cactus Avenue

203/206 / 280/511 / 234/382			281/304	
165/241	↵		2190/1657	←
909/2332	→	213/204	27/88	↶
54/178	↵	445/543	40/103	↵

13 Heacock Street/Alessandro Boulevard

88/154 / 284/574 / 71/180			113/78	
133/178	↵		1069/865	←
676/1333	→	839/569	15/7	↶
420/877	↵	557/447	8/28	↵

14 Heacock Street/Cactus Avenue

737/1193 / 198/369			412/238	
↓	↵		197/175	↶
719/852	→	148/153		↵

15 Heacock Street/Iris Avenue

104/119 / 224/418 / 136/287			79/129	
107/295	↵		2130/1573	←
958/2153	→	130/203	91/159	↶
96/189	↵	268/373	70/130	↵

16 Indian Street/Alessandro Boulevard

53/51 / 407/643 / 110/75			64/63	
57/85	↵		1062/687	←
621/1090	→	152/127	41/46	↶
126/285	↵	491/465	69/45	↵

17 Indian Street/Cactus Avenue

32/27 / 371/248 / 301/366			493/206	
76/27	↵		462/329	←
277/389	→	53/82	29/25	↶
82/96	↵	297/267	35/55	↵

18 Indian Street/Iris Avenue

290/241 / 800/1288 / 275/278			179/193	
173/501	↵		1647/1270	←
802/1655	→	501/470	252/493	↶
181/477	↵	1050/987	233/326	↵

19 Perris Boulevard/Alessandro Boulevard

100/64 / 1121/1909 / 106/181			127/87	
94/101	↵		851/690	←
612/859	→	299/254	174/136	↶
200/308	↵	1562/1473	225/142	↵

20 Perris Boulevard/Cactus Avenue

116/56 / 1012/1690 / 197/386			172/230	
72/84	↵		561/390	←
409/438	→	252/266	426/475	↶
160/206	↵	1498/1580	421/471	↵

21 Perris Boulevard/Iris Avenue

4/58 / 1694/2258 / 84/130			162/134	
24/29	↵		135/79	←
158/142	→	106/107	255/325	↶
98/131	↵	2005/2192	317/315	↵

22 Perris Boulevard/Krameria Avenue

106/169 / 1879/2634				
95/249	↵			
42/192	→	132/186		↶
	↵	2486/2282		↵

23 Perris Boulevard/San Michele Road

89/97 / 1708/2576 / 136/125			65/139	
48/109	↵		90/27	←
7/79	→	139/29	52/160	↶
69/169	↵	2555/2208	89/138	↵

24 Perris Boulevard/Nandina Avenue

521/622 / 1042/1893 / 246/561			568/377	
440/651	↵		761/554	←
255/825	→	433/139	4/19	↶
131/344	↵	1830/1270	38/20	↵

25 Perris Boulevard/Harley Knox Boulevard

187/140 / 137/329 / 190/163			216/239	
131/188	↵		1694/1469	←
1133/1875	→	162/147	27/63	↶
95/235	↵	192/280	29/49	↵

26 Kitching Street/Alessandro Boulevard

108/74 / 267/533 / 64/98			50/57	
101/42	↵		862/709	←
735/888	→	211/107	30/55	↶
138/177	↵	438/363	30/39	↵

27 Kitching Street/Cactus Avenue

132/96 / 313/329 / 74/122			131/211	
79/176	↵		1044/1096	←
948/1198	→	164/101	760/779	↶
112/134	↵	276/299	520/840	↵

28 Kitching Street/Iris Avenue

166/94 / 268/644 / 67/78			51/102	
83/146	↵		1421/1230	←
838/1601	→	272/201	129/158	↶
256/267	↵	549/520	172/221	↵

29 Lasselle Street/Alessandro Boulevard

49/24 / 610/849 / 138/95			130/177	
68/55	↵		637/655	←
584/658	→	197/121	294/425	↶
192/248	↵	732/650	434/357	↵

30 Lasselle Street/Cactus Avenue

148/169 / 768/1164 / 247/79			193/96	
100/172	↵		283/119	←
369/88	→	182/213	44/39	↶
138/266	↵	995/951	61/40	↵

31 Lasselle Street/John F Kennedy Drive

167/196 / 479/748 / 214/425			180/162	
226/373	↵		1341/1537	←
1054/1316	→	516/353	767/790	↶
393/461	↵	595/627	612/749	↵

32 Lasselle Street/Iris Avenue

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FIGURE 6-4A

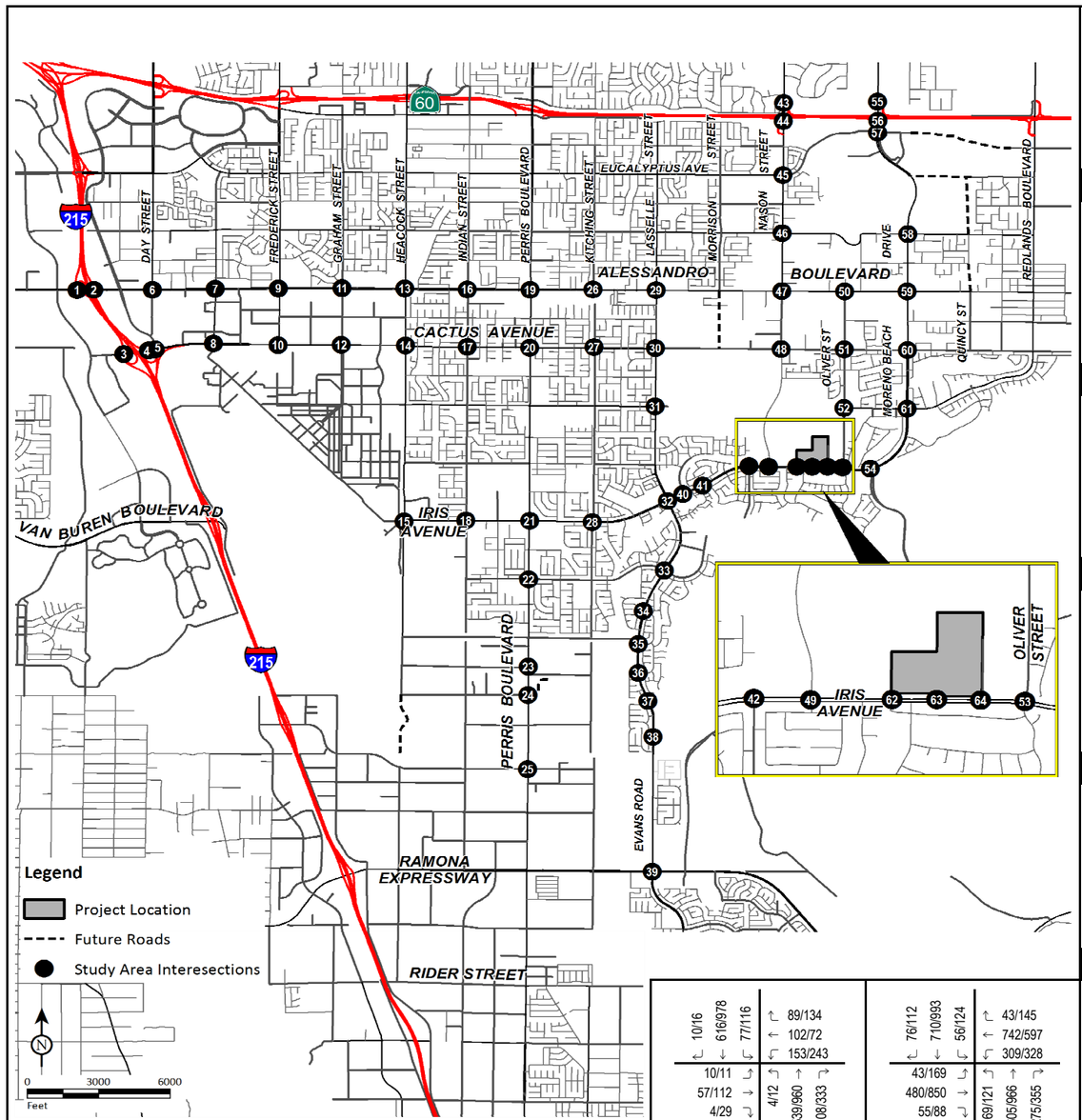
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AM/PM Peak Hour PCE Volumes

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Phase III Project Completion Year (2038) with Project Peak Hour Traffic Volumes (Int. 1-32)



197/145	1067/1617	112/121	91/77		
401/304			130/40		
193/49			83/60		
331/217		348/117	1384/1279	206/85	

33 Lasselle Street/Krameria Avenue

12/29	1475/1699	14/30	40/29		
32/15			21/10		
5/2		4/1	1895/1328	12/13	

34 Lasselle Street/Via Xavier Lane

9/7	1538/1661	21/68	64/37		
2/13			0/2		
0/1			10/4		
0/3		12/2	1873/1322	4/13	

35 Lasselle Street/Lasselle Sports Park - Rojo Tierra

67/28	1467/1581	33/76	35/44		
89/76			11/3		
5/14			77/64		
7/15		9/10	1773/1216	40/60	

36 Lasselle Street/Cremello Way - Avenida De Plata

108/58	1358/1561	20/9	29/4		
339/55			3/1		
8/1			47/8		
7/6		22/22	1473/1240	23/8	

37 Lasselle Street/Avenida Classica - Kentucky Derby Drive

250/17	960/1509	217/148	230/112		
122/14			2/4		
86/5			150/71		
38/20		65/64	1182/1144	297/80	

38 Lasselle Street/Via De Anza - Rancho Verde High School

463/381	651/1163	506/725	831/674		
315/387			1943/1117		
815/2014			76/113		
239/552		535/242	1060/801	98/68	

39 Evans Road/Ramona Expressway

80/124	2/1	147/121	229/117		
105/199			2070/2267		
1780/2290			0/6		
7/2		11/2	2/0	2/2	

40 Camino Flores/Iris Avenue

126/89	86/154		46/104		
100/118			1973/2132		
1670/2219			60/43		
141/233		196/160	85/85		

41 Coachlight Court - Avenida De Circo/Iris Avenue

			1965/2439		
1887/2303			9/27		
72/64		115/56	34/25		

42 Grande Vista Drive/Iris Avenue

4/15	474/289	35/33	52/61		
7/17			19/49		
37/38			272/292		
258/212		134/242	307/597	464/897	

43 Nason Street/Elder Avenue - SR-60 Westbound Ramps

	925/751	81/39			
44/104					
3/8					
871/653		820/1659	134/163		

44 Nason Street/SR-60 Eastbound Ramps

119/90	1345/1091	22/43	27/95		
239/127			357/420		
285/583			454/549		
343/122		200/57	760/1401	532/642	

45 Nason Street/Eucalyptus Avenue

139/106	1533/1294	56/111	164/79		
100/128			72/90		
59/112			10/9		
22/79		30/37	1123/1630	14/36	

46 Nason Street/Cottonwood Avenue

312/250	1095/991	101/84	199/118		
172/398			864/813		
463/1081			160/50		
327/308		258/342	761/1102	54/144	

47 Nason Street/Alessandro Boulevard

190/124	877/1004	182/254	161/177		
94/134			463/380		
329/525			40/104		
209/152		166/190	805/929	34/68	

48 Nason Street/Cactus Avenue

592/819	9/46	473/360	265/564		
606/585			1363/1633		
1273/1714			10/29		
24/22		17/12	41/34	15/18	

49 Nason Street-Hillrose Lane/Iris Avenue

	132/131		59/0		
31/156			873/703		
559/1079			18/33		
69/72		144/83	39/37		

50 Pearl Lane - Oliver Street/Alessandro Boulevard

7/7	59/50	4/18	22/13		
24/9			282/246		
258/340			115/122		
230/98		222/100	112/66	104/138	

51 Oliver Street/Cactus Avenue

104/182	297/220		155/160		
			33/43		
		365/186	71/34		

52 Oliver Street/John F Kennedy Drive

205/246	18/21	5/11	12/6		
204/141			1359/1219		
894/1768			39/40		
31/102		115/83	27/13	22/33	

53 Oliver Street/Iris Avenue

44/21	0/4	7/13	6/20		
16/35			1256/1171		
875/1678			58/223		
37/105		71/56	3/2	92/131	

54 Via Del Lago/Iris Avenue - Moreno Beach Drive

541/400	155/128		7/32		
			265/303		
		464/629	496/636		

55 Moreno Beach Drive/SR-60 Westbound Ramps

794/686	16/15				
75/152					
7/0					
583/810		889/1107	419/577		

56 Moreno Beach Drive/SR-60 Eastbound Ramps

508/562	588/669	279/266	214/344		
562/743			122/147		
109/198			21/84		
91/233		97/195	540/595	21/99	

57 Moreno Beach Drive/Eucalyptus Avenue

10/16	616/978	77/116	89/134		
10/11			102/72		
57/112			153/243		
4/29		4/12	539/960	108/333	

58 Moreno Beach Drive/Cottonwood Avenue

76/112	710/993	56/124	43/145		
43/169			742/597		
480/850			309/328		
55/88		69/121	605/966	275/355	

59 Moreno Beach Drive/Alessandro Boulevard

98/116	748/997	25/155	50/106		
88/133			179/199		
125/263			77/86		
80/140		87/110	690/1052	105/132	

60 Moreno Beach Drive/Cactus Avenue

105/126	713/869	74/115	95/73		
106/104			76/78		
59/64			551/527		
28/30		47/50	575/1017	365/731	

61 Moreno Beach Drive/John F Kennedy Drive

	125/432		13/4		
			1499/1783		
1775/2154					

62 Driveway 1/Iris Avenue

70/205	105/324		160/74		
			1441/1586		
760/408					
1022/1702					

63 Driveway 2/Iris Avenue

	67/167		145/60		
			1533/1489		
1126/2035					

64 Driveway 3/Iris Avenue

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FIGURE 6-4B

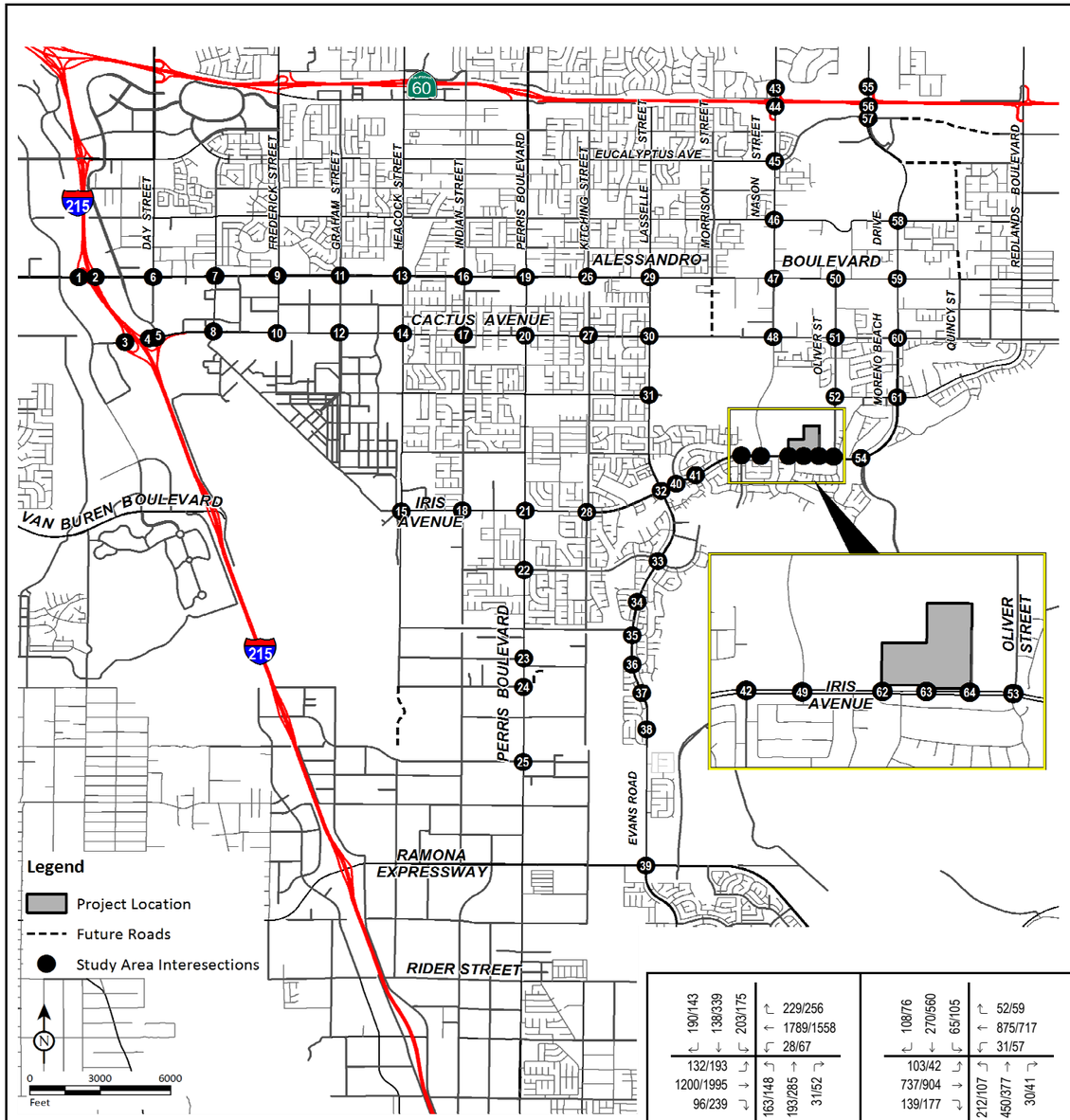
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AM/PM Peak Hour PCE Volumes

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Phase III Project Completion Year (2038) with Project Peak Hour Traffic Volumes (Int. 33-64)



1	I-215 Southbound Ramps/Alessandro Boulevard	280/345 328/432 268/194 1686/2916 3537/2765 527/571	
2	I-215 Northbound Ramps/Alessandro Boulevard	118/312 69/257 2952/2441 1945/3091 854/518 1/0 167/279	
3	I-215 Southbound Ramps/Cactus Avenue	442/95 2169/1167 390/1259 516/671 200/683 831/623	
4	I-215 Northbound Ramps/Cactus Avenue	355/588 1220/1882 2685/1838	
5	I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	296/370 21/26 112/992 825/613 25/83 2414/1995 1087/1655 108/144 330/61 510/336 819/819	
6	Day Street/Alessandro Boulevard	858/1047 63/122 299/749 403/447 743/1037 1830/1414 889/1827 7/9 17/11 23/13 337/170 17/8	
7	Elsworth Street/Alessandro Boulevard	127/114 175/273 46/63 58/70 63/183 1725/1279 815/1952 86/150 374/475 349/603 123/271 79/149	
8	Elsworth Street/Cactus Avenue	159/420 78/327 76/250 81/126 183/328 2350/1527 1248/2493 95/118 339/402 408/470 92/152 126/108	
9	Frederick Street/Alessandro Boulevard	158/236 274/524 186/575 242/355 181/352 2132/1346 705/2177 130/94 85/128 74/80 369/383 24/115	
10	Frederick Street/Cactus Avenue	121/282 156/419 161/181 227/88 2531/1495 1231/2912	
11	Graham Street/Alessandro Boulevard	78/88 213/369 199/260 126/266 26/133 2217/1610 877/2400 225/404 71/281 186/164 362/414 111/201	
12	Graham Street - Riverside Drive/Cactus Avenue	132/254 54/248 93/242 98/407 413/702 2074/1238 1242/2236 18/12 226/474 498/164 68/141 7/16	
13	Heacock Street/Alessandro Boulevard	206/212 281/513 245/396 295/317 172/248 2281/1738 961/2443 27/91 55/181 214/206 447/545 40/105	
14	Heacock Street/Cactus Avenue	90/164 280/591 71/187 113/79 139/184 1070/874 677/1353 15/7 422/883 856/579 563/449 8/28	
15	Heacock Street/Iris Avenue	775/1259 199/370 413/239 753/897 211/188 158/164	
16	Indian Street/Alessandro Boulevard	108/125 227/428 141/300 83/134 113/308 2233/1654 1011/2261 94/163 100/195 131/211 270/380 70/134	
17	Indian Street/Cactus Avenue	54/53 419/672 111/76 64/64 57/88 1067/690 623/1093 41/47 127/296 155/132 503/486 70/46	
18	Indian Street/Iris Avenue	33/27 385/255 302/377 498/208 77/27 472/341 287/398 31/26 87/98 54/88 298/285 36/59	
19	Perris Boulevard/Alessandro Boulevard	298/247 834/1342 286/291 185/200 179/511 1725/1331 844/1745 267/523 192/501 524/493 1084/1024 246/347	
20	Perris Boulevard/Cactus Avenue	101/64 1182/2013 108/186 131/89 95/102 852/696 614/864 185/144 206/320 303/264 1631/1548 235/150	
21	Perris Boulevard/Iris Avenue	121/59 1079/1792 206/406 178/242 75/88 568/401 416/451 444/495 167/215 257/275 1563/1671 431/488	
22	Perris Boulevard/Krameria Avenue	4/60 1799/2386 85/132 163/137 24/29 135/80 159/143 261/339 100/135 106/112 2085/2314 323/326	
23	Perris Boulevard/San Michele Road	109/173 1976/2782 97/255 43/197 133/190 2583/2411	
24	Perris Boulevard/Nandina Avenue	95/102 1786/2707 148/135 70/152 50/116 98/29 8/85 56/174 71/173 147/29 2646/2321 97/147	
25	Perris Boulevard/Harley Knox Boulevard	548/653 1080/1967 267/604 608/408 460/683 820/602 277/893 4/21 137/363 451/147 1874/1322 41/22	
26	Kitching Street/Alessandro Boulevard	190/143 138/339 203/175 229/256 132/193 1789/1558 1200/1995 28/67 96/239 163/148 193/285 31/52	
27	Kitching Street/Cactus Avenue	108/76 270/560 65/105 52/59 103/42 875/717 737/904 31/57 139/177 212/107 450/377 30/41	
28	Kitching Street/Iris Avenue	132/97 326/346 78/129 137/222 80/176 1075/1125 973/1236 818/843 114/136 166/105 286/317 559/914	
29	Lasselle Street/Alessandro Boulevard	175/101 269/675 70/84 55/108 90/155 1513/1319 896/1716 133/166 263/272 273/205 573/530 177/230	
30	Lasselle Street/Cactus Avenue	49/24 625/878 144/101 136/188 68/55 651/671 591/682 305/448 193/249 197/122 746/670 447/377	
31	Lasselle Street/John F Kennedy Drive	151/179 789/1200 248/79 194/97 102/179 284/121 370/88 44/39 142/275 187/222 1017/980 61/40	
32	Lasselle Street/Iris Avenue	174/206 480/751 220/444 187/166 235/392 1415/1620 1102/1399 787/800 403/478 531/366 596/629 621/770	

LSA

FIGURE 6-5A

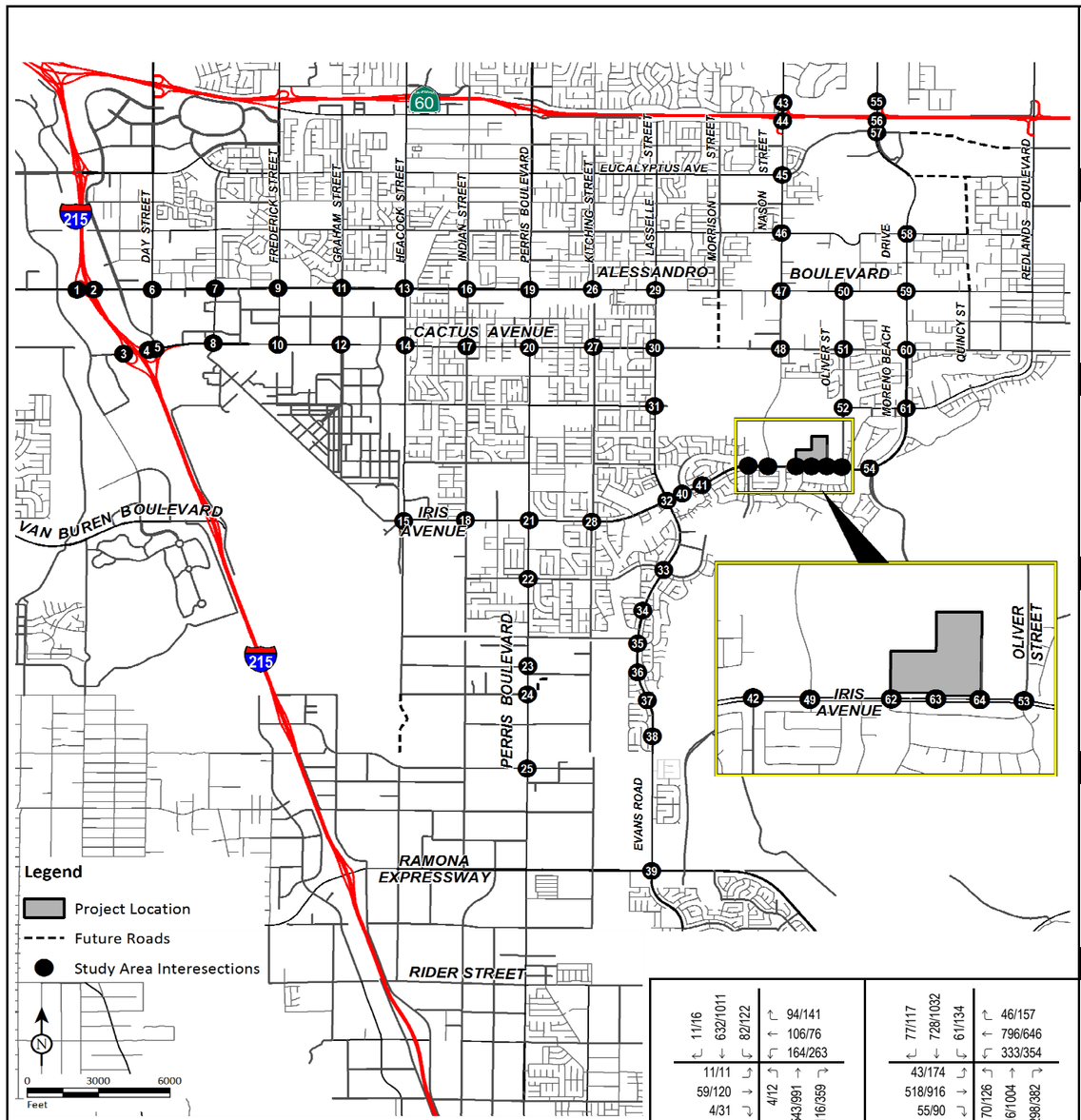
XXXX/YYYY

AM/PM Peak Hour PCE Volumes

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

General Plan Build-out (2040) with Project Peak Hour Traffic Volumes (Int. 1-32)



33 Lasselle Street/Krameria Avenue				34 Lasselle Street/Via Xavier Lane				35 Lasselle Street/Lasselle Sports Park - Rojo Tierra				36 Lasselle Street/Cremello Way - Avenida De Plata				37 Lasselle Street/Avenida Classica - Kentucky Derby Drive			
207/153	1104/1656	116/123	92/78	12/29	1510/1739	14/30	40/29	9/7	1573/1701	21/68	64/37	71/28	1497/1616	35/82	37/47	108/58	1393/1603	20/9	29/4
413/319	194/49	333/219	131/40	32/15	5/2	4/1	21/10	2/13	0/1	0/3	0/2	89/81	5/15	7/16	12/3	339/55	8/1	7/6	3/1
354/120	1414/1321	207/85	83/60	1928/1370	12/13	12/2	1906/1363	4/13	10/4	1805/1249	43/65	22/22	1510/1280	23/8	47/8				

38 Lasselle Street/Via De Anza - Rancho Verde High School				39 Evans Road/Ramona Expressway				40 Camino Flores/Iris Avenue				41 Coachlight Court - Avenida De Circo/Iris Avenue				42 Grande Vista Drive/Iris Avenue			
250/17	994/1551	218/149	231/112	465/383	681/1228	536/770	879/722	80/125	2/1	148/121	230/117	131/94	93/168	50/113				2073/2549	
123/14	86/5	39/20	2/4	317/388	845/2106	243/572	2021/1162	105/200	1842/2413	7/2	2170/2364	107/125	1726/2333	151/252	2061/2213	1958/2439	72/64	9/27	
65/64	1218/1184	298/80	150/71	550/242	1111/843	105/74	81/123	11/2	2/0	2/2	0/6	204/171	92/93	66/47		115/57	34/25		

43 Nason Street/Elder Avenue - SR-60 Westbound Ramps				44 Nason Street/SR-60 Eastbound Ramps				45 Nason Street/Eucalyptus Avenue				46 Nason Street/Cottonwood Avenue				47 Nason Street/Alessandro Boulevard			
4/16	484/296	35/34	55/65	951/782	83/39			120/92	1377/1125	23/46	28/102	142/107	1595/1355	60/120	172/85	333/268	1124/1030	106/88	207/124
7/18	37/40	263/220	20/52	286/307	45/104	3/8	887/655	823/1720	135/166	240/134	296/629	356/128	382/450	490/591	213/58	776/1450	574/688	101/133	61/121
22/83	31/38	1171/1699	15/39	184/426	497/1160	341/327	920/875	163/53	272/359	788/1133	56/149								

48 Nason Street/Cactus Avenue				49 Nason Street-Hillrose Lane/Iris Avenue				50 Pearl Lane - Oliver Street/Alessandro Boulevard				51 Oliver Street/Cactus Avenue				52 Oliver Street/John F Kennedy Drive			
191/125	915/1052	195/271	171/190	628/866	9/46	477/370	271/572			145/144	65/0	7/7	59/50	4/19	22/13	104/193	304/232		162/169
95/134	334/538	209/152	472/390	639/622	1309/1811	24/23	1434/1696	34/172	594/1150	69/72	919/750	24/9	259/341	231/99	282/247			373/191	71/34
166/190	841/970	36/73	43/112	17/12	41/34	15/18	10/29	145/84	40/39	18/35		222/100	112/66	111/149	123/131				33/43

53 Oliver Street/Iris Avenue				54 Via Del Lago/Iris Avenue - Moreno Beach Drive				55 Moreno Beach Drive/SR-60 Westbound Ramps				56 Moreno Beach Drive/SR-60 Eastbound Ramps				57 Moreno Beach Drive/Eucalyptus Avenue			
207/257	18/21	5/11	13/6	44/21	0/4	7/13	6/20	572/420	160/136		7/34	833/719	17/16			546/596	598/679	295/287	230/368
210/145	927/1865	31/106	1430/1274	16/35	907/1768	39/114	1320/1221			486/664	274/317	77/158	7/0	607/843		597/789	116/215	94/244	133/159
117/87	27/13	22/34	39/40	75/60	3/2	98/141	62/241	506/659				920/1158	443/609			102/205	544/608	21/107	22/89

58 Moreno Beach Drive/Cottonwood Avenue				59 Moreno Beach Drive/Alessandro Boulevard				60 Moreno Beach Drive/Cactus Avenue				61 Moreno Beach Drive/John F Kennedy Drive				62 Driveway 1/Iris Avenue				63 Driveway 2/Iris Avenue				64 Driveway 3/Iris Avenue			
11/16	632/1011	82/122	94/141	77/117	728/1032	61/134	46/157	100/117	782/1044	27/166	53/114	106/131	743/908	75/117	97/74		125/432		13/4	70/205	105/324		160/74	67/167			145/60
11/11	59/120	4/31	106/76	43/174	518/916	55/90	796/646	89/135	130/274	81/141	186/209	110/108	62/68	30/32	79/81	1815/2261			1574/1853	760/408	1062/1808		1516/1656	1166/2142			1608/1559
4/12	543/991	116/359	164/263	70/126	616/1004	298/382	333/354	87/110	715/1103	111/139	80/91	50/54	594/1063	381/779	587/554												

Legend

- Project Location
- Future Roads
- Study Area Interesections

LSA

FIGURE 6-5B

XXXX/YYYY

AM/PM Peak Hour PCE Volumes

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

General Plan Build-out (2040) with Project Peak Hour Traffic Volumes (Int. 33-64)

7.0 INTERSECTION AND ROADWAY SEGMENT LEVELS OF SERVICE

7.1 EXISTING LEVELS OF SERVICE

7.1.1 Study Intersections

Previously referenced Figure 3-1 illustrates existing study geometrics and traffic control. An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7-A summarizes the results of the analysis and shows that the following intersections are currently operating at an unsatisfactory LOS:

- Indian Street/Cactus Avenue (a.m. peak hour only);
- Kitching Street/Cactus Avenue (a.m. peak hour only);
- Lasselle Street/Cactus Avenue (a.m. peak hour only);
- Lasselle Street/Krameria Avenue (a.m. peak hour only);
- Lasselle Street/Via De Anza-Rancho Verde High School (a.m. peak hour only);
- Nason Street-Hillrose Lane/Iris Avenue (p.m. peak hour only); and
- Pearl Lane-Oliver Street/Alessandro Boulevard (a.m. peak hour only).

All other intersections currently operate at a satisfactory LOS.

Figure 7-1 illustrates intersection levels of service under existing conditions.

7.1.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7-B summarizes the results of this analysis and shows that the following roadway segments are currently operating at an unsatisfactory LOS:

- Moreno Beach Drive between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between Alessandro Boulevard and Cactus Avenue; and
- Cactus Avenue between I-215 Northbound Ramps-Old Frontage Road and Elsworth Street.

All other roadway segments operate at a satisfactory LOS.

Roadway segment levels of service under existing conditions are illustrated in Figure 7-2.

7.2 EXISTING WITH PROJECT LEVELS OF SERVICE

Analysis of the existing with project scenario is provided for CEQA compliance to identify direct project impacts if the project were to be built and in operation today. This scenario eliminates the effects of ambient growth and other cumulative projects and deals specifically with project impacts.

7.2.1 Study Intersections

An intersection LOS analysis was conducted for existing with project conditions using the methodologies previously discussed. Table 7-A summarizes the results of the analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under existing with project conditions:

- Indian Street/Cactus Avenue (a.m. peak hour only);
- Kitching Street/Cactus Avenue (a.m. peak hour only);
- Lasselle Street/Cactus Avenue (a.m. peak hour only);
- Lasselle Street/Krameria Avenue (a.m. peak hour only);
- Lasselle Street/Via De Anza-Rancho Verde High School (a.m. peak hour only);
- Nason Street-Hillrose Lane/Iris Avenue (a.m. and p.m. peak hours); and
- Pearl Lane-Oliver Street/Alessandro Boulevard (a.m. peak hour only).

All these intersections operate at an unsatisfactory LOS even under existing conditions; therefore, the project contributes to the existing deficiency at these intersections. As such, the project has a significant impact at these intersections. All other intersections are forecast to operate at a satisfactory LOS.

Figure 7-1 illustrates intersection levels of service under existing with project conditions.

7.2.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing with project conditions using the methodologies previously discussed. Table 7-B summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under existing with project conditions:

- Moreno Beach Drive between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between Alessandro Boulevard and Cactus Avenue;
- Alessandro Boulevard between Kitching Street and Lasselle Street;
- Alessandro Boulevard between Lasselle Street and Nason Street; and
- Cactus Avenue between I-215 Northbound Ramps-Old Frontage Road and Elsworth Street.

The two segments on Alessandro Boulevard do not operate at an unsatisfactory LOS under existing conditions; therefore, the project has a significant direct impact at these two segments. However, the two segments on Moreno Beach Drive and the one on Cactus Avenue operate at an unsatisfactory LOS even under existing conditions. Thus, the project contributes to the existing deficiency at these segments. As such, the project has a significant impact at these segments. All other roadway segments are forecast to operate at a satisfactory LOS.

Roadway segment levels of service under existing with project conditions are illustrated in Figure 7-3.

7.3 PHASE I PROJECT COMPLETION YEAR (2023) WITHOUT PROJECT LEVELS OF SERVICE

7.3.1 Study Intersections

An intersection LOS analysis was conducted for Phase I project completion year without project conditions using the methodologies previously discussed. Table 7-C summarizes the results of the analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under Phase I project completion year without project conditions:

- Elsworth Street/Cactus Avenue (p.m. peak hour only);
- Indian Street/Cactus Avenue (a.m. peak hour only);
- Kitching Street/Cactus Avenue (a.m. peak hour only);
- Kitching Street/Iris Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Lasselle Street/Cactus Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Krameria Avenue (a.m. peak hour only);
- Lasselle Street/Via De Anza-Rancho Verde High School (a.m. and p.m. peak hours);
- Evans Road/Ramona Expressway (a.m. peak hour only);
- Nason Street-Hillrose Lane/Iris Avenue (p.m. peak hour only);
- Pearl Lane-Oliver Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Moreno Beach Drive/SR-60 Eastbound Ramps (p.m. peak hour only); and
- Moreno Beach Drive/Alessandro Boulevard (p.m. peak hour only).

All other intersections are forecast to operate at a satisfactory LOS.

Figure 7-4 illustrates intersection levels of service under Phase I project completion year without project conditions.

7.3.2 Roadway Segments

A roadway segment LOS analysis was conducted for Phase I project completion year without project conditions using the methodologies previously discussed. Table 7-D summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under Phase I project completion year without project conditions:

- Moreno Beach Drive between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between Alessandro Boulevard and Cactus Avenue;

- Alessandro Boulevard between Kitching Street and Lasselle Street;
- Alessandro Boulevard between Lasselle Street and Nason Street;
- Alessandro Boulevard between Nason Street and Moreno Beach Drive; and
- Cactus Avenue between I-215 Northbound Ramps-Old Frontage Road and Elsworth Street.

All other roadway segments are forecast to operate at a satisfactory LOS.

Roadway segment levels of service under Phase I project completion year without project conditions are illustrated in Figure 7-5.

7.4 PHASE I PROJECT COMPLETION YEAR (2023) WITH PROJECT LEVELS OF SERVICE

7.4.1 Study Intersections

An intersection LOS analysis was conducted for Phase I project completion year with project conditions using the methodologies previously discussed. Table 7-C summarizes the results of the analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under Phase I project completion year with project conditions:

- Elsworth Street/Cactus Avenue (p.m. peak hour only);
- Indian Street/Cactus Avenue (a.m. peak hour only);
- Kitching Street/Cactus Avenue (a.m. peak hour only);
- Kitching Street/Iris Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Lasselle Street/Cactus Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Krameria Avenue (a.m. peak hour only);
- Lasselle Street/Via De Anza-Rancho Verde High School (a.m. and p.m. peak hours);
- Evans Road/Ramona Expressway (a.m. peak hour only);
- Nason Street-Hillrose Lane/Iris Avenue (p.m. peak hour only);
- Pearl Lane-Oliver Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Moreno Beach Drive/SR-60 Eastbound Ramps (p.m. peak hour only); and
- Moreno Beach Drive/Alessandro Boulevard (p.m. peak hour only).

All these intersections are forecast to operate at an unsatisfactory LOS even under Phase I project completion year without project conditions. Thus, the project contributes to the forecast deficiency at these intersections. As such, the project has a cumulative impact at these intersections. All other intersections are forecast to operate at a satisfactory LOS.

Figure 7-4 illustrates intersection levels of service under Phase I project completion year with project conditions.

7.4.2 Roadway Segments

A roadway segment LOS analysis was conducted for Phase I project completion year with project conditions using the methodologies previously discussed. Table 7-D summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under Phase I project completion year with project conditions:

- Moreno Beach Drive between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between Alessandro Boulevard and Cactus Avenue;
- Alessandro Boulevard between Kitching Street and Lasselle Street;
- Alessandro Boulevard between Lasselle Street and Nason Street;
- Alessandro Boulevard between Nason Street and Moreno Beach Drive; and
- Cactus Avenue between I-215 Northbound Ramps-Old Frontage Road and Elsworth Street.

These six segments are forecast to operate at an unsatisfactory LOS even under Phase I project completion year without project conditions. Thus, the project contributes to the forecast deficiency at these segments. As such, the project has a cumulative impact at all these segments. All other roadway segments are forecast to operate at a satisfactory LOS.

Roadway segment levels of service under Phase I project completion year with project conditions are illustrated in Figure 7-6.

7.5 PHASE II PROJECT COMPLETION YEAR (2032) WITHOUT PROJECT LEVELS OF SERVICE

7.5.1 Study Intersections

An intersection LOS analysis was conducted for Phase II project completion year without project conditions using the methodologies previously discussed. Table 7-E summarizes the results of the analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under Phase II project completion year without project conditions:

- I-215 Northbound Ramps-Old Frontage Road/Cactus Avenue (a.m. and p.m. peak hours);
- Day Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Elsworth Street/Alessandro Boulevard (p.m. peak hour only);
- Elsworth Street/Cactus Avenue (p.m. peak hour only);
- Graham Street/Alessandro Boulevard (p.m. peak hour only);
- Graham Street-Riverside Drive/Cactus Avenue (a.m. peak hour only);
- Indian Street/Cactus Avenue (a.m. peak hour only);
- Perris Boulevard/Alessandro Boulevard (p.m. peak hour only);
- Perris Boulevard/Harley Knox Boulevard (a.m. peak hour only);

- Kitching Street/Cactus Avenue (a.m. and p.m. peak hours);
- Kitching Street/Iris Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Lasselle Street/Cactus Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Iris Avenue (p.m. peak hour only);
- Lasselle Street/Krameria Avenue (a.m. peak hour only);
- Lasselle Street/Via De Anza-Rancho Verde High School (a.m. and p.m. peak hours);
- Evans Road/Ramona Expressway (a.m. peak hour only);
- Nason Street/Eucalyptus Avenue (a.m. peak hour only);
- Nason Street-Hillrose Lane/Iris Avenue (p.m. peak hour only);
- Pearl Lane-Oliver Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Moreno Beach Drive/SR-60 Eastbound Ramps (a.m. and p.m. peak hours); and
- Moreno Beach Drive/Alessandro Boulevard (a.m. and p.m. peak hours).

All other intersections are forecast to operate at a satisfactory LOS.

Figure 7-7 illustrates intersection levels of service under Phase II project completion year without project conditions.

7.5.2 Roadway Segments

A roadway segment LOS analysis was conducted for Phase II project completion year without project conditions using the methodologies previously discussed. Table 7-F summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under Phase II project completion year without project conditions:

- Lasselle Street, between Iris Avenue and Krameria Avenue;
- Lasselle Street between Krameria Avenue and Via Xavier Lane;
- Lasselle Street between Via Xavier Lane and Lasselle Sports Park-Rojo Tierra;
- Lasselle Street between Lasselle Sports Park-Rojo Tierra and Cremello Way-Avenida De Plata;
- Lasselle Street between Cremello Way-Avenida De Plata and Avenida Classica-Kentucky Derby Drive;
- Lasselle Street-Evans Road between Via De Anza-Rancho Verde High School and Ramona Expressway;
- Nason Street between Eucalyptus Avenue and Cottonwood Avenue;
- Nason Street between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between Cottonwood Avenue and Alessandro Boulevard;

- Moreno Beach Drive between Alessandro Boulevard and Cactus Avenue;
- Alessandro Boulevard between I-215 Northbound Ramps and Day Street;
- Alessandro Boulevard between Day Street and Elsworth Street;
- Alessandro Boulevard between Frederick Street and Graham Street;
- Alessandro Boulevard between Graham Street and Heacock Street;
- Alessandro Boulevard between Kitching Street and Lasselle Street;
- Alessandro Boulevard between Lasselle Street and Nason Street;
- Alessandro Boulevard between Nason Street and Moreno Beach Drive; and
- Cactus Avenue between I-215 Northbound Ramps-Old Frontage Road and Elsworth Street.

All other roadway segments are forecast to operate at a satisfactory LOS.

Roadway segment levels of service under Phase II project completion year without project conditions are illustrated in Figure 7-8.

7.6 PHASE II PROJECT COMPLETION YEAR (2032) WITH PROJECT LEVELS OF SERVICE

7.6.1 Study Intersections

An intersection LOS analysis was conducted for Phase II project completion year with project conditions using the methodologies previously discussed. Table 7-E summarizes the results of the analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under Phase II project completion year with project conditions:

- I-215 Northbound Ramps-Old Frontage Road/Cactus Avenue (a.m. and p.m. peak hours);
- Day Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Elsworth Street/Alessandro Boulevard (p.m. peak hour only);
- Elsworth Street/Cactus Avenue (p.m. peak hour only);
- Graham Street/Alessandro Boulevard (p.m. peak hour only);
- Graham Street-Riverside Drive/Cactus Avenue (a.m. peak hour only);
- Indian Street/Cactus Avenue (a.m. peak hour only);
- Perris Boulevard/Alessandro Boulevard (p.m. peak hour only);
- Perris Boulevard/Harley Knox Boulevard (a.m. peak hour only);
- Kitching Street/Cactus Avenue (a.m. and p.m. peak hours);
- Kitching Street/Iris Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Lasselle Street/Cactus Avenue (a.m. and p.m. peak hours);

- Lasselle Street/Iris Avenue (p.m. peak hour only);
- Lasselle Street/Krameria Avenue (a.m. peak hour only);
- Lasselle Street/Via De Anza-Rancho Verde High School (a.m. and p.m. peak hours);
- Evans Road/Ramona Expressway (a.m. peak hour only);
- Nason Street/Eucalyptus Avenue (a.m. peak hour only);
- Nason Street-Hillrose Lane/Iris Avenue (p.m. peak hour only);
- Pearl Lane-Oliver Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Moreno Beach Drive/SR-60 Eastbound Ramps (a.m. and p.m. peak hours); and
- Moreno Beach Drive/Alessandro Boulevard (a.m. and p.m. peak hours).

All these intersections are forecast to operate at an unsatisfactory LOS even under Phase II project completion year without project conditions. Thus, the project contributes to the forecast deficiency at these intersections. As such, the project has a cumulative impact at these intersections. All other intersections are forecast to operate at a satisfactory LOS.

Figure 7-7 illustrates intersection levels of service under Phase II project completion year with project conditions.

7.6.2 Roadway Segments

A roadway segment LOS analysis was conducted for Phase II project completion year with project conditions using the methodologies previously discussed. Table 7-F summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under Phase II project completion year with project conditions:

- Lasselle Street between Iris Avenue and Krameria Avenue;
- Lasselle Street, between Krameria Avenue and Via Xavier Lane;
- Lasselle Street between Via Xavier Lane and Lasselle Sports Park-Rojo Tierra;
- Lasselle Street between Lasselle Sports Park-Rojo Tierra and Cremello Way-Avenida De Plata;
- Lasselle Street between Cremello Way-Avenida De Plata and Avenida Classica-Kentucky Derby Drive;
- Lasselle Street-Evans Road between Via De Anza-Rancho Verde High School and Ramona Expressway;
- Nason Street between Eucalyptus Avenue and Cottonwood Avenue;
- Nason Street between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between SR-60 Eastbound Ramps and Eucalyptus Avenue;
- Moreno Beach Drive between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between Alessandro Boulevard and Cactus Avenue;

- Alessandro Boulevard between I-215 Northbound Ramps and Day Street;
- Alessandro Boulevard between Day Street and Elsworth Street;
- Alessandro Boulevard between Frederick Street and Graham Street;
- Alessandro Boulevard between Graham Street and Heacock Street;
- Alessandro Boulevard between Kitching Street and Lasselle Street;
- Alessandro Boulevard between Lasselle Street and Nason Street;
- Alessandro Boulevard between Nason Street and Moreno Beach Drive; and
- Cactus Avenue between I-215 Northbound Ramps-Old Frontage Road and Elsworth Street.

All these segments, except for the segment of Moreno Beach Drive between SR-60 Eastbound Ramps and Eucalyptus Avenue, are forecast to operate at an unsatisfactory LOS even under Phase II project completion year without project conditions. Thus, the project contributes to the forecast deficiency at these segments. As such, the project has a cumulative impact at all these segments. All other roadway segments are forecast to operate at a satisfactory LOS.

Roadway segment levels of service under Phase II project completion year with project conditions are illustrated in Figure 7-9.

7.7 PHASE III PROJECT COMPLETION YEAR (2038) WITHOUT PROJECT LEVELS OF SERVICE

7.7.1 Study Intersections

An intersection LOS analysis was conducted for Phase III project completion year without project conditions using the methodologies previously discussed. Table 7-G summarizes the results of the analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under Phase III project completion year without project conditions:

- I-215 Northbound Ramps-Old Frontage Road/Cactus Avenue (a.m. and p.m. peak hours);
- Day Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Elsworth Street/Alessandro Boulevard (p.m. peak hour only);
- Elsworth Street/Cactus Avenue (p.m. peak hour only);
- Frederick Street/Alessandro Boulevard (p.m. peak hour only);
- Graham Street/Alessandro Boulevard (p.m. peak hour only);
- Graham Street-Riverside Drive/Cactus Avenue (a.m. peak hour only);
- Indian Street/Cactus Avenue (a.m. and p.m. peak hours);
- Perris Boulevard/Alessandro Boulevard (a.m. and p.m. peak hours);
- Perris Boulevard/Cactus Avenue (p.m. peak hour only);
- Perris Boulevard/Iris Avenue (p.m. peak hour only);

- Perris Boulevard/Harley Knox Boulevard (a.m. and p.m. peak hours);
- Kitching Street/Cactus Avenue (a.m. and p.m. peak hours);
- Kitching Street/Iris Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Lasselle Street/Cactus Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Iris Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Krameria Avenue (a.m. peak hour only);
- Lasselle Street/Via De Anza-Rancho Verde High School (a.m. and p.m. peak hours);
- Evans Road/Ramona Expressway (a.m. and p.m. peak hours);
- Nason Street/Eucalyptus Avenue (a.m. peak hour only);
- Nason Street/Alessandro Boulevard (p.m. peak hour only);
- Nason Street-Hillrose Lane/Iris Avenue (p.m. peak hour only);
- Pearl Lane-Oliver Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Moreno Beach Drive/SR-60 Eastbound Ramps (a.m. and p.m. peak hours);
- Moreno Beach Drive/Eucalyptus Avenue (p.m. peak hour only);
- Moreno Beach Drive/Cottonwood Avenue (p.m. peak hour only); and
- Moreno Beach Drive/Alessandro Boulevard (a.m. and p.m. peak hours).

All other intersections are forecast to operate at a satisfactory LOS.

Figure 7-10 illustrates intersection levels of service under Phase III project completion year without project conditions.

7.7.2 Roadway Segments

A roadway segment LOS analysis was conducted for Phase III project completion year without project conditions using the methodologies previously discussed. Table 7-H summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under Phase III project completion year without project conditions:

- Perris Boulevard between Krameria Avenue and San Michele Road;
- Perris Boulevard between San Michele Road and Nandina Avenue;
- Perris Boulevard between Nandina Avenue and Harley Knox Boulevard;
- Lasselle Street between Iris Avenue and Krameria Avenue;
- Lasselle Street between Krameria Avenue and Via Xavier Lane;
- Lasselle Street between Via Xavier Lane and Lasselle Sports Park-Rojo Tierra;

- Lasselle Street between Lasselle Sports Park-Rojo Tierra and Cremello Way-Avenida De Plata;
- Lasselle Street between Cremello Way-Avenida De Plata and Avenida Classica-Kentucky Derby Drive;
- Lasselle Street between Avenida Classica-Kentucky Derby Drive and Via De Anza-Rancho Verde High School;
- Lasselle Street-Evans Road between Via De Anza-Rancho Verde High School and Ramona Expressway;
- Nason Street between Eucalyptus Avenue and Cottonwood Avenue;
- Nason Street between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between SR-60 Eastbound Ramps and Eucalyptus Avenue;
- Moreno Beach Drive between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between Alessandro Boulevard and Cactus Avenue;
- Alessandro Boulevard between I-215 Northbound Ramps and Day Street;
- Alessandro Boulevard between Day Street and Elsworth Street;
- Alessandro Boulevard between Frederick Street and Graham Street;
- Alessandro Boulevard between Graham Street and Heacock Street;
- Alessandro Boulevard between Heacock Street and Indian Street;
- Alessandro Boulevard between Perris Boulevard and Kitching Street;
- Alessandro Boulevard between Kitching Street and Lasselle Street;
- Alessandro Boulevard between Lasselle Street and Nason Street;
- Alessandro Boulevard between Nason Street and Moreno Beach Drive;
- Cactus Avenue between I-215 Northbound Ramps-Old Frontage Road and Elsworth Street;
- Cactus Avenue between Frederick Street and Graham Street-Riverside Drive;
- Iris Avenue between Perris Boulevard and Kitching Street;
- Iris Avenue between Camino Flores and Coachlight Court-Avenida De Circo;
- Iris Avenue between Coachlight Court-Avenida De Circo and Grande Vista Drive; and
- Iris Avenue between Grande Vista Drive and Nason Street-Hillrose Lane.

All other roadway segments are forecast to operate at a satisfactory LOS.

Roadway segment levels of service under Phase III project completion year without project conditions are illustrated in Figure 7-11.

7.8 PHASE III PROJECT COMPLETION YEAR (2038) WITH PROJECT LEVELS OF SERVICE

7.8.1 Study Intersections

An intersection LOS analysis was conducted for Phase III project completion year with project conditions using the methodologies previously discussed. Table 7-G summarizes the results of the analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under Phase III project completion year with project conditions:

- I-215 Northbound Ramps-Old Frontage Road/Cactus Avenue (a.m. and p.m. peak hours);
- Day Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Elsworth Street/Alessandro Boulevard (p.m. peak hour only);
- Elsworth Street/Cactus Avenue (p.m. peak hour only);
- Frederick Street/Alessandro Boulevard (p.m. peak hour only);
- Graham Street/Alessandro Boulevard (p.m. peak hour only);
- Graham Street-Riverside Drive/Cactus Avenue (a.m. and p.m. peak hours);
- Heacock Street/Alessandro Boulevard (p.m. peak hour only);
- Indian Street/Cactus Avenue (a.m. and p.m. peak hours);
- Perris Boulevard/Alessandro Boulevard (a.m. and p.m. peak hours);
- Perris Boulevard/Cactus Avenue (p.m. peak hour only);
- Perris Boulevard/Iris Avenue (p.m. peak hour only);
- Perris Boulevard/Harley Knox Boulevard (a.m. and p.m. peak hours);
- Kitching Street/Cactus Avenue (a.m. and p.m. peak hours);
- Kitching Street/Iris Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Lasselle Street/Cactus Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Iris Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Krameria Avenue (a.m. peak hour only);
- Lasselle Street/Via De Anza-Rancho Verde High School (a.m. and p.m. peak hours);
- Evans Road/Ramona Expressway (a.m. and p.m. peak hours);
- Nason Street/Eucalyptus Avenue (a.m. and p.m. peak hours);
- Nason Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Nason Street-Hillrose Lane/Iris Avenue (a.m. and p.m. peak hours);
- Pearl Lane-Oliver Street/Alessandro Boulevard (a.m. and p.m. peak hours);

- Moreno Beach Drive/SR-60 Eastbound Ramps (a.m. and p.m. peak hours);
- Moreno Beach Drive/Eucalyptus Avenue (p.m. peak hour only);
- Moreno Beach Drive/Cottonwood Avenue (p.m. peak hour only);
- Moreno Beach Drive/Alessandro Boulevard (a.m. and p.m. peak hours); and
- Driveway 1/Iris Avenue (p.m. peak hour only).

All these intersections except for the intersections of Heacock Street/Alessandro Boulevard and Driveway 1/Iris Avenue are forecast to operate at an unsatisfactory LOS even under Phase III project completion year without project conditions. Thus, the project contributes to the forecast deficiency at these intersections. As such, the project has a cumulative impact at these intersections. All other intersections are forecast to operate at a satisfactory LOS.

Figure 7-10 illustrates intersection levels of service under Phase III project completion year with project conditions.

7.8.2 Roadway Segments

A roadway segment LOS analysis was conducted for Phase III project completion year with project conditions using the methodologies previously discussed. Table 7-H summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under Phase III project completion year with project conditions:

- Perris Boulevard between Krameria Avenue and San Michele Road;
- Perris Boulevard between San Michele Road and Nandina Avenue;
- Perris Boulevard between Nandina Avenue and Harley Knox Boulevard;
- Lasselle Street between Iris Avenue and Krameria Avenue;
- Lasselle Street between Krameria Avenue and Via Xavier Lane;
- Lasselle Street between Via Xavier Lane and Lasselle Sports Park-Rojo Tierra;
- Lasselle Street between Lasselle Sports Park-Rojo Tierra and Cremello Way-Avenida De Plata;
- Lasselle Street between Cremello Way-Avenida De Plata and Avenida Classica-Kentucky Derby Drive;
- Lasselle Street between Avenida Classica-Kentucky Derby Drive and Via De Anza-Rancho Verde High School;
- Lasselle Street-Evans Road between Via De Anza-Rancho Verde High School and Ramona Expressway;
- Nason Street between Eucalyptus Avenue and Cottonwood Avenue;
- Nason Street between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between SR-60 Eastbound Ramps and Eucalyptus Avenue;

- Moreno Beach Drive between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between Alessandro Boulevard and Cactus Avenue;
- Alessandro Boulevard between I-215 Northbound Ramps and Day Street;
- Alessandro Boulevard between Day Street and Elsworth Street;
- Alessandro Boulevard between Frederick Street and Graham Street;
- Alessandro Boulevard between Graham Street and Heacock Street;
- Alessandro Boulevard between Heacock Street and Indian Street;
- Alessandro Boulevard between Perris Boulevard and Kitching Street;
- Alessandro Boulevard between Kitching Street and Lasselle Street;
- Alessandro Boulevard between Lasselle Street and Nason Street;
- Alessandro Boulevard between Nason Street and Moreno Beach Drive;
- Cactus Avenue between I-215 Northbound Ramps-Old Frontage Road and Elsworth Street;
- Cactus Avenue between Elsworth Avenue and Frederick Street;
- Cactus Avenue between Frederick Street and Graham Street-Riverside Drive;
- Iris Avenue between Perris Boulevard and Kitching Street;
- Iris Avenue between Lasselle Street and Camino Flores;
- Iris Avenue between Camino Flores and Coachlight Court-Avenida De Circo;
- Iris Avenue between Coachlight Court-Avenida De Circo and Grande Vista Drive; and
- Iris Avenue between Grande Vista Drive and Nason Street-Hillrose Lane.

All these segments, except for the segment of Cactus Avenue between Elsworth Street and Frederick Street and the segment of Iris Avenue between Lasselle Street and Camino Flores, are forecast to operate at an unsatisfactory LOS even under Phase III project completion year without project conditions. Thus, the project contributes to the forecast deficiency at these segments. As such, the project has a cumulative impact at all these segments. All other roadway segments are forecast to operate at a satisfactory LOS.

Roadway segment levels of service under Phase III project completion year with project conditions are illustrated in Figure 7-12.

7.9 GENERAL PLAN BUILD-OUT (2040) WITHOUT PROJECT LEVELS OF SERVICE

7.9.1 Study Intersections

An intersection LOS analysis was conducted for General Plan build-out without project conditions using the methodologies previously discussed. Table 7-I summarizes the results of this analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under General Plan build-out without project conditions:

- I-215 Northbound Ramps-Old 215 Frontage Road/Cactus Avenue (a.m. and p.m. peak hours);
- Day Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Elsworth Street/Alessandro Boulevard (p.m. peak hour only);
- Elsworth Street/Cactus Avenue (p.m. peak hour only);
- Frederick Street/Alessandro Boulevard (p.m. peak hour only);
- Graham Street/Alessandro Boulevard (p.m. peak hour only);
- Graham Street-Riverside Drive/Cactus Avenue (a.m. and p.m. peak hours);
- Heacock Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Indian Street/Cactus Avenue (a.m. and p.m. peak hours);
- Perris Boulevard/Alessandro Boulevard (a.m. and p.m. peak hours);
- Perris Boulevard/Cactus Avenue (p.m. peak hour only);
- Perris Boulevard/Iris Avenue (p.m. peak hour only);
- Perris Boulevard/Krameria Avenue (p.m. peak hour only);
- Perris Boulevard/Harley Knox Boulevard (a.m. and p.m. peak hours);
- Kitching Street/Cactus Avenue (a.m. and p.m. peak hours);
- Kitching Street/Iris Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Lasselle Street/Cactus Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Iris Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Krameria Avenue (a.m. peak hour only);
- Lasselle Street/Via De Anza-Rancho Verde High School (a.m. and p.m. peak hours);
- Evans Road/Ramona Expressway (a.m. and p.m. peak hours);
- Nason Street/Eucalyptus Avenue (a.m. and p.m. peak hours);
- Nason Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Nason Street-Hillrose Lane/Iris Avenue (a.m. and p.m. peak hours);
- Pearl Lane-Oliver Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Moreno Beach Drive/SR-60 Eastbound Ramps (a.m. and p.m. peak hours);
- Moreno Beach Drive/Eucalyptus Avenue (p.m. peak hour only);
- Moreno Beach Drive/Cottonwood Avenue (p.m. peak hour only); and
- Moreno Beach Drive/Alessandro Boulevard (a.m. and p.m. peak hours).

All other study intersections are forecast to operate at a satisfactory LOS.

Figure 7-13 illustrates intersection levels of service under General Plan build-out without project conditions.

7.9.2 Roadway Segments

A roadway segment LOS analysis was conducted for General Plan build-out without project conditions using the methodologies previously discussed. Table 7-J summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under General Plan build-out without project conditions:

- Perris Boulevard between Iris Avenue and Krameria Avenue;
- Perris Boulevard between Krameria Avenue and San Michele Road;
- Perris Boulevard between San Michele Road and Nandina Avenue;
- Perris Boulevard between Nandina Avenue and Harley Knox Boulevard;
- Lasselle Street between Iris Avenue and Krameria Avenue;
- Lasselle Street between Krameria Avenue and Via Xavier Lane;
- Lasselle Street between Via Xavier Lane and Lasselle Sports Park-Rojo Tierra;
- Lasselle Street between Lasselle Sports Park-Rojo Tierra and Cremello Way-Avenida De Plata;
- Lasselle Street between Cremello Way-Avenida De Plata and Avenida Classica-Kentucky Derby Drive;
- Lasselle Street between Avenida Classica-Kentucky Derby Drive and Via De Anza-Rancho Verde High School;
- Lasselle Street-Evans Road, between Via De Anza-Rancho Verde High School and Ramona Expressway;
- Nason Street between Eucalyptus Avenue and Cottonwood Avenue;
- Nason Street between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between SR-60 Eastbound Ramps and Eucalyptus Avenue;
- Moreno Beach Drive between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between Alessandro Boulevard and Cactus Avenue;
- Alessandro Boulevard between I-215 Northbound Ramps and Day Street;
- Alessandro Boulevard between Day Street and Elsworth Street;
- Alessandro Boulevard between Frederick Street and Graham Street;
- Alessandro Boulevard between Graham Street and Heacock Street;
- Alessandro Boulevard between Heacock Street and Indian Street;
- Alessandro Boulevard between Indian Street and Perris Boulevard;
- Alessandro Boulevard between Perris Boulevard and Kitching Street;

- Alessandro Boulevard between Kitching Street and Lasselle Street;
- Alessandro Boulevard between Lasselle Street and Nason Street;
- Alessandro Boulevard between Nason Street and Moreno Beach Drive;
- Cactus Avenue between I-215 Northbound Ramps-Old Frontage Road and Elsworth Street;
- Cactus Avenue between Elsworth Avenue and Frederick Street;
- Cactus Avenue between Frederick Street and Graham Street-Riverside Drive;
- Iris Avenue between Perris Boulevard and Kitching Street;
- Iris Avenue between Lasselle Street and Camino Flores;
- Iris Avenue between Camino Flores and Coachlight Court-Avenida De Circo;
- Iris Avenue between Coachlight Court-Avenida De Circo and Grande Vista Drive; and
- Iris Avenue between Grande Vista Drive and Nason Street-Hillrose Lane.

All other roadway segments are forecast to operate at a satisfactory LOS.

Roadway segment levels of service under General Plan build-out without project conditions are illustrated in Figure 7-14.

7.10 GENERAL PLAN BUILD-OUT (2040) WITH PROJECT LEVELS OF SERVICE

7.10.1 Study Intersections

An intersection LOS analysis was conducted for General Plan build-out with project conditions using the methodologies previously discussed. Table 7-I summarizes the results of this analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under General Plan build-out with project conditions:

- I-215 Northbound Ramps-Old 215 Frontage Road/Cactus Avenue (a.m. and p.m. peak hours);
- Day Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Elsworth Street/Alessandro Boulevard (p.m. peak hour only);
- Elsworth Street/Cactus Avenue (p.m. peak hour only);
- Frederick Street/Alessandro Boulevard (p.m. peak hour only);
- Graham Street/Alessandro Boulevard (p.m. peak hour only);
- Graham Street-Riverside Drive/Cactus Avenue (a.m. and p.m. peak hours);
- Heacock Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Indian Street/Cactus Avenue (a.m. and p.m. peak hours);
- Perris Boulevard/Alessandro Boulevard (a.m. and p.m. peak hours);
- Perris Boulevard/Cactus Avenue (p.m. peak hour only);

- Perris Boulevard/Iris Avenue (p.m. peak hour only);
- Perris Boulevard/Krameria Avenue (p.m. peak hour only);
- Perris Boulevard/Harley Knox Boulevard (a.m. and p.m. peak hours);
- Kitching Street/Cactus Avenue (a.m. and p.m. peak hours);
- Kitching Street/Iris Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Lasselle Street/Cactus Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Iris Avenue (a.m. and p.m. peak hours);
- Lasselle Street/Krameria Avenue (a.m. peak hour only);
- Lasselle Street/Via De Anza-Rancho Verde High School (a.m. and p.m. peak hours);
- Evans Road/Ramona Expressway (a.m. and p.m. peak hours);
- Nason Street/Eucalyptus Avenue (a.m. and p.m. peak hours);
- Nason Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Nason Street-Hillrose Lane/Iris Avenue (a.m. and p.m. peak hours);
- Pearl Lane-Oliver Street/Alessandro Boulevard (a.m. and p.m. peak hours);
- Moreno Beach Drive/SR-60 Eastbound Ramps (a.m. and p.m. peak hours);
- Moreno Beach Drive/Eucalyptus Avenue (p.m. peak hour only);
- Moreno Beach Drive/Cottonwood Avenue (p.m. peak hour only);
- Moreno Beach Drive/Alessandro Boulevard (a.m. and p.m. peak hours); and
- Driveway 1/Iris Avenue (p.m. peak hour only).

All the intersections except for the intersection of Driveway 1/Iris Avenue are forecast to operate at an unsatisfactory LOS even under General Plan build-out without project conditions. Thus, the project contributes to the forecast deficiency at these intersections. As such, the project has a cumulative impact at these intersections. All other intersections are forecast to operate at a satisfactory LOS.

Figure 7-13 illustrates intersection levels of service under General Plan build-out with project conditions.

Detailed intersection level of service worksheets are provided in Appendix D.

7.10.2 Roadway Segments

A roadway segment LOS analysis was conducted for General Plan build-out with project conditions using the methodologies previously discussed. Table 7-J summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under General Plan build-out with project conditions:

- Perris Boulevard between Iris Avenue and Krameria Avenue;
- Perris Boulevard between Krameria Avenue and San Michele Road;
- Perris Boulevard between San Michele Road and Nandina Avenue;
- Perris Boulevard between Nandina Avenue and Harley Knox Boulevard;
- Lasselle Street between Iris Avenue and Krameria Avenue;
- Lasselle Street between Krameria Avenue and Via Xavier Lane;
- Lasselle Street between Via Xavier Lane and Lasselle Sports Park-Rojo Tierra;
- Lasselle Street between Lasselle Sports Park-Rojo Tierra and Cremello Way-Avenida De Plata;
- Lasselle Street between Cremello Way-Avenida De Plata and Avenida Classica-Kentucky Derby Drive;
- Lasselle Street between Avenida Classica-Kentucky Derby Drive and Via De Anza-Rancho Verde High School;
- Lasselle Street-Evans Road between Via De Anza-Rancho Verde High School and Ramona Expressway;
- Nason Street between Eucalyptus Avenue and Cottonwood Avenue;
- Nason Street between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between SR-60 Eastbound Ramps and Eucalyptus Avenue;
- Moreno Beach Drive between Cottonwood Avenue and Alessandro Boulevard;
- Moreno Beach Drive between Alessandro Boulevard and Cactus Avenue;
- Alessandro Boulevard between I-215 Northbound Ramps and Day Street;
- Alessandro Boulevard between Day Street and Elsworth Street;
- Alessandro Boulevard between Frederick Street and Graham Street;
- Alessandro Boulevard between Graham Street and Heacock Street;
- Alessandro Boulevard between Heacock Street and Indian Street;
- Alessandro Boulevard between Indian Street and Perris Boulevard;
- Alessandro Boulevard between Perris Boulevard and Kitching Street;
- Alessandro Boulevard between Kitching Street and Lasselle Street;
- Alessandro Boulevard between Lasselle Street and Nason Street;
- Alessandro Boulevard between Nason Street and Moreno Beach Drive;
- Cactus Avenue between I-215 Northbound Ramps-Old Frontage Road and Elsworth Street;
- Cactus Avenue between Elsworth Avenue and Frederick Street;
- Cactus Avenue between Frederick Street and Graham Street-Riverside Drive;

- Iris Avenue between Perris Boulevard and Kitching Street;
- Iris Avenue between Lasselle Street and Camino Flores;
- Iris Avenue between Camino Flores and Coachlight Court-Avenida De Circo;
- Iris Avenue between Coachlight Court-Avenida De Circo and Grande Vista Drive;
- Iris Avenue between Grande Vista Drive and Nason Street-Hillrose Lane; and
- Iris Avenue between Nason Street-Hillrose Lane and Driveway 1.

All these segments, except for the segment of Iris Avenue between Hillrose Lane and Driveway 1, are forecast to operate at an unsatisfactory LOS even under General Plan build-out without project conditions. Thus, the project contributes to the forecast deficiency at these segments. As such, the project has a cumulative impact at all these segments. All other roadway segments are forecast to operate at a satisfactory LOS.

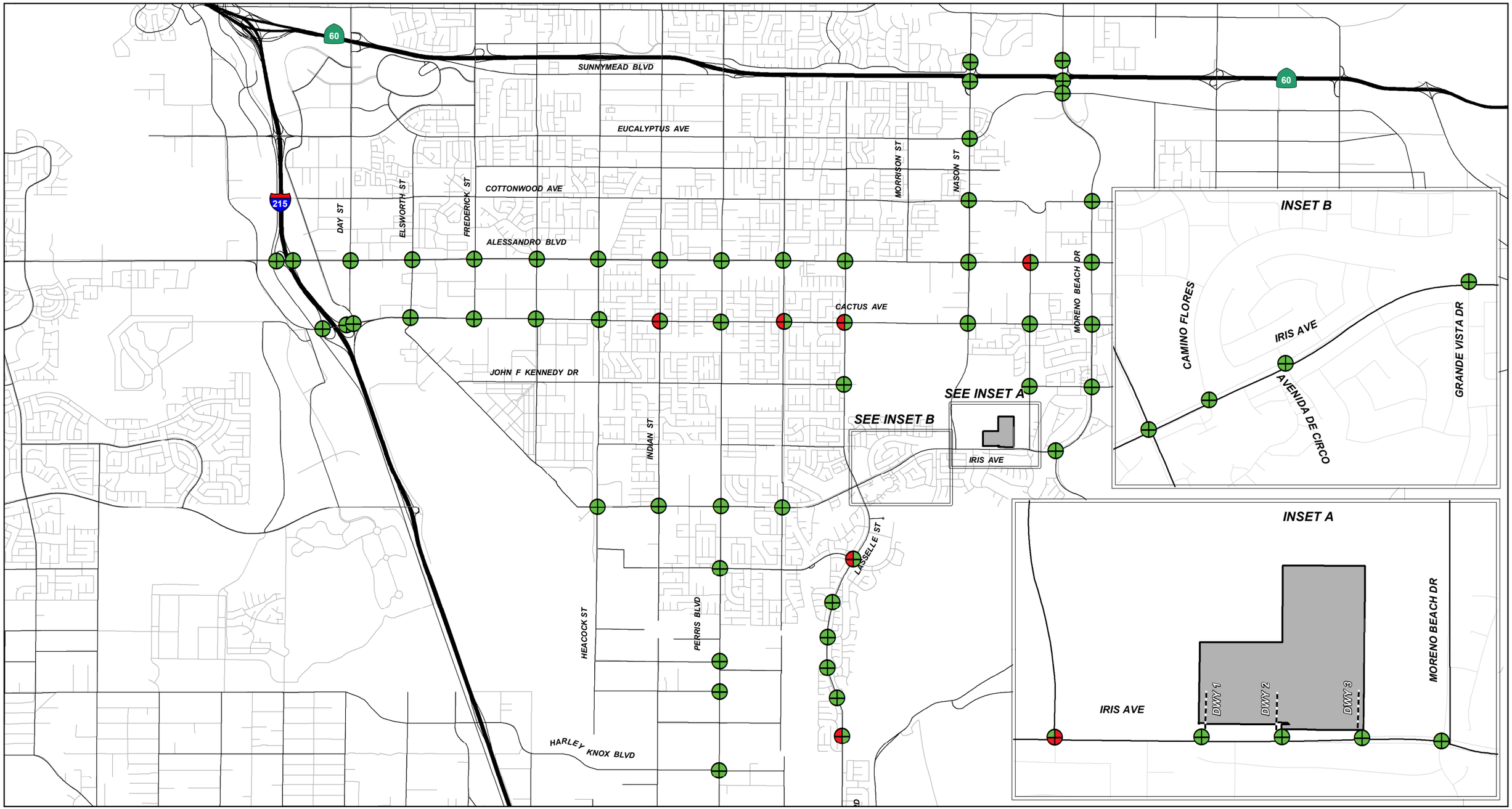
Roadway segment levels of service under General Plan build-out with project conditions are illustrated in Figure 7-15.

Detailed Level of Service Worksheets are included in Appendix E.

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- Figure 7-2: Existing without Project Roadway Segments Daily Volumes and Levels of Service
- Figure 7-3: Existing with Project Roadway Segments Daily Volumes and Levels of Service
- Figure 7-4: Phase I Project Completion Year (2023) Intersection Levels of Service
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- Figure 7-6: Phase I Project Completion Year (2023) with Project Roadway Segments Daily Volumes and Levels of Service
- Figure 7-7: Phase II Project Completion Year (2032) Intersection Levels of Service
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LSA

LEGEND

- Project Location
- AM Level of Service
- PM Level of Service
- Without Project Level of Service
- With Project Level of Service
- Acceptable Level of Service
- Unacceptable Level of Service

0 2000 4000
FEET

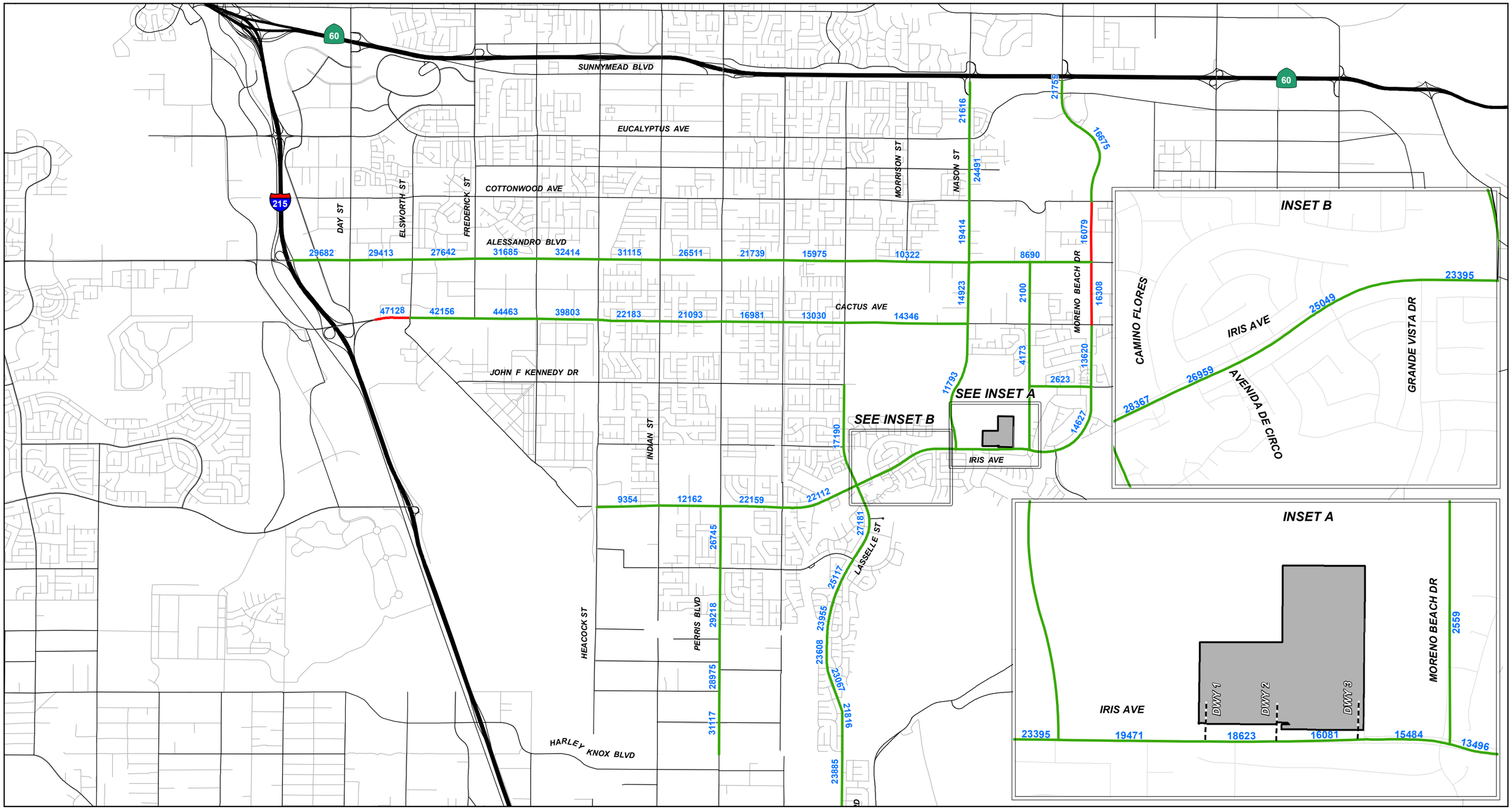
SOURCE: Riverside County, 2015.

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FIGURE 7-1

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Existing Intersection Levels of Service



LSA

LEGEND

- Project Location
- Acceptable Levels of Service
- Unacceptable Levels of Service
- XXXXX Daily Volumes

0 2000 4000
FEET

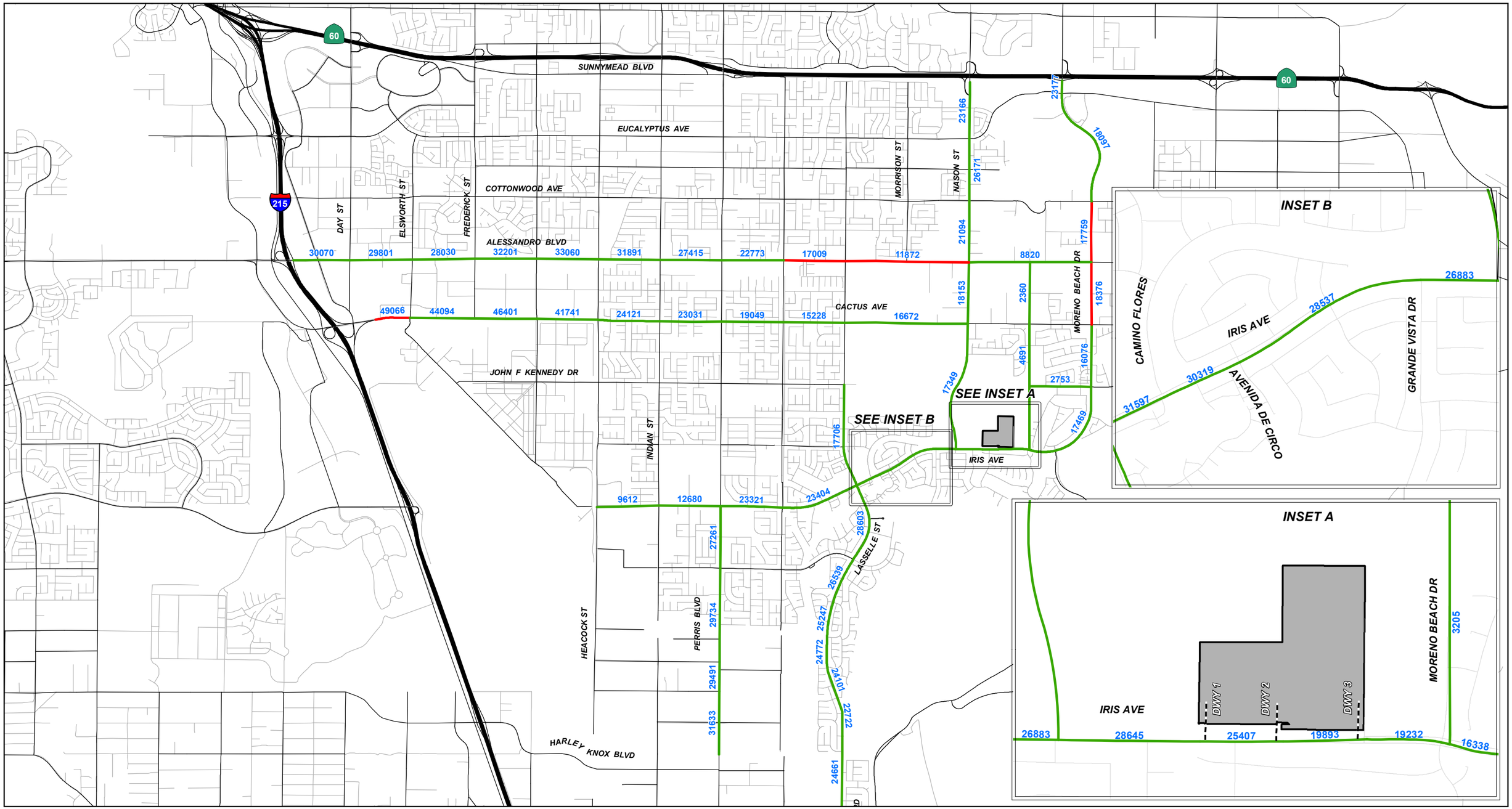
SOURCE: Riverside County, 2015.

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FIGURE 7-2

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Existing without Project Roadway Segment Daily Volumes and Levels of Service



LSA

LEGEND

- Project Location
- Acceptable Levels of Service
- Unacceptable Llevels of Service
- XXXXX Daily Volumes

0 2000 4000 FEET

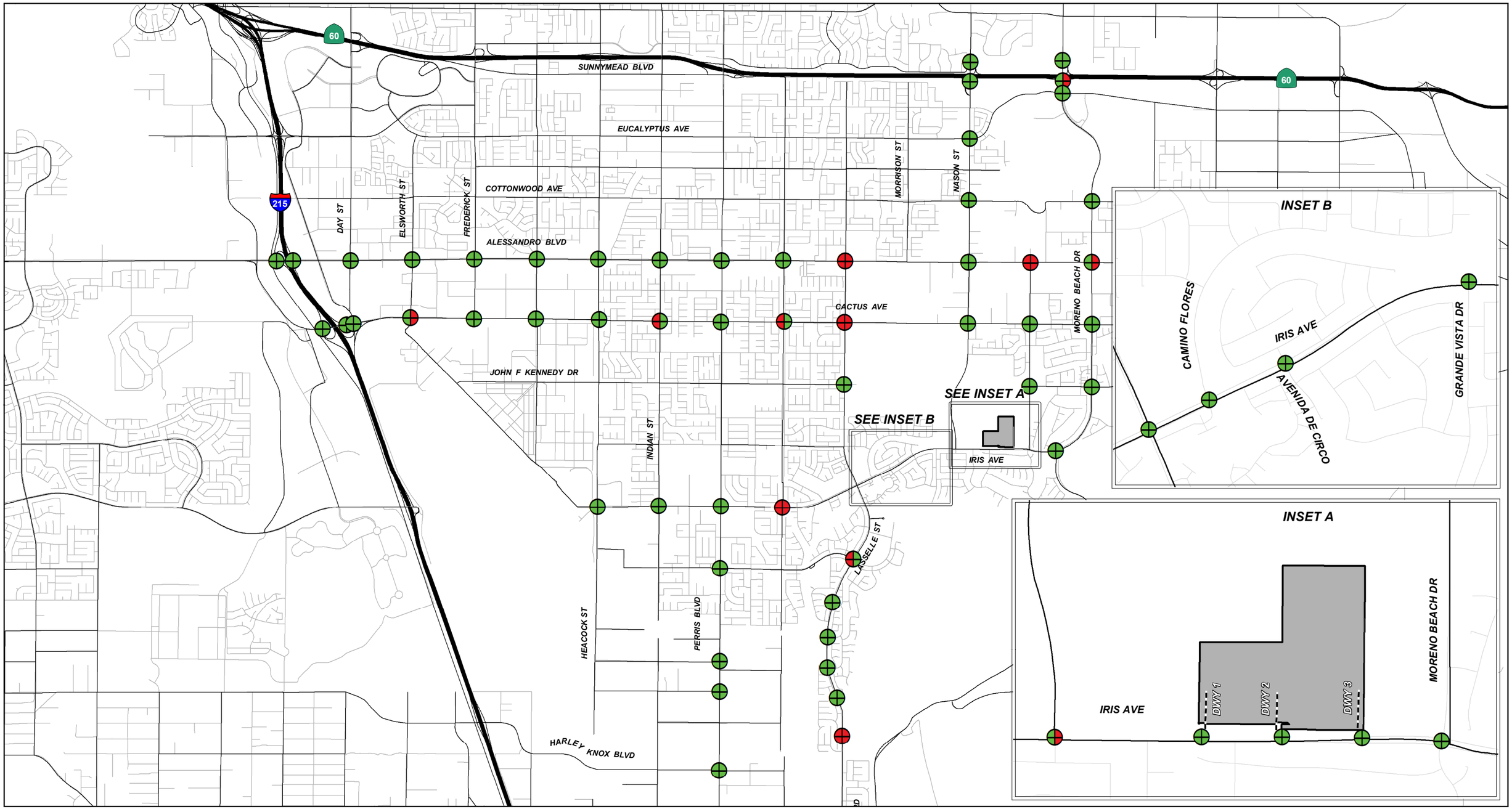
SOURCE: Riverside County, 2015.

I:\KSP1702\Reports\Traffic\fig7-3_Rdway_Exist_WP_ADT_LOS.mxd (9/18/2019)

FIGURE 7-3

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Existing with Project Roadway Segment Daily Volumes and Levels of Service



LSA

LEGEND

- Project Location
- AM Level of Service
- PM Level of Service
- Without Project Level of Service
- With Project Level of Service
- Acceptable Level of Service
- Unacceptable Level of Service

0 2000 4000
FEET

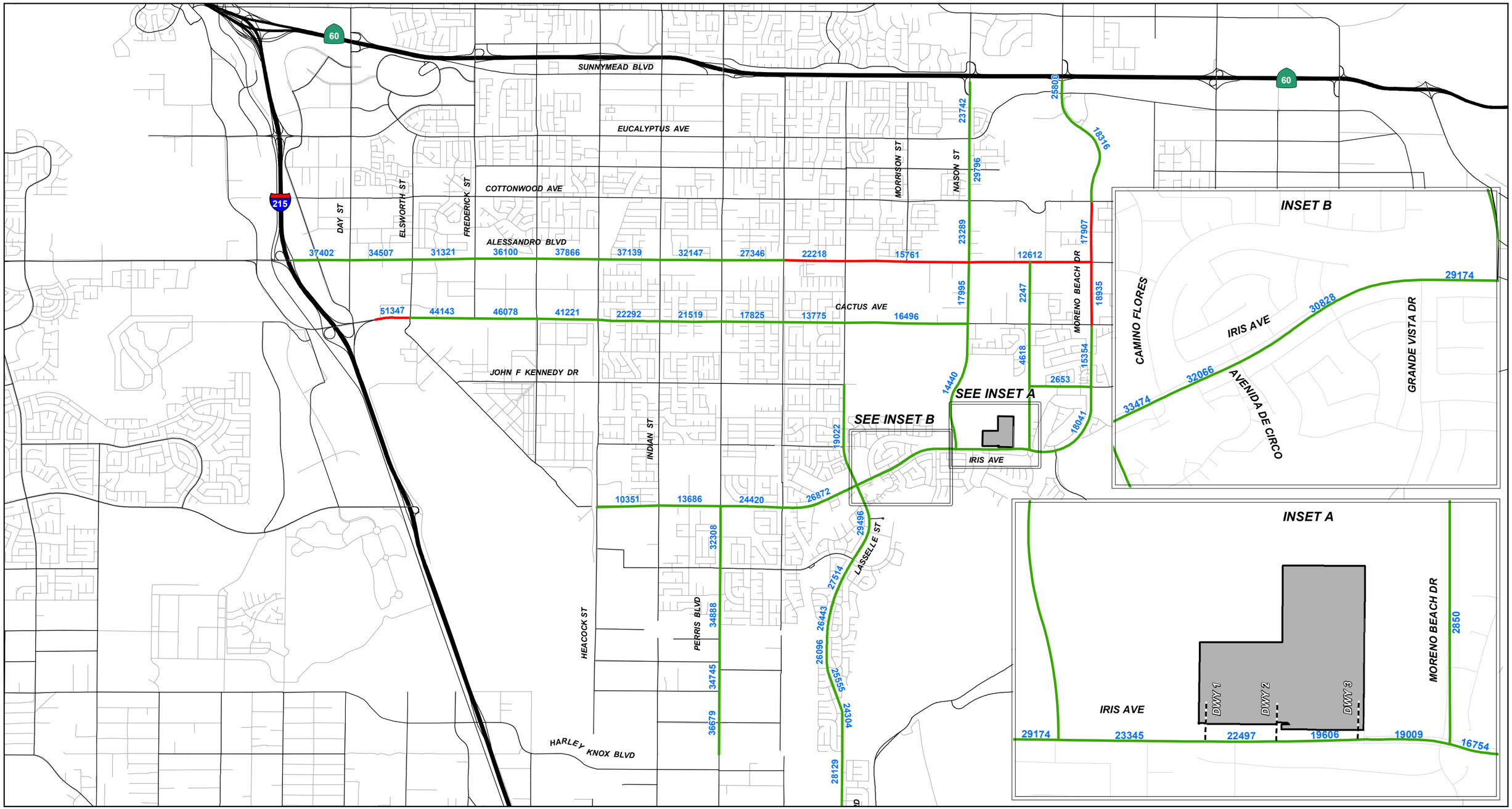
SOURCE: Riverside County, 2015.

I:\KSP1702\Reports\Traffic\fig7-4_INT_OYPHI_LOS.mxd (3/27/2019)

FIGURE 7-4

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase I Project Completion Year (2023) Intersection Levels of Service



LSA

LEGEND

- Project Location
- Acceptable Levels of Service
- Unacceptable Levels of Service
- XXXXX Daily Volumes

0 2000 4000 FEET

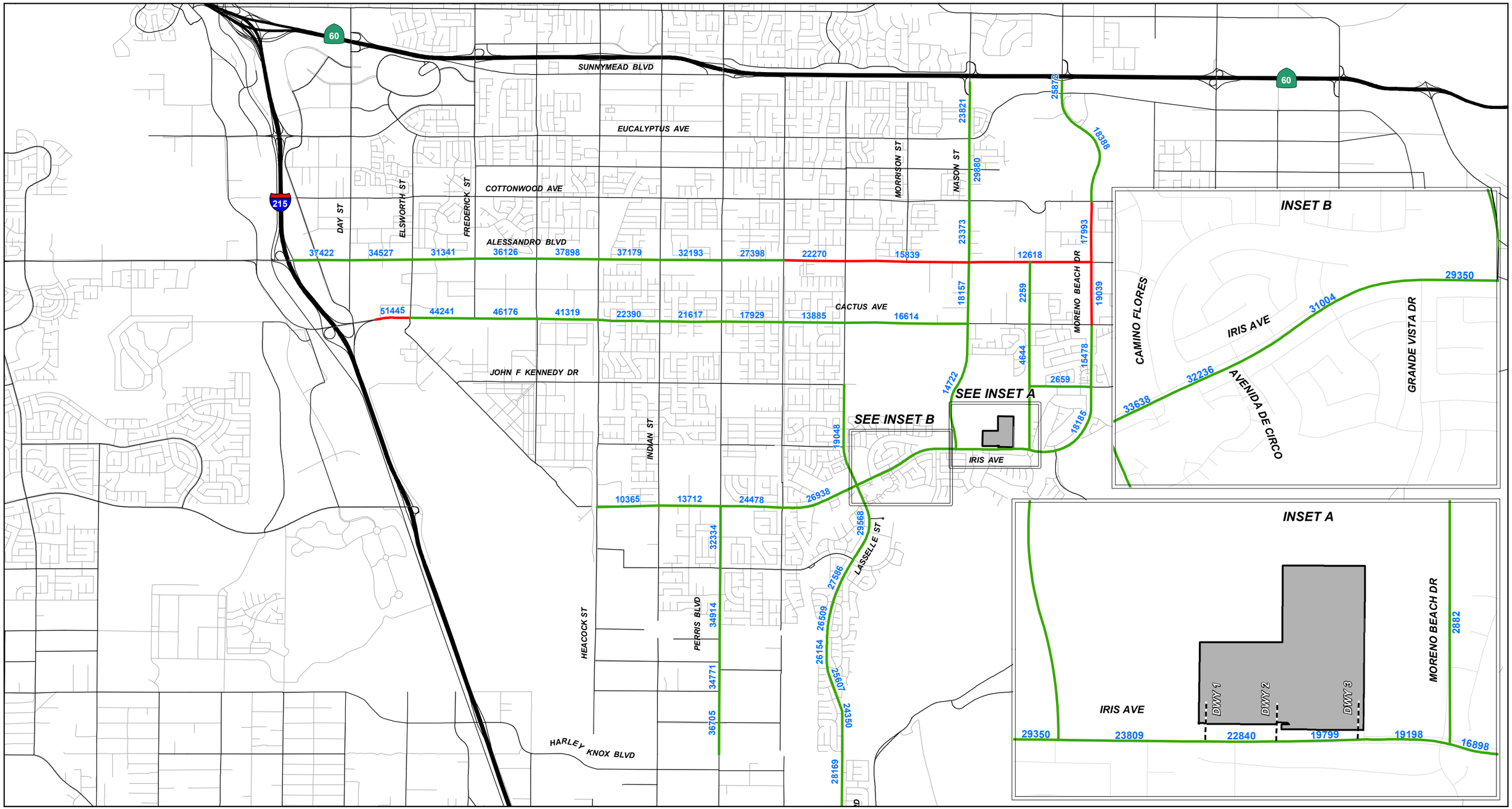
SOURCE: Riverside County, 2015.

I:\KSP1702\Reports\Traffic\fig7-5_Rdway_OYPHI_NP_ADT_LOS.mxd (9/18/2019)

FIGURE 7-5

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase I Project Completion Year (2023) without Project Roadway Segment Daily Volumes and Levels of Service



LSA

LEGEND

- Project Location
- Acceptable Levels of Service
- Unacceptable Levels of Service
- XXXXX Daily Volumes

0 2000 4000
FEET

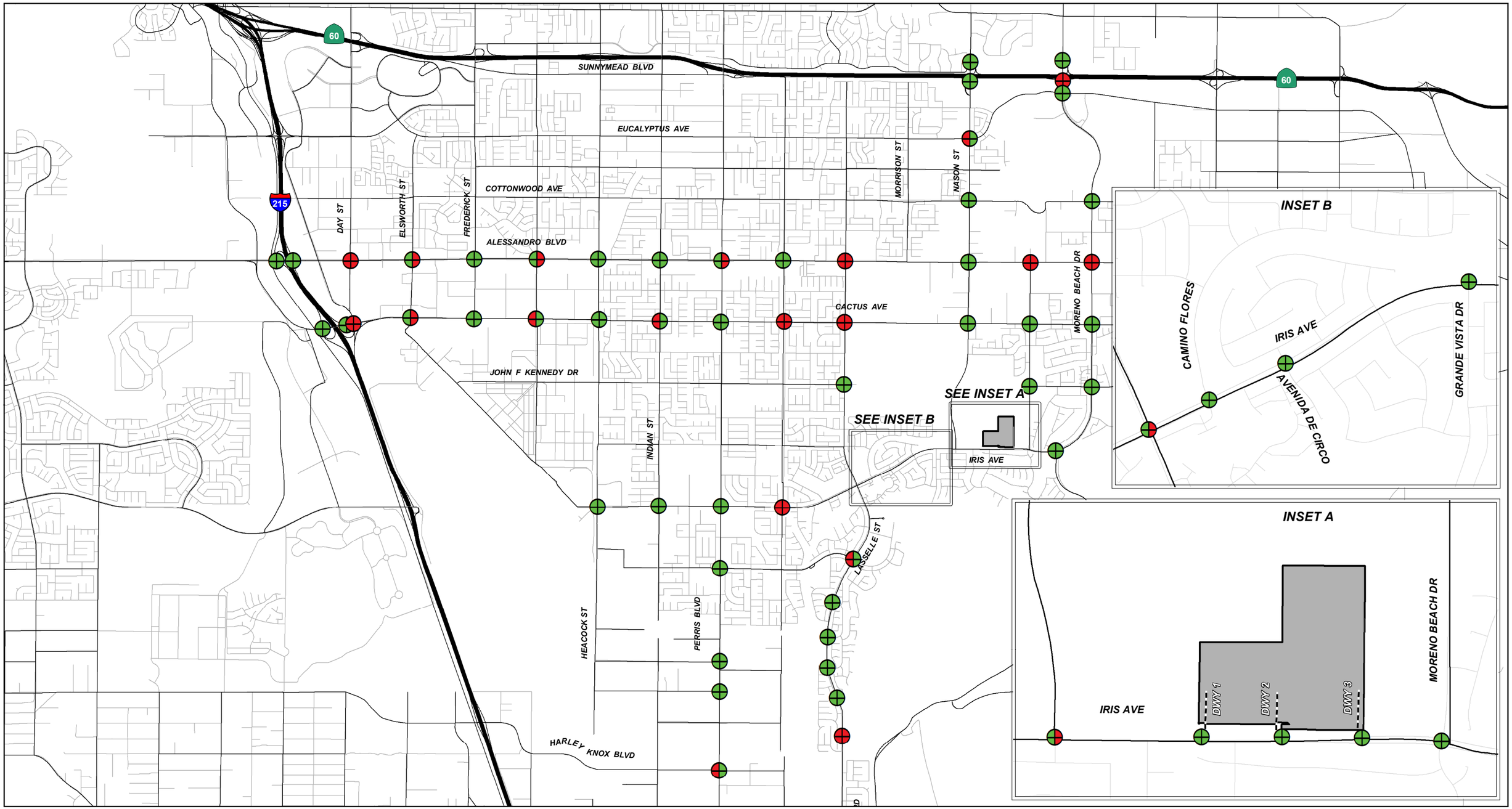
SOURCE: Riverside County, 2015.

I:\KSP1702\Reports\Traffic\fig7-6_Rdway_OYPHI_WP_ADT_LOS.mxd (9/18/2019)

FIGURE 7-6

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase I Project Completion Year (2023) with Project Roadway Segment Daily Volumes and Levels of Service



LSA

LEGEND

- Project Location
- AM Level of Service
- PM Level of Service
- Without Project Level of Service
- With Project Level of Service
- Acceptable Level of Service
- Unacceptable Level of Service

0 2000 4000
FEET

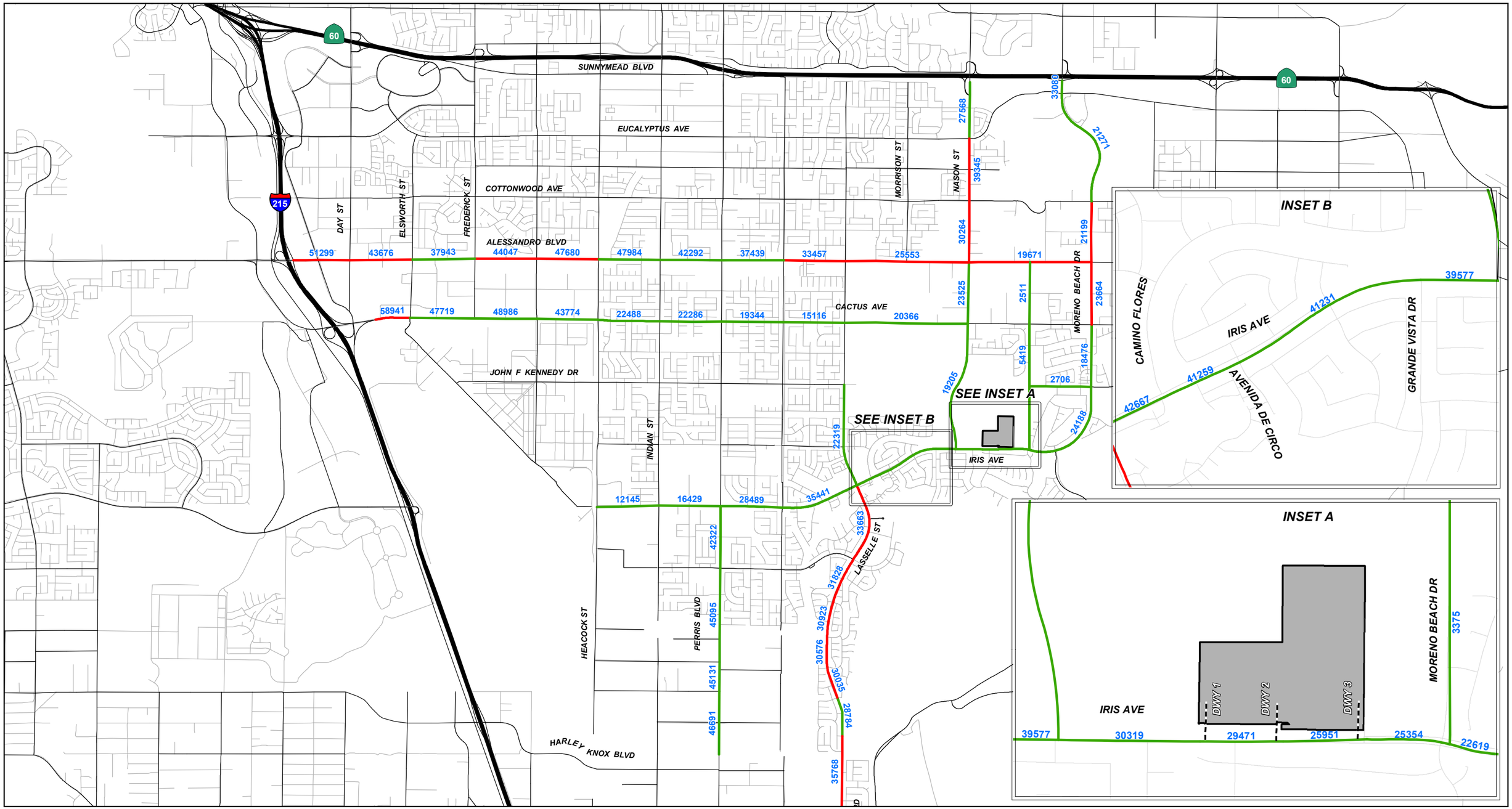
SOURCE: Riverside County, 2015.

I:\KSP1702\Reports\Traffic\fig7-7_INT_OYPHII_LOS.mxd (9/18/2019)

FIGURE 7-7

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase II Project Completion Year (2032) Intersection Levels of Service



LSA

LEGEND

- Project Location
- Acceptable Levels of Service
- Unacceptable Levels of Service
- XXXXX Daily Volumes

0 2000 4000
FEET

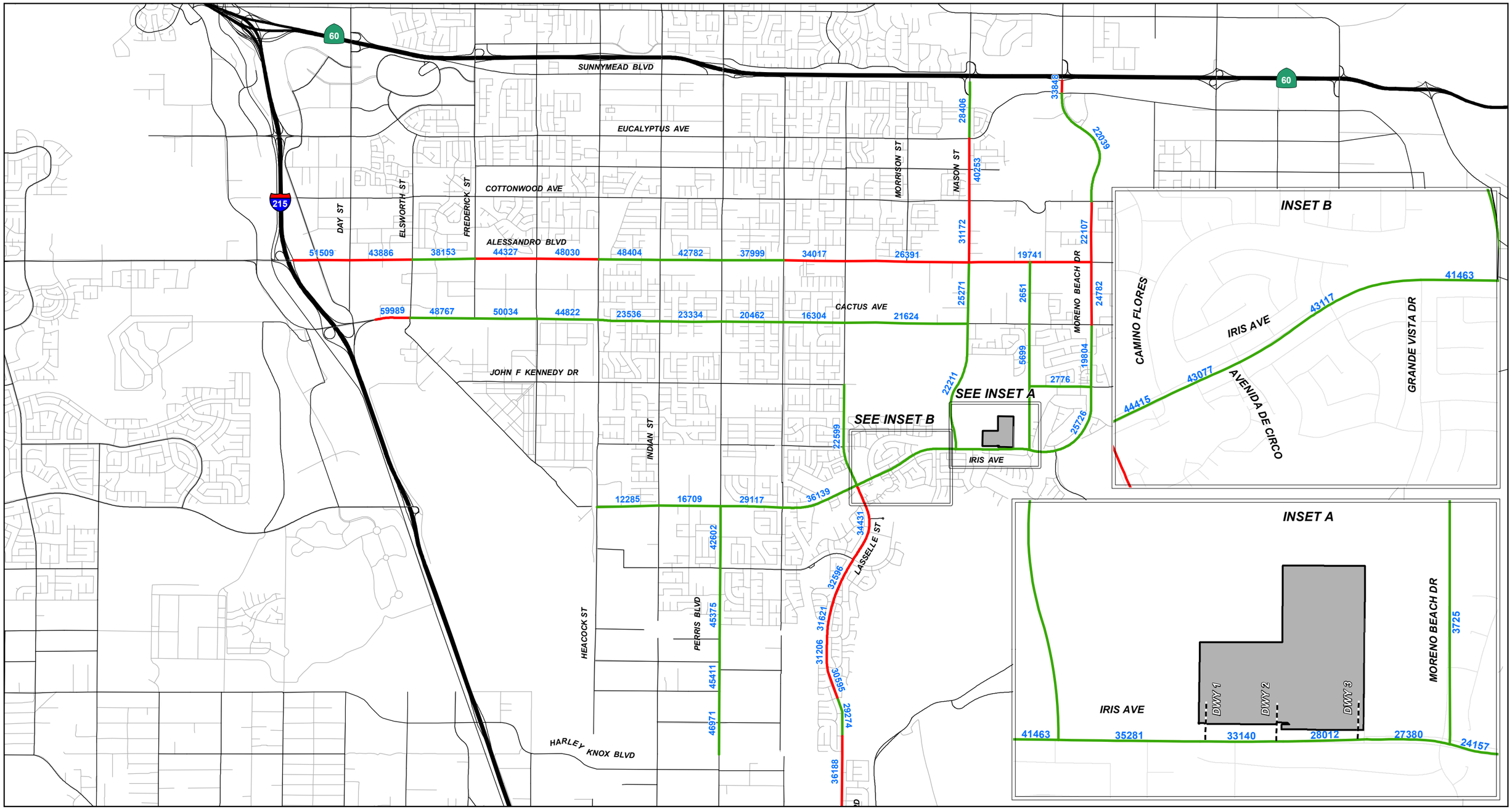
SOURCE: Riverside County, 2015.

I:\KSP1702\Reports\Traffic\fig7-8_Rdway_OYPHII_NP_ADT_LOS.mxd (9/18/2019)

FIGURE 7-8

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase II Project Completion Year (2032) without Project Roadway Segment Daily Volumes and Levels of Service



LSA

LEGEND

- Project Location
- Acceptable Levels of Service
- Unacceptable Levels of Service
- XXXXX Daily Volumes

0 2000 4000
FEET

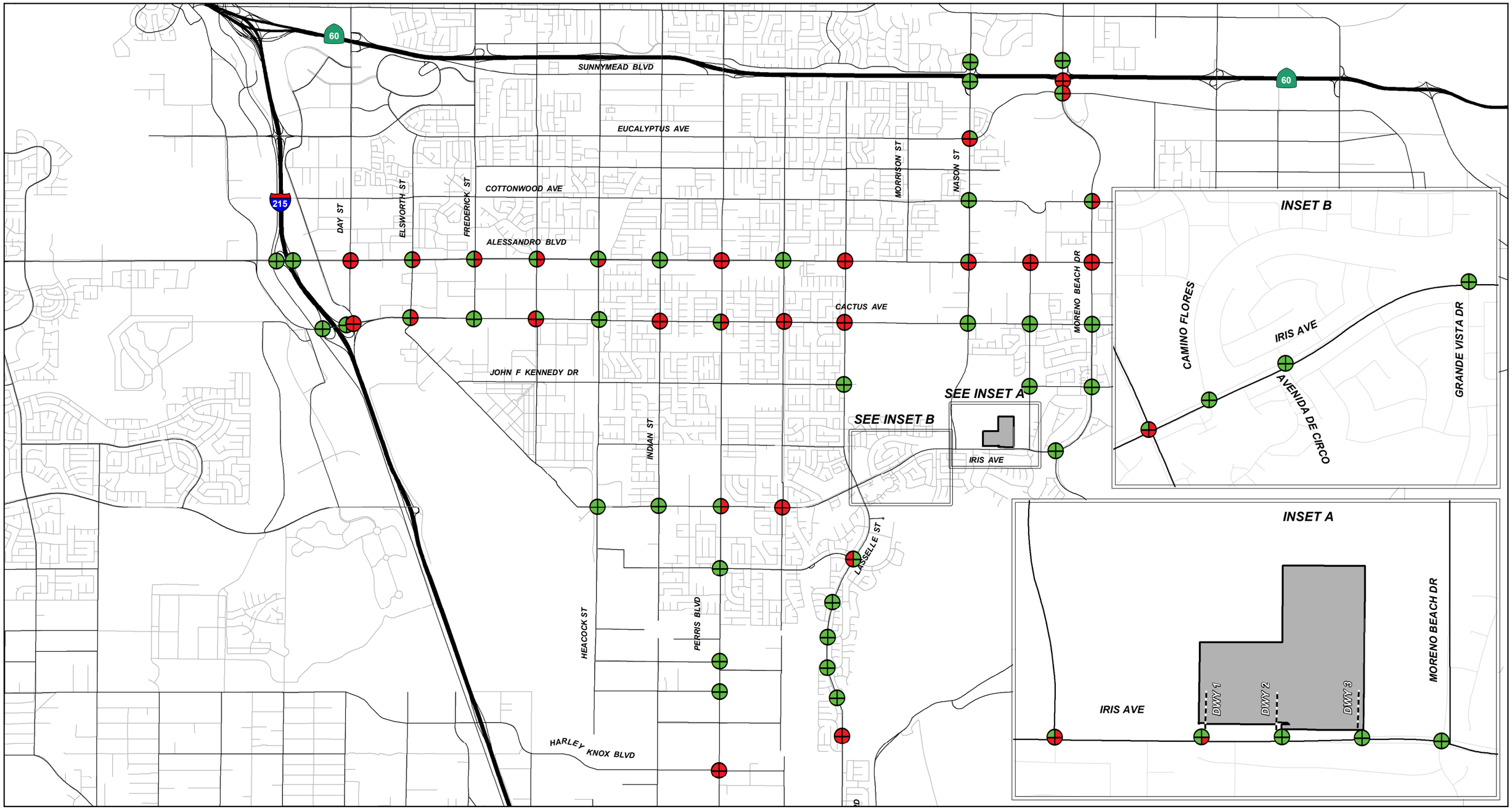
SOURCE: Riverside County, 2015.

I:\KSP1702\Reports\Traffic\fig7-9_Rdway_OYPHII_WP_ADT_LOS.mxd (9/18/2019)

FIGURE 7-9

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase II Project Completion Year (2032) with Project Roadway Segment Daily Volumes and Levels of Service



LSA

LEGEND

- Project Location
- AM Level of Service
- PM Level of Service
- Without Project Level of Service
- With Project Level of Service
- Acceptable Level of Service
- Unacceptable Level of Service

0 2000 4000
FEET

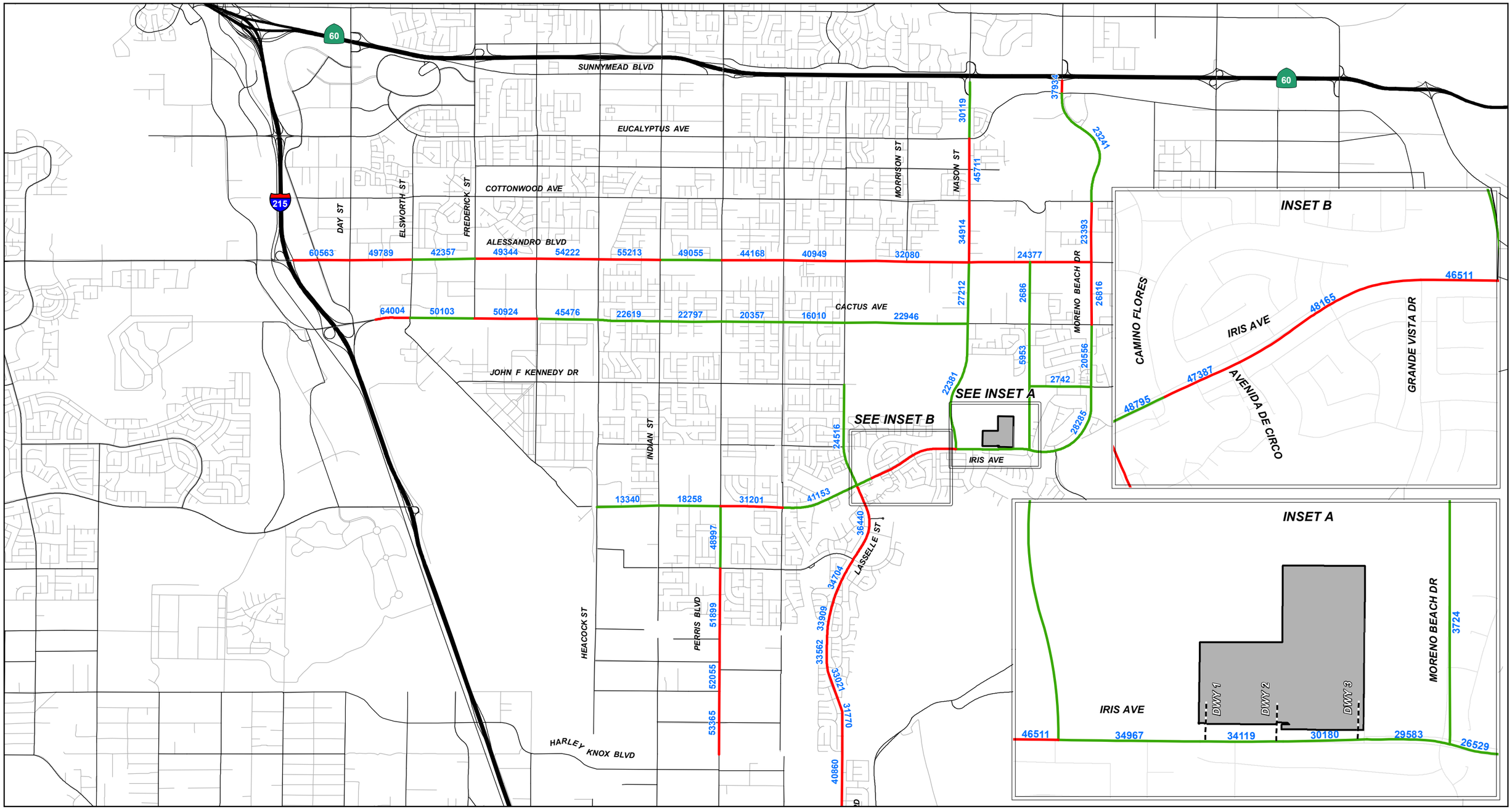
SOURCE: Riverside County, 2015.

I:\KSP1702\Reports\Traffic\fig7-10_INT_OYPHIII_LOS.mxd (9/18/2019)

FIGURE 7-10

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase III Project Completion Year (2038) Intersection Levels of Service



LSA

LEGEND

- Project Location
- Acceptable Levels of Service
- Unacceptable Levels of Service
- XXXXX Daily Volumes

0 2000 4000
FEET

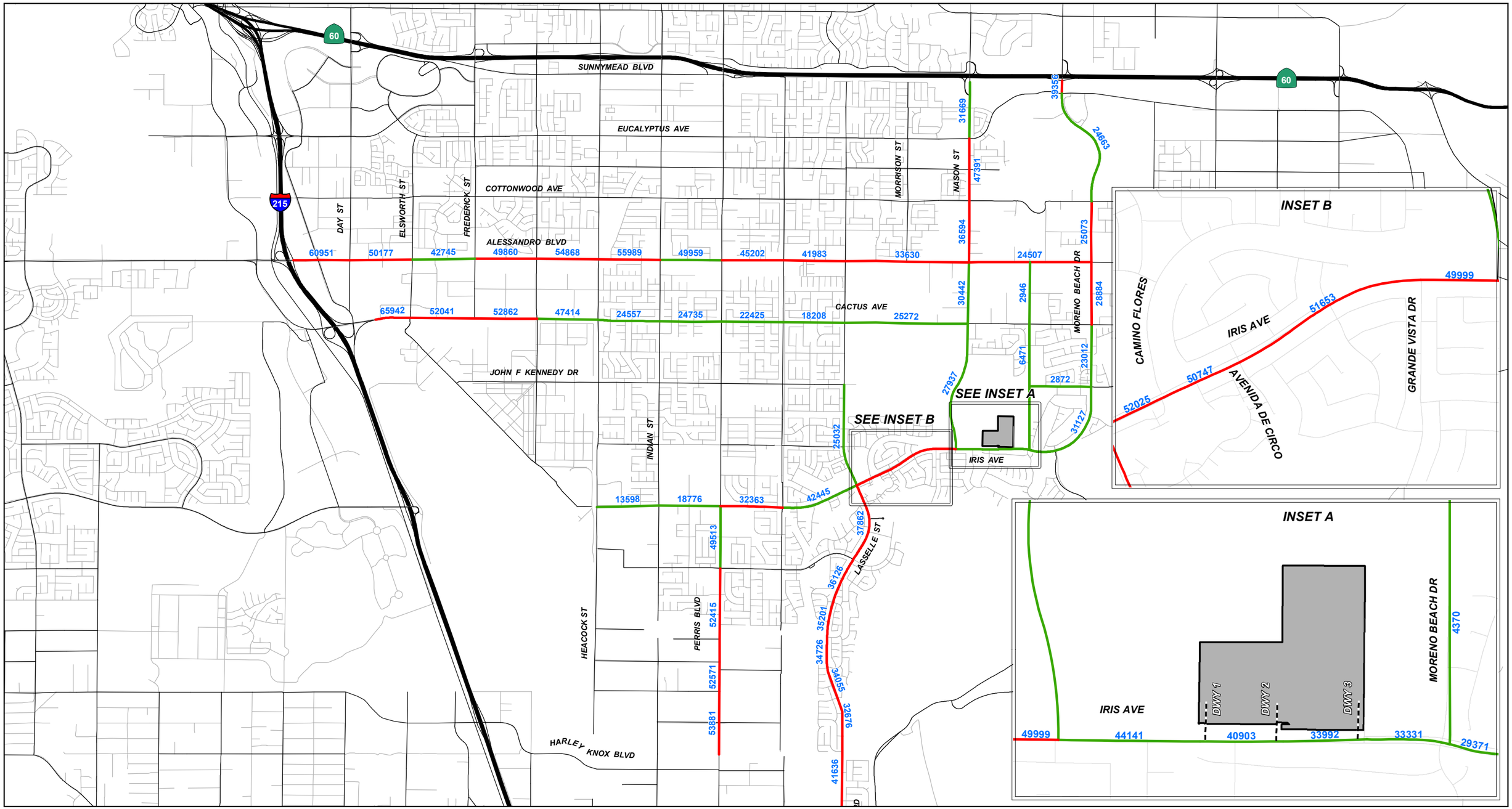
SOURCE: Riverside County, 2015.

I:\KSP1702\Reports\Traffic\fig7-11_Rdway_OYPHIII_NP_ADT_LOS.mxd (9/18/2019)

FIGURE 7-11

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase III Project Completion Year (2038) without Project Roadway Segment Daily Volumes and Levels of Service



LSA

LEGEND

- Project Location
- Acceptable Levels of Service
- Unacceptable Levels of Service
- XXXXX Daily Volumes

0 2000 4000
FEET

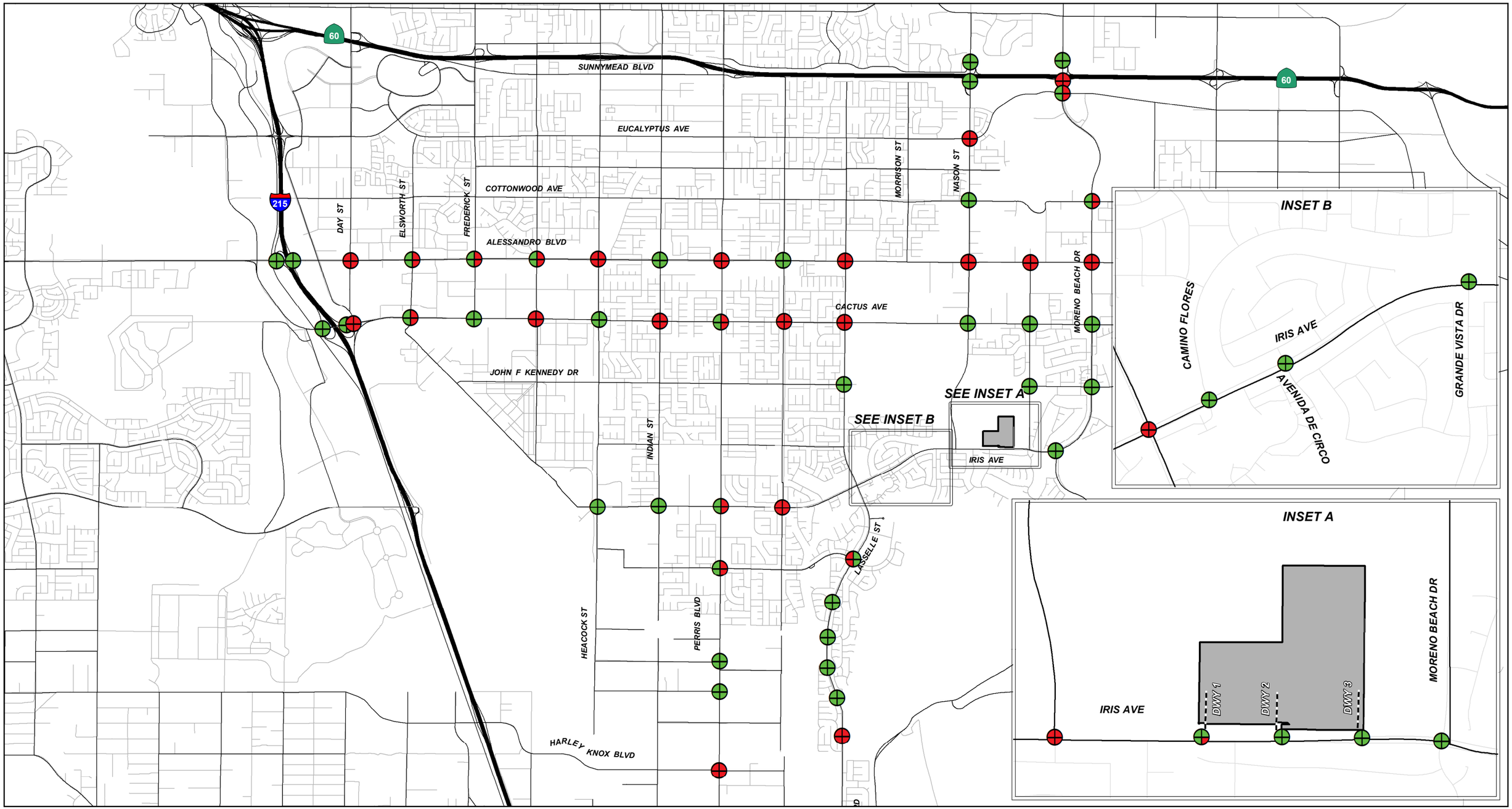
SOURCE: Riverside County, 2015.

I:\KSP1702\Reports\Traffic\fig7-12_Rdway_OYPHIII_WP_ADT_LOS.mxd (9/18/2019)

FIGURE 7-12

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase III Project Completion Year (2038) with Project Roadway Segment Daily Volumes and Levels of Service



LSA

LEGEND

- Project Location
- AM Level of Service
- PM Level of Service
- Without Project Level of Service
- With Project Level of Service
- Acceptable Level of Service
- Unacceptable Level of Service

0 2000 4000
FEET

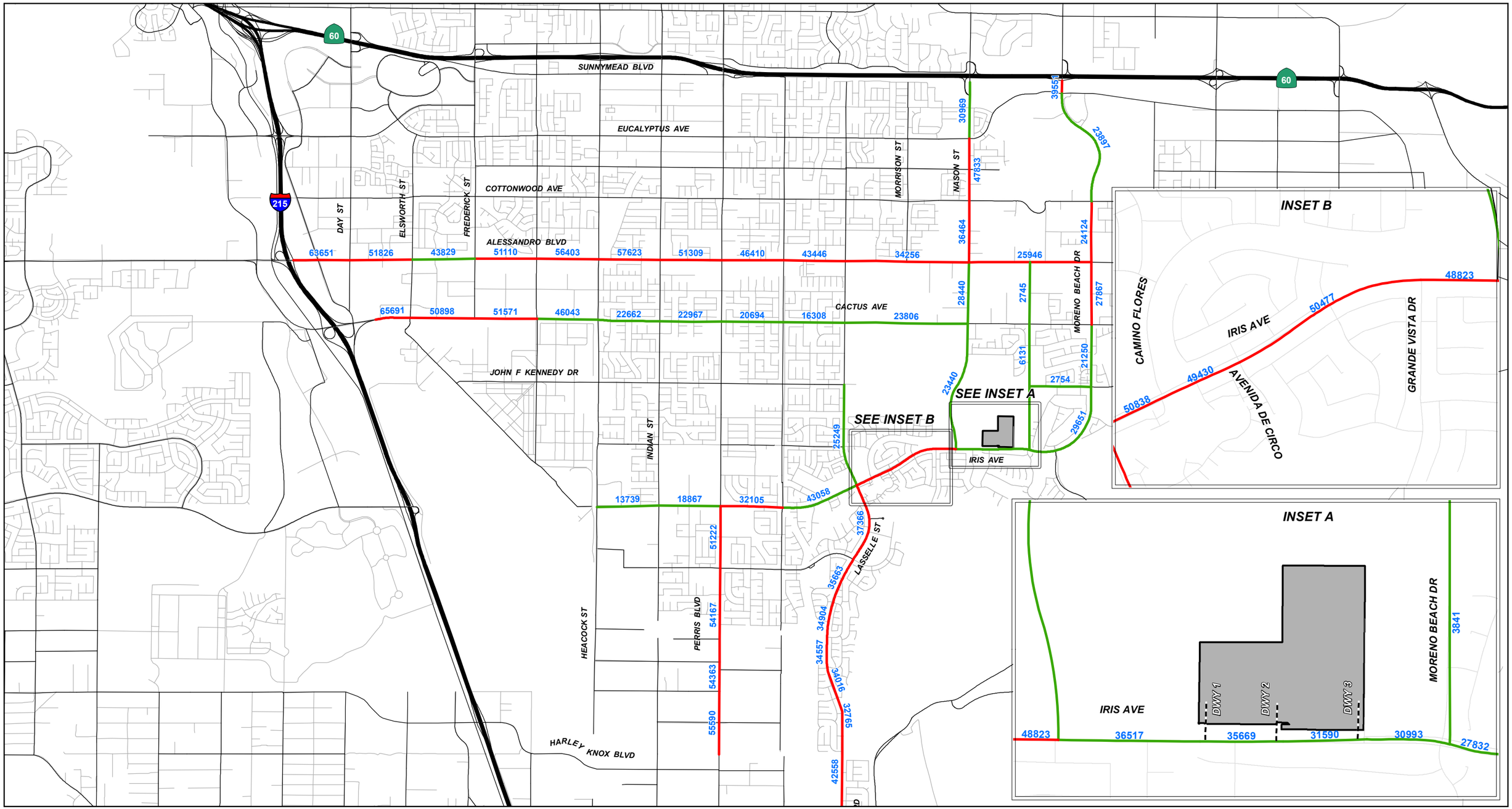
SOURCE: Riverside County, 2015.

I:\KSP1702\Reports\Traffic\fig7-13_INT_2040_LOS.mxd (9/18/2019)

FIGURE 7-13

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

General Plan Build-out (2040) Intersection Levels of Service



LSA

LEGEND

- Project Location
- Acceptable levels of Service
- Unacceptable Levels of Service
- XXXXX Daily Volumes

0 2000 4000 FEET

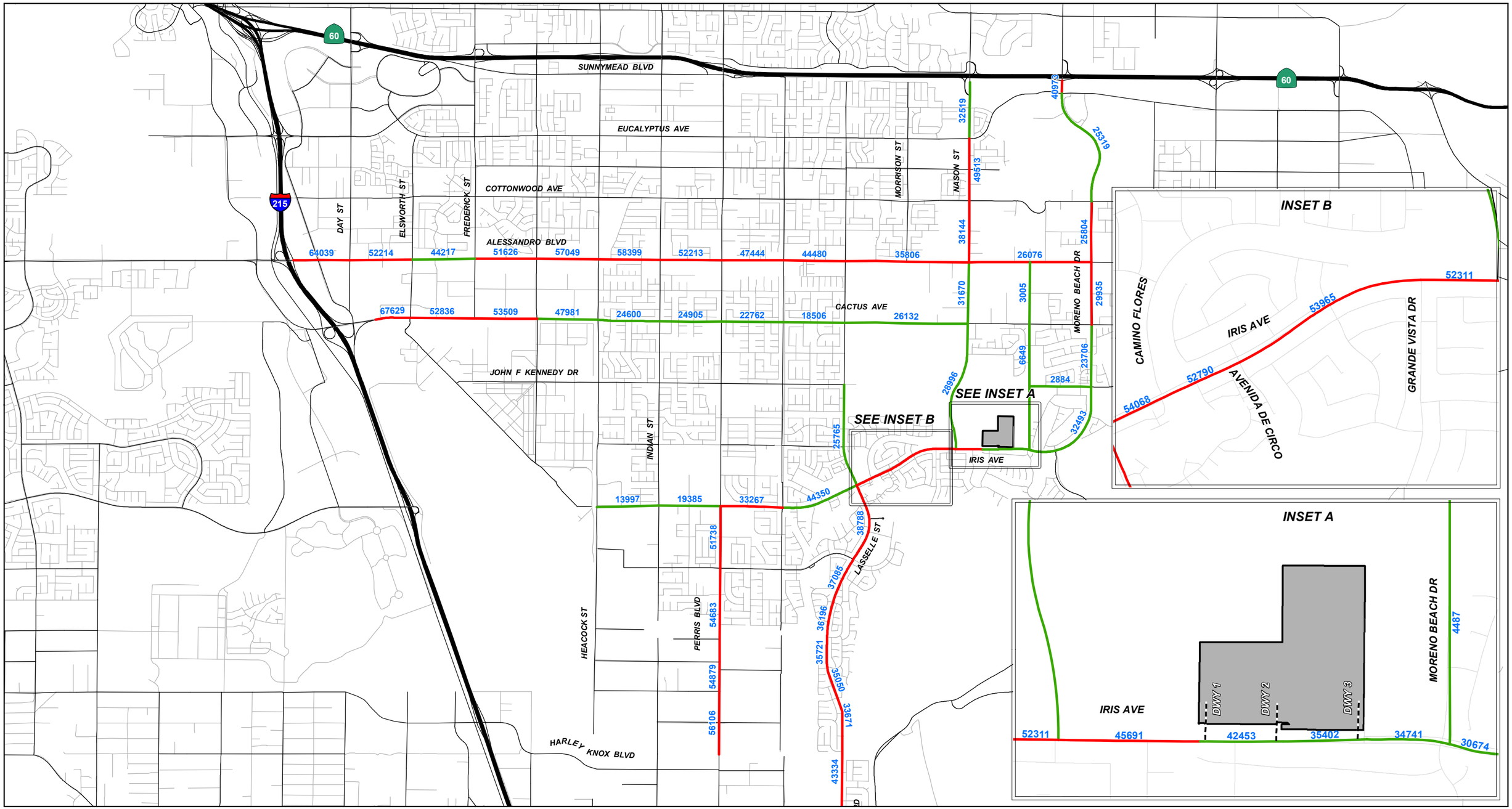
SOURCE: Riverside County, 2015.

I:\KSP1702\Reports\Traffic\fig7-14_Rdway_2040_NP_ADT_LOS.mxd (9/18/2019)

FIGURE 7-14

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

General Plan Build-out (2040) without Project Roadway Segment Daily Volumes and Levels of Service



LSA

LEGEND

- Project Location
- Acceptable Levels of Service
- Unacceptable Levels of Service
- XXXXX Daily Volumes

0 2000 4000
FEET

SOURCE: Riverside County, 2015.

I:\KSP1702\Reports\Traffic\fig7-15_Rdway_2040_WP_ADT_LOS.mxd (9/18/2019)

FIGURE 7-15

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

General Plan Build-out (2040) with Project Roadway Segment Daily Volumes and Levels of Service

LSA

Table 7-A - Existing Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project				With Project				Significant Impact
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
1 . I-215 Southbound Ramps/Alessandro Boulevard	Caltrans	Signal	45 sec	12.5	B	14.1	B	12.7	B	14.0	B	No
2 . I-215 Northbound Ramps/Alessandro Boulevard	Caltrans	Signal	45 sec	23.1	C	19.2	B	22.9	C	19.8	B	No
3 . I-215 Southbound Ramps/Cactus Avenue	Caltrans	Signal	45 sec	10.8	B	15.6	B	11.4	B	16.6	B	No
4 . I-215 Northbound Ramps/Cactus Avenue[1]	Caltrans	-	-	-	-	-	-	-	-	-	-	No
5 . I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	Caltrans	Signal	45 sec	23.5	C	17.8	B	24.9	C	19.4	B	No
6 . Day Street/Alessandro Boulevard	Moreno Valley	Signal	D	37.5	D	27.8	C	37.4	D	27.8	C	No
7 . Elsworth Street/Alessandro Boulevard	Moreno Valley	Signal	D	30.4	C	29.9	C	30.7	C	29.9	C	No
8 . Elsworth Street/Cactus Avenue	Moreno Valley	Signal	D	39.8	D	47.3	D	39.7	D	52.8	D	No
9 . Frederick Street/Alessandro Boulevard	Moreno Valley	Signal	D	38.1	D	28.6	C	38.1	D	32.1	C	No
10 . Frederick Street/Cactus Avenue	Moreno Valley	Signal	D	9.1	A	11.5	B	11.3	B	12.1	B	No
11 . Graham Street/Alessandro Boulevard	Moreno Valley	Signal	D	26.9	C	26.9	C	26.9	C	27.0	C	No
12 . Graham Street - Riverside Drive/Cactus Avenue	Moreno Valley	Signal	D	31.9	C	26.8	C	32.1	C	30.7	C	No
13 . Heacock Street/Alessandro Boulevard	Moreno Valley	Signal	D	38.5	D	33.8	C	38.4	D	33.9	C	No
14 . Heacock Street/Cactus Avenue	Moreno Valley	Signal	D	34.9	C	39.6	D	35.5	D	41.9	D	No
15 . Heacock Street/Iris Avenue	Moreno Valley	Signal	D	23.7	C	19.7	B	24.1	C	20.0	B	No
16 . Indian Street/Alessandro Boulevard	Moreno Valley	Signal	D	32.2	C	31.5	C	32.2	C	31.9	C	No
17 . Indian Street/Cactus Avenue	Moreno Valley	Signal	C	35.8	**D** *	32.5	C	35.5	**D** *	32.6	C	**Yes**
18 . Indian Street/Iris Avenue	Moreno Valley	Signal	D	40.0	D	30.4	C	45.4	D	31.0	C	No
19 . Perris Boulevard/Alessandro Boulevard	Moreno Valley	Signal	D	41.3	D	35.9	D	41.4	D	36.4	D	No
20 . Perris Boulevard/Cactus Avenue	Moreno Valley	Signal	D	43.3	D	36.5	D	43.9	D	37.7	D	No
21 . Perris Boulevard/Iris Avenue	Moreno Valley	Signal	D	23.4	C	36.3	D	24.1	C	37.3	D	No
22 . Perris Boulevard/Krameria Avenue	Moreno Valley	Signal	D	27.4	C	21.2	C	27.5	C	21.6	C	No
23 . Perris Boulevard/San Michele Road	Moreno Valley	Signal	D	10.7	B	13.6	B	10.7	B	13.8	B	No
24 . Perris Boulevard/Nandina Avenue	Moreno Valley	Signal	D	8.6	A	13.4	B	8.6	A	13.3	B	No
25 . Perris Boulevard/Harley Knox Boulevard	Perris	Signal	D	31.9	C	31.0	C	32.1	C	31.3	C	No
26 . Kitching Street/Alessandro Boulevard	Moreno Valley	Signal	D	33.7	C	23.2	C	33.8	C	23.3	C	No
27 . Kitching Street/Cactus Avenue	Moreno Valley	Signal	C	39.9	**D** *	28.1	C	41.5	**D** *	28.5	C	**Yes**
28 . Kitching Street/Iris Avenue	Moreno Valley	Signal	C	30.7	C	33.4	C	31.9	C	34.0	C	No
29 . Lasselle Street/Alessandro Boulevard	Moreno Valley	Signal	D	46.5	D	31.7	C	48.0	D	32.5	C	No
30 . Lasselle Street/Cactus Avenue	Moreno Valley	Signal	C	43.2	**D** *	33.6	C	45.2	**D** *	34.0	C	**Yes**
31 . Lasselle Street/John F Kennedy Drive	Moreno Valley	Signal	C	17.0	B	9.5	A	17.2	B	9.6	A	No
32 . Lasselle Street/Iris Avenue	Moreno Valley	Signal	D	32.4	C	39.1	D	33.7	C	41.9	D	No
33 . Lasselle Street/Krameria Avenue	Moreno Valley	Signal	C	58.8	**E** *	20.4	C	57.9	**E** *	20.6	C	**Yes**
34 . Lasselle Street/Via Xavier Lane	Moreno Valley	Signal	C	4.4	A	3.8	A	4.9	A	3.9	A	No
35 . Lasselle Street/Lasselle Sports Park - Rojo Tierra	Moreno Valley	Signal	C	5.1	A	3.0	A	5.4	A	7.7	A	No
36 . Lasselle Street/Cremello Way - Avenida De Plata	Moreno Valley	Signal	C	4.5	A	4.7	A	4.7	A	4.8	A	No
37 . Lasselle Street/Avenida Classica - Kentucky Derby Drive	Moreno Valley	Signal	C	12.6	B	5.8	A	13.0	B	5.9	A	No
38 . Lasselle Street/Via De Anza - Rancho Verde High School	Moreno Valley	Signal	C	50.8	**D** *	28.1	C	55.1	**E** *	32.2	C	**Yes**
39 . Evans Road/Ramona Expressway	Perris	Signal	D	49.4	D	25.5	C	50.2	D	25.8	C	No
40 . Camino Flores/Iris Avenue	Moreno Valley	Signal	D	13.8	B	22.2	C	15.3	B	22.8	C	No
41 . Coachlight Court - Avenida De Circo/Iris Avenue	Moreno Valley	Signal	C	15.7	B	16.7	B	16.0	B	16.3	B	No

LSA

Table 7-A - Existing Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project				With Project				Significant Impact
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
42 . Grande Vista Drive/Iris Avenue	Moreno Valley	Signal	C	23.4	C	30.4	C	24.2	C	32.0	C	No
43 . Nason Street/Elder Avenue - SR-60 Westbound Ramps	Caltrans	Signal	45 sec	25.7	C	21.0	C	25.6	C	21.2	C	No
44 . Nason Street/SR-60 Eastbound Ramps	Caltrans	Signal	45 sec	23.8	C	24.1	C	25.1	C	23.9	C	No
45 . Nason Street/Eucalyptus Avenue	Moreno Valley	Signal	D	35.0	C	25.6	C	40.3	D	26.1	C	No
46 . Nason Street/Cottonwood Avenue	Moreno Valley	Signal	C	14.2	B	9.7	A	17.4	B	9.6	A	No
47 . Nason Street/Alessandro Boulevard	Moreno Valley	Signal	D	31.1	C	27.3	C	31.1	C	27.1	C	No
48 . Nason Street/Cactus Avenue	Moreno Valley	Signal	D	32.7	C	29.2	C	32.8	C	30.6	C	No
49 . Nason Street-Hillrose Lane/Iris Avenue	Moreno Valley	Signal	C	30.2	C	35.7	**D** *	38.0	**D** *	38.8	**D** *	**Yes**
50 . Pearl Lane - Oliver Street/Alessandro Boulevard	Moreno Valley	TWSC	C	39.4	**E** *	18.9	C	45.1	**E** *	19.8	C	**Yes**
51 . Oliver Street/Cactus Avenue	Moreno Valley	Signal	D	35.9	D	27.0	C	36.1	D	27.0	C	No
52 . Oliver Street/John F Kennedy Drive	Moreno Valley	AWSC	C	13.0	B	9.0	A	14.8	B	9.3	A	No
53 . Oliver Street/Iris Avenue	Moreno Valley	Signal	D	29.0	C	32.3	C	30.6	C	33.1	C	No
54 . Via Del Lago/Iris Avenue - Moreno Beach Drive	Moreno Valley	Signal	C	20.7	C	22.1	C	21.1	C	21.7	C	No
55 . Moreno Beach Drive/SR-60 Westbound Ramps	Caltrans	Signal	45 sec	16.9	B	11.3	B	19.2	B	11.7	B	No
56 . Moreno Beach Drive/SR-60 Eastbound Ramps	Caltrans	Signal	45 sec	30.0	C	43.1	D	33.1	C	44.5	D	No
57 . Moreno Beach Drive/Eucalyptus Avenue	Moreno Valley	Signal	D	27.6	C	27.2	C	27.6	C	26.9	C	No
58 . Moreno Beach Drive/Cottonwood Avenue	Moreno Valley	Signal	C	20.5	C	15.1	B	23.6	C	15.3	B	No
59 . Moreno Beach Drive/Alessandro Boulevard	Moreno Valley	Signal	D	24.8	C	34.6	C	25.2	C	34.7	C	No
60 . Moreno Beach Drive/Cactus Avenue	Moreno Valley	Signal	C	20.8	C	26.8	C	21.5	C	26.6	C	No
61 . Moreno Beach Drive/John F Kennedy Drive	Moreno Valley	Signal	D	21.3	C	40.8	D	21.7	C	41.2	D	No
62 . Driveway 1/Iris Avenue	Moreno Valley	OWSC	D	9.6	A	10.8	B	10.8	B	20.8	C	No
63 . Driveway 2/Iris Avenue	Moreno Valley	Signal	D	33.0	C	31.8	C	41.6	D	32.4	C	No
64 . Driveway 3/Iris Avenue	Moreno Valley	OWSC	D	14.1	B	12.3	B	14.9	B	15.8	C	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

[1] This intersection has no conflicting movements. Hence, Synchro did not report a queue for this intersection.

LSA

Table 7-B - Existing Roadway Segment Levels of Service

Roadway Segment	Classification[1]	Roadway Capacity[2]	Without Project		With Project	
			Daily Volume	LOS	Daily Volume	LOS
Segments on Perris Boulevard						
1 . between Iris Avenue and Krameria Avenue	Six Lane Divided Arterial	56,300	26,800	A	27,300	A
2 . between Krameria Avenue and San Michele Road	Six Lane Divided Arterial	56,300	29,300	A	29,800	A
3 . between San Michele Road and Nandina Avenue	Six Lane Divided Arterial	56,300	29,000	A	29,500	A
4 . between Nandina Avenue and Harley Knox Boulevard	Six Lane Divided Arterial	56,300	31,200	A	31,700	A
Segments on Lasselle Street						
5 . between John F Kennedy Drive and Iris Avenue	Four Lane Divided Arterial	37,500	17,200	A	17,800	A
6 . between Iris Avenue and Krameria Avenue	Four Lane Divided Arterial	37,500	27,200	C	28,700	C
7 . between Krameria Avenue and Via Xavier Lane	Four Lane Divided Arterial	37,500	25,200	B	26,600	C
8 . between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	Four Lane Divided Arterial	37,500	24,000	B	25,300	B
9 . between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	Four Lane Divided Arterial	37,500	23,700	B	24,800	B
10 . between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	Four Lane Divided Arterial	37,500	23,100	B	24,200	B
11 . between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	Four Lane Divided Arterial	37,500	21,900	A	22,800	B
Segment on Lasselle Street - Evans Road						
12 . between Via De Anza - Rancho Verde High School and Ramona Expressway	Arterial (Four Lanes)	35,900	23,900	B	24,700	B
Segments on Nason Street						
13 . between SR-60 Eastbound Ramps and Eucalyptus Avenue	Four Lane Divided Arterial	37,500	21,700	A	23,200	B
14 . between Eucalyptus Avenue and Cottonwood Avenue	Four Lane Divided Arterial	37,500	24,500	B	26,200	B
15 . between Cottonwood Avenue and Alessandro Boulevard	Four Lane Divided Arterial	37,500	19,500	A	21,100	A
16 . between Alessandro Boulevard and Cactus Avenue	Four Lane Divided Arterial	37,500	15,000	A	18,200	A
17 . between Cactus Avenue and Iris Avenue	Four Lane Divided Arterial	37,500	11,800	A	17,400	A
Segments on Oliver Street						
18 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	2,100	A	2,400	A
19 . between Cactus Avenue and John F Kennedy Drive	Four Lane Divided Arterial	37,500	4,200	A	4,700	A
20 . between John F Kennedy Drive and Iris Avenue	Three Lane Undivided Arterial	18,800	2,600	A	3,300	A
Segments on Moreno Beach Drive						
21 . between SR-60 Eastbound Ramps and Eucalyptus Avenue	Four Lane Divided Arterial	37,500	21,800	A	23,200	B
22 . between Eucalyptus Avenue and Cottonwood Avenue	Four Lane Divided Arterial	37,500	16,700	A	18,100	A
23 . between Cottonwood Avenue and Alessandro Boulevard	Two Lane Divided Arterial	18,800	16,100	**D** *	17,800	**E** *
24 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	16,400	**F** *	18,400	**F** *
25 . between Cactus Avenue and John F Kennedy Drive	Six Lane Divided Arterial	56,300	13,700	A	16,100	A
26 . between John F Kennedy Drive and Via Del Lago	Six Lane Divided Arterial	56,300	14,700	A	17,500	A
Segments on Alessandro Boulevard						
27 . between I-215 Northbound Ramps and Day Street	Five Lane Divided Arterial	47,000	29,700	B	30,100	B
28 . between Day Street and Elsworth Street	Five Lane Divided Arterial	47,000	29,500	B	29,900	B
29 . between Elsworth Street and Frederick Street	Six Lane Divided Arterial	56,300	27,700	A	28,100	A
30 . between Frederick Street and Graham Street	Five Lane Divided Arterial	47,000	31,700	B	32,300	B
31 . between Graham Street and Heacock Street	Five Lane Divided Arterial	47,000	32,500	B	33,100	C
32 . between Heacock Street and Indian Street	Six Lane Divided Arterial	56,300	31,200	A	31,900	A
33 . between Indian Street and Perris Boulevard	Six Lane Divided Arterial	56,300	26,600	A	27,500	A
34 . between Perris Boulevard and Kitching Street	Five Lane Divided Arterial	47,000	21,800	A	22,800	A
35 . between Kitching Street and Lasselle Street	Two Lane Divided Arterial	18,800	16,000	D	17,100	**E** *
36 . between Lasselle Street and Nason Street	Two Lane Undivided Arterial	12,500	10,400	D	11,900	**E** *
37 . between Nason Street and Moreno Beach Drive	Two Lane Undivided Arterial	12,500	8,700	B	8,900	C

LSA

Table 7-B - Existing Roadway Segment Levels of Service

Roadway Segment	Classification[1]	Roadway Capacity[2]	Without Project		With Project	
			Daily Volume	LOS	Daily Volume	LOS
Segments on Cactus Avenue						
38 . between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	Four Lane Divided Arterial	37,500	47,200	F *	49,100	F *
39 . between Elsworth Street and Frederick Street	Six Lane Divided Arterial	56,300	42,200	C	44,100	C
40 . between Frederick Street and Graham Street - Riverside Drive	Six Lane Divided Arterial	56,300	44,500	C	46,500	D
41 . between Graham Street -Riverside Drive and Heacock Street	Six Lane Divided Arterial	56,300	39,900	C	41,800	C
42 . between Heacock Street and Indian Street	Four Lane Divided Arterial	37,500	22,200	A	24,200	B
43 . between Indian Street and Perris Boulevard	Four Lane Divided Arterial	37,500	21,100	A	23,100	B
44 . between Perris Boulevard and Kitching Street	Four Lane Divided Arterial	37,500	17,000	A	19,100	A
45 . between Kitching Street and Lasselle Street	Four Lane Divided Arterial	37,500	13,100	A	15,300	A
46 . between Lasselle Street and Nason Street	Four Lane Divided Arterial	37,500	14,400	A	16,700	A
Segment on John F Kennedy Drive						
47 . between Oliver Street and Moreno Beach Drive	Two Lane Divided Arterial	18,800	2,700	A	2,800	A
Segments on Iris Avenue						
48 . between Heacock Street and Indian Street	Four Lane Divided Arterial	37,500	9,400	A	9,700	A
49 . between Indian Street and Perris Boulevard	Three Lane Divided Arterial	28,200	12,200	A	12,700	A
50 . between Perris Boulevard and Kitching Street	Four Lane Divided Arterial	37,500	22,200	A	23,400	B
51 . between Kitching Street and Lasselle Street	Six Lane Divided Arterial	56,300	22,200	A	23,500	A
52 . between Lasselle Street and Camino Flores	Six Lane Divided Arterial	56,300	28,400	A	31,600	A
53 . between Camino Flores and Coachlight Court - Avenida De Circo	Six Lane Divided Arterial	56,300	27,000	A	30,400	A
54 . between Coachlight Court - Avenida De Circo and Grande Vista Drive	Six Lane Divided Arterial	56,300	25,100	A	28,600	A
55 . between Grande Vista Drive and Nason Street – Hillrose Lane	Six Lane Divided Arterial	56,300	23,400	A	26,900	A
56 . between Nason Street – Hillrose Lane and Driveway 1	Six Lane Divided Arterial	56,300	19,500	A	28,700	A
57 . between Driveway 1 and Driveway 2	Six Lane Divided Arterial	56,300	18,700	A	25,500	A
58 . between Driveway 2 and Driveway 3	Six Lane Divided Arterial	56,300	16,100	A	19,900	A
59 . between Driveway 3 and Oliver Street	Six Lane Divided Arterial	56,300	15,500	A	19,300	A
60 . between Oliver Street and Via Del Lago	Six Lane Divided Arterial	56,300	13,500	A	16,400	A

Notes:

LOS = Level of Service

* Exceeds LOS Standard

[1] Classifications for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. Classification for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

[2] Roadway capacities for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. The capacity for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

LSA

Table 7-C - Phase I Project Completion Year (2023) Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project				With Project				Significant Impact
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
1 . I-215 Southbound Ramps/Alessandro Boulevard	Caltrans	Signal	45 sec	11.1	B	12.7	B	12.9	B	12.7	B	No
2 . I-215 Northbound Ramps/Alessandro Boulevard	Caltrans	Signal	45 sec	22.4	C	19.1	B	22.4	C	19.2	B	No
3 . I-215 Southbound Ramps/Cactus Avenue	Caltrans	Signal	45 sec	10.8	B	16.5	B	11.7	B	16.6	B	No
4 . I-215 Northbound Ramps/Cactus Avenue[1]	Caltrans	-	-	-	-	-	-	-	-	-	-	No
5 . I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	Caltrans	Signal	45 sec	42.8	D	40.4	D	43.0	D	40.5	D	No
6 . Day Street/Alessandro Boulevard	Moreno Valley	Signal	D	40.1	D	37.9	D	40.1	D	37.9	D	No
7 . Elsworth Street/Alessandro Boulevard	Moreno Valley	Signal	D	30.4	C	38.5	D	30.8	C	38.6	D	No
8 . Elsworth Street/Cactus Avenue	Moreno Valley	Signal	D	40.8	D	69.2	E *	40.8	D	69.7	E *	**Yes**
9 . Frederick Street/Alessandro Boulevard	Moreno Valley	Signal	D	37.7	D	41.9	D	37.7	D	41.9	D	No
10 . Frederick Street/Cactus Avenue	Moreno Valley	Signal	D	12.3	B	13.3	B	11.3	B	12.7	B	No
11 . Graham Street/Alessandro Boulevard	Moreno Valley	Signal	D	26.0	C	52.0	D	26.0	C	52.1	D	No
12 . Graham Street - Riverside Drive/Cactus Avenue	Moreno Valley	Signal	D	28.9	C	33.2	C	29.6	C	33.4	C	No
13 . Heacock Street/Alessandro Boulevard	Moreno Valley	Signal	D	41.4	D	39.2	D	41.4	D	39.3	D	No
14 . Heacock Street/Cactus Avenue	Moreno Valley	Signal	D	36.7	D	41.6	D	36.7	D	41.7	D	No
15 . Heacock Street/Iris Avenue	Moreno Valley	Signal	D	24.2	C	19.7	B	24.9	C	20.0	B	No
16 . Indian Street/Alessandro Boulevard	Moreno Valley	Signal	D	32.1	C	31.9	C	32.1	C	31.9	C	No
17 . Indian Street/Cactus Avenue	Moreno Valley	Signal	C	36.3	D *	33.0	C	36.3	D *	33.0	C	**Yes**
18 . Indian Street/Iris Avenue	Moreno Valley	Signal	D	44.4	D	31.0	C	46.7	D	31.1	C	No
19 . Perris Boulevard/Alessandro Boulevard	Moreno Valley	Signal	D	43.3	D	44.0	D	43.2	D	44.1	D	No
20 . Perris Boulevard/Cactus Avenue	Moreno Valley	Signal	D	50.3	D	38.9	D	44.3	D	39.0	D	No
21 . Perris Boulevard/Iris Avenue	Moreno Valley	Signal	D	25.6	C	42.0	D	25.6	C	41.8	D	No
22 . Perris Boulevard/Krameria Avenue	Moreno Valley	Signal	D	28.6	C	22.8	C	28.8	C	23.4	C	No
23 . Perris Boulevard/San Michele Road	Moreno Valley	Signal	D	11.7	B	14.1	B	12.6	B	14.1	B	No
24 . Perris Boulevard/Nandina Avenue	Moreno Valley	Signal	D	10.8	B	14.9	B	10.8	B	14.9	B	No
25 . Perris Boulevard/Harley Knox Boulevard	Perris	Signal	D	39.3	D	38.5	D	39.3	D	38.5	D	No
26 . Kitching Street/Alessandro Boulevard	Moreno Valley	Signal	D	34.0	C	27.5	C	34.0	C	27.5	C	No
27 . Kitching Street/Cactus Avenue	Moreno Valley	Signal	C	39.8	D *	27.5	C	42.5	D *	27.5	C	**Yes**
28 . Kitching Street/Iris Avenue	Moreno Valley	Signal	C	40.5	D *	40.6	D *	40.5	D *	40.6	D *	**Yes**
29 . Lasselle Street/Alessandro Boulevard	Moreno Valley	Signal	D	84.4	F *	58.9	E *	85.0	F *	59.3	E *	**Yes**
30 . Lasselle Street/Cactus Avenue	Moreno Valley	Signal	C	45.7	D *	40.4	D *	45.8	D *	40.4	D *	**Yes**
31 . Lasselle Street/John F Kennedy Drive	Moreno Valley	Signal	C	20.0	B	9.9	A	20.0	B	9.9	A	No
32 . Lasselle Street/Iris Avenue	Moreno Valley	Signal	D	37.3	D	47.1	D	37.4	D	47.3	D	No
33 . Lasselle Street/Krameria Avenue	Moreno Valley	Signal	C	66.2	E *	27.0	C	66.2	E *	27.0	C	**Yes**
34 . Lasselle Street/Via Xavier Lane	Moreno Valley	Signal	C	4.8	A	3.7	A	4.8	A	3.7	A	No
35 . Lasselle Street/Lasselle Sports Park - Rojo Tierra	Moreno Valley	Signal	C	5.3	A	4.6	A	5.4	A	7.5	A	No
36 . Lasselle Street/Cremello Way - Avenida De Plata	Moreno Valley	Signal	C	5.0	A	3.2	A	5.0	A	3.2	A	No
37 . Lasselle Street/Avenida Classica - Kentucky Derby Drive	Moreno Valley	Signal	C	13.1	B	11.7	B	13.1	B	11.7	B	No
38 . Lasselle Street/Via De Anza - Rancho Verde High School	Moreno Valley	Signal	C	59.1	E *	35.9	D *	59.2	E *	36.1	D *	**Yes**
39 . Evans Road/Ramona Expressway	Perris	Signal	D	64.1	E *	30.9	C	64.1	E *	30.9	C	**Yes**
40 . Camino Flores/Iris Avenue	Moreno Valley	Signal	D	15.1	B	22.7	C	15.7	B	22.8	C	No
41 . Coachlight Court - Avenida De Circo/Iris Avenue	Moreno Valley	Signal	C	16.9	B	17.4	B	16.9	B	17.4	B	No

LSA

Table 7-C - Phase I Project Completion Year (2023) Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project				With Project				Significant Impact
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
42 . Grande Vista Drive/Iris Avenue	Moreno Valley	Signal	C	23.8	C	25.1	C	23.8	C	24.8	C	No
43 . Nason Street/Elder Avenue - SR-60 Westbound Ramps	Caltrans	Signal	45 sec	25.2	C	22.5	C	26.7	C	22.5	C	No
44 . Nason Street/SR-60 Eastbound Ramps	Caltrans	Signal	45 sec	24.2	C	23.5	C	24.1	C	23.5	C	No
45 . Nason Street/Eucalyptus Avenue	Moreno Valley	Signal	D	49.7	D	29.8	C	50.0	D	29.8	C	No
46 . Nason Street/Cottonwood Avenue	Moreno Valley	Signal	C	14.4	B	12.7	B	18.0	B	12.7	B	No
47 . Nason Street/Alessandro Boulevard	Moreno Valley	Signal	D	33.4	C	30.1	C	33.4	C	30.1	C	No
48 . Nason Street/Cactus Avenue	Moreno Valley	Signal	D	34.4	C	30.5	C	34.4	C	30.6	C	No
49 . Nason Street-Hillrose Lane/Iris Avenue	Moreno Valley	Signal	C	30.2	C	36.2	**D** *	32.1	C	38.9	**D** *	**Yes**
50 . Pearl Lane - Oliver Street/Alessandro Boulevard	Moreno Valley	TWSC	C	>100	**F** *	53.6	**F** *	>100	**F** *	53.6	**F** *	**Yes**
51 . Oliver Street/Cactus Avenue	Moreno Valley	Signal	D	36.1	D	27.3	C	36.1	D	27.3	C	No
52 . Oliver Street/John F Kennedy Drive	Moreno Valley	AWSC	C	14.5	B	9.9	A	14.6	B	10.0	A	No
53 . Oliver Street/Iris Avenue	Moreno Valley	Signal	D	30.5	C	32.3	C	30.6	C	32.3	C	No
54 . Via Del Lago/Iris Avenue - Moreno Beach Drive	Moreno Valley	Signal	C	21.0	C	22.1	C	21.0	C	22.1	C	No
55 . Moreno Beach Drive/SR-60 Westbound Ramps	Caltrans	Signal	45 sec	19.6	B	11.4	B	19.7	B	11.4	B	No
56 . Moreno Beach Drive/SR-60 Eastbound Ramps	Caltrans	Signal	45 sec	47.3	D	63.3	**E** *	53.8	D	68.0	**E** *	**Yes**
57 . Moreno Beach Drive/Eucalyptus Avenue	Moreno Valley	Signal	D	29.1	C	31.0	C	29.1	C	31.0	C	No
58 . Moreno Beach Drive/Cottonwood Avenue	Moreno Valley	Signal	C	22.9	C	20.9	C	23.0	C	20.6	C	No
59 . Moreno Beach Drive/Alessandro Boulevard	Moreno Valley	Signal	D	43.8	D	56.6	**E** *	44.0	D	60.7	**E** *	**Yes**
60 . Moreno Beach Drive/Cactus Avenue	Moreno Valley	Signal	C	21.4	C	26.3	C	21.4	C	29.0	C	No
61 . Moreno Beach Drive/John F Kennedy Drive	Moreno Valley	Signal	D	22.3	C	40.9	D	26.4	C	41.0	D	No
62 . Driveway 1/Iris Avenue	Moreno Valley	OWSC	D	10.0	B	11.1	B	10.0	B	11.3	B	No
63 . Driveway 2/Iris Avenue	Moreno Valley	Signal	D	37.7	D	33.4	C	37.2	D	32.8	C	No
64 . Driveway 3/Iris Avenue	Moreno Valley	OWSC	D	16.6	C	13.4	B	13.7	B	13.6	B	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

[1] This intersection has no conflicting movements. Hence, Synchro did not report a queue for this intersection.

LSA

Table 7-D - Phase I Project Completion Year (2023) Roadway Segment Levels of Service

Roadway Segment	Classification[1]	Roadway Capacity[2]	Without Project		With Project	
			Daily Volume	LOS	Daily Volume	LOS
Segments on Perris Boulevard						
1 . between Iris Avenue and Krameria Avenue	Six Lane Divided Arterial	56,300	32,400	A	32,400	A
2 . between Krameria Avenue and San Michele Road	Six Lane Divided Arterial	56,300	34,900	B	35,000	B
3 . between San Michele Road and Nandina Avenue	Six Lane Divided Arterial	56,300	34,800	B	34,800	B
4 . between Nandina Avenue and Harley Knox Boulevard	Six Lane Divided Arterial	56,300	36,700	B	36,800	B
Segments on Lasselle Street						
5 . between John F Kennedy Drive and Iris Avenue	Four Lane Divided Arterial	37,500	19,100	A	19,100	A
6 . between Iris Avenue and Krameria Avenue	Four Lane Divided Arterial	37,500	29,500	C	29,600	C
7 . between Krameria Avenue and Via Xavier Lane	Four Lane Divided Arterial	37,500	27,600	C	27,600	C
8 . between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	Four Lane Divided Arterial	37,500	26,500	C	26,600	C
9 . between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	Four Lane Divided Arterial	37,500	26,100	B	26,200	B
10 . between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	Four Lane Divided Arterial	37,500	25,600	B	25,700	B
11 . between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	Four Lane Divided Arterial	37,500	24,400	B	24,400	B
Segment on Lasselle Street - Evans Road						
12 . between Via De Anza - Rancho Verde High School and Ramona Expressway	Arterial (Four Lanes)	35,900	28,200	C	28,200	C
Segments on Nason Street						
13 . between SR-60 Eastbound Ramps and Eucalyptus Avenue	Four Lane Divided Arterial	37,500	23,800	B	23,900	B
14 . between Eucalyptus Avenue and Cottonwood Avenue	Four Lane Divided Arterial	37,500	29,800	C	29,900	C
15 . between Cottonwood Avenue and Alessandro Boulevard	Four Lane Divided Arterial	37,500	23,300	B	23,400	B
16 . between Alessandro Boulevard and Cactus Avenue	Four Lane Divided Arterial	37,500	18,000	A	18,200	A
17 . between Cactus Avenue and Iris Avenue	Four Lane Divided Arterial	37,500	14,500	A	14,800	A
Segments on Oliver Street						
18 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	2,300	A	2,300	A
19 . between Cactus Avenue and John F Kennedy Drive	Four Lane Divided Arterial	37,500	4,700	A	4,700	A
20 . between John F Kennedy Drive and Iris Avenue	Three Lane Undivided Arterial	18,800	2,900	A	2,900	A
Segments on Moreno Beach Drive						
21 . between SR-60 Eastbound Ramps and Eucalyptus Avenue	Four Lane Divided Arterial	37,500	25,800	B	25,900	B
22 . between Eucalyptus Avenue and Cottonwood Avenue	Four Lane Divided Arterial	37,500	18,400	A	18,400	A
23 . between Cottonwood Avenue and Alessandro Boulevard	Two Lane Divided Arterial	18,800	18,000	**E** *	18,000	**E** *
24 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	19,000	**F** *	19,100	**F** *
25 . between Cactus Avenue and John F Kennedy Drive	Six Lane Divided Arterial	56,300	15,400	A	15,500	A
26 . between John F Kennedy Drive and Via Del Lago	Six Lane Divided Arterial	56,300	18,100	A	18,200	A
Segments on Alessandro Boulevard						
27 . between I-215 Northbound Ramps and Day Street	Five Lane Divided Arterial	47,000	37,500	D	37,500	D
28 . between Day Street and Elsworth Street	Five Lane Divided Arterial	47,000	34,600	C	34,600	C
29 . between Elsworth Street and Frederick Street	Six Lane Divided Arterial	56,300	31,400	A	31,400	A
30 . between Frederick Street and Graham Street	Five Lane Divided Arterial	47,000	36,100	C	36,200	C
31 . between Graham Street and Heacock Street	Five Lane Divided Arterial	47,000	37,900	D	37,900	D
32 . between Heacock Street and Indian Street	Six Lane Divided Arterial	56,300	37,200	B	37,200	B
33 . between Indian Street and Perris Boulevard	Six Lane Divided Arterial	56,300	32,200	A	32,200	A
34 . between Perris Boulevard and Kitching Street	Five Lane Divided Arterial	47,000	27,400	A	27,400	A
35 . between Kitching Street and Lasselle Street	Two Lane Divided Arterial	18,800	22,300	**F** *	22,300	**F** *
36 . between Lasselle Street and Nason Street	Two Lane Undivided Arterial	12,500	15,800	**F** *	15,900	**F** *
37 . between Nason Street and Moreno Beach Drive	Two Lane Undivided Arterial	12,500	12,700	**F** *	12,700	**F** *

LSA

Table 7-D - Phase I Project Completion Year (2023) Roadway Segment Levels of Service

Roadway Segment	Classification[1]	Roadway Capacity[2]	Without Project		With Project	
			Daily Volume	LOS	Daily Volume	LOS
Segments on Cactus Avenue						
38 . between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	Four Lane Divided Arterial	37,500	51,400	**F** *	51,500	**F** *
39 . between Elsworth Street and Frederick Street	Six Lane Divided Arterial	56,300	44,200	C	44,300	C
40 . between Frederick Street and Graham Street - Riverside Drive	Six Lane Divided Arterial	56,300	46,100	D	46,200	D
41 . between Graham Street -Riverside Drive and Heacock Street	Six Lane Divided Arterial	56,300	41,300	C	41,400	C
42 . between Heacock Street and Indian Street	Four Lane Divided Arterial	37,500	22,300	A	22,400	A
43 . between Indian Street and Perris Boulevard	Four Lane Divided Arterial	37,500	21,600	A	21,700	A
44 . between Perris Boulevard and Kitching Street	Four Lane Divided Arterial	37,500	17,900	A	18,000	A
45 . between Kitching Street and Lasselle Street	Four Lane Divided Arterial	37,500	13,800	A	13,900	A
46 . between Lasselle Street and Nason Street	Four Lane Divided Arterial	37,500	16,500	A	16,700	A
Segment on John F Kennedy Drive						
47 . between Oliver Street and Moreno Beach Drive	Two Lane Divided Arterial	18,800	2,700	A	2,700	A
Segments on Iris Avenue						
48 . between Heacock Street and Indian Street	Four Lane Divided Arterial	37,500	10,400	A	10,400	A
49 . between Indian Street and Perris Boulevard	Three Lane Divided Arterial	28,200	13,700	A	13,800	A
50 . between Perris Boulevard and Kitching Street	Four Lane Divided Arterial	37,500	24,500	B	24,500	B
51 . between Kitching Street and Lasselle Street	Six Lane Divided Arterial	56,300	26,900	A	27,000	A
52 . between Lasselle Street and Camino Flores	Six Lane Divided Arterial	56,300	33,500	A	33,700	A
53 . between Camino Flores and Coachlight Court - Avenida De Circo	Six Lane Divided Arterial	56,300	32,100	A	32,300	A
54 . between Coachlight Court - Avenida De Circo and Grande Vista Drive	Six Lane Divided Arterial	56,300	30,900	A	31,100	A
55 . between Grande Vista Drive and Nason Street – Hillrose Lane	Six Lane Divided Arterial	56,300	29,200	A	29,400	A
56 . between Nason Street – Hillrose Lane and Driveway 1	Six Lane Divided Arterial	56,300	23,400	A	23,900	A
57 . between Driveway 1 and Driveway 2	Six Lane Divided Arterial	56,300	22,500	A	22,900	A
58 . between Driveway 2 and Driveway 3	Six Lane Divided Arterial	56,300	19,700	A	19,800	A
59 . between Driveway 3 and Oliver Street	Six Lane Divided Arterial	56,300	19,100	A	19,200	A
60 . between Oliver Street and Via Del Lago	Six Lane Divided Arterial	56,300	16,800	A	16,900	A

Notes:

LOS = Level of Service

* Exceeds LOS Standard

[1] Classifications for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. Classification for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

[2] Roadway capacities for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. The capacity for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

LSA

Table 7-E - Phase II Project Completion Year (2032) Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project						With Project						Significant Impact
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour			
				Delay (sec.)	LOS		Delay (sec.)	LOS		Delay (sec.)	LOS		Delay (sec.)	LOS		
1 . I-215 Southbound Ramps/Alessandro Boulevard	Caltrans	Signal	45 sec	11.2	B		12.5	B		11.9	B		12.5	B		No
2 . I-215 Northbound Ramps/Alessandro Boulevard	Caltrans	Signal	45 sec	23.6	C		18.6	B		23.6	C		18.6	B		No
3 . I-215 Southbound Ramps/Cactus Avenue	Caltrans	Signal	45 sec	21.5	C		16.9	B		24.0	C		18.1	B		No
4 . I-215 Northbound Ramps/Cactus Avenue[1]	Caltrans	-	-	-	-		-	-		-	-		-	-		No
5 . I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	Caltrans	Signal	45 sec	98.9	F	*	>100	F	*	>100	F	*	>100	F	*	**Yes**
6 . Day Street/Alessandro Boulevard	Moreno Valley	Signal	D	>100	F	*	>100	F	*	>100	F	*	>100	F	*	**Yes**
7 . Elsworth Street/Alessandro Boulevard	Moreno Valley	Signal	D	34.8	C		63.9	E	*	34.8	C		64.2	E	*	**Yes**
8 . Elsworth Street/Cactus Avenue	Moreno Valley	Signal	D	40.4	D		71.4	E	*	40.5	D		74.6	E	*	**Yes**
9 . Frederick Street/Alessandro Boulevard	Moreno Valley	Signal	D	38.0	D		44.2	D		37.9	D		44.7	D		No
10 . Frederick Street/Cactus Avenue	Moreno Valley	Signal	D	19.4	B		15.8	B		19.2	B		15.9	B		No
11 . Graham Street/Alessandro Boulevard	Moreno Valley	Signal	D	30.6	C		80.8	F	*	30.6	C		81.4	F	*	**Yes**
12 . Graham Street - Riverside Drive/Cactus Avenue	Moreno Valley	Signal	D	56.6	E	*	34.2	C		57.7	E	*	38.1	D		**Yes**
13 . Heacock Street/Alessandro Boulevard	Moreno Valley	Signal	D	41.7	D		43.4	D		41.7	D		43.5	D		No
14 . Heacock Street/Cactus Avenue	Moreno Valley	Signal	D	43.9	D		42.5	D		44.2	D		44.2	D		No
15 . Heacock Street/Iris Avenue	Moreno Valley	Signal	D	29.9	C		19.7	B		30.4	C		19.9	B		No
16 . Indian Street/Alessandro Boulevard	Moreno Valley	Signal	D	33.9	C		32.0	C		33.7	C		31.9	C		No
17 . Indian Street/Cactus Avenue	Moreno Valley	Signal	C	42.2	D	*	34.6	C		42.0	D	*	34.7	C		**Yes**
18 . Indian Street/Iris Avenue	Moreno Valley	Signal	D	47.4	D		32.5	C		47.8	D		32.9	C		No
19 . Perris Boulevard/Alessandro Boulevard	Moreno Valley	Signal	D	46.0	D		88.6	F	*	46.3	D		89.7	F	*	**Yes**
20 . Perris Boulevard/Cactus Avenue	Moreno Valley	Signal	D	47.0	D		45.4	D		47.6	D		47.4	D		No
21 . Perris Boulevard/Iris Avenue	Moreno Valley	Signal	D	37.6	D		48.5	D		38.1	D		49.8	D		No
22 . Perris Boulevard/Krameria Avenue	Moreno Valley	Signal	D	38.8	D		31.8	C		39.1	D		31.8	C		No
23 . Perris Boulevard/San Michele Road	Moreno Valley	Signal	D	11.7	B		22.6	C		11.7	B		22.8	C		No
24 . Perris Boulevard/Nandina Avenue	Moreno Valley	Signal	D	11.9	B		18.1	B		11.9	B		18.0	B		No
25 . Perris Boulevard/Harley Knox Boulevard	Perris	Signal	D	57.3	E	*	50.9	D		58.0	E	*	51.5	D		**Yes**
26 . Kitching Street/Alessandro Boulevard	Moreno Valley	Signal	D	34.3	C		42.1	D		34.0	C		41.7	D		No
27 . Kitching Street/Cactus Avenue	Moreno Valley	Signal	C	44.9	D	*	36.5	D	*	45.6	D	*	36.9	D	*	**Yes**
28 . Kitching Street/Iris Avenue	Moreno Valley	Signal	C	62.6	E	*	>100	F	*	65.9	E	*	>100	F	*	**Yes**
29 . Lasselle Street/Alessandro Boulevard	Moreno Valley	Signal	D	93.7	F	*	>100	F	*	95.6	F	*	>100	F	*	**Yes**
30 . Lasselle Street/Cactus Avenue	Moreno Valley	Signal	C	45.6	D	*	47.2	D	*	46.5	D	*	47.6	D	*	**Yes**
31 . Lasselle Street/John F Kennedy Drive	Moreno Valley	Signal	C	19.3	B		15.4	B		19.5	B		15.7	B		No
32 . Lasselle Street/Iris Avenue	Moreno Valley	Signal	D	44.0	D		56.4	E	*	45.5	D		59.5	E	*	**Yes**
33 . Lasselle Street/Krameria Avenue	Moreno Valley	Signal	C	70.5	E	*	27.7	C		70.1	E	*	27.5	C		**Yes**
34 . Lasselle Street/Via Xavier Lane	Moreno Valley	Signal	C	7.1	A		6.3	A		8.0	A		6.7	A		No
35 . Lasselle Street/Lasselle Sports Park - Rojo Tierra	Moreno Valley	Signal	C	10.4	B		5.2	A		11.9	B		8.3	A		No
36 . Lasselle Street/Cremello Way - Avenida De Plata	Moreno Valley	Signal	C	5.1	A		7.9	A		5.2	A		7.8	A		No
37 . Lasselle Street/Avenida Classica - Kentucky Derby Drive	Moreno Valley	Signal	C	23.7	C		11.7	B		24.3	C		13.0	B		No
38 . Lasselle Street/Via De Anza - Rancho Verde High School	Moreno Valley	Signal	C	58.5	E	*	39.5	D	*	59.3	E	*	40.2	D	*	**Yes**
39 . Evans Road/Ramona Expressway	Perris	Signal	D	91.5	F	*	53.9	D		92.5	F	*	54.2	D		**Yes**
40 . Camino Flores/Iris Avenue	Moreno Valley	Signal	D	15.6	B		30.5	C		15.7	B		30.0	C		No
41 . Coachlight Court - Avenida De Circo/Iris Avenue	Moreno Valley	Signal	C	18.3	B		22.7	C		18.5	B		22.9	C		No

LSA

Table 7-E - Phase II Project Completion Year (2032) Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project				With Project				Significant Impact
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
42 . Grande Vista Drive/Iris Avenue	Moreno Valley	Signal	C	25.2	C	24.1	C	27.3	C	24.7	C	No
43 . Nason Street/Elder Avenue - SR-60 Westbound Ramps	Caltrans	Signal	45 sec	26.7	C	23.1	C	26.9	C	23.9	C	No
44 . Nason Street/SR-60 Eastbound Ramps	Caltrans	Signal	45 sec	21.8	C	29.6	C	24.3	C	32.5	C	No
45 . Nason Street/Eucalyptus Avenue	Moreno Valley	Signal	D	57.0	E *	34.2	C	57.9	E *	35.1	D	**Yes**
46 . Nason Street/Cottonwood Avenue	Moreno Valley	Signal	C	18.4	B	20.6	C	18.2	B	20.9	C	No
47 . Nason Street/Alessandro Boulevard	Moreno Valley	Signal	D	42.7	D	41.6	D	43.4	D	43.9	D	No
48 . Nason Street/Cactus Avenue	Moreno Valley	Signal	D	40.1	D	41.8	D	40.2	D	42.7	D	No
49 . Nason Street-Hillrose Lane/Iris Avenue	Moreno Valley	Signal	C	31.5	C	36.2	D *	30.5	C	39.2	D *	**Yes**
50 . Pearl Lane - Oliver Street/Alessandro Boulevard	Moreno Valley	TWSC	C	>100	F *	>100	F *	>100	F *	>100	F *	**Yes**
51 . Oliver Street/Cactus Avenue	Moreno Valley	Signal	D	37.4	D	27.6	C	37.7	D	27.6	C	No
52 . Oliver Street/John F Kennedy Drive	Moreno Valley	AWSC	C	11.6	B	10.4	B	11.9	B	10.6	B	No
53 . Oliver Street/Iris Avenue	Moreno Valley	Signal	D	32.9	C	32.9	C	33.8	C	37.4	D	No
54 . Via Del Lago/Iris Avenue - Moreno Beach Drive	Moreno Valley	Signal	C	20.2	C	21.1	C	20.4	C	21.2	C	No
55 . Moreno Beach Drive/SR-60 Westbound Ramps	Caltrans	Signal	45 sec	19.7	B	14.1	B	20.7	C	14.4	B	No
56 . Moreno Beach Drive/SR-60 Eastbound Ramps	Caltrans	Signal	45 sec	94.6	F *	>100	F *	95.1	F *	>100	F *	**Yes**
57 . Moreno Beach Drive/Eucalyptus Avenue	Moreno Valley	Signal	D	37.6	D	51.0	D	37.7	D	52.7	D	No
58 . Moreno Beach Drive/Cottonwood Avenue	Moreno Valley	Signal	C	23.0	C	28.1	C	23.1	C	28.3	C	No
59 . Moreno Beach Drive/Alessandro Boulevard	Moreno Valley	Signal	D	63.5	E *	>100	F *	69.6	E *	>100	F *	**Yes**
60 . Moreno Beach Drive/Cactus Avenue	Moreno Valley	Signal	C	22.8	C	28.8	C	22.8	C	28.1	C	No
61 . Moreno Beach Drive/John F Kennedy Drive	Moreno Valley	Signal	D	29.6	C	43.2	D	30.2	C	43.7	D	No
62 . Driveway 1/Iris Avenue	Moreno Valley	OWSC	D	10.7	B	12.0	B	11.5	B	16.8	C	No
63 . Driveway 2/Iris Avenue	Moreno Valley	Signal	D	38.2	D	39.4	D	38.9	D	40.9	D	No
64 . Driveway 3/Iris Avenue	Moreno Valley	OWSC	D	19.0	C	13.5	B	17.2	C	12.0	B	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

[1] This intersection has no conflicting movements. Hence, Synchro did not report a queue for this intersection.

LSA

Table 7-F - Phase II Project Completion Year (2032) Roadway Segment Levels of Service

Roadway Segment	Classification[1]	Roadway Capacity[2]	Without Project		With Project	
			Daily Volume	LOS	Daily Volume	LOS
Segments on Perris Boulevard						
1 . between Iris Avenue and Krameria Avenue	Six Lane Divided Arterial	56,300	42,400	C	42,700	C
2 . between Krameria Avenue and San Michele Road	Six Lane Divided Arterial	56,300	45,100	D	45,400	D
3 . between San Michele Road and Nandina Avenue	Six Lane Divided Arterial	56,300	45,200	D	45,500	D
4 . between Nandina Avenue and Harley Knox Boulevard	Six Lane Divided Arterial	56,300	46,700	D	47,000	D
Segments on Lasselle Street						
5 . between John F Kennedy Drive and Iris Avenue	Four Lane Divided Arterial	37,500	22,400	A	22,600	B
6 . between Iris Avenue and Krameria Avenue	Four Lane Divided Arterial	37,500	33,700	**D** *	34,500	**E** *
7 . between Krameria Avenue and Via Xavier Lane	Four Lane Divided Arterial	37,500	31,900	**D** *	32,600	**D** *
8 . between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	Four Lane Divided Arterial	37,500	31,000	**D** *	31,700	**D** *
9 . between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	Four Lane Divided Arterial	37,500	30,600	**D** *	31,300	**D** *
10 . between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	Four Lane Divided Arterial	37,500	30,100	**D** *	30,600	**D** *
11 . between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	Four Lane Divided Arterial	37,500	28,800	C	29,300	C
Segment on Lasselle Street - Evans Road						
12 . between Via De Anza - Rancho Verde High School and Ramona Expressway	Arterial (Four Lanes)	35,900	35,800	**E** *	36,200	**F** *
Segments on Nason Street						
13 . between SR-60 Eastbound Ramps and Eucalyptus Avenue	Four Lane Divided Arterial	37,500	27,600	C	28,500	C
14 . between Eucalyptus Avenue and Cottonwood Avenue	Four Lane Divided Arterial	37,500	39,400	**F** *	40,300	**F** *
15 . between Cottonwood Avenue and Alessandro Boulevard	Four Lane Divided Arterial	37,500	30,300	**D** *	31,200	**D** *
16 . between Alessandro Boulevard and Cactus Avenue	Four Lane Divided Arterial	37,500	23,600	B	25,300	B
17 . between Cactus Avenue and Iris Avenue	Four Lane Divided Arterial	37,500	19,300	A	22,300	A
Segments on Oliver Street						
18 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	2,600	A	2,700	A
19 . between Cactus Avenue and John F Kennedy Drive	Four Lane Divided Arterial	37,500	5,500	A	5,700	A
20 . between John F Kennedy Drive and Iris Avenue	Three Lane Undivided Arterial	18,800	3,400	A	3,800	A
Segments on Moreno Beach Drive						
21 . between SR-60 Eastbound Ramps and Eucalyptus Avenue	Four Lane Divided Arterial	37,500	33,100	D	33,900	**E** *
22 . between Eucalyptus Avenue and Cottonwood Avenue	Four Lane Divided Arterial	37,500	21,300	A	22,100	A
23 . between Cottonwood Avenue and Alessandro Boulevard	Two Lane Divided Arterial	18,800	21,200	**F** *	22,200	**F** *
24 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	23,700	**F** *	24,800	**F** *
25 . between Cactus Avenue and John F Kennedy Drive	Six Lane Divided Arterial	56,300	18,500	A	19,900	A
26 . between John F Kennedy Drive and Via Del Lago	Six Lane Divided Arterial	56,300	24,200	A	25,800	A
Segments on Alessandro Boulevard						
27 . between I-215 Northbound Ramps and Day Street	Five Lane Divided Arterial	47,000	51,300	**F** *	51,600	**F** *
28 . between Day Street and Elsworth Street	Five Lane Divided Arterial	47,000	43,700	**E** *	43,900	**E** *
29 . between Elsworth Street and Frederick Street	Six Lane Divided Arterial	56,300	38,000	B	38,200	B
30 . between Frederick Street and Graham Street	Five Lane Divided Arterial	47,000	44,100	**E** *	44,400	**E** *
31 . between Graham Street and Heacock Street	Five Lane Divided Arterial	47,000	47,700	**F** *	48,100	**F** *
32 . between Heacock Street and Indian Street	Six Lane Divided Arterial	56,300	48,000	D	48,500	D
33 . between Indian Street and Perris Boulevard	Six Lane Divided Arterial	56,300	42,300	C	42,800	C
34 . between Perris Boulevard and Kitching Street	Five Lane Divided Arterial	47,000	37,500	D	38,000	D
35 . between Kitching Street and Lasselle Street	Two Lane Divided Arterial	18,800	33,500	**F** *	34,100	**F** *
36 . between Lasselle Street and Nason Street	Two Lane Undivided Arterial	12,500	25,600	**F** *	26,400	**F** *
37 . between Nason Street and Moreno Beach Drive	Two Lane Undivided Arterial	12,500	19,700	**F** *	19,800	**F** *

LSA

Table 7-F - Phase II Project Completion Year (2032) Roadway Segment Levels of Service

Roadway Segment	Classification[1]	Roadway Capacity[2]	Without Project		With Project	
			Daily Volume	LOS	Daily Volume	LOS
Segments on Cactus Avenue						
38 . between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	Four Lane Divided Arterial	37,500	59,000	F *	60,000	F *
39 . between Elsworth Street and Frederick Street	Six Lane Divided Arterial	56,300	47,800	D	48,800	D
40 . between Frederick Street and Graham Street - Riverside Drive	Six Lane Divided Arterial	56,300	49,000	D	50,100	D
41 . between Graham Street -Riverside Drive and Heacock Street	Six Lane Divided Arterial	56,300	43,800	C	44,900	C
42 . between Heacock Street and Indian Street	Four Lane Divided Arterial	37,500	22,500	B	23,600	B
43 . between Indian Street and Perris Boulevard	Four Lane Divided Arterial	37,500	22,300	A	23,400	B
44 . between Perris Boulevard and Kitching Street	Four Lane Divided Arterial	37,500	19,400	A	20,500	A
45 . between Kitching Street and Lasselle Street	Four Lane Divided Arterial	37,500	15,200	A	16,400	A
46 . between Lasselle Street and Nason Street	Four Lane Divided Arterial	37,500	20,400	A	21,700	A
Segment on John F Kennedy Drive						
47 . between Oliver Street and Moreno Beach Drive	Two Lane Divided Arterial	18,800	2,800	A	2,800	A
Segments on Iris Avenue						
48 . between Heacock Street and Indian Street	Four Lane Divided Arterial	37,500	12,200	A	12,300	A
49 . between Indian Street and Perris Boulevard	Three Lane Divided Arterial	28,200	16,500	A	16,800	A
50 . between Perris Boulevard and Kitching Street	Four Lane Divided Arterial	37,500	28,500	C	29,200	C
51 . between Kitching Street and Lasselle Street	Six Lane Divided Arterial	56,300	35,500	B	36,200	B
52 . between Lasselle Street and Camino Flores	Six Lane Divided Arterial	56,300	42,700	C	44,500	C
53 . between Camino Flores and Coachlight Court - Avenida De Circo	Six Lane Divided Arterial	56,300	41,300	C	43,100	C
54 . between Coachlight Court - Avenida De Circo and Grande Vista Drive	Six Lane Divided Arterial	56,300	41,300	C	43,200	C
55 . between Grande Vista Drive and Nason Street – Hillrose Lane	Six Lane Divided Arterial	56,300	39,600	C	41,500	C
56 . between Nason Street – Hillrose Lane and Driveway 1	Six Lane Divided Arterial	56,300	30,400	A	35,300	B
57 . between Driveway 1 and Driveway 2	Six Lane Divided Arterial	56,300	29,500	A	33,200	A
58 . between Driveway 2 and Driveway 3	Six Lane Divided Arterial	56,300	26,000	A	28,100	A
59 . between Driveway 3 and Oliver Street	Six Lane Divided Arterial	56,300	25,400	A	27,400	A
60 . between Oliver Street and Via Del Lago	Six Lane Divided Arterial	56,300	22,700	A	24,200	A

Notes:

LOS = Level of Service

* Exceeds LOS Standard

[1] Classifications for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. Classification for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

[2] Roadway capacities for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. The capacity for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

LSA

Table 7-G - Phase III Project Completion Year (2038) Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project						With Project						Significant Impact
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour			
				Delay (sec.)	LOS		Delay (sec.)	LOS		Delay (sec.)	LOS		Delay (sec.)	LOS		
1 . I-215 Southbound Ramps/Alessandro Boulevard	Caltrans	Signal	45 sec	16.0	B		15.1	B		15.6	B		15.1	B		No
2 . I-215 Northbound Ramps/Alessandro Boulevard	Caltrans	Signal	45 sec	31.0	C		22.0	C		31.3	C		22.4	C		No
3 . I-215 Southbound Ramps/Cactus Avenue	Caltrans	Signal	45 sec	20.6	C		17.7	B		24.5	C		20.5	C		No
4 . I-215 Northbound Ramps/Cactus Avenue[1]	Caltrans	-	-	-	-		-	-		-	-		-	-		No
5 . I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	Caltrans	Signal	45 sec	>100	F	*	>100	F	*	>100	F	*	>100	F	*	**Yes**
6 . Day Street/Alessandro Boulevard	Moreno Valley	Signal	D	>100	F	*	>100	F	*	>100	F	*	>100	F	*	**Yes**
7 . Elsworth Street/Alessandro Boulevard	Moreno Valley	Signal	D	34.6	C		>100	F	*	34.6	C		>100	F	*	**Yes**
8 . Elsworth Street/Cactus Avenue	Moreno Valley	Signal	D	40.2	D		67.7	E	*	42.1	D		70.6	E	*	**Yes**
9 . Frederick Street/Alessandro Boulevard	Moreno Valley	Signal	D	37.9	D		69.7	E	*	37.9	D		70.7	E	*	**Yes**
10 . Frederick Street/Cactus Avenue	Moreno Valley	Signal	D	20.2	C		17.0	B		19.9	B		17.8	B		No
11 . Graham Street/Alessandro Boulevard	Moreno Valley	Signal	D	30.3	C		>100	F	*	30.4	C		>100	F	*	**Yes**
12 . Graham Street - Riverside Drive/Cactus Avenue	Moreno Valley	Signal	D	73.6	E	*	49.1	D		75.8	E	*	58.6	E	*	**Yes**
13 . Heacock Street/Alessandro Boulevard	Moreno Valley	Signal	D	50.9	D		54.0	D		51.4	D		56.5	E	*	**Yes**
14 . Heacock Street/Cactus Avenue	Moreno Valley	Signal	D	45.8	D		47.2	D		46.5	D		50.5	D		No
15 . Heacock Street/Iris Avenue	Moreno Valley	Signal	D	29.6	C		23.7	C		30.6	C		24.0	C		No
16 . Indian Street/Alessandro Boulevard	Moreno Valley	Signal	D	34.9	C		37.5	D		34.9	C		38.3	D		No
17 . Indian Street/Cactus Avenue	Moreno Valley	Signal	C	42.5	D	*	35.5	D	*	42.0	D	*	36.0	D	*	**Yes**
18 . Indian Street/Iris Avenue	Moreno Valley	Signal	D	50.7	D		36.4	D		51.4	D		37.2	D		No
19 . Perris Boulevard/Alessandro Boulevard	Moreno Valley	Signal	D	62.9	E	*	>100	F	*	64.8	E	*	>100	F	*	**Yes**
20 . Perris Boulevard/Cactus Avenue	Moreno Valley	Signal	D	49.8	D		57.4	E	*	51.4	D		61.4	E	*	**Yes**
21 . Perris Boulevard/Iris Avenue	Moreno Valley	Signal	D	40.5	D		66.4	E	*	42.3	D		70.3	E	*	**Yes**
22 . Perris Boulevard/Krameria Avenue	Moreno Valley	Signal	D	47.4	D		49.8	D		48.9	D		50.5	D		No
23 . Perris Boulevard/San Michele Road	Moreno Valley	Signal	D	12.9	B		36.5	D		12.9	B		38.8	D		No
24 . Perris Boulevard/Nandina Avenue	Moreno Valley	Signal	D	14.3	B		19.9	B		14.4	B		19.8	B		No
25 . Perris Boulevard/Harley Knox Boulevard	Perris	Signal	D	86.1	F	*	83.3	F	*	88.1	F	*	85.8	F	*	**Yes**
26 . Kitching Street/Alessandro Boulevard	Moreno Valley	Signal	D	35.4	D		46.7	D		35.3	D		46.2	D		No
27 . Kitching Street/Cactus Avenue	Moreno Valley	Signal	C	46.0	D	*	36.8	D	*	48.1	D	*	37.8	D	*	**Yes**
28 . Kitching Street/Iris Avenue	Moreno Valley	Signal	C	>100	F	*	>100	F	*	>100	F	*	>100	F	*	**Yes**
29 . Lasselle Street/Alessandro Boulevard	Moreno Valley	Signal	D	>100	F	*	>100	F	*	>100	F	*	>100	F	*	**Yes**
30 . Lasselle Street/Cactus Avenue	Moreno Valley	Signal	C	47.4	D	*	50.4	D	*	49.3	D	*	52.3	D	*	**Yes**
31 . Lasselle Street/John F Kennedy Drive	Moreno Valley	Signal	C	19.7	B		17.4	B		20.0	B		18.4	B		No
32 . Lasselle Street/Iris Avenue	Moreno Valley	Signal	D	52.9	D		76.4	E	*	57.0	E	*	85.1	F	*	**Yes**
33 . Lasselle Street/Krameria Avenue	Moreno Valley	Signal	C	78.8	E	*	33.7	C		78.0	E	*	33.7	C		**Yes**
34 . Lasselle Street/Via Xavier Lane	Moreno Valley	Signal	C	9.4	A		7.6	A		12.6	B		8.8	A		No
35 . Lasselle Street/Lasselle Sports Park - Rojo Tierra	Moreno Valley	Signal	C	15.3	B		8.7	A		20.5	C		8.9	A		No
36 . Lasselle Street/Cremello Way - Avenida De Plata	Moreno Valley	Signal	C	5.6	A		8.7	A		5.7	A		8.9	A		No
37 . Lasselle Street/Avenida Classica - Kentucky Derby Drive	Moreno Valley	Signal	C	26.5	C		17.1	B		29.5	C		22.4	C		No
38 . Lasselle Street/Via De Anza - Rancho Verde High School	Moreno Valley	Signal	C	55.4	E	*	44.0	D	*	57.9	E	*	46.4	D	*	**Yes**
39 . Evans Road/Ramona Expressway	Perris	Signal	D	>100	F	*	84.8	F	*	>100	F	*	86.0	F	*	**Yes**
40 . Camino Flores/Iris Avenue	Moreno Valley	Signal	D	16.8	B		35.9	D		17.1	B		38.3	D		No
41 . Coachlight Court - Avenida De Circo/Iris Avenue	Moreno Valley	Signal	C	20.2	C		27.0	C		20.7	C		28.5	C		No

LSA

Table 7-G - Phase III Project Completion Year (2038) Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project				With Project				Significant Impact
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
42 . Grande Vista Drive/Iris Avenue	Moreno Valley	Signal	C	26.3	C	24.3	C	28.3	C	25.2	C	No
43 . Nason Street/Elder Avenue - SR-60 Westbound Ramps	Caltrans	Signal	45 sec	29.4	C	27.7	C	30.0	C	30.7	C	No
44 . Nason Street/SR-60 Eastbound Ramps	Caltrans	Signal	45 sec	24.4	C	29.4	C	32.8	C	34.5	C	No
45 . Nason Street/Eucalyptus Avenue	Moreno Valley	Signal	D	72.6	E *	53.7	D	77.5	E *	59.6	E *	**Yes**
46 . Nason Street/Cottonwood Avenue	Moreno Valley	Signal	C	21.5	C	22.6	C	20.9	C	23.9	C	No
47 . Nason Street/Alessandro Boulevard	Moreno Valley	Signal	D	51.1	D	56.2	E *	56.3	E *	67.3	E *	**Yes**
48 . Nason Street/Cactus Avenue	Moreno Valley	Signal	D	42.6	D	47.4	D	43.6	D	50.2	D	No
49 . Nason Street-Hillrose Lane/Iris Avenue	Moreno Valley	Signal	C	34.8	C	40.5	D *	40.6	D *	63.3	E *	**Yes**
50 . Pearl Lane - Oliver Street/Alessandro Boulevard	Moreno Valley	TWSC	C	>100	F *	>100	F *	>100	F *	>100	F *	**Yes**
51 . Oliver Street/Cactus Avenue	Moreno Valley	Signal	D	38.3	D	28.6	C	39.2	D	28.8	C	No
52 . Oliver Street/John F Kennedy Drive	Moreno Valley	AWSC	C	12.3	B	11.9	B	13.3	B	12.4	B	No
53 . Oliver Street/Iris Avenue	Moreno Valley	Signal	D	34.8	C	32.9	C	37.4	D	40.7	D	No
54 . Via Del Lago/Iris Avenue - Moreno Beach Drive	Moreno Valley	Signal	C	21.7	C	23.3	C	23.3	C	24.3	C	No
55 . Moreno Beach Drive/SR-60 Westbound Ramps	Caltrans	Signal	45 sec	20.6	C	15.5	B	28.8	C	16.4	B	No
56 . Moreno Beach Drive/SR-60 Eastbound Ramps	Caltrans	Signal	45 sec	>100	F *	>100	F *	>100	F *	>100	F *	**Yes**
57 . Moreno Beach Drive/Eucalyptus Avenue	Moreno Valley	Signal	D	42.3	D	74.5	E *	41.8	D	76.6	E *	**Yes**
58 . Moreno Beach Drive/Cottonwood Avenue	Moreno Valley	Signal	C	25.7	C	47.6	D *	26.5	C	64.7	E *	**Yes**
59 . Moreno Beach Drive/Alessandro Boulevard	Moreno Valley	Signal	D	>100	F *	>100	F *	>100	F *	>100	F *	**Yes**
60 . Moreno Beach Drive/Cactus Avenue	Moreno Valley	Signal	C	23.0	C	29.0	C	23.3	C	28.1	C	No
61 . Moreno Beach Drive/John F Kennedy Drive	Moreno Valley	Signal	D	32.0	C	44.7	D	34.1	C	45.9	D	No
62 . Driveway 1/Iris Avenue	Moreno Valley	OWSC	D	11.3	B	13.0	B	13.2	B	44.6	E *	**Yes**
63 . Driveway 2/Iris Avenue	Moreno Valley	Signal	D	39.8	D	39.5	D	46.7	D	43.0	D	No
64 . Driveway 3/Iris Avenue	Moreno Valley	OWSC	D	25.1	D	13.7	B	22.8	C	14.1	B	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

[1] This intersection has no conflicting movements. Hence, Synchro did not report a queue for this intersection.

LSA

Table 7-H - Phase III Project Completion Year (2038) Roadway Segment Levels of Service

Roadway Segment	Classification[1]	Roadway Capacity[2]	Without Project		With Project	
			Daily Volume	LOS	Daily Volume	LOS
Segments on Perris Boulevard						
1 . between Iris Avenue and Krameria Avenue	Six Lane Divided Arterial	56,300	49,000	D	49,600	D
2 . between Krameria Avenue and San Michele Road	Six Lane Divided Arterial	56,300	51,900	**E** *	52,500	**E** *
3 . between San Michele Road and Nandina Avenue	Six Lane Divided Arterial	56,300	52,100	**E** *	52,600	**E** *
4 . between Nandina Avenue and Harley Knox Boulevard	Six Lane Divided Arterial	56,300	53,400	**E** *	53,900	**E** *
Segments on Lasselle Street						
5 . between John F Kennedy Drive and Iris Avenue	Four Lane Divided Arterial	37,500	24,600	B	25,100	B
6 . between Iris Avenue and Krameria Avenue	Four Lane Divided Arterial	37,500	36,500	**E** *	37,900	**F** *
7 . between Krameria Avenue and Via Xavier Lane	Four Lane Divided Arterial	37,500	34,800	**E** *	36,200	**E** *
8 . between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	Four Lane Divided Arterial	37,500	34,000	**E** *	35,300	**E** *
9 . between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	Four Lane Divided Arterial	37,500	33,600	**D** *	34,800	**E** *
10 . between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	Four Lane Divided Arterial	37,500	33,100	**D** *	34,100	**E** *
11 . between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	Four Lane Divided Arterial	37,500	31,800	**D** *	32,700	**D** *
Segment on Lasselle Street - Evans Road						
12 . between Via De Anza - Rancho Verde High School and Ramona Expressway	Arterial (Four Lanes)	35,900	40,900	**F** *	41,700	**F** *
Segments on Nason Street						
13 . between SR-60 Eastbound Ramps and Eucalyptus Avenue	Four Lane Divided Arterial	37,500	30,200	D	31,700	D
14 . between Eucalyptus Avenue and Cottonwood Avenue	Four Lane Divided Arterial	37,500	45,800	**F** *	47,400	**F** *
15 . between Cottonwood Avenue and Alessandro Boulevard	Four Lane Divided Arterial	37,500	35,000	**E** *	36,600	**E** *
16 . between Alessandro Boulevard and Cactus Avenue	Four Lane Divided Arterial	37,500	27,300	C	30,500	D
17 . between Cactus Avenue and Iris Avenue	Four Lane Divided Arterial	37,500	22,400	A	28,000	C
Segments on Oliver Street						
18 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	2,700	A	3,000	A
19 . between Cactus Avenue and John F Kennedy Drive	Four Lane Divided Arterial	37,500	6,000	A	6,500	A
20 . between John F Kennedy Drive and Iris Avenue	Three Lane Undivided Arterial	18,800	3,800	A	4,400	A
Segments on Moreno Beach Drive						
21 . between SR-60 Eastbound Ramps and Eucalyptus Avenue	Four Lane Divided Arterial	37,500	38,000	**F** *	39,400	**F** *
22 . between Eucalyptus Avenue and Cottonwood Avenue	Four Lane Divided Arterial	37,500	23,300	B	24,700	B
23 . between Cottonwood Avenue and Alessandro Boulevard	Two Lane Divided Arterial	18,800	23,400	**F** *	25,100	**F** *
24 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	26,900	**F** *	28,900	**F** *
25 . between Cactus Avenue and John F Kennedy Drive	Six Lane Divided Arterial	56,300	20,600	A	23,100	A
26 . between John F Kennedy Drive and Via Del Lago	Six Lane Divided Arterial	56,300	28,300	A	31,200	A
Segments on Alessandro Boulevard						
27 . between I-215 Northbound Ramps and Day Street	Five Lane Divided Arterial	47,000	60,600	**F** *	61,000	**F** *
28 . between Day Street and Elsworth Street	Five Lane Divided Arterial	47,000	49,800	**F** *	50,200	**F** *
29 . between Elsworth Street and Frederick Street	Six Lane Divided Arterial	56,300	42,400	C	42,800	C
30 . between Frederick Street and Graham Street	Five Lane Divided Arterial	47,000	49,400	**F** *	49,900	**F** *
31 . between Graham Street and Heacock Street	Five Lane Divided Arterial	47,000	54,300	**F** *	54,900	**F** *
32 . between Heacock Street and Indian Street	Six Lane Divided Arterial	56,300	55,300	**E** *	56,000	**E** *
33 . between Indian Street and Perris Boulevard	Six Lane Divided Arterial	56,300	49,100	D	50,000	D
34 . between Perris Boulevard and Kitching Street	Five Lane Divided Arterial	47,000	44,200	**E** *	45,300	**E** *
35 . between Kitching Street and Lasselle Street	Two Lane Divided Arterial	18,800	41,000	**F** *	42,000	**F** *
36 . between Lasselle Street and Nason Street	Two Lane Undivided Arterial	12,500	32,100	**F** *	33,700	**F** *
37 . between Nason Street and Moreno Beach Drive	Two Lane Undivided Arterial	12,500	24,400	**F** *	24,600	**F** *

Table 7-H - Phase III Project Completion Year (2038) Roadway Segment Levels of Service

Roadway Segment	Classification[1]	Roadway Capacity[2]	Without Project		With Project	
			Daily Volume	LOS	Daily Volume	LOS
Segments on Cactus Avenue						
38 . between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	Four Lane Divided Arterial	37,500	64,100	**F** *	66,000	**F** *
39 . between Elsworth Street and Frederick Street	Six Lane Divided Arterial	56,300	50,200	D	52,100	**E** *
40 . between Frederick Street and Graham Street - Riverside Drive	Six Lane Divided Arterial	56,300	51,000	**E** *	52,900	**E** *
41 . between Graham Street -Riverside Drive and Heacock Street	Six Lane Divided Arterial	56,300	45,500	D	47,500	D
42 . between Heacock Street and Indian Street	Four Lane Divided Arterial	37,500	22,700	B	24,600	B
43 . between Indian Street and Perris Boulevard	Four Lane Divided Arterial	37,500	22,800	B	24,800	B
44 . between Perris Boulevard and Kitching Street	Four Lane Divided Arterial	37,500	20,400	A	22,500	B
45 . between Kitching Street and Lasselle Street	Four Lane Divided Arterial	37,500	16,100	A	18,300	A
46 . between Lasselle Street and Nason Street	Four Lane Divided Arterial	37,500	23,000	B	25,300	B
Segment on John F Kennedy Drive						
47 . between Oliver Street and Moreno Beach Drive	Two Lane Divided Arterial	18,800	2,800	A	2,900	A
Segments on Iris Avenue						
48 . between Heacock Street and Indian Street	Four Lane Divided Arterial	37,500	13,400	A	13,600	A
49 . between Indian Street and Perris Boulevard	Three Lane Divided Arterial	28,200	18,300	B	18,800	B
50 . between Perris Boulevard and Kitching Street	Four Lane Divided Arterial	37,500	31,300	**D** *	32,400	**D** *
51 . between Kitching Street and Lasselle Street	Six Lane Divided Arterial	56,300	41,200	C	42,500	C
52 . between Lasselle Street and Camino Flores	Six Lane Divided Arterial	56,300	48,800	D	52,100	**E** *
53 . between Camino Flores and Coachlight Court - Avenida De Circo	Six Lane Divided Arterial	56,300	47,400	**D** *	50,800	**E** *
54 . between Coachlight Court - Avenida De Circo and Grande Vista Drive	Six Lane Divided Arterial	56,300	48,200	**D** *	51,700	**E** *
55 . between Grande Vista Drive and Nason Street – Hillrose Lane	Six Lane Divided Arterial	56,300	46,600	**D** *	50,000	**D** *
56 . between Nason Street – Hillrose Lane and Driveway 1	Six Lane Divided Arterial	56,300	35,000	B	44,200	C
57 . between Driveway 1 and Driveway 2	Six Lane Divided Arterial	56,300	34,200	B	41,000	C
58 . between Driveway 2 and Driveway 3	Six Lane Divided Arterial	56,300	30,200	A	34,000	B
59 . between Driveway 3 and Oliver Street	Six Lane Divided Arterial	56,300	29,600	A	33,400	A
60 . between Oliver Street and Via Del Lago	Six Lane Divided Arterial	56,300	26,600	A	29,400	A

Notes:

LOS = Level of Service

* Exceeds LOS Standard

[1] Classifications for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. Classification for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

[2] Roadway capacities for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. The capacity for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

LSA

Table 7-I - General Plan Build-out (2040) Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project				With Project				Significant Impact
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
1 . I-215 Southbound Ramps/Alessandro Boulevard	Caltrans	Signal	45 sec	17.2	B	17.0	B	17.8	B	17.1	B	No
2 . I-215 Northbound Ramps/Alessandro Boulevard	Caltrans	Signal	45 sec	37.0	D	25.4	C	37.3	D	26.1	C	No
3 . I-215 Southbound Ramps/Cactus Avenue	Caltrans	Signal	45 sec	20.3	C	18.4	B	24.2	C	21.4	C	No
4 . I-215 Northbound Ramps/Cactus Avenue[1]	Caltrans	-	-	-	-	-	-	-	-	-	-	No
5 . I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	Caltrans	Signal	45 sec	>100	F *	>100	F *	>100	F *	>100	F *	**Yes**
6 . Day Street/Alessandro Boulevard	Moreno Valley	Signal	D	>100	F *	>100	F *	>100	F *	>100	F *	**Yes**
7 . Elsworth Street/Alessandro Boulevard	Moreno Valley	Signal	D	34.5	C	>100	F *	34.6	C	>100	F *	**Yes**
8 . Elsworth Street/Cactus Avenue	Moreno Valley	Signal	D	43.7	D	77.5	E *	46.1	D	80.8	F *	**Yes**
9 . Frederick Street/Alessandro Boulevard	Moreno Valley	Signal	D	39.1	D	79.1	E *	39.4	D	80.2	F *	**Yes**
10 . Frederick Street/Cactus Avenue	Moreno Valley	Signal	D	20.6	C	18.6	B	20.4	C	22.1	C	No
11 . Graham Street/Alessandro Boulevard	Moreno Valley	Signal	D	33.0	C	>100	F *	34.0	C	>100	F *	**Yes**
12 . Graham Street - Riverside Drive/Cactus Avenue	Moreno Valley	Signal	D	81.7	F *	58.3	E *	83.8	F *	68.0	E *	**Yes**
13 . Heacock Street/Alessandro Boulevard	Moreno Valley	Signal	D	58.8	E *	66.3	E *	59.8	E *	69.8	E *	**Yes**
14 . Heacock Street/Cactus Avenue	Moreno Valley	Signal	D	46.7	D	48.9	D	47.6	D	52.6	D	No
15 . Heacock Street/Iris Avenue	Moreno Valley	Signal	D	29.5	C	26.7	C	30.4	C	27.0	C	No
16 . Indian Street/Alessandro Boulevard	Moreno Valley	Signal	D	38.0	D	44.9	D	38.6	D	46.7	D	No
17 . Indian Street/Cactus Avenue	Moreno Valley	Signal	C	42.6	D *	35.8	D *	42.1	D *	36.4	D *	**Yes**
18 . Indian Street/Iris Avenue	Moreno Valley	Signal	D	51.8	D	37.7	D	52.6	D	38.5	D	No
19 . Perris Boulevard/Alessandro Boulevard	Moreno Valley	Signal	D	71.7	E *	>100	F *	73.8	E *	>100	F *	**Yes**
20 . Perris Boulevard/Cactus Avenue	Moreno Valley	Signal	D	51.1	D	65.3	E *	52.6	D	69.1	E *	**Yes**
21 . Perris Boulevard/Iris Avenue	Moreno Valley	Signal	D	42.5	D	80.8	F *	45.0	D	85.2	F *	**Yes**
22 . Perris Boulevard/Krameria Avenue	Moreno Valley	Signal	D	52.2	D	60.3	E *	54.0	D	61.2	E *	**Yes**
23 . Perris Boulevard/San Michele Road	Moreno Valley	Signal	D	13.3	B	47.8	D	13.3	B	50.7	D	No
24 . Perris Boulevard/Nandina Avenue	Moreno Valley	Signal	D	15.3	B	21.0	C	15.4	B	21.0	C	No
25 . Perris Boulevard/Harley Knox Boulevard	Perris	Signal	D	97.9	F *	98.8	F *	>100	F *	>100	F *	**Yes**
26 . Kitching Street/Alessandro Boulevard	Moreno Valley	Signal	D	38.7	D	49.1	D	39.1	D	49.7	D	No
27 . Kitching Street/Cactus Avenue	Moreno Valley	Signal	C	46.5	D *	37.1	D *	49.3	D *	38.1	D *	**Yes**
28 . Kitching Street/Iris Avenue	Moreno Valley	Signal	C	>100	F *	>100	F *	>100	F *	>100	F *	**Yes**
29 . Lasselle Street/Alessandro Boulevard	Moreno Valley	Signal	D	>100	F *	>100	F *	>100	F *	>100	F *	**Yes**
30 . Lasselle Street/Cactus Avenue	Moreno Valley	Signal	C	48.1	D *	52.3	D *	50.0	D *	55.1	E *	**Yes**
31 . Lasselle Street/John F Kennedy Drive	Moreno Valley	Signal	C	19.9	B	18.4	B	20.2	C	19.6	B	No
32 . Lasselle Street/Iris Avenue	Moreno Valley	Signal	D	56.7	E *	85.7	F *	61.1	E *	95.1	F *	**Yes**
33 . Lasselle Street/Krameria Avenue	Moreno Valley	Signal	C	81.9	F *	36.2	D *	81.1	F *	36.1	D *	**Yes**
34 . Lasselle Street/Via Xavier Lane	Moreno Valley	Signal	C	10.5	B	8.1	A	14.3	B	9.6	A	No
35 . Lasselle Street/Lasselle Sports Park - Rojo Tierra	Moreno Valley	Signal	C	17.5	B	8.9	A	23.4	C	9.2	A	No
36 . Lasselle Street/Cremello Way - Avenida De Plata	Moreno Valley	Signal	C	5.7	A	9.0	A	5.9	A	9.2	A	No
37 . Lasselle Street/Avenida Classica - Kentucky Derby Drive	Moreno Valley	Signal	C	28.2	C	20.0	B	32.0	C	26.2	C	No
38 . Lasselle Street/Via De Anza - Rancho Verde High School	Moreno Valley	Signal	C	57.2	E *	46.1	D *	60.0	E *	49.1	D *	**Yes**
39 . Evans Road/Ramona Expressway	Perris	Signal	D	>100	F *	>100	F *	>100	F *	>100	F *	**Yes**
40 . Camino Flores/Iris Avenue	Moreno Valley	Signal	D	17.3	B	39.6	D	17.7	B	43.3	D	No
41 . Coachlight Court - Avenida De Circo/Iris Avenue	Moreno Valley	Signal	C	21.1	C	29.2	C	21.8	C	32.0	C	No

LSA

Table 7-I - General Plan Build-out (2040) Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project				With Project				Significant Impact
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
42 . Grande Vista Drive/Iris Avenue	Moreno Valley	Signal	C	26.0	C	30.6	C	28.5	C	32.2	C	No
43 . Nason Street/Elder Avenue - SR-60 Westbound Ramps	Caltrans	Signal	45 sec	30.4	C	29.4	C	30.9	C	32.9	C	No
44 . Nason Street/SR-60 Eastbound Ramps	Caltrans	Signal	45 sec	25.7	C	29.4	C	34.8	C	34.3	C	No
45 . Nason Street/Eucalyptus Avenue	Moreno Valley	Signal	D	80.2	**F** *	66.9	**E** *	85.7	**F** *	73.8	**E** *	**Yes**
46 . Nason Street/Cottonwood Avenue	Moreno Valley	Signal	C	22.6	C	23.5	C	22.1	C	25.2	C	No
47 . Nason Street/Alessandro Boulevard	Moreno Valley	Signal	D	57.7	**E** *	65.6	**E** *	63.9	**E** *	78.6	**E** *	**Yes**
48 . Nason Street/Cactus Avenue	Moreno Valley	Signal	D	43.9	D	51.1	D	45.1	D	54.2	D	No
49 . Nason Street-Hillrose Lane/Iris Avenue	Moreno Valley	Signal	C	37.1	**D** *	43.1	**D** *	46.4	**D** *	69.9	**E** *	**Yes**
50 . Pearl Lane - Oliver Street/Alessandro Boulevard	Moreno Valley	TWSC	C	>100	**F** *	>100	**F** *	>100	**F** *	>100	**F** *	**Yes**
51 . Oliver Street/Cactus Avenue	Moreno Valley	Signal	D	38.7	D	29.2	C	39.7	D	29.4	C	No
52 . Oliver Street/John F Kennedy Drive	Moreno Valley	AWSC	C	12.7	B	12.5	B	13.6	B	13.1	B	No
53 . Oliver Street/Iris Avenue	Moreno Valley	Signal	D	35.6	D	32.8	C	38.4	D	44.4	D	No
54 . Via Del Lago/Iris Avenue - Moreno Beach Drive	Moreno Valley	Signal	C	22.5	C	24.6	C	24.5	C	26.0	C	No
55 . Moreno Beach Drive/SR-60 Westbound Ramps	Caltrans	Signal	45 sec	21.6	C	16.1	B	30.5	C	17.1	B	No
56 . Moreno Beach Drive/SR-60 Eastbound Ramps	Caltrans	Signal	45 sec	>100	**F** *	>100	**F** *	>100	**F** *	>100	**F** *	**Yes**
57 . Moreno Beach Drive/Eucalyptus Avenue	Moreno Valley	Signal	D	45.1	D	84.0	**F** *	45.4	D	86.2	**F** *	**Yes**
58 . Moreno Beach Drive/Cottonwood Avenue	Moreno Valley	Signal	C	27.4	C	58.6	**E** *	29.4	C	80.7	**F** *	**Yes**
59 . Moreno Beach Drive/Alessandro Boulevard	Moreno Valley	Signal	D	>100	**F** *	>100	**F** *	>100	**F** *	>100	**F** *	**Yes**
60 . Moreno Beach Drive/Cactus Avenue	Moreno Valley	Signal	C	23.1	C	29.3	**C**	23.4	C	28.4	C	No
61 . Moreno Beach Drive/John F Kennedy Drive	Moreno Valley	Signal	D	32.9	C	45.2	D	35.4	D	46.5	D	No
62 . Driveway 1/Iris Avenue	Moreno Valley	OWSC	D	11.3	B	13.0	B	13.7	B	52.8	**F** *	**Yes**
63 . Driveway 2/Iris Avenue	Moreno Valley	Signal	D	41.5	D	39.6	D	51.6	D	42.9	D	No
64 . Driveway 3/Iris Avenue	Moreno Valley	OWSC	D	26.4	D	14.3	B	24.2	C	14.1	B	No

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

[1] This intersection has no conflicting movements. Hence, Synchro did not report a queue for this intersection.

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Table 7-J - General Plan Build-out (2040) Roadway Segment Levels of Service

Roadway Segment	Classification[1]	Roadway Capacity[2]	Without Project		With Project	
			Daily Volume	LOS	Daily Volume	LOS
Segments on Perris Boulevard						
1 . between Iris Avenue and Krameria Avenue	Six Lane Divided Arterial	56,300	51,300	**E** *	51,800	**E** *
2 . between Krameria Avenue and San Michele Road	Six Lane Divided Arterial	56,300	54,200	**E** *	54,700	**E** *
3 . between San Michele Road and Nandina Avenue	Six Lane Divided Arterial	56,300	54,400	**E** *	54,900	**E** *
4 . between Nandina Avenue and Harley Knox Boulevard	Six Lane Divided Arterial	56,300	55,600	**E** *	56,200	**E** *
Segments on Lasselle Street						
5 . between John F Kennedy Drive and Iris Avenue	Four Lane Divided Arterial	37,500	25,300	B	25,800	B
6 . between Iris Avenue and Krameria Avenue	Four Lane Divided Arterial	37,500	37,400	**E** *	38,800	**F** *
7 . between Krameria Avenue and Via Xavier Lane	Four Lane Divided Arterial	37,500	35,700	**E** *	37,100	**E** *
8 . between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	Four Lane Divided Arterial	37,500	35,000	**E** *	36,200	**E** *
9 . between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	Four Lane Divided Arterial	37,500	34,600	**E** *	35,800	**E** *
10 . between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	Four Lane Divided Arterial	37,500	34,100	**E** *	35,100	**E** *
11 . between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	Four Lane Divided Arterial	37,500	32,800	**D** *	33,700	**D** *
Segment on Lasselle Street - Evans Road						
12 . between Via De Anza - Rancho Verde High School and Ramona Expressway	Arterial (Four Lanes)	35,900	42,600	**F** *	43,400	**F** *
Segments on Nason Street						
13 . between SR-60 Eastbound Ramps and Eucalyptus Avenue	Four Lane Divided Arterial	37,500	31,000	D	32,600	D
14 . between Eucalyptus Avenue and Cottonwood Avenue	Four Lane Divided Arterial	37,500	47,900	**F** *	49,600	**F** *
15 . between Cottonwood Avenue and Alessandro Boulevard	Four Lane Divided Arterial	37,500	36,500	**E** *	38,200	**F** *
16 . between Alessandro Boulevard and Cactus Avenue	Four Lane Divided Arterial	37,500	28,500	C	31,700	D
17 . between Cactus Avenue and Iris Avenue	Four Lane Divided Arterial	37,500	23,500	B	29,000	C
Segments on Oliver Street						
18 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	2,800	A	3,100	A
19 . between Cactus Avenue and John F Kennedy Drive	Four Lane Divided Arterial	37,500	6,200	A	6,700	A
20 . between John F Kennedy Drive and Iris Avenue	Three Lane Undivided Arterial	18,800	3,900	A	4,500	A
Segments on Moreno Beach Drive						
21 . between SR-60 Eastbound Ramps and Eucalyptus Avenue	Four Lane Divided Arterial	37,500	39,600	**F** *	41,000	**F** *
22 . between Eucalyptus Avenue and Cottonwood Avenue	Four Lane Divided Arterial	37,500	23,900	B	25,400	B
23 . between Cottonwood Avenue and Alessandro Boulevard	Two Lane Divided Arterial	18,800	24,200	**F** *	25,900	**F** *
24 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	27,900	**F** *	30,000	**F** *
25 . between Cactus Avenue and John F Kennedy Drive	Six Lane Divided Arterial	56,300	21,300	A	23,800	A
26 . between John F Kennedy Drive and Via Del Lago	Six Lane Divided Arterial	56,300	29,700	A	32,500	A
Segments on Alessandro Boulevard						
27 . between I-215 Northbound Ramps and Day Street	Five Lane Divided Arterial	47,000	63,700	**F** *	64,100	**F** *
28 . between Day Street and Elsworth Street	Five Lane Divided Arterial	47,000	51,900	**F** *	52,300	**F** *
29 . between Elsworth Street and Frederick Street	Six Lane Divided Arterial	56,300	43,900	C	44,300	C
30 . between Frederick Street and Graham Street	Five Lane Divided Arterial	47,000	51,200	**F** *	51,700	**F** *
31 . between Graham Street and Heacock Street	Five Lane Divided Arterial	47,000	56,500	**F** *	57,100	**F** *
32 . between Heacock Street and Indian Street	Six Lane Divided Arterial	56,300	57,700	**F** *	58,400	**F** *
33 . between Indian Street and Perris Boulevard	Six Lane Divided Arterial	56,300	51,400	**E** *	52,300	**E** *
34 . between Perris Boulevard and Kitching Street	Five Lane Divided Arterial	47,000	46,500	**E** *	47,500	**F** *
35 . between Kitching Street and Lasselle Street	Two Lane Divided Arterial	18,800	43,500	**F** *	44,500	**F** *
36 . between Lasselle Street and Nason Street	Two Lane Undivided Arterial	12,500	34,300	**F** *	35,900	**F** *
37 . between Nason Street and Moreno Beach Drive	Two Lane Undivided Arterial	12,500	26,000	**F** *	26,100	**F** *

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Table 7-J - General Plan Build-out (2040) Roadway Segment Levels of Service

Roadway Segment	Classification[1]	Roadway Capacity[2]	Without Project		With Project	
			Daily Volume	LOS	Daily Volume	LOS
Segments on Cactus Avenue						
38 . between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	Four Lane Divided Arterial	37,500	65,700	**F** *	67,700	**F** *
39 . between Elsworth Street and Frederick Street	Six Lane Divided Arterial	56,300	50,900	**E** *	52,900	**E** *
40 . between Frederick Street and Graham Street - Riverside Drive	Six Lane Divided Arterial	56,300	51,600	**E** *	53,600	**E** *
41 . between Graham Street -Riverside Drive and Heacock Street	Six Lane Divided Arterial	56,300	46,100	D	48,000	D
42 . between Heacock Street and Indian Street	Four Lane Divided Arterial	37,500	22,700	B	24,700	B
43 . between Indian Street and Perris Boulevard	Four Lane Divided Arterial	37,500	23,000	B	25,000	B
44 . between Perris Boulevard and Kitching Street	Four Lane Divided Arterial	37,500	20,700	A	22,800	B
45 . between Kitching Street and Lasselle Street	Four Lane Divided Arterial	37,500	16,400	A	18,600	A
46 . between Lasselle Street and Nason Street	Four Lane Divided Arterial	37,500	23,900	B	26,200	B
Segment on John F Kennedy Drive						
47 . between Oliver Street and Moreno Beach Drive	Two Lane Divided Arterial	18,800	2,800	A	2,900	A
Segments on Iris Avenue						
48 . between Heacock Street and Indian Street	Four Lane Divided Arterial	37,500	13,800	A	14,000	A
49 . between Indian Street and Perris Boulevard	Three Lane Divided Arterial	28,200	18,900	B	19,400	B
50 . between Perris Boulevard and Kitching Street	Four Lane Divided Arterial	37,500	32,200	**D** *	33,300	**D** *
51 . between Kitching Street and Lasselle Street	Six Lane Divided Arterial	56,300	43,100	C	44,400	C
52 . between Lasselle Street and Camino Flores	Six Lane Divided Arterial	56,300	50,900	**E** *	54,100	**E** *
53 . between Camino Flores and Coachlight Court - Avenida De Circo	Six Lane Divided Arterial	56,300	49,500	**D** *	52,800	**E** *
54 . between Coachlight Court - Avenida De Circo and Grande Vista Drive	Six Lane Divided Arterial	56,300	50,500	**D** *	54,000	**E** *
55 . between Grande Vista Drive and Nason Street – Hillrose Lane	Six Lane Divided Arterial	56,300	48,900	**D** *	52,400	**E** *
56 . between Nason Street – Hillrose Lane and Driveway 1	Six Lane Divided Arterial	56,300	36,600	B	45,700	**D** *
57 . between Driveway 1 and Driveway 2	Six Lane Divided Arterial	56,300	35,700	B	42,500	C
58 . between Driveway 2 and Driveway 3	Six Lane Divided Arterial	56,300	31,600	A	35,500	B
59 . between Driveway 3 and Oliver Street	Six Lane Divided Arterial	56,300	31,000	A	34,800	B
60 . between Oliver Street and Via Del Lago	Six Lane Divided Arterial	56,300	27,900	A	30,700	A

Notes:

LOS = Level of Service

* Exceeds LOS Standard

[1] Classifications for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. Classification for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

[2] Roadway capacities for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. The capacity for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

8.0 QUEUING ANALYSIS

Tables 8-A through 8-E list the available turn-pocket storage lengths and summarize the 95th percentile back-of-queue lengths at the study intersections under existing, Phase I project completion year, Phase II project completion year, Phase III project completion year, and General Plan build-out conditions. The queues for the signalized intersections have been reported from Synchro, while for unsignalized intersections, the SimTraffic queues have been reported since Synchro does not appropriately report queues at unsignalized intersections. As shown in Tables 8-A through 8-E, queues for some of the movements are projected to exceed the existing available turn-pocket storage lengths under existing, Phases I, II, and III project completion years, and General Plan build-out without and with project conditions. With the exception of intersections adjacent to the project and project driveway intersections, the queuing results at the remaining study intersections have been included for informational purposes only.

Detailed queuing worksheets are included in Appendix E.

8.1 LIST OF CHAPTER 8.0 TABLES

- Table 8-A: Existing Queuing Analysis
- Table 8-B: Phase I Project Completion Year (2023) Queuing Analysis
- Table 8-C: Phase II Project Completion Year (2032) Queuing Analysis
- Table 8-D: Phase III Project Completion Year (2038) Queuing Analysis
- Table 8-E: General Plan Build-out (2040) Queuing Analysis

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Table 8-A - Existing Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
1. I-215 Southbound Ramps/Alessandro Boulevard	**SBL**	525	150	235	150	235
Signal	**SBR**	525	135	145	135	150
2. I-215 Northbound Ramps/Alessandro Boulevard	**EBL**	205	100	**260**	100	**265**
Signal	**NBL**	375	**540**	280	**540**	310
	NBR	375	50	175	50	180
3. I-215 Southbound Ramps/Cactus Avenue	**EBR**	265	0	60	0	65
Signal	**WBL**	225	180	**235**	190	205
	SBR	1120	140	0	140	0
5. I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	**EBL**	150	8	10	5	10
Signal	**NBL**	130	**290**	60	**290**	60
	SBL	90	25	**225**	25	**225**
6. Day Street/Alessandro Boulevard	**EBL**	245	150	165	150	165
Signal	**WBL**	220	10	15	10	15
	WBR	45	**55**	**50**	**50**	45
	NBL	50	25	15	25	15
	SBL	205	65	160	65	160
7. Elsworth Street/Alessandro Boulevard	**EBL**	75	**85**	**100**	**80**	**100**
Signal	**WBL**	195	110	75	110	70
	NBL	100	**110**	**140**	**110**	**145**
	NBR	260	0	20	0	20
	SBL	75	75	75	75	75
	SBR	55	5	0	5	0
8. Elsworth Street/Cactus Avenue	**EBL**	150	**165**	125	**165**	120
Signal	**WBL**	140	75	15	75	15
	WBR	100	20	20	20	35
	NBL	165	50	135	50	135
	NBR	40	0	15	0	15
	SBL	100	90	85	90	85
	SBR	100	45	20	45	20
9. Frederick Street/Alessandro Boulevard	**EBL**	250	130	185	130	185
Signal	**EBR**	420	5	0	5	0
	WBL	130	80	55	80	50
	NBL	135	55	45	55	45
	SBL	120	75	**140**	75	**140**
	SBR	90	60	50	60	50
10. Frederick Street/Cactus Avenue	**EBL**	300	170	75	170	75
Signal	**WBR**	265	5	0	5	0
	SBL[3]	400	80	150	80	150
	SBR	260	95	40	95	45
11. Graham Street/Alessandro Boulevard	**EBL**	160	50	60	50	60
Signal	**WBL**	215	40	155	40	145
	NBL	185	100	110	100	105
	SBL	180	135	**185**	135	**185**
12. Graham Street - Riverside Drive/Cactus Avenue	**EBL**	230	165	70	115	65
Signal	**EBR**	205	70	150	75	155
	WBL	140	15	10	15	10
	NBL[3]	1020	110	80	110	80
	SBL	195	120	145	120	145
	SBR	90	50	40	45	40

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Table 8-A - Existing Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2] AM	Without Project[2] PM	With Project[2] AM	With Project[2] PM
13 . Heacock Street/Alessandro Boulevard	**EBL**	200	125	85	125	85
Signal	**EBR**	105	55	5	60	5
	WBL	125	30	60	35	55
	NBL	145	**245**	**205**	**245**	**200**
	SBL	245	170	215	170	215
14 . Heacock Street/Cactus Avenue	**EBL**	145	125	85	125	85
Signal	**EBR**	950	95	510	90	510
	WBL	155	15	10	15	10
	NBL	220	**360**	205	**360**	205
	SBL	105	100	**115**	100	**115**
15 . Heacock Street/Iris Avenue	**WBL**[3]	1075	15	30	15	30
Signal	**WBR**	920	10	95	15	105
	NBR	150	20	15	20	20
	SBL	200	90	145	100	145
16 . Indian Street/Alessandro Boulevard	**EBL**	265	70	65	80	65
Signal	**WBL**	235	85	120	85	110
	NBL	280	235	105	245	160
	SBL	100	**125**	**210**	**125**	**210**
17 . Indian Street/Cactus Avenue	**EBL**	90	90	25	90	30
Signal	**WBL**	90	40	45	40	40
	NBL	90	**180**	85	**180**	85
	SBL	90	**142**	**143**	**142**	**143**
18 . Indian Street/Iris Avenue	**EBL**	215	55	10	55	5
Signal	**EBR**	210	10	0	15	5
	WBL	150	10	10	15	15
	NBL	120	70	35	70	35
	SBL	200	**280**	**215**	**280**	**220**
19 . Perris Boulevard/Alessandro Boulevard	**EBL**	200	80	135	85	135
Signal	**EBR**	200	70	5	80	5
	WBL	195	65	100	60	100
	NBL	475	**597**	**598**	**597**	**598**
	NBR	260	40	5	40	5
	SBL	150	**200**	135	**210**	140
	SBR	100	**115**	55	**115**	55
20 . Perris Boulevard/Cactus Avenue	**EBL**	100	**130**	60	**130**	55
Signal	**WBL**	25	**80**	**80**	**80**	**75**
	NBL	300	280	170	280	170
	SBL	100	**110**	**115**	**125**	**120**
21 . Perris Boulevard/Iris Avenue	**EBL**	200	60	65	60	65
Signal	**WBL**	180	**215**	**240**	**225**	**270**
	NBL	200	105	**210**	75	**210**
	NBR	135	55	115	15	120
	SBL	200	105	195	115	200
22 . Perris Boulevard/Krameria Avenue	**EBR**	35	5	**40**	5	**40**
Signal	**WBR**	140	50	45	50	45
	NBL	235	120	85	120	80
	SBL	345	75	125	70	120
23 . Perris Boulevard/San Michele Road	**EBL**	300	85	195	85	200
Signal	**EBR**	140	0	5	0	25
	WBL	40	0	0	0	0
	WBR	40	0	0	0	0
	NBL	200	140	175	140	175
	SBL	200	0	0	0	0

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Table 8-A - Existing Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
24 . Perris Boulevard/Nandina Avenue	**EBL**	155	50	65	50	65
Signal	**WBL**	345	30	45	30	45
	WBR	345	0	0	0	0
	NBL	250	50	30	50	30
	SBL	315	30	25	25	25
	SBR	260	0	5	0	5
25 . Perris Boulevard/Harley Knox Boulevard	**EBL**	300	250	**320**	260	**325**
Signal	**EBR**	1800	0	50	0	50
	WBL	335	5	5	5	5
	WBR	230	45	0	45	0
	NBL	320	110	45	110	45
	NBR	230	0	0	0	0
	SBL	215	20	85	20	85
	SBR	220	0	70	0	75
26 . Kitching Street/Alessandro Boulevard	**EBL**	100	**170**	85	**165**	80
Signal	**EBR**	550	0	5	0	5
	WBL	220	14	15	14	15
	WBR	200	15	20	15	20
	NBL[3]	1195	105	75	100	75
	SBL	80	**90**	65	**90**	65
27 . Kitching Street/Cactus Avenue	**EBL**	85	**120**	30	**125**	25
Signal	**WBL**	105	40	50	40	45
	NBL	195	**205**	110	**205**	110
	SBL	250	70	50	75	50
	SBR	410	35	5	15	5
28 . Kitching Street/Iris Avenue	**EBL**	135	120	**160**	120	**160**
Signal	**WBL**	120	**215**	**135**	**220**	**140**
	WBR	500	15	15	15	15
	NBL	185	185	75	185	75
	SBL	195	75	65	75	65
29 . Lasselle Street/Alessandro Boulevard	**EBL**	180	40	55	40	50
Signal	**EBR**	65	20	**120**	10	**115**
	WBL	160	125	95	130	95
	WBR	35	0	0	0	0
	NBL	200	**350**	175	**350**	175
	NBR	125	15	25	20	25
	SBL	150	40	25	65	35
30 . Lasselle Street/Cactus Avenue	**EBL**	185	85	50	80	45
Signal	**WBL**	200	**210**	**240**	**210**	**240**
	WBR	160	5	10	5	15
	NBL	205	**215**	120	**215**	125
	NBR	410	0	0	0	0
	SBL	200	105	30	115	35
			0	0	0	0
31 . Lasselle Street/John F Kennedy Drive	**EBL**	150	50	65	50	65
Signal	**WBL**	95	25	35	30	35
	NBL	200	75	45	100	60
	SBL	200	170	35	170	35
32 . Lasselle Street/Iris Avenue	**EBL**	200	65	100	70	105
Signal	**WBL**	220	215	**285**	**230**	**335**
	NBL	200	175	130	175	130
	NBR	200	120	**265**	155	**300**
	SBL	200	70	130	80	140
33 . Lasselle Street/Krameria Avenue	**EBL**	200	**465**	145	**465**	145
Signal	**EBR**	300	60	55	60	55
	WBL	200	120	75	120	75
	WBR	100	0	0	0	0
	NBL	125	**290**	110	**295**	110
	NBR	180	20	20	25	15
	SBL	240	120	110	120	110

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Table 8-A - Existing Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
34 . Lasselle Street/Via Xavier Lane	**EBL**	100	45	25	55	30
Signal	**WBL**	75	45	25	40	25
	NBL	140	10	5	10	5
	SBL	150	25	35	25	35
35 . Lasselle Street/Lasselle Sports Park - Rojo Tierra	**EBL**	90	10	30	10	30
Signal	**WBL**	50	25	15	25	15
	NBL	150	20	5	15	5
	SBL	215	40	60	45	65
36 . Lasselle Street/Cremello Way - Avenida De Plata	**EBL**	85	**100**	40	**110**	45
Signal	**WBL**	110	50	30	50	30
	NBL	225	5	20	5	20
	SBL	155	20	25	20	25
37 . Lasselle Street/Avenida Classica - Kentucky Derby Drive	**EBL**	100	**325**	65	**335**	70
Signal	**WBL**	110	50	20	50	20
	NBL	135	30	35	30	35
	SBL	145	30	15	30	15
38 . Lasselle Street/Via De Anza - Rancho Verde High School	**EBL**	55	**130**	20	**140**	30
Signal	**WBL**	170	80	80	80	80
	NBL	130	**160**	110	**150**	115
	SBL	270	165	80	160	80
39 . Evans Road/Ramona Expressway	**EBL**	325	180	145	190	145
Signal	**EBR**	325	0	0	0	0
	WBL	310	45	30	45	30
	WBR	205	125	50	130	50
	NBL	200	**230**	100	**230**	100
	SBL	215	105	110	105	115
	SBR	215	180	65	185	65
40 . Camino Flores/Iris Avenue	**EBL**	230	100	205	105	205
Signal	**WBL**	110	0	20	0	20
	SBL	200	125	115	130	120
	SBR	200	25	45	25	45
			0	0	0	0
41 . Coachlight Court - Avenida De Circo/Iris Avenue	**EBL**	215	45	60	45	70
Signal	**WBL**	210	15	10	15	10
42 . Grande Vista Drive/Iris Avenue	**WBL**	295	5	40	10	40
Signal	**NBL**	105	85	45	75	50
	NBR	105	20	15	15	15
43 . Nason Street/Elder Avenue - SR-60 Westbound Ramps	**EBL**	120	25	25	25	25
Signal	**EBR**	120	40	45	45	45
	WBL	1340	175	190	175	190
	WBR	165	0	0	0	0
	NBL	360	175	225	155	235
	NBR	150	**190**	50	**235**	140
	SBL	95	65	55	65	55
44 . Nason Street/SR-60 Eastbound Ramps	**EBL**	780	45	130	40	110
Signal	**EBR**	250	**270**	90	**275**	215
	SBL	245	100	75	100	70
45 . Nason Street/Eucalyptus Avenue	**EBL**	200	**260**	75	**260**	75
Signal	**WBL**	200	110	130	110	130
	NBL	275	90	55	95	65
	SBL	250	35	30	35	30

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Table 8-A - Existing Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
46 . Nason Street/Cottonwood Avenue	**EBL**	90	**110**	**95**	**110**	**95**
Signal	**EBR**	55	0	0	0	0
	WBL	300	15	10	15	10
	WBR	100	0	0	15	0
	NBL	200	35	55	30	50
	SBL	240	25	40	25	40
	SBR	295	0	55	10	55
47 . Nason Street/Alessandro Boulevard	**EBL**	250	40	65	40	65
Signal	**EBR**	125	20	5	40	30
	WBL	245	75	20	75	20
	WBR	245	35	0	35	0
	NBL	285	110	85	150	175
	NBR	285	5	5	0	0
	SBL	255	80	65	70	65
	SBR	320	35	15	45	15
48 . Nason Street/Cactus Avenue	**EBL**	205	115	125	115	125
Signal	**EBR**	320	0	5	30	35
	WBL	95	25	40	25	40
	NBL	240	65	25	85	90
	NBR	325	0	0	0	0
	SBL	275	75	75	70	75
	SBR	340	5	0	5	0
49 . Nason Street-Hillrose Lane/Iris Avenue			0	0	0	0
Signal	**EBL**	260	150	100	135	65
	WBL	170	5	45	10	55
	WBR	160	70	50	30	160
	NBL	100	25	30	30	30
	SBL	210	110	120	**430**	**285**
	SBR	360	15	130	20	150
51 . Oliver Street/Cactus Avenue			0	0	0	0
Signal	**EBL**	100	40	20	40	20
	WBL	150	45	35	55	40
	WBR	430	0	0	0	0
	NBR	820	0	0	0	0
52 . Oliver Street/John F Kennedy Drive			0	0	0	0
AWSC	**WBL**	100	50	50	55	50
	WBR	440	65	55	50	60
53 . Oliver Street/Iris Avenue	**EBL**	235	130	85	140	130
Signal	**WBL**	250	55	60	55	60
	NBR	50	0	0	0	0
	SBR	470	50	45	55	50
54 . Via Del Lago/Iris Avenue - Moreno Beach Drive	**EBL**	110	25	50	30	50
Signal	**WBL**	310	30	60	30	65
	NBL	95	40	30	45	30
	NBR	670	0	5	0	0
	SBL	50	15	25	15	25
55 . Moreno Beach Drive/SR-60 Westbound Ramps	**WBL**	160	120	150	**175**	**170**
Signal	**WBR**	1220	10	15	10	10
	NBR	205	80	0	**240**	0
	SBL	210	110	75	110	75
56 . Moreno Beach Drive/SR-60 Eastbound Ramps			0	0	0	0
Signal	**EBR**	595	65	90	65	90
	NBR	430	0	0	0	0

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Table 8-A - Existing Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2] AM	Without Project[2] PM	With Project[2] AM	With Project[2] PM
57 . Moreno Beach Drive/Eucalyptus Avenue	**EBL**	225	95	135	95	135
Signal	**WBL**	110	20	55	20	55
	NBL	240	70	110	70	110
	NBR	95	0	0	0	0
	SBL	110	105	40	95	30
	SBR	150	5	15	5	10
58 . Moreno Beach Drive/Cottonwood Avenue	**NBL**	150	5	15	5	10
Signal	**NBR**	150	0	10	0	5
	SBL	215	30	95	30	95
59 . Moreno Beach Drive/Alessandro Boulevard	**EBL**	100	60	**155**	60	**155**
Signal	**WBL**	185	70	95	90	110
	NBL	125	80	110	80	105
	SBL	290	20	40	15	35
60 . Moreno Beach Drive/Cactus Avenue	**EBL**	150	95	150	95	**215**
Signal	**WBL**	150	35	45	60	60
	NBL	195	100	145	100	155
	NBR	810	0	0	0	5
	SBL	210	10	60	10	55
61 . Moreno Beach Drive/John F Kennedy Drive			0	0	0	0
Signal	**EBL**	105	70	80	75	80
	WBL	330	150	280	225	290
	NBL	285	40	30	40	30
	NBR	255	15	15	15	15
	SBL	350	90	130	90	145
62 . Driveway 1/Iris Avenue	**SBR**	230	40	55	70	**265**
OWSC				0	0	0
63 . Driveway 2/Iris Avenue	**EBL**	195	160	135	**665**	**325**
Signal	**SBL**	110	15	45	110	**265**
	SBR	200	15	25	40	50
64 . Driveway 3/Iris Avenue	**SBR**	110 / 230[4]	45	55	50	80
OWSC						

Notes:

ft/ln = feet per lane

AWSC = All-Way Stop Control; TWSC = Two-Way Stop Control; OWSC = One-Way Stop Control

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements obtained from Google Earth measurements.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro, while queues for unsignalized intersections have been reported from SimTraffic.

[3] Available storage lane length reported is the sum of two different storage lane lengths.

[4] Storage lane length is 110 feet for no project condition and 230 feet for with project conditions.

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Table 8-B - Phase I Project Completion Year (2023) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
1 . I-215 Southbound Ramps/Alessandro Boulevard	**SBL**	525	150	260	180	260
Signal	**SBR**	525	135	200	165	200
2 . I-215 Northbound Ramps/Alessandro Boulevard	**EBL**	205	120	**325**	120	**315**
Signal	**NBL**	375	**550**	370	**550**	360
	NBR	375	55	225	55	205
3 . I-215 Southbound Ramps/Cactus Avenue	**EBR**	265	15	70	15	**345**
Signal	**WBL**	225	185	225	210	225
	SBR	1120	185	0	185	0
5 . I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	**EBL**	150	10	10	10	10
Signal	**NBL**	130	**310**	65	**310**	65
	SBL	90	45	**505**	45	**505**
6 . Day Street/Alessandro Boulevard	**EBL**	245	**370**	**435**	**370**	**435**
Signal	**WBL**	220	10	10	10	10
	WBR	45	**80**	**60**	**80**	**55**
	NBL	50	30	20	30	20
	SBL	205	135	**340**	135	**340**
7 . Elsworth Street/Alessandro Boulevard	**EBL**	75	**90**	**115**	**90**	**115**
Signal	**WBL**	195	100	70	100	70
	NBL	100	**205**	**295**	**180**	**295**
	NBR	260	5	20	5	20
	SBL	75	**80**	**80**	**80**	**80**
	SBR	55	20	0	20	0
8 . Elsworth Street/Cactus Avenue	**EBL**	150	**175**	**190**	**175**	**190**
Signal	**WBL**	140	70	30	70	30
	WBR	100	20	35	20	35
	NBL	165	105	**170**	105	**170**
	NBR	40	0	20	0	20
	SBL	100	95	**105**	95	**105**
	SBR	100	55	35	55	35
9 . Frederick Street/Alessandro Boulevard	**EBL**	250	150	165	150	165
Signal	**EBR**	420	0	0	5	0
	WBL	130	80	50	80	50
	NBL	135	55	45	55	50
	SBL	120	85	**195**	85	**195**
	SBR	90	60	55	60	55
10 . Frederick Street/Cactus Avenue	**EBL**	300	190	70	190	70
Signal	**WBR**	265	5	5	5	5
	SBL[3]	400	80	155	80	160
	SBR	260	95	45	95	50
11 . Graham Street/Alessandro Boulevard	**EBL**	160	45	55	45	55
Signal	**WBL**	215	55	200	55	200
	NBL	185	135	95	135	90
	SBL	180	160	**230**	160	**230**
12 . Graham Street - Riverside Drive/Cactus Avenue	**EBL**	230	**255**	**250**	**245**	**255**
Signal	**EBR**	205	70	150	70	150
	WBL	140	15	10	15	10
	NBL[3]	1020	165	80	150	80
	SBL	195	120	165	120	165
	SBR	90	55	65	55	65

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Table 8-B - Phase I Project Completion Year (2023) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
13 . Heacock Street/Alessandro Boulevard	**EBL**	200	150	80	150	80
Signal	**EBR**	105	50	5	50	5
	WBL	125	35	65	35	65
	NBL	145	**250**	**205**	**250**	**205**
	SBL	245	200	**275**	200	**275**
14 . Heacock Street/Cactus Avenue	**EBL**	145	**155**	105	**155**	105
Signal	**EBR**	950	90	530	90	530
	WBL	155	15	10	15	10
	NBL	220	**395**	**225**	**395**	**225**
	SBL	105	100	**135**	100	**135**
15 . Heacock Street/Iris Avenue	**WBL**[3]	1075	35	45	40	45
Signal	**WBR**	920	190	115	175	115
	NBR	150	20	25	20	25
	SBL	200	95	125	95	125
16 . Indian Street/Alessandro Boulevard	**EBL**	265	95	75	95	75
Signal	**WBL**	235	80	90	80	90
	NBL	280	165	170	165	170
	SBL	100	**140**	**270**	**140**	**270**
17 . Indian Street/Cactus Avenue	**EBL**	90	90	30	90	30
Signal	**WBL**	90	40	45	40	45
	NBL	90	**195**	**105**	**195**	**105**
	SBL	90	**142**	**143**	**142**	**143**
18 . Indian Street/Iris Avenue	**EBL**	215	55	25	55	25
Signal	**EBR**	210	15	55	15	55
	WBL	150	15	15	15	15
	NBL	120	75	50	75	50
	SBL	200	**280**	**240**	**275**	**240**
19 . Perris Boulevard/Alessandro Boulevard	**EBL**	200	95	150	95	150
Signal	**EBR**	200	100	5	105	5
	WBL	195	75	135	75	135
	NBL	475	**597**	**598**	**597**	**598**
	NBR	260	45	5	45	5
	SBL	150	**235**	**165**	**235**	**165**
	SBR	100	**145**	75	**145**	75
20 . Perris Boulevard/Cactus Avenue	**EBL**	100	**130**	60	**130**	60
Signal	**WBL**	25	**110**	**100**	**90**	**100**
	NBL	300	290	210	290	210
	SBL	100	**115**	100	**110**	100
21 . Perris Boulevard/Iris Avenue	**EBL**	200	70	75	70	75
Signal	**WBL**	180	**280**	**290**	**280**	**290**
	NBL	200	90	165	65	155
	NBR	135	50	135	10	130
	SBL	200	130	**280**	130	**280**
22 . Perris Boulevard/Krameria Avenue	**EBR**	35	5	**50**	5	**50**
Signal	**WBR**	140	50	45	50	45
	NBL	235	95	95	95	95
	SBL	345	75	110	75	110
23 . Perris Boulevard/San Michele Road	**EBL**	300	90	235	90	235
Signal	**EBR**	140	0	30	0	30
	WBL	40	0	0	0	0
	WBR	40	0	0	0	0
	NBL	200	175	185	145	185
	SBL	200	0	0	0	0

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Table 8-B - Phase I Project Completion Year (2023) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
24 . Perris Boulevard/Nandina Avenue	**EBL**	155	55	80	55	80
Signal	**WBL**	345	40	85	40	85
	WBR	345	0	0	0	0
	NBL	250	60	35	60	35
	SBL	315	65	45	65	45
	SBR	260	0	10	0	10
25 . Perris Boulevard/Harley Knox Boulevard	**EBL**	300	**320**	**465**	**320**	**465**
Signal	**EBR**	1800	10	50	10	50
	WBL	335	5	10	5	10
	WBR	230	115	40	115	40
	NBL	320	135	55	135	55
	NBR	230	0	0	0	0
	SBL	215	35	130	35	130
	SBR	220	35	125	30	125
26 . Kitching Street/Alessandro Boulevard	**EBL**	100	**170**	75	**170**	75
Signal	**EBR**	550	5	0	5	0
	WBL	220	14	15	14	15
	WBR	200	5	30	5	30
	NBL[3]	1195	105	75	105	75
	SBL	80	**130**	**90**	**130**	**90**
27 . Kitching Street/Cactus Avenue	**EBL**	85	**120**	25	**110**	25
Signal	**WBL**	105	45	55	40	55
	NBL	195	**210**	110	**210**	110
	SBL	250	75	65	75	65
	SBR	410	35	0	35	0
28 . Kitching Street/Iris Avenue	**EBL**	135	120	**165**	120	**165**
Signal	**WBL**	120	**480**	**360**	**480**	**360**
	WBR	500	20	20	20	20
	NBL	185	**195**	85	**195**	85
	SBL	195	85	85	85	85
29 . Lasselle Street/Alessandro Boulevard	**EBL**	180	65	55	65	55
Signal	**EBR**	65	25	55	25	55
	WBL	160	145	130	145	130
	WBR	35	0	0	0	0
	NBL	200	**355**	190	**355**	190
	NBR	125	20	35	20	35
	SBL	150	55	45	55	45
30 . Lasselle Street/Cactus Avenue	**EBL**	185	85	50	85	50
Signal	**WBL**	200	**265**	**325**	**265**	**325**
	WBR	160	15	25	15	25
	NBL	205	**220**	125	**220**	125
	NBR	410	0	0	0	0
	SBL	200	135	35	135	35
			0	0	0	0
31 . Lasselle Street/John F Kennedy Drive	**EBL**	150	60	75	55	75
Signal	**WBL**	95	35	30	30	30
	NBL	200	115	75	115	75
	SBL	200	195	40	195	40
32 . Lasselle Street/Iris Avenue	**EBL**	200	80	130	80	130
Signal	**WBL**	220	**245**	**300**	**255**	**300**
	NBL	200	**205**	160	**205**	160
	NBR	200	130	**315**	130	**315**
	SBL	200	75	155	75	155
33 . Lasselle Street/Krameria Avenue	**EBL**	200	**520**	175	**520**	175
Signal	**EBR**	300	60	60	60	60
	WBL	200	120	75	120	75
	WBR	100	0	0	0	0
	NBL	125	**340**	115	**340**	115
	NBR	180	20	25	20	15
	SBL	240	140	115	140	115

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Table 8-B - Phase I Project Completion Year (2023) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
34 . Lasselle Street/Via Xavier Lane	**EBL**	100	45	25	45	25
Signal	**WBL**	75	45	25	45	25
	NBL	140	10	5	10	5
	SBL	150	20	35	20	35
35 . Lasselle Street/Lasselle Sports Park - Rojo Tierra	**EBL**	90	10	30	10	30
Signal	**WBL**	50	25	15	25	15
	NBL	150	15	5	15	5
	SBL	215	40	80	35	60
36 . Lasselle Street/Cremello Way - Avenida De Plata	**EBL**	85	**100**	50	**100**	50
Signal	**WBL**	110	65	40	65	40
	NBL	225	10	20	10	20
	SBL	155	25	45	25	45
37 . Lasselle Street/Avenida Classica - Kentucky Derby Drive	**EBL**	100	**325**	65	**325**	65
Signal	**WBL**	110	50	20	50	20
	NBL	135	30	30	30	30
	SBL	145	30	15	30	15
38 . Lasselle Street/Via De Anza - Rancho Verde High School	**EBL**	55	**135**	20	**135**	20
Signal	**NBL**	130	70	80	70	80
	SBL	270	140	100	140	100
			0	0	0	0
39 . Evans Road/Ramona Expressway	**EBL**	325	185	145	185	145
Signal	**EBR**	325	0	0	0	0
	WBL	310	60	55	60	55
	WBR	205	**230**	90	**230**	90
	NBL	200	**260**	105	**260**	105
	SBL	215	165	185	165	185
	SBR	215	190	65	190	65
40 . Camino Flores/Iris Avenue	**EBL**	230	105	210	105	130
Signal	**WBL**	110	0	20	0	5
	SBL	200	130	120	130	60
	SBR	200	25	45	25	0
			0	0	0	0
41 . Coachlight Court - Avenida De Circo/Iris Avenue	**EBL**	215	60	85	60	85
Signal	**WBL**	210	**230**	30	30	30
42 . Grande Vista Drive/Iris Avenue	**WBL**	295	20	30	20	30
Signal	**NBL**	105	90	55	90	55
	NBR	105	20	20	20	20
43 . Nason Street/Elder Avenue - SR-60 Westbound Ramps	**EBL**	120	25	30	25	30
Signal	**EBR**	120	40	50	40	50
	WBL	1340	210	220	210	220
	WBR	165	5	0	5	0
	NBL	360	175	250	165	250
	NBR	150	**235**	45	**200**	45
	SBL	95	65	55	65	55
44 . Nason Street/SR-60 Eastbound Ramps	**EBL**	780	45	130	40	130
Signal	**EBR**	250	**280**	90	**265**	90
	SBL	245	105	65	105	65
45 . Nason Street/Eucalyptus Avenue	**EBL**	200	**265**	95	**265**	95
Signal	**WBL**	200	**265**	**250**	**265**	**250**
	NBL	275	155	55	155	55
	SBL	250	35	40	35	40

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Table 8-B - Phase I Project Completion Year (2023) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
46 . Nason Street/Cottonwood Avenue	**EBL**	90	**110**	**115**	**110**	**115**
Signal	**EBR**	55	0	5	0	5
	WBL	300	15	15	15	15
	WBR	100	5	0	30	0
	NBL	200	40	40	35	45
	SBL	240	30	55	30	55
	SBR	295	5	45	5	45
47 . Nason Street/Alessandro Boulevard	**EBL**	250	55	105	55	105
Signal	**EBR**	125	35	35	35	35
	WBL	245	80	25	80	25
	WBR	245	35	0	35	0
	NBL	285	145	125	145	125
	NBR	285	0	5	0	5
	SBL	255	85	80	85	80
	SBR	320	45	40	70	40
48 . Nason Street/Cactus Avenue	**EBL**	205	115	125	115	125
Signal	**EBR**	320	5	5	5	5
	WBL	95	35	60	35	60
	NBL	240	65	25	65	30
	NBR	325	0	0	0	0
	SBL	275	115	140	125	145
	SBR	340	5	0	5	0
			0	0	0	0
49 . Nason Street-Hillrose Lane/Iris Avenue	**EBL**	260	175	150	175	70
Signal	**WBL**	170	20	45	20	45
	WBR	160	15	75	20	85
	NBL	100	25	30	25	30
	SBL	210	125	180	135	160
	SBR	360	15	180	25	140
			0	0	0	0
51 . Oliver Street/Cactus Avenue	**EBL**	100	40	20	40	20
Signal	**WBL**	150	70	60	70	60
	WBR	430	0	0	0	0
	NBR	820	5	0	5	0
			0	0	0	0
52 . Oliver Street/John F Kennedy Drive	**WBL**	100	50	55	50	50
AWSC	**WBR**	440	60	65	70	65
53 . Oliver Street/Iris Avenue	**EBL**	235	145	100	145	105
Signal	**WBL**	250	55	65	55	65
	NBR	50	0	0	0	0
	SBR	470	50	55	50	55
54 . Via Del Lago/Iris Avenue - Moreno Beach Drive	**EBL**	110	30	55	30	55
Signal	**WBL**	310	45	110	45	110
	NBL	95	50	45	50	45
	NBR	670	5	10	5	10
	SBL	50	15	30	15	30
55 . Moreno Beach Drive/SR-60 Westbound Ramps	**WBL**	160	135	**175**	140	**175**
Signal	**WBR**	1220	10	15	10	15
	NBR	205	0	10	**290**	0
	SBL	210	120	95	125	95
			0	0	0	0
56 . Moreno Beach Drive/SR-60 Eastbound Ramps	**EBR**	595	65	95	70	95
Signal	**NBR**	430	0	0	0	30

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Table 8-B - Phase I Project Completion Year (2023) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
57 . Moreno Beach Drive/Eucalyptus Avenue	**EBL**	225	125	185	125	185
Signal	**WBL**	110	25	70	25	70
	NBL	240	80	130	80	130
	NBR	95	0	0	0	0
	SBL	110	**115**	80	**115**	50
	SBR	150	35	5	45	5
58 . Moreno Beach Drive/Cottonwood Avenue	**NBL**	150	5	10	5	10
Signal	**NBR**	150	0	15	0	10
	SBL	215	35	120	35	120
59 . Moreno Beach Drive/Alessandro Boulevard	**EBL**	100	60	**175**	60	**175**
Signal	**WBL**	185	160	**230**	160	**235**
	NBL	125	70	**140**	80	125
	SBL	290	30	60	30	55
60 . Moreno Beach Drive/Cactus Avenue	**EBL**	150	95	**155**	95	**225**
Signal	**WBL**	150	45	65	45	65
	NBL	195	100	150	100	155
	NBR	810	0	5	5	5
	SBL	210	10	75	10	65
			0	0	0	0
61 . Moreno Beach Drive/John F Kennedy Drive	**EBL**	105	75	85	85	85
Signal	**WBL**	330	220	330	300	330
	NBL	285	45	45	45	45
	NBR	255	15	20	15	20
	SBL	350	90	140	90	150
						0
62 . Driveway 1/Iris Avenue	**SBR**	230	40	75	40	70
OWSC						
63 . Driveway 2/Iris Avenue	**EBL**	195	170	135	**210**	150
Signal	**SBL**	110	15	50	30	80
	SBR	200	15	25	15	30
64 . Driveway 3/Iris Avenue	**SBR**	110 / 230[4]	40	**60**	45	50
OWSC						

Notes:

ft/ln = feet per lane

AWSC = All-Way Stop Control; TWSC = Two-Way Stop Control; OWSC = One-Way Stop Control

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements obtained from Google Earth measurements.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro, while queues for unsignalized intersections have been reported from SimTraffic.

[3] Available storage lane length reported is the sum of two different storage lane lengths.

[4] Storage lane length is 110 feet for no project condition and 230 feet for with project conditions.

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Table 8-C - Phase II Project Completion Year (2032) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
1 . I-215 Southbound Ramps/Alessandro Boulevard	**SBL**	525	215	250	205	285
Signal	**SBR**	525	195	285	185	250
2 . I-215 Northbound Ramps/Alessandro Boulevard	**EBL**	205	115	**270**	115	**270**
Signal	**NBL**	375	**545**	335	**545**	335
	NBR	375	115	210	115	215
3 . I-215 Southbound Ramps/Cactus Avenue	**EBR**	265	45	210	45	220
Signal	**WBL**	225	**290**	**255**	**300**	**270**
	SBR	1120	285	0	285	0
5 . I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	**EBL**	150	15	70	15	70
Signal	**NBL**	130	**430**	55	**430**	55
	SBL	90	**135**	**840**	**135**	**840**
6 . Day Street/Alessandro Boulevard	**EBL**	245	**680**	**1000**	**690**	**1000**
Signal	**WBL**	220	10	15	10	10
	WBR	45	35	**85**	35	**85**
	NBL	50	40	25	40	25
	SBL	205	**260**	**725**	**260**	**725**
7 . Elsworth Street/Alessandro Boulevard	**EBL**	75	**85**	**160**	**85**	**160**
Signal	**WBL**	195	85	160	85	160
	NBL	100	**275**	**535**	**275**	**535**
	NBR	260	5	15	5	10
	SBL	75	75	**95**	75	**95**
	SBR	55	15	30	15	30
8 . Elsworth Street/Cactus Avenue	**EBL**	150	**200**	**290**	**200**	**290**
Signal	**WBL**	140	60	90	65	85
	WBR	100	0	35	5	35
	NBL	165	**210**	**340**	**210**	**340**
	NBR	40	30	40	30	40
	SBL	100	85	**165**	80	**165**
	SBR	100	80	50	80	45
9 . Frederick Street/Alessandro Boulevard	**EBL**	250	200	245	200	245
Signal	**EBR**	420	0	0	0	0
	WBL	130	100	110	100	110
	NBL	135	60	60	55	60
	SBL	120	100	**285**	100	**285**
	SBR	90	60	**100**	60	**100**
10 . Frederick Street/Cactus Avenue	**EBL**	300	190	45	190	45
Signal	**WBR**	265	5	10	5	10
	SBL[3]	400	105	125	65	125
	SBR	260	70	40	70	40
11 . Graham Street/Alessandro Boulevard	**EBL**	160	50	95	50	95
Signal	**WBL**	215	140	**410**	140	**405**
	NBL	185	115	155	115	155
	SBL	180	**195**	**360**	**195**	**360**
12 . Graham Street - Riverside Drive/Cactus Avenue	**EBL**	230	**350**	**455**	**350**	**450**
Signal	**EBR**	205	10	100	5	95
	WBL	140	15	15	15	10
	NBL[3]	1020	240	100	240	100
	SBL	195	95	**240**	95	**240**
	SBR	90	55	75	65	75

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Table 8-C - Phase II Project Completion Year (2032) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
13 . Heacock Street/Alessandro Boulevard	**EBL**	200	**225**	155	**220**	155
Signal	**EBR**	105	5	15	5	15
	WBL	125	30	85	30	85
	NBL	145	**290**	**260**	**290**	**255**
	SBL	245	**280**	**435**	**280**	**435**
14 . Heacock Street/Cactus Avenue	**EBL**	145	**180**	**165**	**180**	**160**
Signal	**EBR**	950	370	275	360	270
	WBL	155	15	15	15	15
	NBL	220	**405**	**275**	**405**	**275**
	SBL	105	**110**	**110**	**110**	**110**
15 . Heacock Street/Iris Avenue	**WBL**[3]	1075	50	60	50	60
Signal	**WBR**	920	175	90	180	90
	NBR	150	35	35	35	35
	SBL	200	80	100	80	100
16 . Indian Street/Alessandro Boulevard	**EBL**	265	0	235	0	235
Signal	**WBL**	235	80	140	75	135
	NBL	280	120	250	120	250
	SBL	100	**155**	**335**	**155**	**335**
17 . Indian Street/Cactus Avenue	**EBL**	90	**95**	85	**95**	85
Signal	**WBL**	90	30	55	30	50
	NBL	90	**170**	**145**	**170**	**145**
	SBL	90	**140**	60	**140**	60
18 . Indian Street/Iris Avenue	**EBL**	215	50	20	50	20
Signal	**EBR**	210	0	30	0	30
	WBL	150	15	15	20	15
	NBL	120	70	65	70	65
	SBL	200	**245**	**305**	**250**	**315**
19 . Perris Boulevard/Alessandro Boulevard	**EBL**	200	110	**255**	110	**250**
Signal	**EBR**	200	125	140	125	140
	WBL	195	105	**275**	105	**275**
	NBL	475	**510**	**615**	**515**	**615**
	NBR	260	5	70	5	65
	SBL	150	**315**	**315**	**320**	**320**
	SBR	100	**170**	**140**	**170**	**140**
20 . Perris Boulevard/Cactus Avenue	**EBL**	100	**155**	90	**155**	90
Signal	**WBL**	25	**145**	**200**	**140**	**200**
	NBL	300	**350**	**330**	**350**	**330**
	SBL	100	85	**130**	90	**130**
21 . Perris Boulevard/Iris Avenue	**EBL**	200	95	100	95	100
Signal	**WBL**	180	**395**	**485**	**410**	**515**
	NBL	200	190	**250**	190	**245**
	NBR	135	65	**165**	70	**175**
	SBL	200	**220**	**435**	**225**	**440**
22 . Perris Boulevard/Krameria Avenue	**EBR**	35	30	**55**	**210**	**55**
Signal	**WBR**	140	60	55	60	55
	NBL	235	165	155	165	155
	SBL	345	115	150	110	150
23 . Perris Boulevard/San Michele Road	**EBL**	300	130	**350**	130	**350**
Signal	**EBR**	140	0	90	0	90
	WBL	40	0	0	0	0
	WBR	40	0	0	0	0
	NBL	200	140	**295**	140	**295**
	SBL	200	0	0	0	0

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Table 8-C - Phase II Project Completion Year (2032) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
24 . Perris Boulevard/Nandina Avenue	**EBL**	155	70	120	70	120
Signal	**WBL**	345	65	155	65	155
	WBR	345	0	40	0	40
	NBL	250	80	25	80	25
	SBL	315	145	120	145	120
	SBR	260	5	0	5	0
25 . Perris Boulevard/Harley Knox Boulevard	**EBL**	300	**480**	**650**	**490**	**650**
Signal	**EBR**	1800	35	55	35	55
	WBL	335	10	20	10	20
	WBR	230	**390**	80	**395**	80
	NBL	320	215	80	215	80
	NBR	230	0	0	0	0
	SBL	215	115	**240**	115	**240**
	SBR	220	220	**365**	220	**365**
26 . Kitching Street/Alessandro Boulevard	**EBL**	100	**205**	**135**	**200**	**135**
Signal	**EBR**	550	15	0	10	0
	WBL	220	15	40	15	40
	WBR	200	0	0	0	0
	NBL[3]	1195	100	100	100	100
	SBL	80	**200**	**195**	**200**	**195**
27 . Kitching Street/Cactus Avenue	**EBL**	85	**110**	35	**100**	35
Signal	**WBL**	105	55	50	50	55
	NBL	195	**235**	155	**235**	155
	SBL	250	75	105	80	105
	SBR	410	25	5	25	5
28 . Kitching Street/Iris Avenue	**EBL**	135	110	**205**	110	**205**
Signal	**WBL**	120	**640**	**720**	**645**	**730**
	WBR	500	25	35	25	35
	NBL	185	**270**	125	**270**	125
	SBL	195	110	180	110	180
29 . Lasselle Street/Alessandro Boulevard	**EBL**	180	90	140	90	135
Signal	**EBR**	65	20	55	20	55
	WBL	160	**200**	**240**	**200**	**240**
	WBR	35	0	30	0	35
	NBL	200	**450**	**340**	**450**	**345**
	NBR	125	5	25	5	25
	SBL	150	70	85	80	90
30 . Lasselle Street/Cactus Avenue	**EBL**	185	90	25	85	30
Signal	**WBL**	200	**280**	**375**	**280**	**375**
	WBR	160	40	50	40	50
	NBL	205	**245**	205	**245**	205
	NBR	410	0	0	0	0
	SBL	200	120	65	120	70
31 . Lasselle Street/John F Kennedy Drive	**EBL**	150	**155**	**190**	**155**	**190**
Signal	**WBL**	95	65	55	65	55
	NBL	200	80	110	85	135
	SBL	200	**260**	30	**260**	30
32 . Lasselle Street/Iris Avenue	**EBL**	200	115	175	115	175
Signal	**WBL**	220	**350**	**385**	**370**	**430**
	NBL	200	**270**	**220**	**270**	**220**
	NBR	200	**240**	**655**	**275**	**695**
	SBL	200	105	190	110	200
33 . Lasselle Street/Krameria Avenue	**EBL**	200	**565**	**315**	**565**	**315**
Signal	**EBR**	300	80	65	80	70
	WBL	200	105	85	105	85
	WBR	100	20	5	20	5
	NBL	125	**395**	**180**	**395**	**180**
	NBR	180	65	35	65	35
	SBL	240	135	155	135	155

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Table 8-C - Phase II Project Completion Year (2032) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
34 . Lasselle Street/Via Xavier Lane	**EBL**	100	45	30	50	30
Signal	**WBL**	75	40	25	40	25
	NBL	140	5	5	5	5
	SBL	150	15	35	10	35
35 . Lasselle Street/Lasselle Sports Park - Rojo Tierra	**EBL**	90	10	30	10	30
Signal	**WBL**	50	25	15	25	15
	NBL	150	15	5	15	5
	SBL	215	35	80	35	85
36 . Lasselle Street/Cremello Way - Avenida De Plata	**EBL**	85	**100**	80	**105**	85
Signal	**WBL**	110	85	70	85	70
	NBL	225	10	25	10	15
	SBL	155	45	90	45	85
37 . Lasselle Street/Avenida Classica - Kentucky Derby Drive	**EBL**	100	**330**	75	**345**	75
Signal	**WBL**	110	55	25	55	25
	NBL	135	20	35	20	35
	SBL	145	30	15	30	15
38 . Lasselle Street/Via De Anza - Rancho Verde High School	**EBL**	55	**130**	25	**135**	30
Signal	**NBL**	130		90		90
	SBL	270	**340**	195	**340**	195
39 . Evans Road/Ramona Expressway	**EBL**	325	235	255	240	260
Signal	**EBR**	325	0	0	0	0
	WBL	310	90	145	90	145
	WBR	205	**470**	**230**	**475**	**235**
	NBL	200	**310**	180	**310**	175
	SBL	215	**280**	**320**	**280**	**325**
	SBR	215	**435**	200	**440**	200
40 . Camino Flores/Iris Avenue	**EBL**	230	125	225	125	225
Signal	**WBL**	110	0	20	0	20
	SBL	200	150	125	155	130
	SBR	200	40	45	40	50
41 . Coachlight Court - Avenida De Circo/Iris Avenue	**EBL**	215	100	125	100	125
Signal	**WBL**	210	65	55	65	55
42 . Grande Vista Drive/Iris Avenue	**WBL**	295	10	25	10	25
Signal	**NBL**	105	105	60	**115**	60
	NBR	105	25	20	25	20
43 . Nason Street/Elder Avenue - SR-60 Westbound Ramps	**EBL**	120	20	30	20	30
Signal	**EBR**	120	60	45	60	45
	WBL	1340	185	240	185	240
	WBR	165	0	0	0	0
	NBL	360	140	215	140	210
	NBR	150	5	85	10	115
	SBL	95	50	45	15	45
44 . Nason Street/SR-60 Eastbound Ramps	**EBL**	780	45	100	45	100
Signal	**EBR**	250	215	75	**265**	80
	SBL	245	90	50	95	50
45 . Nason Street/Eucalyptus Avenue	**EBL**	200	**255**	140	**255**	140
Signal	**WBL**	200	**395**	**475**	**395**	**475**
	NBL	275	245	60	250	65
	SBL	250	45	60	45	60

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Table 8-C - Phase II Project Completion Year (2032) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
46 . Nason Street/Cottonwood Avenue	**EBL**	90	**135**	**145**	**135**	**145**
Signal	**EBR**	55	0	35	0	35
	WBL	300	25	20	25	20
	WBR	100	65	5	65	5
	NBL	200	45	45	40	45
	SBL	240	50	100	50	100
	SBR	295	5	10	5	10
47 . Nason Street/Alessandro Boulevard	**EBL**	250	90	200	90	200
Signal	**EBR**	125	45	75	50	80
	WBL	245	95	20	95	20
	WBR	245	55	5	55	5
	NBL	285	220	160	260	280
	NBR	285	5	10	5	5
	SBL	255	125	130	125	130
	SBR	320	65	120	60	115
48 . Nason Street/Cactus Avenue	**EBL**	205	165	**220**	165	**220**
Signal	**EBR**	320	10	20	45	45
	WBL	95	60	**135**	60	**135**
	NBL	240	50	25	60	75
	NBR	325	10	35	5	25
	SBL	275	165	265	160	230
	SBR	340	95	5	80	5
49 . Nason Street-Hillrose Lane/Iris Avenue	**EBL**	260	205	155	215	155
Signal	**WBL**	170	5	25	10	25
	WBR	160	35	105	30	**195**
	NBL	100	40	30	40	30
	SBL	210	100	**220**	**330**	**320**
	SBR	360	170	**580**	105	**570**
51 . Oliver Street/Cactus Avenue	**EBL**	100	40	20	40	20
Signal	**WBL**	150	90	90	95	95
	WBR	430	0	0	0	0
	NBR	820	0	25	0	30
52 . Oliver Street/John F Kennedy Drive	**WBL**	100	50	45	50	55
AWSC	**WBR**	440	75	70	65	60
53 . Oliver Street/Iris Avenue	**EBL**	235	185	125	200	120
Signal	**WBL**	250	15	70	50	70
	NBR	50	0	0	0	0
	SBR	470	60	65	65	70
54 . Via Del Lago/Iris Avenue - Moreno Beach Drive	**EBL**	110	25	60	25	65
Signal	**WBL**	310	50	195	50	120
	NBL	95	60	75	60	75
	NBR	670	5	30	5	30
	SBL	50	15	30	15	35
55 . Moreno Beach Drive/SR-60 Westbound Ramps	**WBL**	160	**190**	**165**	**225**	**170**
Signal	**WBR**	1220	5	15	5	10
	NBR	205	40	40	40	40
	SBL	210	95	95	95	95

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Table 8-C - Phase II Project Completion Year (2032) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2] AM	Without Project[2] PM	With Project[2] AM	With Project[2] PM
56 . Moreno Beach Drive/SR-60 Eastbound Ramps	**EBR**	595	95	260	95	270
Signal	**NBR**	430	125	200	125	220
57 . Moreno Beach Drive/Eucalyptus Avenue	**EBL**	225	205	**255**	205	**255**
Signal	**WBL**	110	35	95	35	95
	NBL	240	105	180	105	180
	NBR	95	0	10	0	10
	SBL	110	**165**	**115**	**150**	110
	SBR	150	15	30	10	30
58 . Moreno Beach Drive/Cottonwood Avenue	**NBL**	150	5	5	5	5
Signal	**NBR**	150	5	10	0	10
	SBL	215	85	180	85	180
59 . Moreno Beach Drive/Alessandro Boulevard	**EBL**	100	60	**280**	60	**280**
Signal	**WBL**	185	**265**	**390**	**285**	**405**
	NBL	125	70	**205**	70	**205**
	SBL	290	50	95	50	95
60 . Moreno Beach Drive/Cactus Avenue	**EBL**	150	100	**155**	100	**155**
Signal	**WBL**	150	60	85	70	95
	NBL	195	90	110	80	130
	NBR	810	5	50	5	65
	SBL	210	15	70	15	65
61 . Moreno Beach Drive/John F Kennedy Drive	**EBL**	105	75	**120**	75	**120**
Signal	**WBL**	330	315	**395**	325	**400**
	NBL	285	60	70	60	70
	NBR	255	30	50	30	55
	SBL	350	45	155	45	155
62 . Driveway 1/Iris Avenue	**SBR**	230	25	95	65	205
OWSC			0	0	0	0
63 . Driveway 2/Iris Avenue	**EBL**	195	**220**	145	**470**	**255**
Signal	**SBL**	110	20	55	90	**190**
	SBR	200	15	25	35	45
64 . Driveway 3/Iris Avenue	**SBR**	110 / 230[4]	50	65	50	80
OWSC						

Notes:

ft/ln = feet per lane

AWSC = All-Way Stop Control; TWSC = Two-Way Stop Control; OWSC = One-Way Stop Control

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements obtained from Google Earth measurements.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro, while queues for unsignalized intersections have been reported from SimTraffic.

[3] Available storage lane length reported is the sum of two different storage lane lengths.

[4] Storage lane length is 110 feet for no project condition and 230 feet for with project conditions.

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Table 8-D - Phase III Project Completion Year (2038) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
1 . I-215 Southbound Ramps/Alessandro Boulevard	**SBL**	525	215	315	230	325
Signal	**SBR**	525	195	295	205	285
2 . I-215 Northbound Ramps/Alessandro Boulevard	**EBL**	205	90	**210**	95	205
Signal	**NBL**	375	**550**	350	**550**	350
	NBR	375	130	250	130	250
3 . I-215 Southbound Ramps/Cactus Avenue	**EBR**	265	140	**405**	50	**425**
Signal	**WBL**	225	**255**	**235**	**265**	**265**
	SBR	1120	390	0	390	0
5 . I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	**EBL**	150	20	90	20	85
Signal	**NBL**	130	**495**	55	**495**	55
	SBL	90	**205**	**1000**	**205**	**1000**
6 . Day Street/Alessandro Boulevard	**EBL**	245	**1005**	**1395**	**985**	**1395**
Signal	**WBL**	220	10	10	5	10
	WBR	45	**75**	**125**	**75**	**105**
	NBL	50	45	25	45	25
	SBL	205	**445**	**1015**	**445**	**1015**
7 . Elsworth Street/Alessandro Boulevard	**EBL**	75	**80**	**165**	**85**	**165**
Signal	**WBL**	195	80	165	80	165
	NBL	100	**345**	**705**	**345**	**695**
	NBR	260	10	10	10	10
	SBL	75	75	**95**	75	**95**
	SBR	55	30	45	30	45
8 . Elsworth Street/Cactus Avenue	**EBL**	150	**235**	**400**	**235**	**400**
Signal	**WBL**	140	60	**150**	70	130
	WBR	100	5	35	5	35
	NBL	165	**330**	**425**	**330**	**425**
	NBR	40	**55**	**45**	**55**	**45**
	SBL	100	80	**170**	80	**170**
	SBR	100	80	85	85	85
9 . Frederick Street/Alessandro Boulevard	**EBL**	250	220	235	220	235
Signal	**EBR**	420	0	0	0	0
	WBL	130	100	110	100	105
	NBL	135	55	60	55	60
	SBL	120	115	**360**	115	**360**
	SBR	90	60	**120**	60	**120**
10 . Frederick Street/Cactus Avenue	**EBL**	300	210	40	215	40
Signal	**WBR**	265	5	10	5	10
	SBL[3]	400	105	110	105	110
	SBR	260	75	45	75	45
11 . Graham Street/Alessandro Boulevard	**EBL**	160	50	90	50	90
Signal	**WBL**	215	155	**455**	155	**445**
	NBL	185	125	145	125	135
	SBL	180	**240**	**425**	**240**	**425**
12 . Graham Street - Riverside Drive/Cactus Avenue	**EBL**	230	**510**	**675**	**510**	**655**
Signal	**EBR**	205	10	90	5	85
	WBL	140	15	15	15	10
	NBL[3]	1020	315	100	315	100
	SBL	195	100	**270**	100	**270**
	SBR	90	60	90	60	90

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Table 8-D - Phase III Project Completion Year (2038) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
13 . Heacock Street/Alessandro Boulevard	**EBL**	200	**230**	145	**220**	145
Signal	**EBR**	105	5	15	5	15
	WBL	125	30	80	25	80
	NBL	145	**285**	**265**	**285**	**260**
	SBL	245	**345**	**510**	**345**	**510**
14 . Heacock Street/Cactus Avenue	**EBL**	145	**215**	**175**	**215**	**170**
Signal	**EBR**	950	370	250	355	200
	WBL	155	15	15	15	15
	NBL	220	**445**	**310**	**445**	**310**
	SBL	105	105	**130**	105	**130**
15 . Heacock Street/Iris Avenue	**WBL**[3]	1075	65	75	65	70
Signal	**WBR**	920	150	90	155	105
	NBR	150	35	45	35	45
	SBL	200	80	100	85	105
16 . Indian Street/Alessandro Boulevard	**EBL**	265	140	235	140	230
Signal	**WBL**	235	75	130	75	130
	NBL	280	135	**300**	130	**300**
	SBL	100	**185**	**405**	**185**	**405**
17 . Indian Street/Cactus Avenue	**EBL**	90	**95**	**95**	**95**	90
Signal	**WBL**	90	30	50	30	45
	NBL	90	**180**	**175**	**180**	**175**
	SBL	90	**140**	55	**145**	55
18 . Indian Street/Iris Avenue	**EBL**	215	50	20	50	20
Signal	**EBR**	210	0	30	0	30
	WBL	150	20	15	20	20
	NBL	120	70	85	70	85
	SBL	200	**250**	**355**	**255**	**360**
19 . Perris Boulevard/Alessandro Boulevard	**EBL**	200	130	**215**	130	**215**
Signal	**EBR**	200	145	150	145	150
	WBL	195	110	**345**	110	**330**
	NBL	475	**595**	**725**	**580**	**720**
	NBR	260	5	70	5	65
	SBL	150	**375**	**395**	**390**	**400**
	SBR	100	**205**	**160**	**205**	**160**
20 . Perris Boulevard/Cactus Avenue	**EBL**	100	**160**	90	**160**	90
Signal	**WBL**	25	**165**	**250**	**160**	**235**
	NBL	300	**370**	**385**	**370**	**385**
	SBL	100	85	**125**	90	**125**
21 . Perris Boulevard/Iris Avenue	**EBL**	200	105	120	105	120
Signal	**WBL**	180	**490**	**590**	**515**	**650**
	NBL	200	175	**220**	170	**215**
	NBR	135	60	**150**	65	**160**
	SBL	200	**275**	**545**	**290**	**555**
22 . Perris Boulevard/Krameria Avenue	**EBR**	35	35	**70**	35	**70**
Signal	**WBR**	140	60	55	60	55
	NBL	235	170	185	170	185
	SBL	345	85	120	80	115
23 . Perris Boulevard/San Michele Road	**EBL**	300	145	**390**	150	**390**
Signal	**EBR**	140	0	105	0	105
	WBL	40	0	0	0	0
	WBR	40	0	0	0	0
	NBL	200	115	**260**	115	**260**
	SBL	200	0	0	0	0

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Table 8-D - Phase III Project Completion Year (2038) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
24 . Perris Boulevard/Nandina Avenue	**EBL**	155	75	140	75	140
Signal	**WBL**	345	75	245	75	245
	WBR	345	5	65	5	65
	NBL	250	90	25	85	25
	SBL	315	220	130	220	125
	SBR	260	5	0	5	0
25 . Perris Boulevard/Harley Knox Boulevard	**EBL**	300	**585**	**810**	**600**	**820**
Signal	**EBR**	1800	40	105	40	105
	WBL	335	10	20	10	20
	WBR	230	**620**	195	**625**	200
	NBL	320	265	90	265	90
	NBR	230	0	0	0	0
	SBL	215	180	**360**	180	**360**
	SBR	220	70	**435**	70	**460**
26 . Kitching Street/Alessandro Boulevard	**EBL**	100	**170**	**130**	**155**	**125**
Signal	**EBR**	550	5	0	5	0
	WBL	220	15	40	15	40
	WBR	200	0	0	0	0
	NBL[3]	1195	100	100	100	100
	SBL	80	**280**	**265**	**280**	**265**
27 . Kitching Street/Cactus Avenue	**EBL**	85	**105**	30	**90**	30
Signal	**WBL**	105	55	60	50	65
	NBL	195	**235**	160	**235**	160
	SBL	250	75	125	85	125
	SBR	410	25	5	25	5
28 . Kitching Street/Iris Avenue	**EBL**	135	110	**210**	110	**210**
Signal	**WBL**	120	**940**	**1045**	**945**	**1060**
	WBR	500	25	40	25	40
	NBL	185	**285**	155	**285**	155
	SBL	195	130	**225**	130	**225**
29 . Lasselle Street/Alessandro Boulevard	**EBL**	180	135	145	135	140
Signal	**EBR**	65	25	45	25	45
	WBL	160	**225**	**285**	**225**	**285**
	WBR	35	5	**40**	10	**50**
	NBL	200	**440**	**365**	**445**	**370**
	NBR	125	5	40	5	40
	SBL	150	85	125	115	140
30 . Lasselle Street/Cactus Avenue	**EBL**	185	90	30	80	35
Signal	**WBL**	200	**335**	**510**	**335**	**510**
	WBR	160	50	55	45	50
	NBL	205	**255**	205	**255**	205
	NBR	410	0	0	0	0
	SBL	200	130	75	135	80
31 . Lasselle Street/John F Kennedy Drive	**EBL**	150	**165**	**230**	**165**	**230**
Signal	**WBL**	95	65	55	65	55
	NBL	200	100	**230**	110	**270**
	SBL	200	**285**	35	**285**	35
32 . Lasselle Street/Iris Avenue	**EBL**	200	130	**230**	130	**230**
Signal	**WBL**	220	**400**	**410**	**430**	**490**
	NBL	200	**310**	**260**	**310**	**260**
	NBR	200	**260**	**765**	**330**	**835**
	SBL	200	110	**250**	125	**260**
33 . Lasselle Street/Krameria Avenue	**EBL**	200	**620**	**395**	**620**	**395**
Signal	**EBR**	300	80	80	80	80
	WBL	200	110	85	110	85
	WBR	100	25	10	25	10
	NBL	125	**425**	**200**	**430**	**195**
	NBR	180	65	35	60	30
	SBL	240	160	170	160	170

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Table 8-D - Phase III Project Completion Year (2038) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
34 . Lasselle Street/Via Xavier Lane	**EBL**	100	45	30	55	35
Signal	**WBL**	75	40	25	40	25
	NBL	140	5	5	5	5
	SBL	150	10	25	10	30
35 . Lasselle Street/Lasselle Sports Park - Rojo Tierra	**EBL**	90	10	30	10	30
Signal	**WBL**	50	25	15	25	15
	NBL	150	15	5	15	5
	SBL	215	30	80	35	85
36 . Lasselle Street/Cremello Way - Avenida De Plata	**EBL**	85	15	**95**	**110**	**100**
Signal	**WBL**	110	100	85	100	85
	NBL	225	10	15	10	15
	SBL	155	50	110	50	110
37 . Lasselle Street/Avenida Classica - Kentucky Derby Drive	**EBL**	100	**330**	75	**355**	80
Signal	**WBL**	110	55	25	55	25
	NBL	135	20	30	20	25
	SBL	145	30	15	30	15
38 . Lasselle Street/Via De Anza - Rancho Verde High School	**EBL**	55	**135**	25	**140**	30
Signal	**NBL**	130		90		90
	SBL	270	**325**	195	**325**	195
39 . Evans Road/Ramona Expressway	**EBL**	325	240	260	250	265
Signal	**EBR**	325	0	0	0	0
	WBL	310	110	210	110	210
	WBR	205	**765**	**490**	**780**	**500**
	NBL	200	**350**	180	**350**	180
	SBL	215	**360**	**440**	**360**	**445**
	SBR	215	**450**	205	**455**	215
40 . Camino Flores/Iris Avenue	**EBL**	230	125	230	125	230
Signal	**WBL**	110	0	20	0	20
	SBL	200	150	125	160	130
	SBR	200	40	45	40	50
41 . Coachlight Court - Avenida De Circo/Iris Avenue	**EBL**	215	120	145	120	145
Signal	**WBL**	210	85	65	85	65
42 . Grande Vista Drive/Iris Avenue	**WBL**	295	10	25	10	20
Signal	**NBL**	105	105	65	**125**	65
	NBR	105	25	20	30	20
43 . Nason Street/Elder Avenue - SR-60 Westbound Ramps	**EBL**	120	20	35	20	35
Signal	**EBR**	120	90	50	95	50
	WBL	1340	220	305	220	305
	WBR	165	0	0	0	0
	NBL	360	140	220	145	210
	NBR	150	5	135	10	**225**
	SBL	95	50	50	50	50
44 . Nason Street/SR-60 Eastbound Ramps	**EBL**	780	50	100	50	100
Signal	**EBR**	250	**295**	110	**355**	135
	SBL	245	100	45	100	45
45 . Nason Street/Eucalyptus Avenue	**EBL**	200	**260**	160	**260**	160
Signal	**WBL**	200	**585**	**690**	**585**	**690**
	NBL	275	**320**	55	**325**	60
	SBL	250	45	75	45	75

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Table 8-D - Phase III Project Completion Year (2038) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
46 . Nason Street/Cottonwood Avenue	**EBL**	90	**135**	**160**	**135**	**160**
Signal	**EBR**	55	0	45	0	45
	WBL	300	30	25	30	25
	WBR	100	65	20	65	20
	NBL	200	35	40	35	35
	SBL	240	50	105	45	105
	SBR	295	5	10	0	10
47 . Nason Street/Alessandro Boulevard	**EBL**	250	125	**275**	125	**275**
Signal	**EBR**	125	50	115	55	**135**
	WBL	245	100	25	100	25
	WBR	245	75	5	75	5
	NBL	285	**295**	235	**355**	**400**
	NBR	285	0	5	5	5
	SBL	255	155	150	135	150
	SBR	320	95	145	95	145
48 . Nason Street/Cactus Avenue	**EBL**	205	170	**225**	170	**225**
Signal	**EBR**	320	10	20	50	55
	WBL	95	70	**185**	70	**185**
	NBL	240	45	25	75	95
	NBR	325	10	40	10	15
	SBL	275	170	270	165	230
	SBR	340	60	5	50	0
49 . Nason Street-Hillrose Lane/Iris Avenue	**EBL**	260	**345**	220	**345**	220
Signal	**WBL**	170	5	20	10	35
	WBR	160	25	110	55	**355**
	NBL	100	40	30	40	30
	SBL	210	90	**245**	**595**	**505**
	SBR	360	255	**840**	100	**825**
51 . Oliver Street/Cactus Avenue	**EBL**	100	40	20	40	20
Signal	**WBL**	150	110	135	120	140
	WBR	430	0	0	0	0
	NBR	820	15	45	15	45
52 . Oliver Street/John F Kennedy Drive	**WBL**	100	45	50	50	55
AWSC	**WBR**	440	75	60	75	60
53 . Oliver Street/Iris Avenue	**EBL**	235	210	135	230	165
Signal	**WBL**	250	55	70	55	70
	NBR	50	0	0	0	0
	SBR	470	65	70	70	75
54 . Via Del Lago/Iris Avenue - Moreno Beach Drive	**EBL**	110	25	65	25	65
Signal	**WBL**	310	60	245	60	245
	NBL	95	70	90	70	90
	NBR	670	10	35	10	35
	SBL	50	15	35	15	35
55 . Moreno Beach Drive/SR-60 Westbound Ramps	**WBL**	160	**225**	**190**	**295**	**210**
Signal	**WBR**	1220	10	15	10	15
	NBR	205	45	75	45	75
	SBL	210	105	110	105	110
56 . Moreno Beach Drive/SR-60 Eastbound Ramps	**EBR**	595	155	395	170	395
Signal	**NBR**	430	190	280	205	350

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Table 8-D - Phase III Project Completion Year (2038) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
57 . Moreno Beach Drive/Eucalyptus Avenue	**EBL**	225	**240**	**325**	**240**	**325**
Signal	**WBL**	110	40	110	40	110
	NBL	240	120	220	120	210
	NBR	95	0	30	0	30
	SBL	110	**170**	**120**	**145**	**115**
	SBR	150	10	5	0	10
58 . Moreno Beach Drive/Cottonwood Avenue	**NBL**	150	5	10	5	10
Signal	**NBR**	150	5	10	5	10
	SBL	215	110	215	110	215
59 . Moreno Beach Drive/Alessandro Boulevard	**EBL**	100	65	**310**	65	**310**
Signal	**WBL**	185	**380**	**535**	**410**	**555**
	NBL	125	80	**240**	80	**235**
	SBL	290	60	105	55	105
60 . Moreno Beach Drive/Cactus Avenue	**EBL**	150	100	**160**	100	**160**
Signal	**WBL**	150	70	105	90	115
	NBL	195	65	135	60	140
	NBR	810	0	85	0	105
	SBL	210	15	80	15	75
61 . Moreno Beach Drive/John F Kennedy Drive	**EBL**	105	80	**135**	80	**135**
Signal	**WBL**	330	**425**	**470**	**460**	**485**
	NBL	285	70	85	70	10
	NBR	255	35	150	35	170
	SBL	350	45	165	50	165
62 . Driveway 1/Iris Avenue	**SBR**	230	30	65	80	**310**
OWSC			0	0	0	0
63 . Driveway 2/Iris Avenue	**EBL**	195	**225**	155	**795**	**525**
Signal	**SBL**	110	20	55	**130**	**320**
	SBR	200	15	25	45	60
64 . Driveway 3/Iris Avenue	**SBR**	110 / 230[4]	50	50	60	110
OWSC						

Notes:

ft/ln = feet per lane

AWSC = All-Way Stop Control; TWSC = Two-Way Stop Control; OWSC = One-Way Stop Control

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements obtained from Google Earth measurements.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro, while queues for unsignalized intersections have been reported from SimTraffic.

[3] Available storage lane length reported is the sum of two different storage lane lengths.

[4] Storage lane length is 110 feet for no project condition and 230 feet for with project conditions.

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Table 8-E - General Plan Build-out (2040) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2] AM	Without Project[2] PM	With Project[2] AM	With Project[2] PM
1 . I-215 Southbound Ramps/Alessandro Boulevard	**SBL**	525	225	335	225	335
Signal	**SBR**	525	205	300	205	300
2 . I-215 Northbound Ramps/Alessandro Boulevard	**EBL**	205	90	195	85	195
Signal	**NBL**	375	**560**	360	**560**	360
	NBR	375	130	260	130	260
3 . I-215 Southbound Ramps/Cactus Avenue	**EBR**	265	50	**465**	50	**485**
Signal	**WBL**	225	**245**	**230**	**255**	**260**
	SBR	1120	420	5	420	5
5 . I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	**EBL**	150	20	95	20	90
Signal	**NBL**	130	**515**	60	**515**	60
	SBL	90	**220**	**1110**	**220**	**1110**
6 . Day Street/Alessandro Boulevard	**EBL**	245	**1105**	**1525**	**1105**	**1525**
Signal	**WBL**	220	10	10	10	10
	WBR	45	**80**	**155**	**80**	**135**
	NBL	50	45	25	45	25
	SBL	205	**505**	**1110**	**505**	**1110**
7 . Elsworth Street/Alessandro Boulevard	**EBL**	75	**85**	**165**	**85**	**165**
Signal	**WBL**	195	80	170	80	165
	NBL	100	**365**	**740**	**365**	**740**
	NBR	260	10	10	10	5
	SBL	75	75	**95**	75	**95**
	SBR	55	35	50	35	50
8 . Elsworth Street/Cactus Avenue	**EBL**	150	**250**	**440**	**250**	**440**
Signal	**WBL**	140	60	**165**	65	**165**
	WBR	100	5	35	5	35
	NBL	165	**370**	**455**	**370**	**455**
	NBR	40	**60**	**45**	**60**	**45**
	SBL	100	80	**160**	80	**160**
	SBR	100	85	85	85	85
9 . Frederick Street/Alessandro Boulevard	**EBL**	250	225	235	225	235
Signal	**EBR**	420	0	0	0	0
	WBL	130	100	110	100	110
	NBL	135	55	60	55	60
	SBL	120	120	**385**	120	**385**
	SBR	90	60	**130**	60	**130**
10 . Frederick Street/Cactus Avenue	**EBL**	300	220	35	225	35
Signal	**WBR**	265	5	10	5	5
	SBL[3]	400	105	105	105	105
	SBR	260	75	45	75	45
11 . Graham Street/Alessandro Boulevard	**EBL**	160	50	90	50	90
Signal	**WBL**	215	160	**470**	160	**455**
	NBL	185	125	140	130	135
	SBL	180	**255**	**445**	**255**	**445**
12 . Graham Street - Riverside Drive/Cactus Avenue	**EBL**	230	**560**	**740**	**560**	**720**
Signal	**EBR**	205	10	85	5	85
	WBL	140	15	15	15	10
	NBL[3]	1020	340	100	340	100
	SBL	195	100	**280**	100	**280**
	SBR	90	65	**95**	65	**100**

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Table 8-E - General Plan Build-out (2040) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2] AM	Without Project[2] PM	With Project[2] AM	With Project[2] PM
13 . Heacock Street/Alessandro Boulevard	**EBL**	200	**230**	145	**215**	145
Signal	**EBR**	105	5	15	5	15
	WBL	125	25	80	25	75
	NBL	145	**285**	**265**	**285**	**260**
	SBL	245	**365**	**535**	**365**	**535**
14 . Heacock Street/Cactus Avenue	**EBL**	145	**230**	**180**	**230**	**175**
Signal	**EBR**	950	365	215	355	175
	WBL	155	15	15	15	10
	NBL	220	**460**	**315**	**460**	**315**
	SBL	105	**110**	**135**	**110**	**135**
15 . Heacock Street/Iris Avenue	**WBL**[3]	1075	65	75	65	70
Signal	**WBR**	920	140	95	140	105
	NBR	150	40	45	40	50
	SBL	200	80	100	85	105
16 . Indian Street/Alessandro Boulevard	**EBL**	265	145	235	145	230
Signal	**WBL**	235	75	130	70	125
	NBL	280	140	**315**	135	**320**
	SBL	100	**200**	**425**	**200**	**425**
17 . Indian Street/Cactus Avenue	**EBL**	90	**95**	**95**	**95**	**95**
Signal	**WBL**	90	30	50	30	45
	NBL	90	**185**	**185**	**185**	**185**
	SBL	90	**145**	55	**145**	55
18 . Indian Street/Iris Avenue	**EBL**	215	50	20	50	20
Signal	**EBR**	210	0	30	0	30
	WBL	150	20	15	25	20
	NBL	120	70	90	70	90
	SBL	200	**250**	**370**	**260**	**375**
19 . Perris Boulevard/Alessandro Boulevard	**EBL**	200	135	**210**	135	**210**
Signal	**EBR**	200	155	150	155	150
	WBL	195	110	**350**	110	**335**
	NBL	475	**600**	**715**	**590**	**715**
	NBR	260	5	65	5	60
	SBL	150	**395**	**415**	**410**	**425**
	SBR	100	**215**	**165**	**215**	**165**
20 . Perris Boulevard/Cactus Avenue	**EBL**	100	**160**	95	**160**	90
Signal	**WBL**	25	**175**	**270**	**170**	**250**
	NBL	300	**380**	**405**	**380**	**405**
	SBL	100	80	**120**	90	**120**
21 . Perris Boulevard/Iris Avenue	**EBL**	200	110	125	110	125
Signal	**WBL**	180	**525**	**625**	**545**	**685**
	NBL	200	170	**215**	170	**210**
	NBR	135	60	**145**	65	**155**
	SBL	200	**295**	**580**	**310**	**590**
22 . Perris Boulevard/Krameria Avenue	**EBR**	35	**40**	**70**	**40**	**70**
Signal	**WBR**	140	60	55	60	55
	NBL	235	170	200	170	200
	SBL	345	80	110	80	110
23 . Perris Boulevard/San Michele Road	**EBL**	300	150	**400**	150	**400**
Signal	**EBR**	140	0	110	0	110
	WBL	40	0	0	0	0
	WBR	40	0	0	0	0
	NBL	200	110	**245**	105	**245**
	SBL	200	0	0	0	0

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Table 8-E - General Plan Build-out (2040) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2] AM	Without Project[2] PM	With Project[2] AM	With Project[2] PM
24 . Perris Boulevard/Nandina Avenue	**EBL**	155	80	145	80	145
Signal	**WBL**	345	80	270	80	270
	WBR	345	10	65	10	65
	NBL	250	90	25	90	25
	SBL	315	245	140	245	140
	SBR	260	5	5	5	5
25 . Perris Boulevard/Harley Knox Boulevard	**EBL**	300	**620**	**870**	**635**	**875**
Signal	**EBR**	1800	40	125	40	125
	WBL	335	10	25	10	25
	WBR	230	**695**	**270**	**695**	**270**
	NBL	320	280	100	280	100
	NBR	230	0	0	0	0
	SBL	215	200	**395**	200	**390**
	SBR	220	90	**500**	95	**510**
26 . Kitching Street/Alessandro Boulevard	**EBL**	100	**160**	**125**	**150**	**125**
Signal	**EBR**	550	5	0	5	0
	WBL	220	15	40	15	40
	WBR	200	0	0	0	0
	NBL[3]	1195	100	100	100	100
	SBL	80	**305**	**290**	**305**	**290**
27 . Kitching Street/Cactus Avenue	**EBL**	85	**105**	30	**90**	30
Signal	**WBL**	105	55	60	50	70
	NBL	195	**240**	160	**240**	160
	SBL	250	80	130	90	135
	SBR	410	25	5	25	5
28 . Kitching Street/Iris Avenue	**EBL**	135	115	**210**	115	**210**
Signal	**WBL**	120	**1035**	**1155**	**1040**	**1170**
	WBR	500	25	50	25	50
	NBL	185	**290**	160	**290**	160
	SBL	195	140	**240**	140	**240**
29 . Lasselle Street/Alessandro Boulevard	**EBL**	180	145	140	140	140
Signal	**EBR**	65	25	45	25	45
	WBL	160	**230**	**300**	**230**	**300**
	WBR	35	10	**40**	10	**50**
	NBL	200	**440**	**365**	**445**	**360**
	NBR	125	5	15	5	40
	SBL	150	90	135	120	**155**
30 . Lasselle Street/Cactus Avenue	**EBL**	185	90	30	80	35
Signal	**WBL**	200	**355**	**550**	**355**	**550**
	WBR	160	50	55	50	55
	NBL	205	**255**	**210**	**255**	**210**
	NBR	410	0	0	0	0
	SBL	200	130	75	135	80
31 . Lasselle Street/John F Kennedy Drive	**EBL**	150	**170**	**245**	**170**	**245**
Signal	**WBL**	95	65	55	65	55
	NBL	200	110	**255**	120	135
	SBL	200	**295**	35	**295**	35
32 . Lasselle Street/Iris Avenue	**EBL**	200	135	**245**	135	**245**
Signal	**WBL**	220	**420**	**420**	**450**	**500**
	NBL	200	**325**	**270**	**325**	**270**
	NBR	200	**270**	**800**	**335**	**870**
	SBL	200	115	**265**	130	**280**
33 . Lasselle Street/Krameria Avenue	**EBL**	200	**640**	**420**	**640**	**420**
Signal	**EBR**	300	85	80	85	85
	WBL	200	110	85	110	85
	WBR	100	25	15	25	15
	NBL	125	**435**	**205**	**435**	**205**
	NBR	180	60	30	60	30
	SBL	240	165	170	165	170

LSA

Table 8-E - General Plan Build-out (2040) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
34 . Lasselle Street/Via Xavier Lane	**EBL**	100	45	30	55	35
Signal	**WBL**	75	40	25	40	25
	NBL	140	5	5	5	5
	SBL	150	10	30	10	30
35 . Lasselle Street/Lasselle Sports Park - Rojo Tierra	**EBL**	90	10	30	10	30
Signal	**WBL**	50	25	15	25	15
	NBL	150	15	5	15	5
	SBL	215	30	80	35	85
36 . Lasselle Street/Cremello Way - Avenida De Plata	**EBL**	85	**105**	**100**	**110**	**105**
Signal	**WBL**	110	105	90	100	90
	NBL	225	15	15	15	15
	SBL	155	50	115	50	115
37 . Lasselle Street/Avenida Classica - Kentucky Derby Drive	**EBL**	100	**330**	75	**355**	80
Signal	**WBL**	110	55	25	55	25
	NBL	135	20	30	20	30
	SBL	145	25	15	25	15
38 . Lasselle Street/Via De Anza - Rancho Verde High School	**EBL**	55	**135**	25	**140**	30
Signal	**NBL**	130	85	90	85	90
	SBL	270	**325**	200	**315**	200
39 . Evans Road/Ramona Expressway	**EBL**	325	240	260	250	265
Signal	**EBR**	325	0	0	0	0
	WBL	310	115	230	115	230
	WBR	205	**850**	**575**	**860**	**585**
	NBL	200	**360**	180	**360**	180
	SBL	215	**385**	**480**	**390**	**485**
	SBR	215	**450**	210	**455**	215
40 . Camino Flores/Iris Avenue	**EBL**	230	125	230	125	230
Signal	**WBL**	110	0	20	0	20
	SBL	200	155	125	160	130
	SBR	200	40	45	40	50
41 . Coachlight Court - Avenida De Circo/Iris Avenue	**EBL**	215	125	155	125	155
Signal	**WBL**	210	90	70	90	70
42 . Grande Vista Drive/Iris Avenue	**WBL**	295	10	20	10	20
Signal	**NBL**	105	100	65	**125**	65
	NBR	105	25	20	30	20
43 . Nason Street/Elder Avenue - SR-60 Westbound Ramps			0	0	0	0
Signal	**EBL**	120	20	35	20	35
	EBR	120	100	50	110	50
	WBL	1340	230	325	230	325
	WBR	165	0	0	0	0
	NBL	360	145	220	145	210
	NBR	150	5	**160**	10	**245**
	SBL	95	50	50	50	50
44 . Nason Street/SR-60 Eastbound Ramps			0	0	0	0
Signal	**EBL**	780	50	100	50	100
	EBR	250	**315**	125	**375**	145
	SBL	245	100	45	100	45
45 . Nason Street/Eucalyptus Avenue			0	0	0	0
Signal	**EBL**	200	**260**	165	**260**	165
	WBL	200	**650**	**765**	**650**	**765**
	NBL	275	**350**	55	**355**	60
	SBL	250	45	75	45	75

LSA

Table 8-E - General Plan Build-out (2040) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2]		With Project[2]	
			AM	PM	AM	PM
46 . Nason Street/Cottonwood Avenue	**EBL**	90	**140**	**170**	**140**	**170**
Signal	**EBR**	55	0	50	0	50
	WBL	300	30	25	30	25
	WBR	100	70	25	70	25
	NBL	200	35	40	35	35
	SBL	240	50	110	50	110
	SBR	295	5	10	0	5
47 . Nason Street/Alessandro Boulevard	**EBL**	250	140	**300**	140	**300**
Signal	**EBR**	125	50	**130**	60	**150**
	WBL	245	100	25	100	25
	WBR	245	80	5	80	5
	NBL	285	**315**	**290**	**355**	**410**
	NBR	285	0	5	5	5
	SBL	255	155	155	140	150
	SBR	320	115	160	115	170
48 . Nason Street/Cactus Avenue	**EBL**	205	170	**225**	170	**225**
Signal	**EBR**	320	10	20	50	55
	WBL	95	75	**200**	75	**200**
	NBL	240	40	25	70	90
	NBR	325	10	40	10	20
	SBL	275	180	**285**	175	250
	SBR	340	55	5	50	0
49 . Nason Street-Hillrose Lane/Iris Avenue	**EBL**	260	**370**	230	**375**	225
Signal	**WBL**	170	5	20	10	35
	WBR	160	25	110	55	**365**
	NBL	100	40	30	40	30
	SBL	210	85	**255**	**605**	**515**
	SBR	360	270	**905**	150	**905**
			0	0	0	0
51 . Oliver Street/Cactus Avenue	**EBL**	100	40	20	40	20
Signal	**WBL**	150	120	145	125	150
	WBR	430	0	0	0	0
	NBR	820	20	45	20	45
			0	0	0	0
52 . Oliver Street/John F Kennedy Drive	**WBL**	100	40	55	50	45
AWSC	**WBR**	440	80	65	70	70
53 . Oliver Street/Iris Avenue	**EBL**	235	220	140	235	160
Signal	**WBL**	250	55	70	55	70
	NBR	50	0	0	0	0
	SBR	470	65	75	70	75
54 . Via Del Lago/Iris Avenue - Moreno Beach Drive	**EBL**	110	25	65	25	65
Signal	**WBL**	310	60	265	60	265
	NBL	95	70	95	70	95
	NBR	670	15	40	15	45
	SBL	50	15	35	15	35
55 . Moreno Beach Drive/SR-60 Westbound Ramps	**WBL**	160	**235**	**200**	**305**	**220**
Signal	**WBR**	1220	10	15	10	15
	NBR	205	45	95	45	95
	SBL	210	110	115	110	115
56 . Moreno Beach Drive/SR-60 Eastbound Ramps	**EBR**	595	190	445	205	445
Signal	**NBR**	430	210	305	220	385

LSA

Table 8-E - General Plan Build-out (2040) Queuing Analysis

Intersection	Movement	Storage Length[1] (ft/ln)	Without Project[2] AM	Without Project[2] PM	With Project[2] AM	With Project[2] PM
57 . Moreno Beach Drive/Eucalyptus Avenue	**EBL**	225	**260**	**370**	**260**	**370**
Signal	**WBL**	110	45	**115**	45	**115**
	NBL	240	125	240	125	225
	NBR	95	0	35	0	35
	SBL	110	**170**	**120**	**150**	**115**
	SBR	150	5	0	0	0
58 . Moreno Beach Drive/Cottonwood Avenue	**NBL**	150	5	10	5	10
Signal	**NBR**	150	5	10	5	10
	SBL	215	115	**225**	115	**225**
59 . Moreno Beach Drive/Alessandro Boulevard	**EBL**	100	65	**295**	65	**300**
Signal	**WBL**	185	**415**	**585**	**450**	**605**
	NBL	125	85	**250**	80	**245**
	SBL	290	65	115	55	110
60 . Moreno Beach Drive/Cactus Avenue	**EBL**	150	100	**165**	100	**160**
Signal	**WBL**	150	70	110	90	120
	NBL	195	65	140	60	135
	NBR	810	0	90	0	110
	SBL	210	15	80	110	80
61 . Moreno Beach Drive/John F Kennedy Drive	**EBL**	105	85	**140**	85	**140**
Signal	**WBL**	330	**500**	**510**	**530**	**520**
	NBL	285	70	85	70	85
	NBR	255	35	200	35	225
	SBL	350	45	170	50	170
62 . Driveway 1/Iris Avenue	**SBR**	230	30	90	95	**345**
OWSC						
63 . Driveway 2/Iris Avenue	**EBL**	195	**225**	125	**795**	**515**
Signal	**SBL**	110	20	60	**130**	**320**
	SBR	200	15	30	45	60
64 . Driveway 3/Iris Avenue	**SBR**	110 / 230[4]	45	50	65	90
OWSC						

Notes:

ft/ln = feet per lane

AWSC = All-Way Stop Control; TWSC = Two-Way Stop Control; OWSC = One-Way Stop Control

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements obtained from Google Earth measurements.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro, while queues for unsignalized intersections have been reported from SimTraffic.

[3] Available storage lane length reported is the sum of two different storage lane lengths.

[4] Storage lane length is 110 feet for no project condition and 230 feet for with project conditions.

9.0 CIRCULATION IMPROVEMENTS AND FUNDING SOURCES

9.1 RECOMMENDED IMPROVEMENTS

At intersections and roadway segments where the level of service is forecast to be unsatisfactory or where the project would have a significant impact, the City requires that improvements be identified to improve the LOS to D or better. Based on the results, improvements have been recommended for study intersections and roadway segments where impacts are identified.

9.1.1 Recommended Improvements – Full Project Responsibility

Table 9-A illustrates the recommended improvements at the project driveways that the project will be required to implement as each phase of the project is constructed. As described in Table 9-A, Project Driveway 1 is forecasted to operate at a deficient LOS when Phase III is completed and there are no mitigations feasible due to right-of-way constraints. For Project Driveway 2, specific improvements required with the completion of each phase is described in Table 9-A. Improvements recommended at Project Driveway 2 will result in this driveway operating at LOS D or better under all analysis scenarios.

9.1.2 Recommended Improvements – Fair Share or TUMF Contribution

Table 9-B illustrates the recommended improvements for study intersections under all scenarios. Figures 9-1A and 9-1B, 9-2A and 9-2B, 9-3A and 9-3B, 9-4A and 9-4B, and 9-5A and 9-5B illustrate the existing, Phases I, II, and III project completion years, and General Plan build-out with project with improvements study intersection geometrics and traffic control. Tables 9-C through 9-G illustrate the post-improvement intersection levels of service for the different scenarios. As shown in these tables, impacts at some of the intersections in some scenarios cannot be fully mitigated because of right-of-way constraints. As such, these intersections will continue to operate at a deficient LOS.

Tables 9-H through 9-L illustrate the proposed roadway segment improvements and the corresponding levels of service for the different scenarios. As shown in these tables, multiple roadway segments are either currently built out or additional improvements are feasible. The feasibility of the recommended improvements are based on the City's General Plan classification or as stated in the Transportation Uniform Mitigation Fee (TUMF) Program and also considering availability of right-of-way. As such, many of these segments which have either already been built to the General Plan classification or do not have adequate right-of-way will continue to operate at a deficient LOS as no further mitigations are feasible.

It should be noted that recommended improvements covered through TUMF are not considered adequate mitigation measures. This is because there is no guaranteed timeline for implementation of these improvements through the TUMF program. Therefore, impacts at intersections or roadway segments where mitigations are included through the TUMF program should be considered significant and unavoidable.

9.2 FUNDING SOURCES AND MECHANISMS

Where there is a funding mechanism (fee program) for the recommended improvements, payment into the fee program would be considered sufficient project obligation to alleviate project impacts. At study locations where the addition of project traffic creates a direct significant impact (existing with project conditions) and there is no funding mechanism in place, the project will be responsible for the implementation of the improvement. At locations where the project adds to or creates a forecast deficiency and there is no funding mechanism in place (project completion and cumulative conditions), the project is responsible for its fair-share payment.

9.2.1 TUMF Program

The underlying purpose of the TUMF program is "the need to establish a comprehensive funding source to mitigate the cumulative regional transportation impacts of new development on regional arterial highways." As new development occurs in western Riverside County, the cumulative transportation impacts of this new development are reflected in increased demand for transportation infrastructure leading to decreased levels of service, increased delay and increased congestion on regional transportation facilities, and an overall decline in regional mobility. Therefore, the need to invest in additional transportation infrastructure to meet the increased travel demand and to sustain pre-development traffic conditions to "keep traffic flowing" represents the fundamental premise of the TUMF program.

9.2.2 Project Fair Share

In the absence of a fee program, where the project has an impact on the roadway network, the project shall pay its fair share of the cost required to mitigate the impacts. The project's fair share has been calculated based on project traffic as a percentage of total growth from existing to General Plan build-out conditions.

Tables 9-M and 9-N summarize the project fair share corresponding to the improvements recommended and the funding programs in place that covers recommended improvements for intersections and roadway segments, respectively.

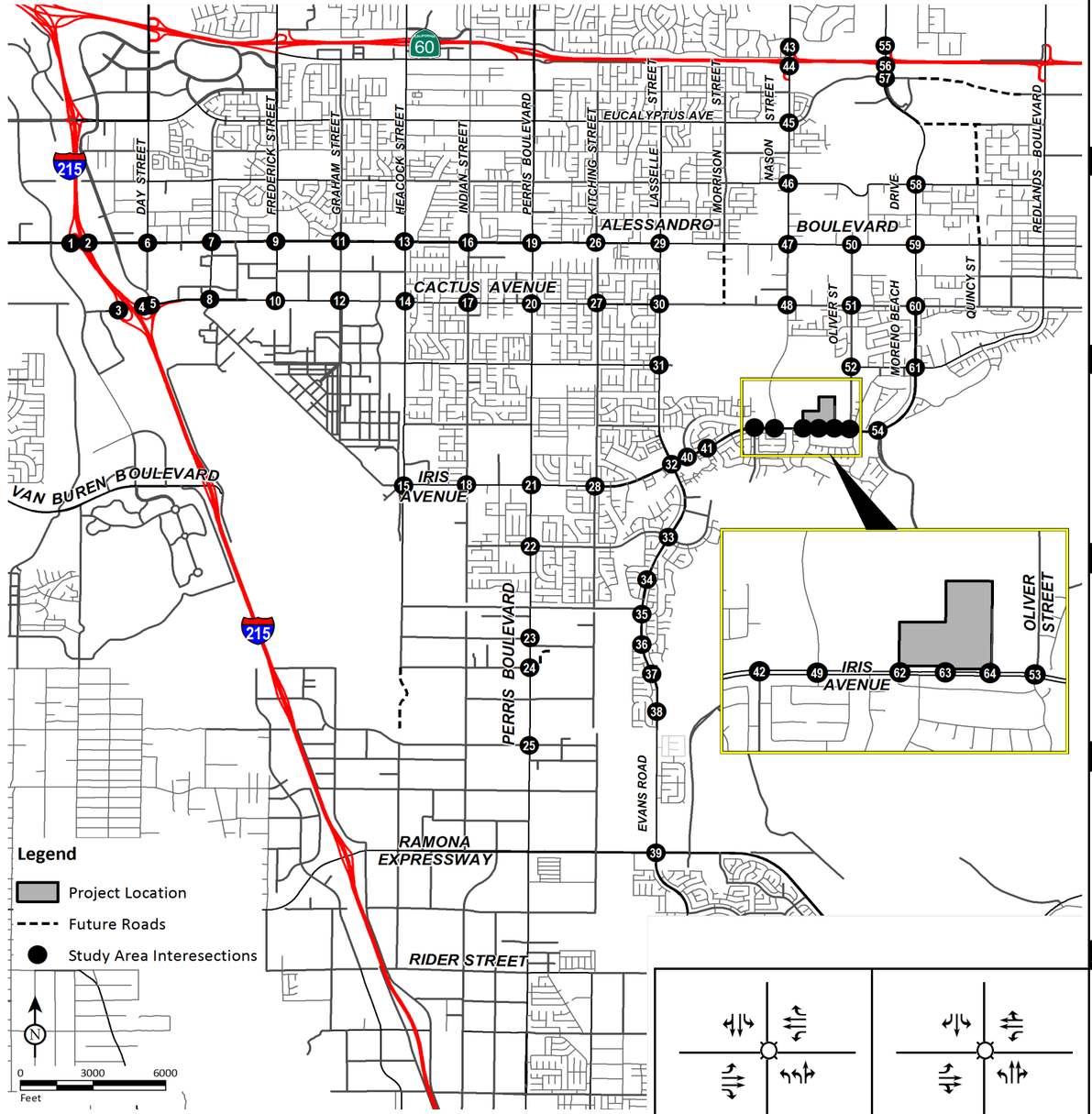
As shown in Tables 9-M and 9-N, several intersections and roadway segments have no feasible mitigations due to right-of-way constraints. To mitigate the project cumulative impacts at these locations, the project shall pay a fair share contribution for the development of trip reduction and/or trip redistribution strategies on the City's roadway network. The fair share contribution for this purpose will be based on the percentages shown in Tables 9-M and 9-N. A fair share cost calculation table will be required prior to construction of the project.

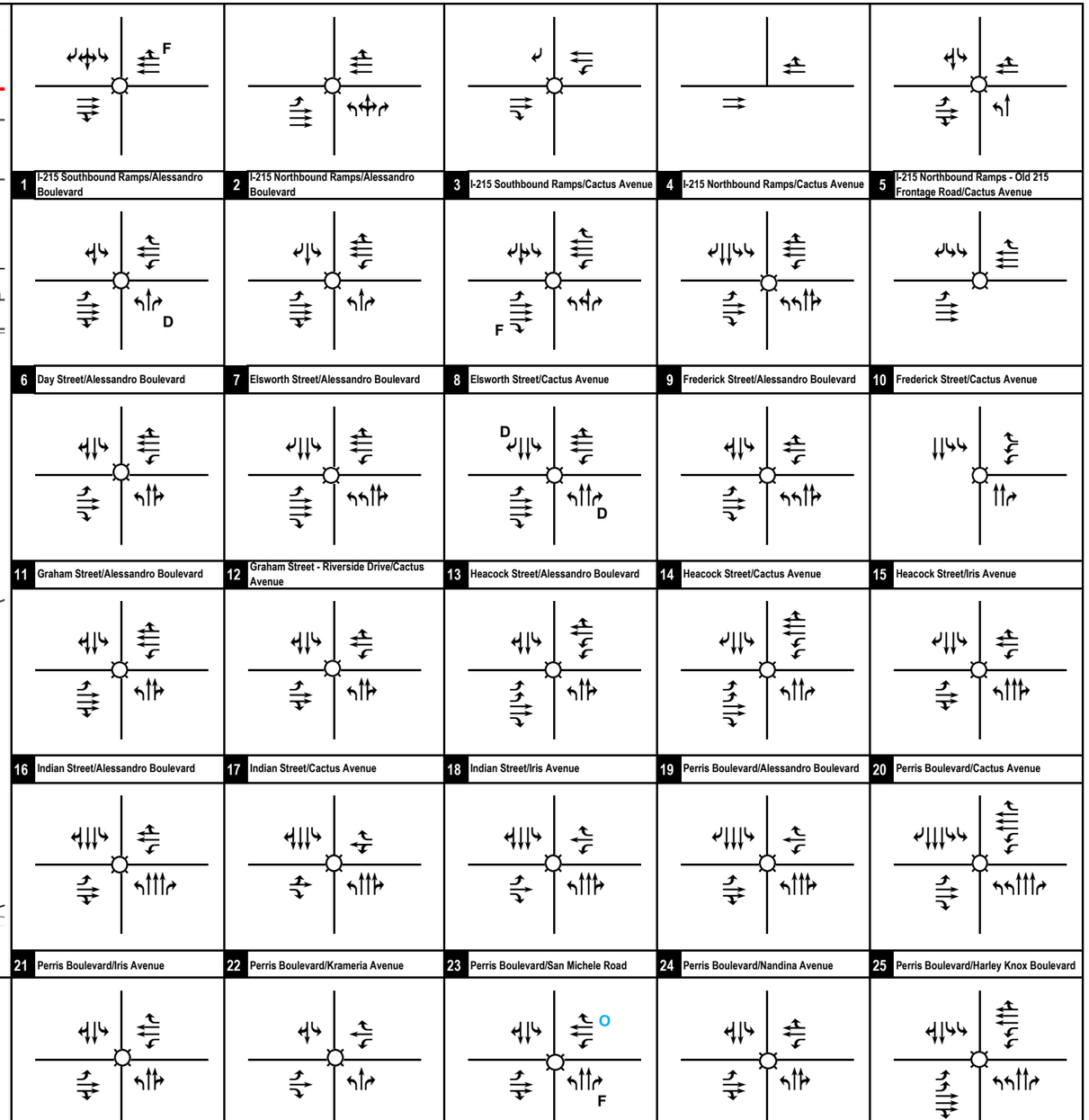
9.3 LIST OF CHAPTER 9.0 FIGURES AND TABLES

- Figure 9-1A: Existing with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 1-32)
- Figure 9-1B: Existing with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 33-64)

- Figure 9-2A: Phase I Project Completion Year (2023) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 1-32)
- Figure 9-2B: Phase I Project Completion Year (2023) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 33-64)
- Figure 9-3A: Phase II Project Completion Year (2032) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 1-32)
- Figure 9-3B: Phase II Project Completion Year (2032) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 33-64)
- Figure 9-4A: Phase III Project Completion Year (2038) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 1-32)
- Figure 9-4B: Phase III Project Completion Year (2038) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 33-64)
- Figure 9-5A: General Plan Build-out (2040) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 1-32)
- Figure 9-5B: General Plan Build-out (2040) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 33-64)
- Table 9-A: Recommended Improvements for Intersections – Project Responsibility
- Table 9-B : Recommended Improvements for Intersections – Fair Share or TUMF Contribution
- Table 9-C: Existing with Project with Improvements Intersection Levels of Service
- Table 9-D: Phase I Project Completion Year (2023) with Project with Improvements Intersection Levels of Service
- Table 9-E: Phase II Project Completion Year (2032) with Project with Improvements Intersection Levels of Service
- Table 9-F: Phase III Project Completion Year (2038) with Project with Improvements Intersection Levels of Service
- Table 9-G: General Plan Build-out (2040) with Project with Improvements Intersection Levels of Service
- Table 9-H: Existing with Project with Improvements Roadway Segment Levels of Service
- Table 9-I: Phase I Project Completion Year (2023) with Project with Improvements Roadway Segment Levels of Service
- Table 9-J: Phase II Project Completion Year (2032) with Project with Improvements Roadway Segment Levels of Service
- Table 9-K: Phase III Project Completion Year (2038) with Project with Improvements Roadway Segment Levels of Service
- Table 9-L: General Plan Build-out (2040) with Project with Improvements Roadway Segment Levels of Service

- Table 9-M: Intersection Improvement Funding Mechanism and Fair Share
- Table 9-N: Roadway Segment Improvement Funding Mechanism and Fair Share





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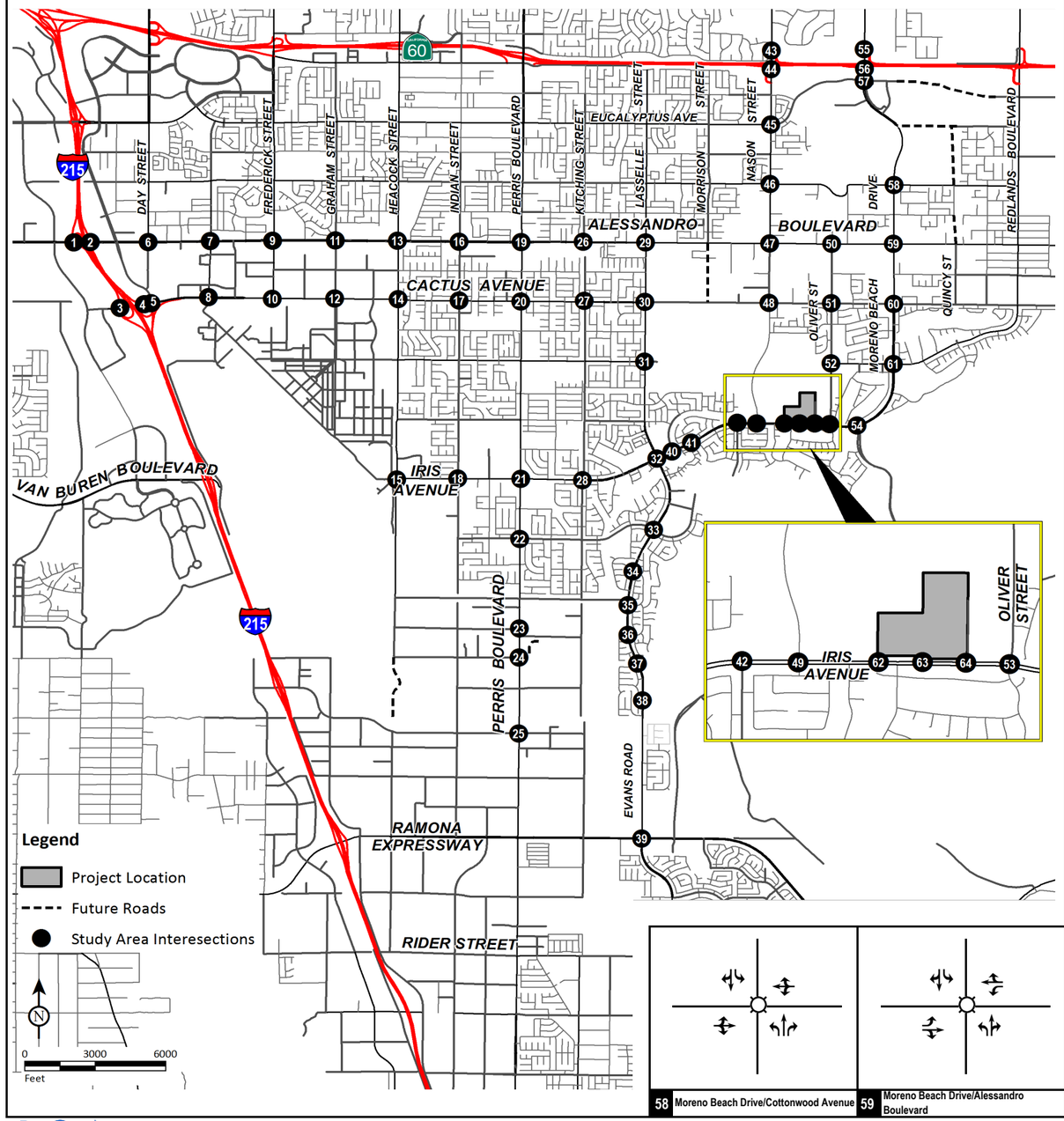
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- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements

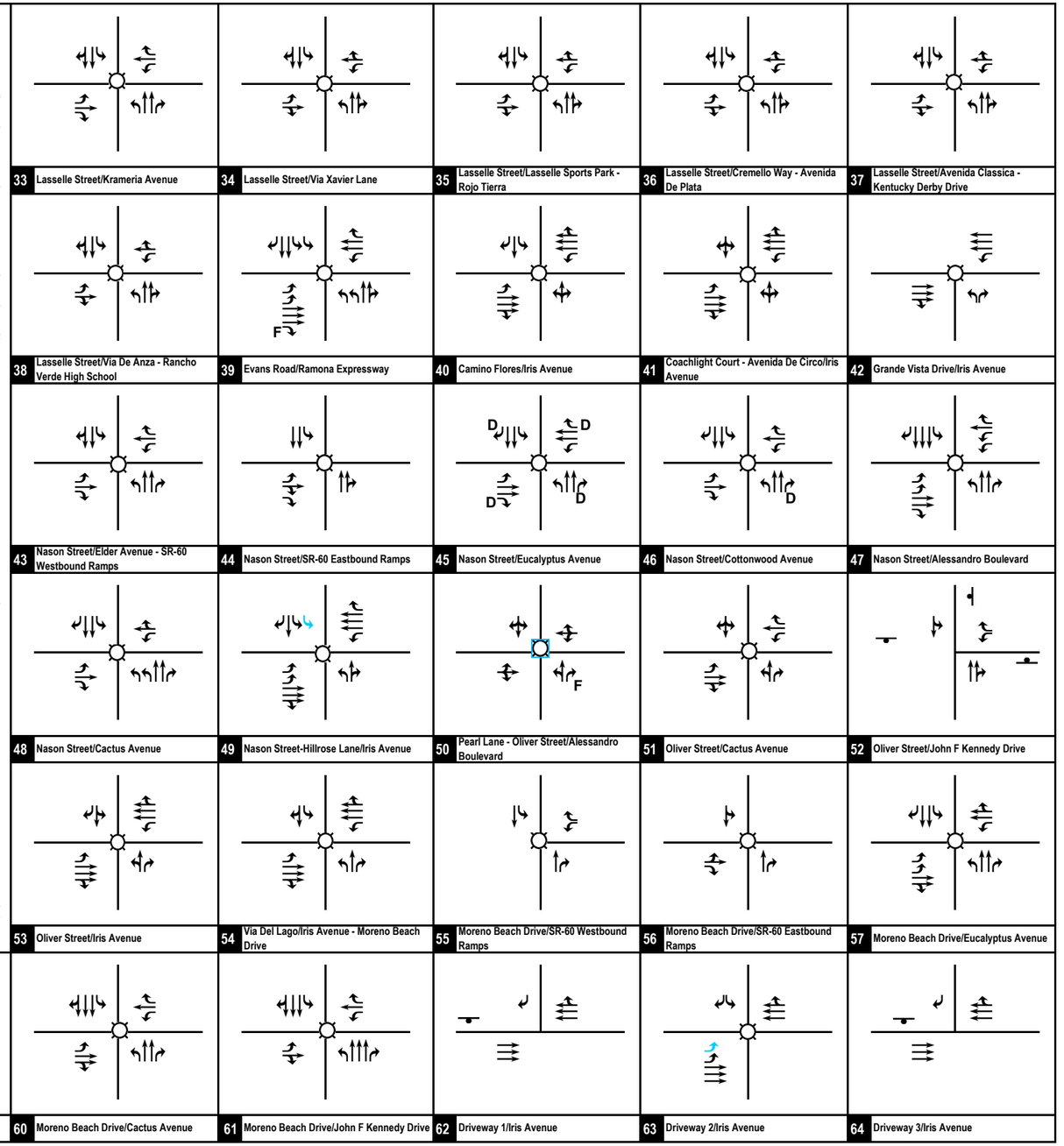
FIGURE 9-1A

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Existing with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 1-32)





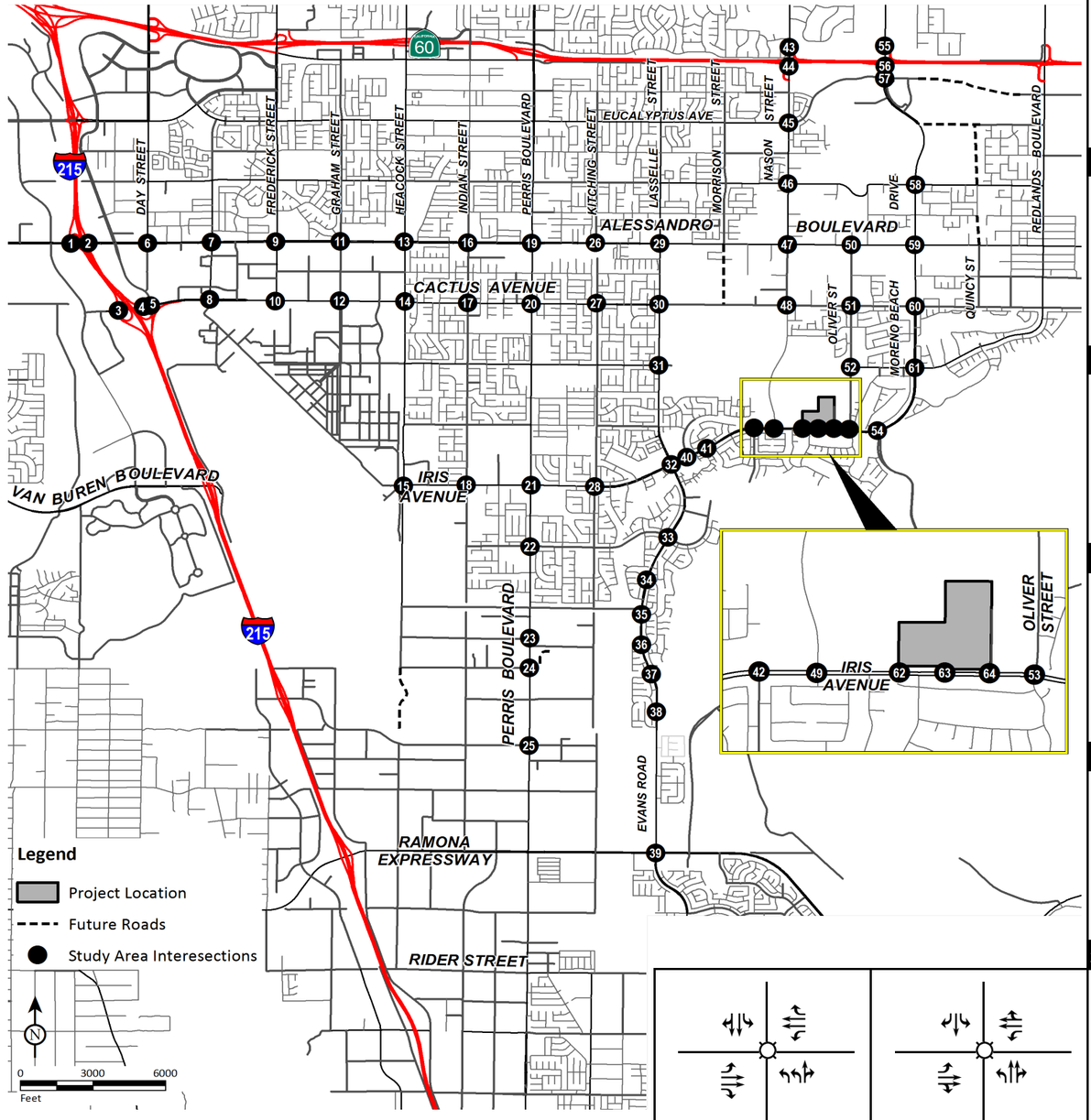
LSA

Legend
Signal
Stop Sign
D De-Facto Right
O Overlap
F Free-Right
Recommended Improvements

FIGURE 9-1B

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Existing with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 33-64)

R:\KSP1702_Kaiser Moreno Valley\Traffic\September_2019\g60_Geo_Exist_B_MIT.xls 9/19/2019



1 I-215 Southbound Ramps/Alessandro Boulevard	2 I-215 Northbound Ramps/Alessandro Boulevard	3 I-215 Southbound Ramps/Cactus Avenue	4 I-215 Northbound Ramps/Cactus Avenue	5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue
6 Day Street/Alessandro Boulevard	7 Elsworth Street/Alessandro Boulevard	8 Elsworth Street/Cactus Avenue	9 Frederick Street/Alessandro Boulevard	10 Frederick Street/Cactus Avenue
11 Graham Street/Alessandro Boulevard	12 Graham Street - Riverside Drive/Cactus Avenue	13 Heacock Street/Alessandro Boulevard	14 Heacock Street/Cactus Avenue	15 Heacock Street/Iris Avenue
16 Indian Street/Alessandro Boulevard	17 Indian Street/Cactus Avenue	18 Indian Street/Iris Avenue	19 Perris Boulevard/Alessandro Boulevard	20 Perris Boulevard/Cactus Avenue
21 Perris Boulevard/Iris Avenue	22 Perris Boulevard/Krameria Avenue	23 Perris Boulevard/San Michele Road	24 Perris Boulevard/Nandina Avenue	25 Perris Boulevard/Harley Knox Boulevard
26 Kitching Street/Alessandro Boulevard	27 Kitching Street/Cactus Avenue	28 Kitching Street/Iris Avenue	29 Lasselle Street/Alessandro Boulevard	30 Lasselle Street/Cactus Avenue
			31 Lasselle Street/John F Kennedy Drive	32 Lasselle Street/Iris Avenue

LSA

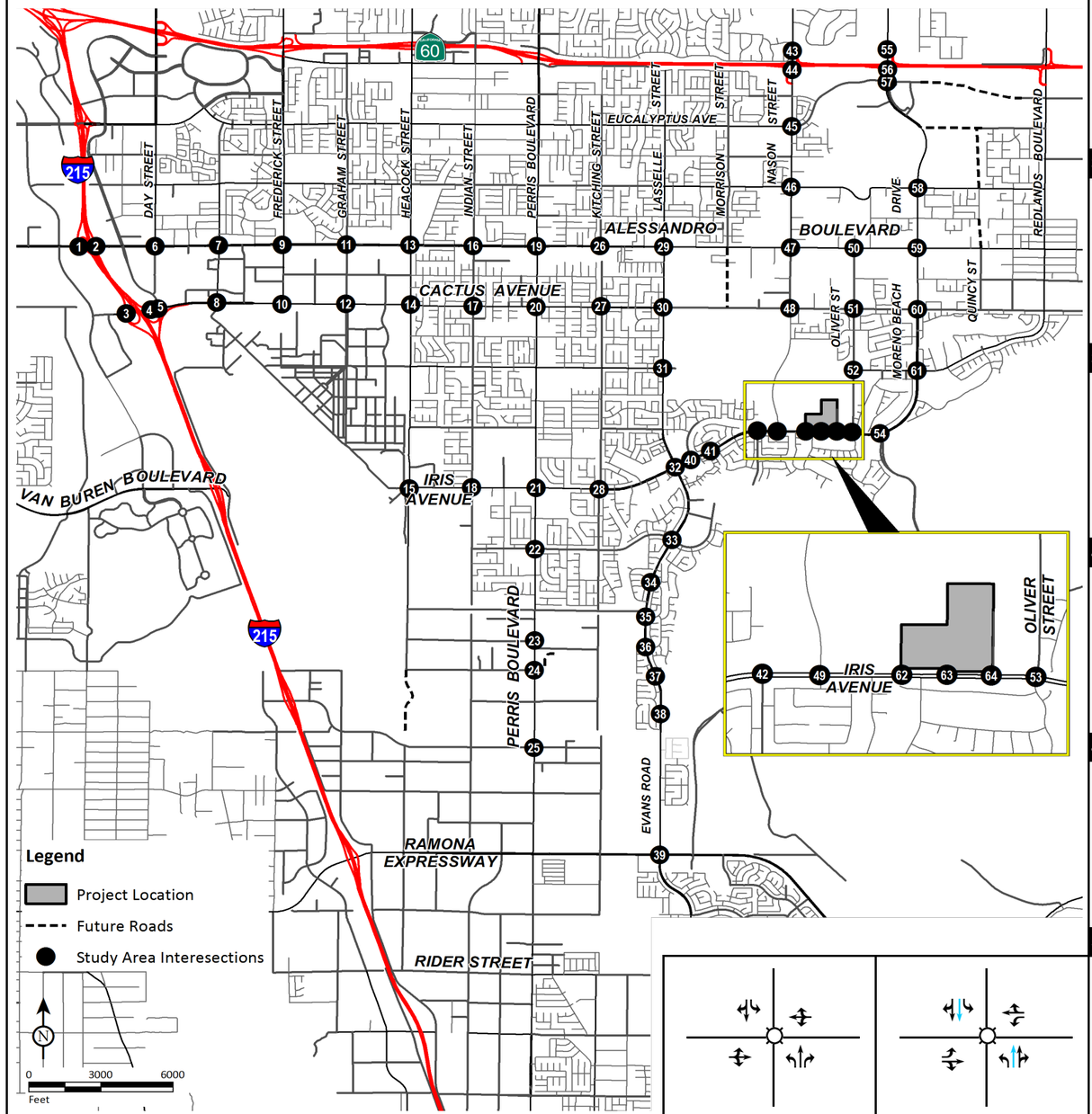
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- Signal
- Stop Sign
- D De-Facto Right
- O Overlap
- F Free-Right
- Recommended Improvements

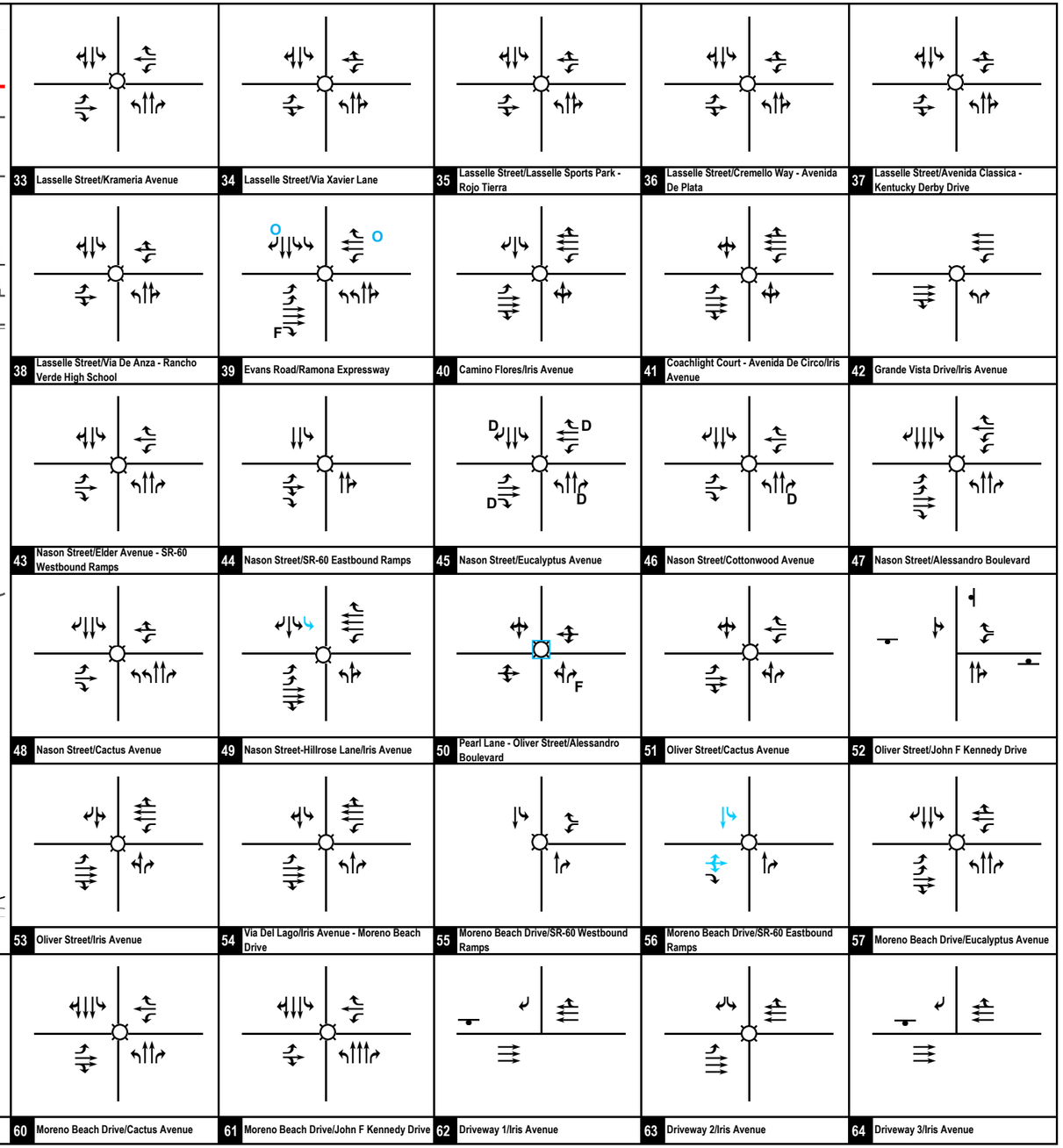
FIGURE 9-2A

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Phase I Project Completion Year (2023) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 1-32)





LSA

Legend

Signal

Stop Sign

D De-Facto Right

O Overlap

F Free-Right

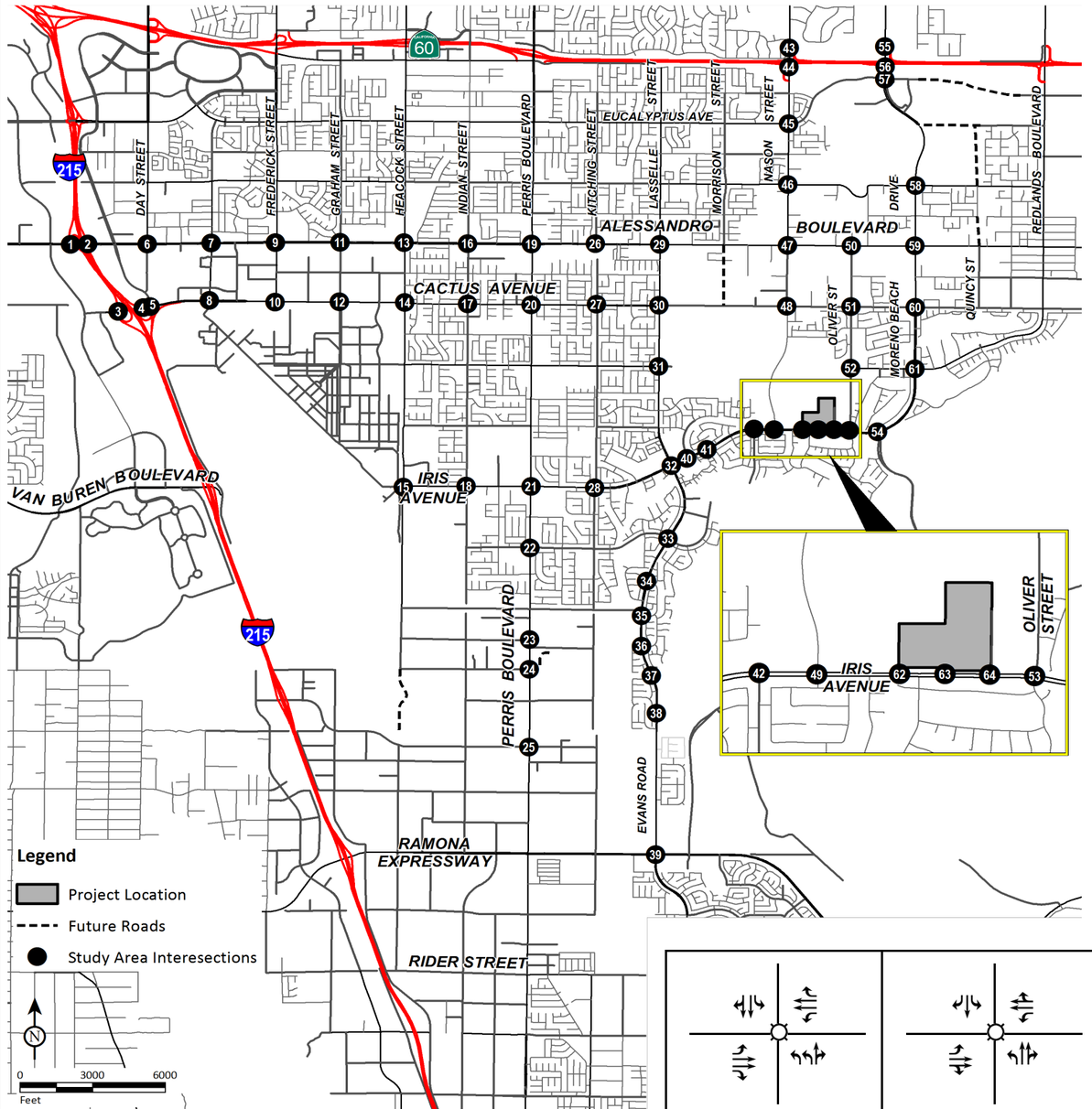
Recommended Improvements

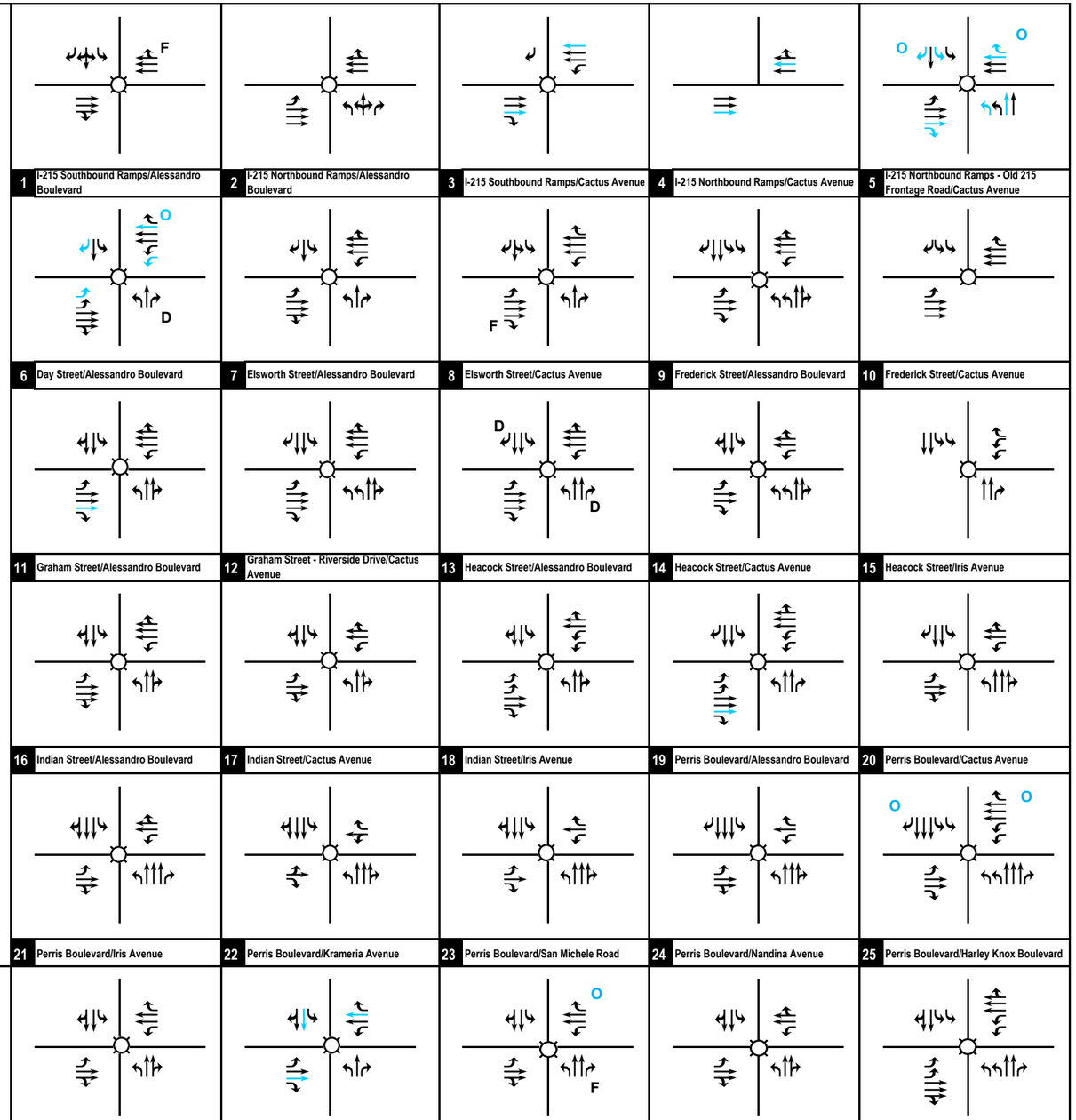
FIGURE 9-2B

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Phase I Project Completion Year (2023) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 33-64)





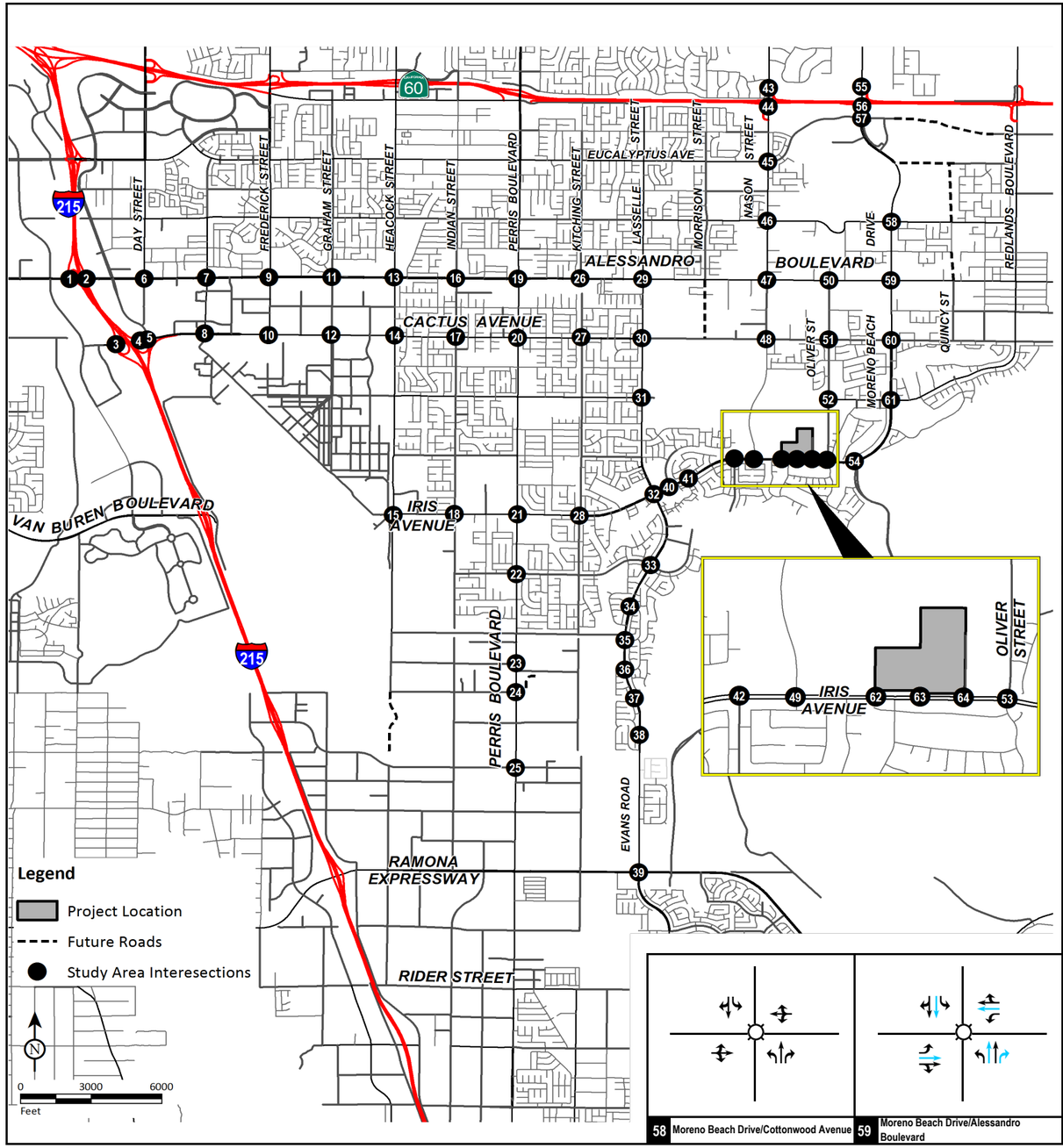
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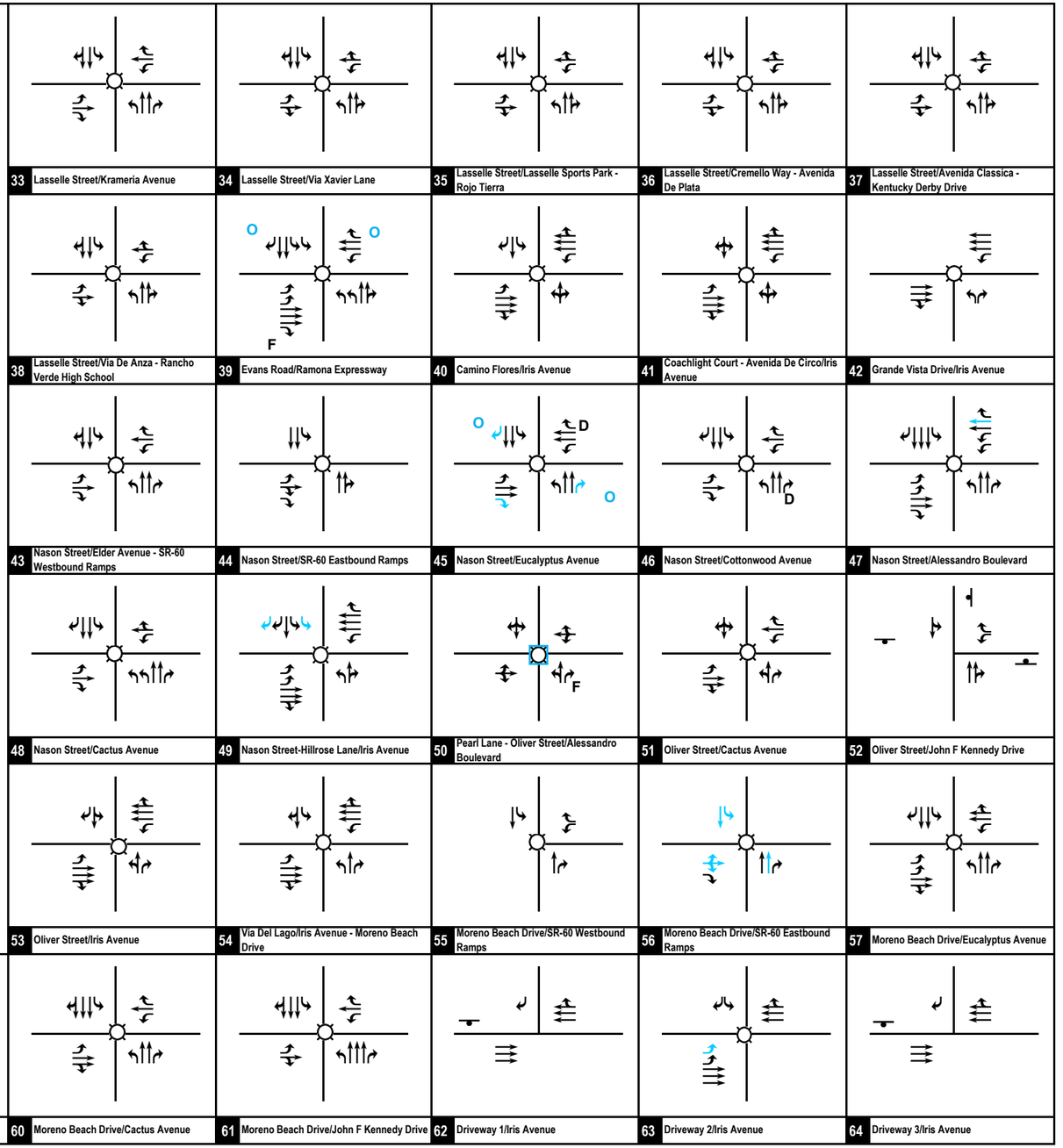
Legend
Signal
Stop Sign
D De-Facto Right
O Overlap
F Free-Right
Recommended Improvements

FIGURE 9-3A

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase II Project Completion Year (2032) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 1-32)





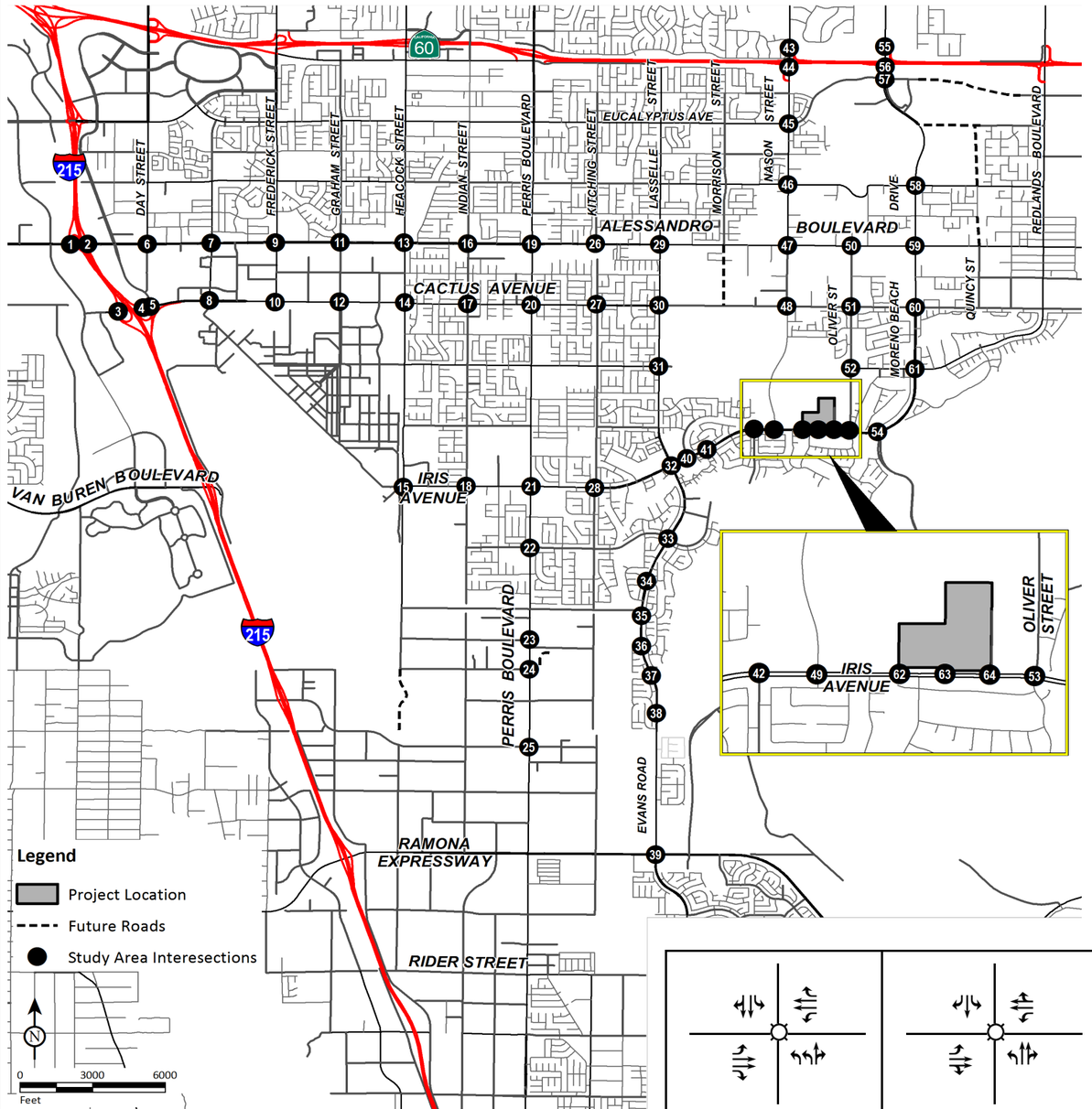
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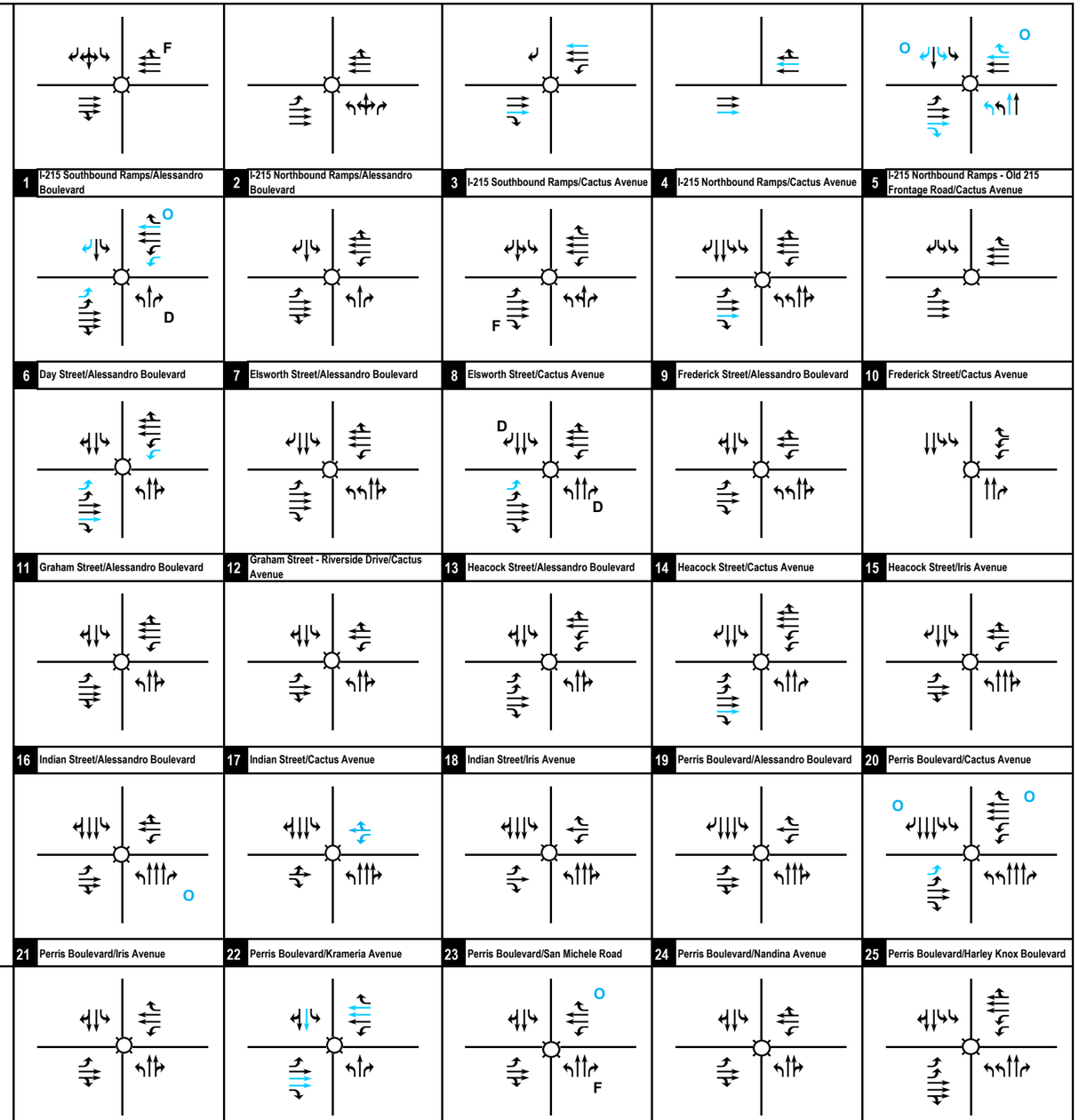
Legend
Signal
Stop Sign
D De-Facto Right
O Overlap
F Free-Right
Recommended Improvements

FIGURE 9-3B

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase II Project Completion Year (2032) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 33-64)





LSA

Legend
Signal
Stop Sign

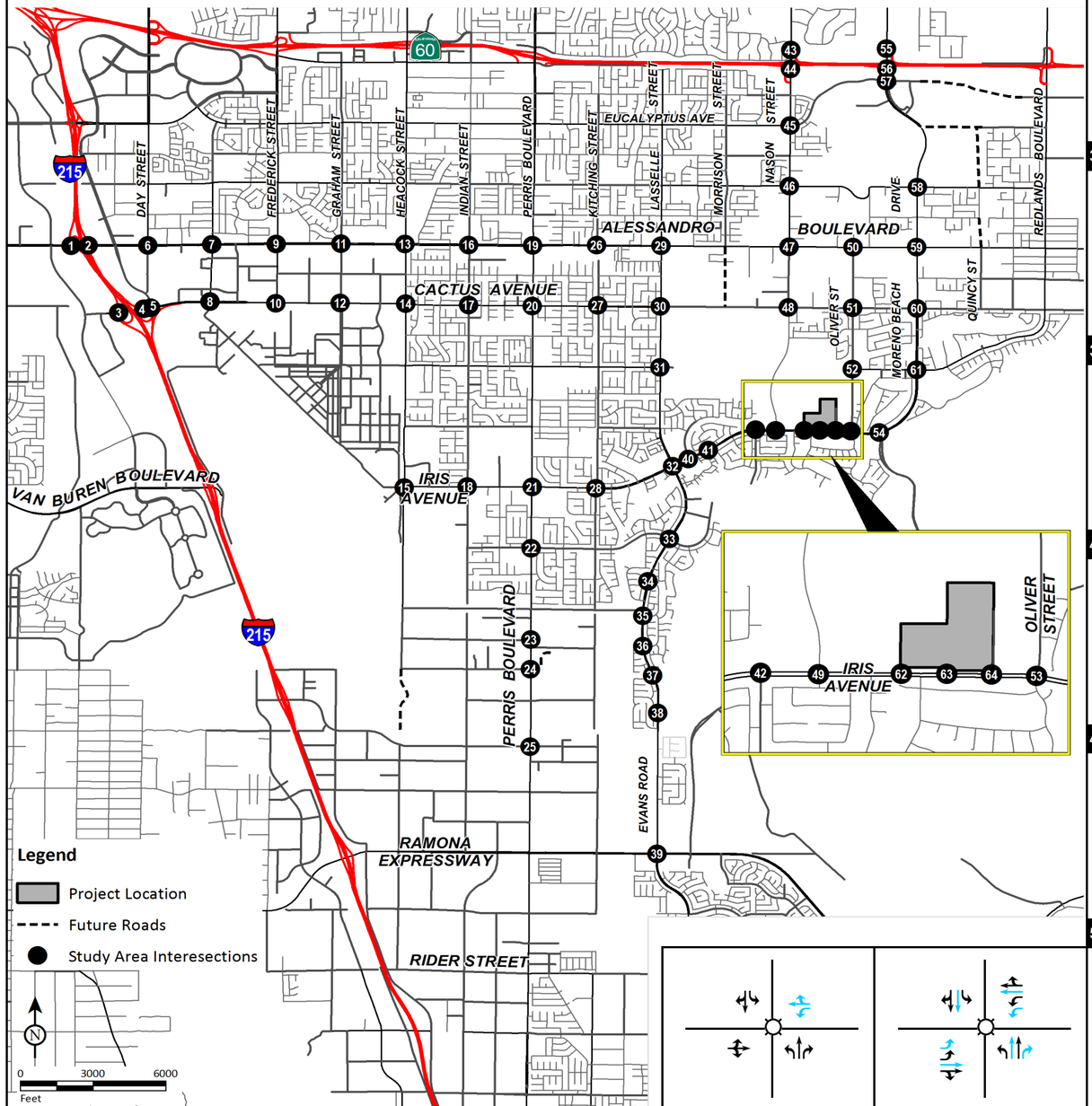
D De-Facto Right
O Overlap
F Free-Right

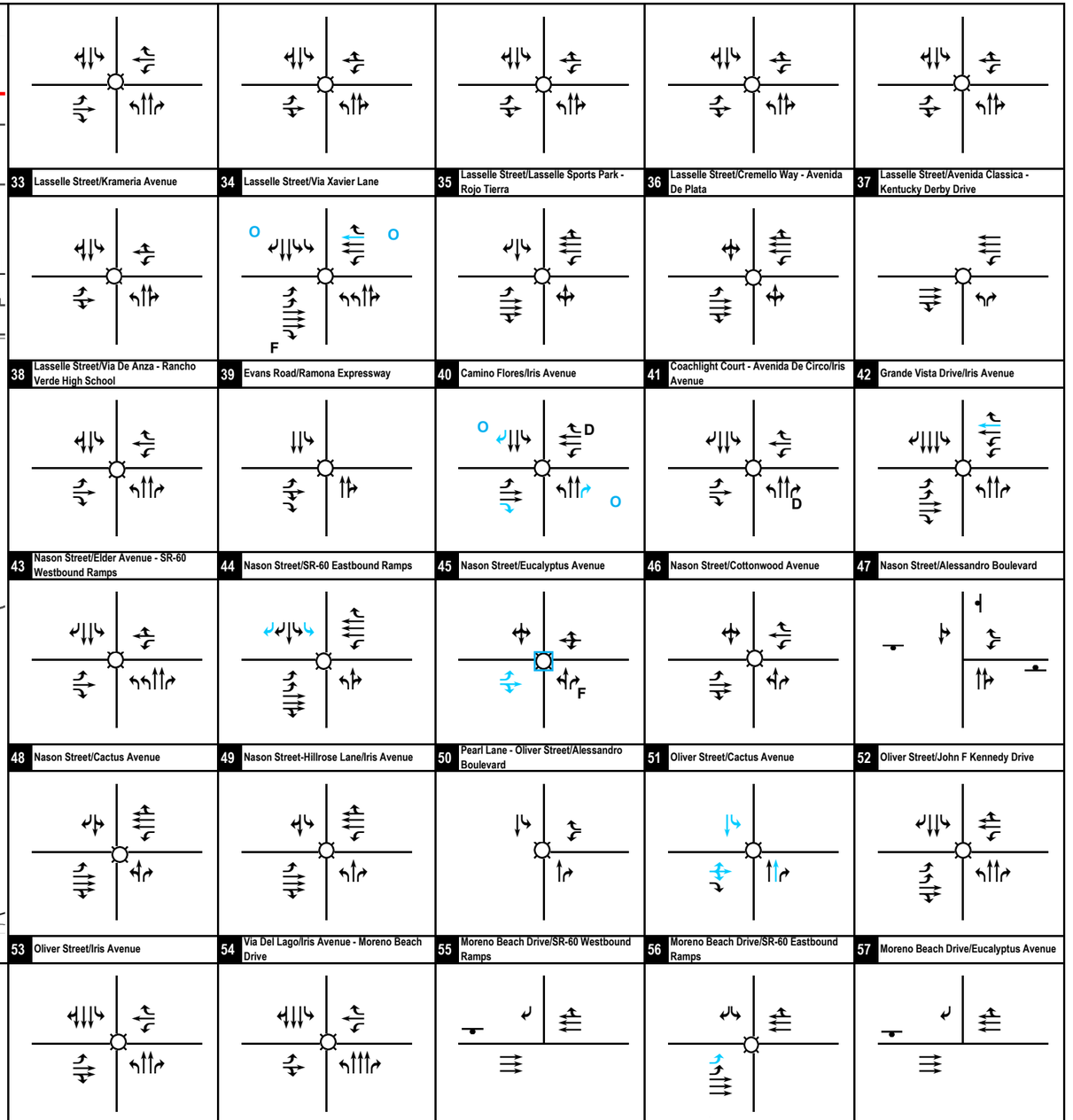
Recommended Improvements

FIGURE 9-4A

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase III Project Completion Year (2038) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 1-32)





LSA

Legend
Signal
Stop Sign

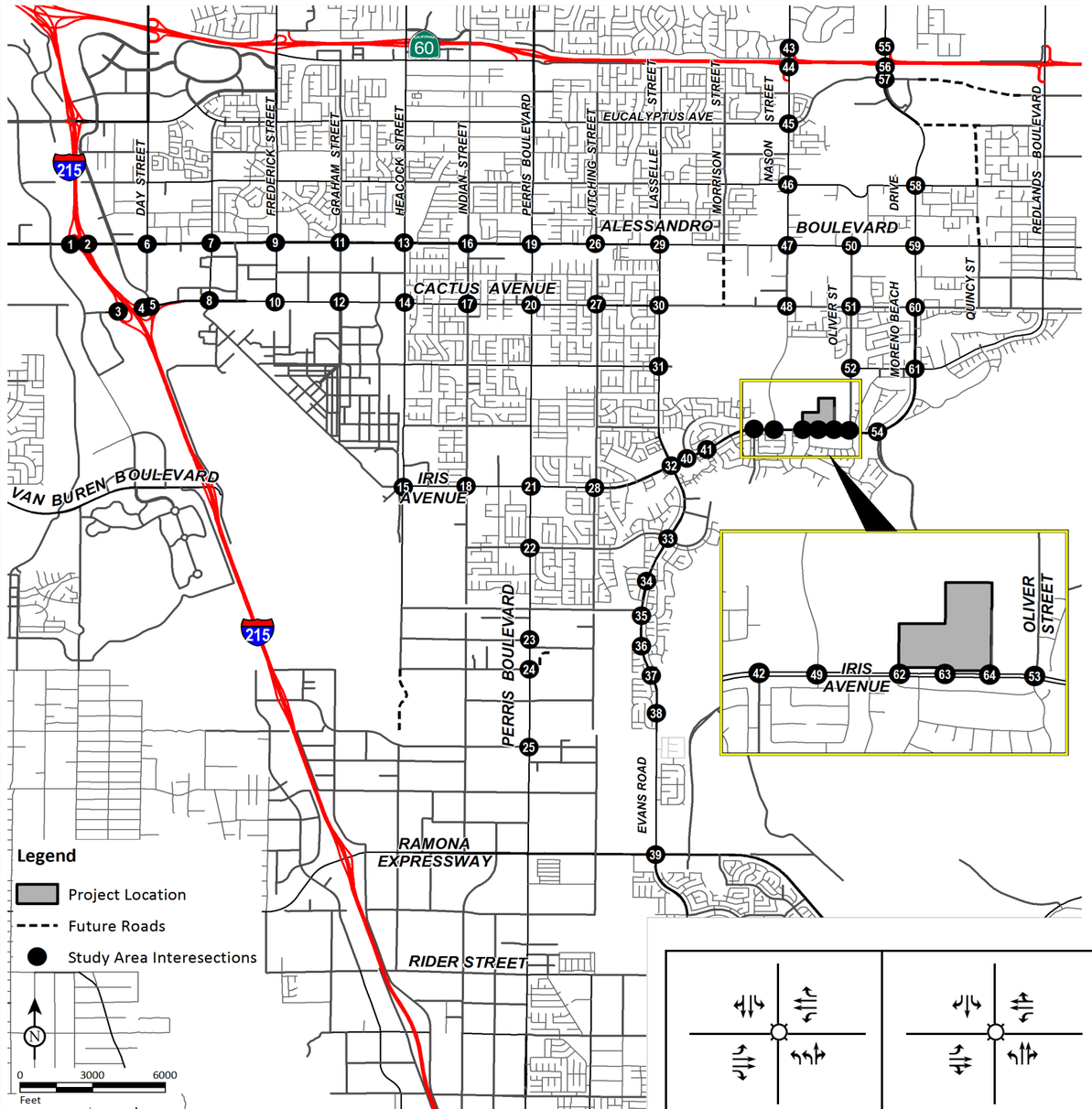
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O Overlap
F Free-Right

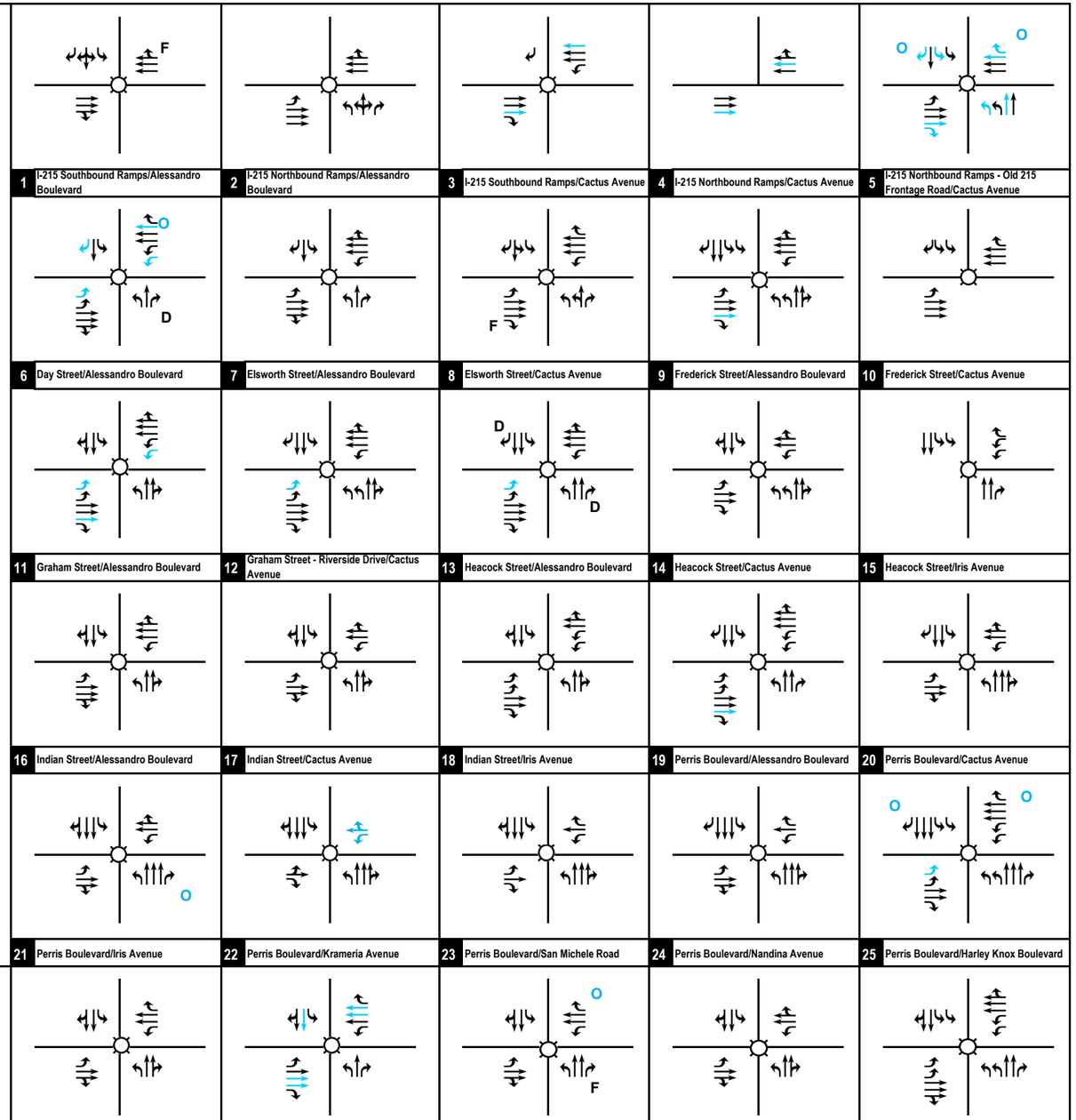
Recommended Improvements

FIGURE 9-4B

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase III Project Completion Year (2038) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 33-64)





LSA

Legend
Signal
Stop Sign

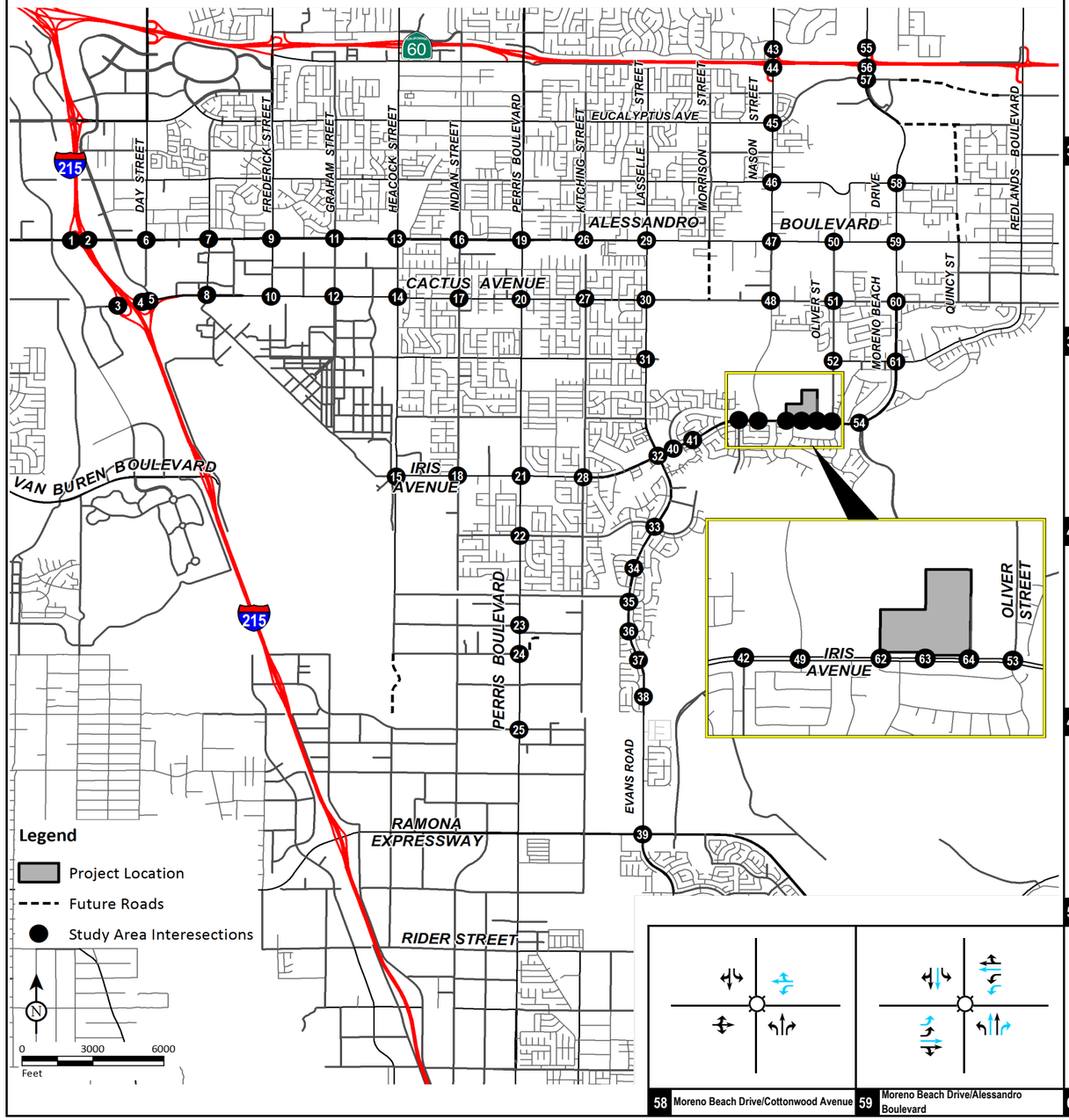
D De-Facto Right
O Overlap
F Free-Right

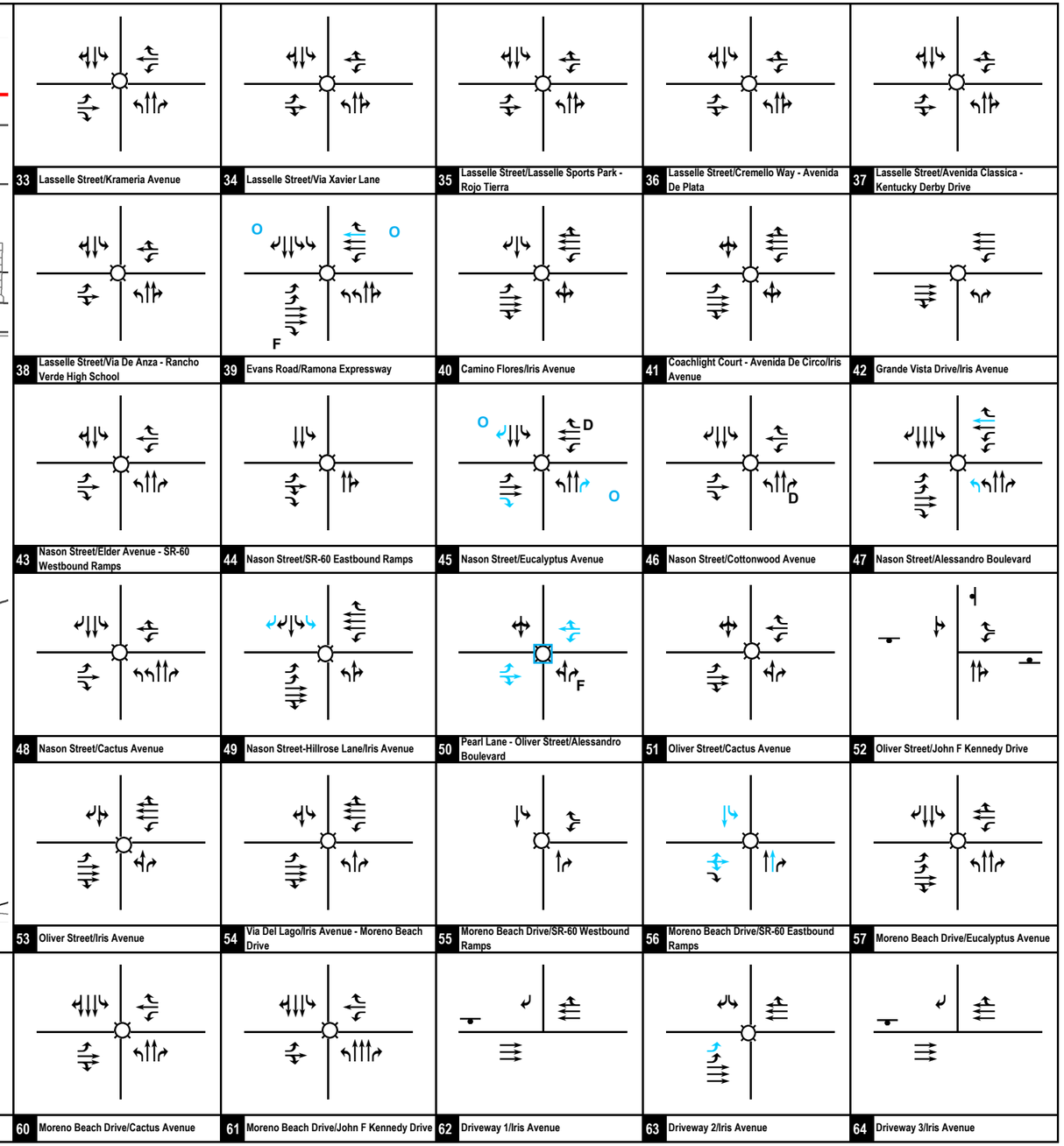
Recommended Improvements

FIGURE 9-5A

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

General Plan Build-out (2040) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 1-32)





LSA

Legend
Signal
Stop Sign

D De-Facto Right
O Overlap
F Free-Right

Recommended Improvements

FIGURE 9-5B

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

General Plan Build-out (2040) with Project with Improvements Study Intersection Geometrics and Traffic Control (Int. 33-64)

LSA

Table 9-A - Recommended Improvements for Intersections - Project Responsibility

Intersection	Phase I Completion Year (2023) with Project Mitigations	Phase II Completion Year (2032) with Project Mitigations	Phase III Completion Year (2038) with Project Mitigations	Year 2040 Mitigations
62 . Driveway 1/Iris Avenue	No mitigations required.	No mitigations required.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.
63 . Driveway 2/Iris Avenue	Extend the existing eastbound left-turn lane storage pocket from 195 feet to 225 feet.	Remove existing raised median on the eastbound approach. Restripe eastbound approach to accommodate a second eastbound left-turn lane. Extend the dual left-turn pocket from 225 feet to 375 feet. Extend the southbound left-turn pocket up to 200 feet.	No additional improvements required.	No additional improvements required.

Notes:

The project will be fully responsible for implementation of the above listed improvements as each phase is completed.

LSA

Table 9-B - Recommended Improvements for Intersections - Fair Share or TUMF Contribution

Intersection	Existing with Project Mitigations[1]	Phase I Completion Year (2023) with Project Mitigations[2]	Phase II Completion Year (2032) with Project Mitigations[2]	Phase III Completion Year (2038) with Project Mitigations[2]	Year 2040 with Project Mitigations[2]
3 . I-215 Southbound Ramps/Cactus Avenue			Interchange Redesign, widen bridge to 6 lanes.	Interchange Redesign, widen bridge to 6 lanes.	Interchange Redesign, widen bridge to 6 lanes.
4 . I-215 Northbound Ramps/Cactus Avenue			Interchange Redesign, widen bridge to 6 lanes.	Interchange Redesign, widen bridge to 6 lanes.	Interchange Redesign, widen bridge to 6 lanes.
5 . I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue			Interchange Redesign, widen bridge to 6 lanes. Add 2nd NBL & NBT, 2nd SBL, dedicated SBR with overlap phasing, EBT, EBR, WBT and WBR with overlap phasing.	Interchange Redesign, widen bridge to 6 lanes. Add 2nd NBL & NBT, 2nd SBL, dedicated SBR with overlap phasing, EBT, EBR, WBT and WBR with overlap phasing.	Interchange Redesign, widen bridge to 6 lanes. Add 2nd NBL & NBT, 2nd SBL, dedicated SBR with overlap phasing, EBT, EBR, WBT and WBR with overlap phasing.
6 . Day Street/Alessandro Boulevard			Convert N-S to protected phasing. Add SBR. Add WBT. Add 2nd EBL and 2nd WBL. Add overlap phasing to WBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Convert N-S to protected phasing. Add SBR. Add WBT. Add 2nd EBL and 2nd WBL. Add overlap phasing to WBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Convert N-S to protected phasing. Add SBR. Add WBT. Add 2nd EBL and 2nd WBL. Add overlap phasing to WBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.
7 . Elsworth Street/Alessandro Boulevard			No mitigations feasible due to right-of-way constraints.	No mitigations feasible due to right-of-way constraints.	No mitigations feasible due to right-of-way constraints.
8 . Elsworth Street/Cactus Avenue		No mitigations feasible in the south leg as it is under the jurisdiction of March Air Reserve Base. No mitigations feasible in the other three legs due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible in the south leg as it is under the jurisdiction of March Air Reserve Base. No mitigations feasible in the other three legs due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible in the south leg as it is under the jurisdiction of March Air Reserve Base. No mitigations feasible in the other three legs due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible in the south leg as it is under the jurisdiction of March Air Reserve Base. No mitigations feasible in the other three legs due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.
9 . Frederick Street/Alessandro Boulevard				Add EBT.	Add EBT.
11 . Graham Street/Alessandro Boulevard			Add EBT.	Add EBT. Add a 2nd EBL. Add a 2nd WBL.	Add EBT. Add a 2nd EBL. Add a 2nd WBL.
12 . Graham Street - Riverside Drive/Cactus Avenue			No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.
13 . Heacock Street/Alessandro Boulevard				Add 2nd EBL. Add 2nd WBL.	Add 2nd EBL. Add 2nd WBL. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.
17 . Indian Street/Cactus Avenue	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.
19 . Perris Boulevard/Alessandro Boulevard			Add EBT. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Add EBT. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Add EBT. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.
20 . Perris Boulevard/Cactus Avenue			No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.
21 . Perris Boulevard/Iris Avenue				Add overlap phasing to NBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Add overlap phasing to NBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.
22 . Perris Boulevard/Krameria Avenue				Restripe westbound approach to WBL and WBTR.	Restripe westbound approach to WBL and WBTR.
25 . Perris Boulevard/Harley Knox Boulevard			Add right-turn overlap phasing for WBR and SBR.	Add one EBL. Add right-turn overlap phasing for WBR and SBR.	Add one EBL. Add right-turn overlap phasing for WBR and SBR.
27 . Kitching Street/Cactus Avenue	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.

LSA

Table 9-B - Recommended Improvements for Intersections - Fair Share or TUMF Contribution

Intersection	Existing with Project Mitigations[1]	Phase I Completion Year (2023) with Project Mitigations[2]	Phase II Completion Year (2032) with Project Mitigations[2]	Phase III Completion Year (2038) with Project Mitigations[2]	Year 2040 with Project Mitigations[2]
28 . Kitching Street/Iris Avenue		No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.
29 . Lasselle Street/Alessandro Boulevard		Add one EBT and WBT.	Add one SBT, one EBT, and one WBT.	Add one SBT, two EBT, and two WBT.	Add one SBT, two EBT, and two WBT.
30 . Lasselle Street/Cactus Avenue	Add right-turn overlap phasing for WBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Add right-turn overlap phasing for WBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Add right-turn overlap phasing for WBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Add right-turn overlap phasing for WBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Add right-turn overlap phasing for WBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.
32 . Lasselle Street/Iris Avenue			No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.
33 . Lasselle Street/Krameria Avenue	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.
38 . Lasselle Street/Via De Anza - Rancho Verde High School	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.
39 . Evans Road/Ramona Expressway		Add right-turn overlap phasing for WBR and SBR.	Add right-turn overlap phasing for WBR and SBR.	Add WBT. Add right-turn overlap phasing for WBR and SBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Add WBT. Add right-turn overlap phasing for WBR and SBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.
45 . Nason Street/Eucalyptus Avenue			Add EBR, NBR, and SBR. Add right-turn overlap phasing for NBR and SBR.	Add EBR, NBR, and SBR. Add right-turn overlap phasing for NBR and SBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Add EBR, NBR, and SBR. Add right-turn overlap phasing for NBR and SBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.
47 . Nason Street/Alessandro Boulevard				Add WBT.	Add second NBL and WBT.
49 . Nason Street-Hillrose Lane/Iris Avenue	Add a second SBL.	Add a second SBL.	Add a second SBL, second SBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Add a second SBL, second SBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Add a second SBL, second SBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.
50 . Pearl Lane - Oliver Street/Alessandro Boulevard	Install a signal.	Install a signal.	Install a signal.	Add EBL. Install a Signal.	Add EBL. Add WBL. Install a Signal.
56 . Moreno Beach Drive/SR-60 Eastbound Ramps		Add SBT. Restripe SBTL to SBL. Restripe EBTL to EBLTR.[3]	Add second NBT. Add SBT. Restripe SBTL to SBL. Restripe EBTL to EBLTR.	Add second NBT. Add SBT. Restripe SBTL to SBL. Restripe EBTL to EBLTR.	Add second NBT. Add SBT. Restripe SBTL to SBL. Restripe EBTL to EBLTR.
57 . Moreno Beach Drive/Eucalyptus Avenue				No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.
58 . Moreno Beach Drive/Cottonwood Avenue				Add WBL, and restripe westbound approach as WBL and WBTR. Change the split phasing for the east-west approach to permitted phasing.	Add WBL, and restripe westbound approach as WBL and WBTR. Change the split phasing for the east-west approach to permitted phasing.
59 . Moreno Beach Drive/Alessandro Boulevard		Add second SBT and NBT.	Add second EBT, second WBT, second NBT, second SBT, and NBR.	Add second EBL, second WBL, second EBT, second WBT, second NBT, second SBT, and NBR.	Add second EBL, second WBL, second EBT, second WBT, second NBT, second SBT, and NBR.

Notes:

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

L = Left, T = Through, R = Right

[1] Recommended mitigation for Existing with Project is for informational purposes only. As such, the project shall only implement the recommended mitigations for Phase I and beyond.

[2] Recommended improvements covered through the Transportation Uniform Mitigation Fee (TUMF) program are not considered adequate mitigation measures. This is because there is no guaranteed timeline for implementation of these improvements through the TUMF program. Therefore, impacts at intersections where mitigations are included through TUMF should be considered signficiant and unavoidable.

[3] Improvements recommended for this interchange are included in the TUMF program. There is no guaranteed timeline or adequate funding available for implementation of the proposed improvements. Therefore, impacts at this intersection should be considered significant and unavoidable.

LSA

Table 9-C - Existing with Project with Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	With Project						With Project With Improvements					
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour	
			Control	Delay (sec.)	LOS		Delay (sec.)	LOS	Control	Delay (sec.)	LOS		Delay (sec.)	LOS
17 . Indian Street/Cactus Avenue	Moreno Valley	C	Signal	35.5	D	*	32.6	C	Signal	No Mitigations Feasible			No Mitigations Feasible	
27 . Kitching Street/Cactus Avenue	Moreno Valley	C	Signal	41.5	D	*	28.5	C	Signal	No Mitigations Feasible			No Mitigations Feasible	
30 . Lasselle Street/Cactus Avenue	Moreno Valley	C	Signal	45.2	D	*	34.0	C	Signal	45.1	D	*	34.0	C
33 . Lasselle Street/Krameria Avenue	Moreno Valley	C	Signal	57.9	E	*	20.6	C	Signal	No Mitigations Feasible			No Mitigations Feasible	
38 . Lasselle Street/Via De Anza - Rancho Verde High School	Moreno Valley	C	Signal	55.1	E	*	32.2	C	Signal	No Mitigations Feasible			No Mitigations Feasible	
49 . Nason Street-Hillrose Lane/Iris Avenue	Moreno Valley	C	Signal	38.0	D	*	38.8	D *	Signal	30.9	C		41.9	D *
50 . Pearl Lane - Oliver Street/Alessandro Boulevard	Moreno Valley	C	TWSC	45.1	E	*	19.8	C	Signal	6.5	A		12.4	B
63 . Driveway 2/Iris Avenue	Moreno Valley	D	Signal	41.6	D		32.4	C	Signal	28.8	C		28.0	C

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 9-D - Phase I Project Completion Year (2023) with Project with Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	With Project						With Project With Improvements					
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour	
			Control	Delay (sec.)	LOS		Delay (sec.)	LOS		Control	Delay (sec.)	LOS	Delay (sec.)	LOS
8 . Elsworth Street/Cactus Avenue	Moreno Valley	D	Signal	40.8	D		69.7	**E**	*	Signal	**No Mitigations Feasible**		**No Mitigations Feasible**	
17 . Indian Street/Cactus Avenue	Moreno Valley	C	Signal	36.3	**D**	*	33.0	C		Signal	**No Mitigations Feasible**		**No Mitigations Feasible**	
27 . Kitching Street/Cactus Avenue	Moreno Valley	C	Signal	42.5	**D**	*	27.5	C		Signal	**No Mitigations Feasible**		**No Mitigations Feasible**	
28 . Kitching Street/Iris Avenue	Moreno Valley	C	Signal	40.5	**D**	*	40.6	**D**	*	Signal	**No Mitigations Feasible**		**No Mitigations Feasible**	
29 . Lasselle Street/Alessandro Boulevard	Moreno Valley	D	Signal	85.0	**F**	*	59.3	**E**	*	Signal	44.4	D	31.8	C
30 . Lasselle Street/Cactus Avenue	Moreno Valley	C	Signal	45.8	**D**	*	40.4	**D**	*	Signal	45.6	**D** *	40.4	**D** *
33 . Lasselle Street/Krameria Avenue	Moreno Valley	C	Signal	66.2	**E**	*	27.0	C		Signal	**No Mitigations Feasible**		**No Mitigations Feasible**	
38 . Lasselle Street/Via De Anza - Rancho Verde High School	Moreno Valley	C	Signal	59.2	**E**	*	36.1	**D**	*	Signal	**No Mitigations Feasible**		**No Mitigations Feasible**	
39 . Evans Road/Ramona Expressway	Perris	D	Signal	64.1	**E**	*	30.9	C		Signal	47.4	D	28.9	C
49 . Nason Street-Hillrose Lane/Iris Avenue	Moreno Valley	C	Signal	32.1	C		38.9	**D**	*	Signal	34.3	C	32.6	C
50 . Pearl Lane - Oliver Street/Alessandro Boulevard	Moreno Valley	C	TWSC	>100	**F**	*	53.6	**F**	*	Signal	6.8	A	13.9	B
56 . Moreno Beach Drive/SR-60 Eastbound Ramps	Caltrans	45 sec	Signal	53.8	D		68.0	**E**	*	Signal	16.2	B	38.3	D
59 . Moreno Beach Drive/Alessandro Boulevard	Moreno Valley	D	Signal	44.0	D		60.7	**E**	*	Signal	32.6	C	46.5	D
63 . Driveway 2/Iris Avenue	Moreno Valley	D	Signal	37.2	D		32.8	C		Signal	27.3	C	26.0	C

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 9-E - Phase II Project Completion Year (2032) with Project with Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	With Project						With Project With Improvements					
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour	
			Control	Delay (sec.)	LOS		Delay (sec.)	LOS		Control	Delay (sec.)	LOS	Delay (sec.)	LOS
5 . I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	Caltrans	45 sec	Signal	>100	F	*	>100	F	*	Signal	23.3	C	28.7	C
6 . Day Street/Alessandro Boulevard	Moreno Valley	D	Signal	>100	F	*	>100	F	*	Signal	53.0	D	>100	F *
7 . Elsworth Street/Alessandro Boulevard	Moreno Valley	D	Signal	34.8	C		64.2	E	*	Signal	No Mitigations Feasible		No Mitigations Feasible	
8 . Elsworth Street/Cactus Avenue	Moreno Valley	D	Signal	40.5	D		74.6	E	*	Signal	No Mitigations Feasible		No Mitigations Feasible	
11 . Graham Street/Alessandro Boulevard	Moreno Valley	D	Signal	30.6	C		81.4	F	*	Signal	28.4	C	44.8	D
12 . Graham Street - Riverside Drive/Cactus Avenue	Moreno Valley	D	Signal	57.7	E	*	38.1	D		Signal	No Mitigations Feasible		No Mitigations Feasible	
17 . Indian Street/Cactus Avenue	Moreno Valley	C	Signal	42.0	D	*	34.7	C		Signal	No Mitigations Feasible		No Mitigations Feasible	
19 . Perris Boulevard/Alessandro Boulevard	Moreno Valley	D	Signal	46.3	D		89.7	F	*	Signal	47.5	D	68.4	E *
20 . Perris Boulevard/Cactus Avenue	Moreno Valley	D	Signal	47.6	D		47.4	D		Signal	No Mitigations Feasible		No Mitigations Feasible	
25 . Perris Boulevard/Harley Knox Boulevard	Perris	D	Signal	58.0	E	*	51.5	D		Signal	53.4	D	50.3	D
27 . Kitching Street/Cactus Avenue	Moreno Valley	C	Signal	45.6	D	*	36.9	D	*	Signal	No Mitigations Feasible		No Mitigations Feasible	
28 . Kitching Street/Iris Avenue	Moreno Valley	C	Signal	65.9	E	*	>100	F	*	Signal	No Mitigations Feasible		No Mitigations Feasible	
29 . Lasselle Street/Alessandro Boulevard	Moreno Valley	D	Signal	95.6	F	*	>100	F	*	Signal	45.0	D	44.3	D
30 . Lasselle Street/Cactus Avenue	Moreno Valley	C	Signal	46.5	D	*	47.6	D	*	Signal	43.4	D *	42.6	D *
32 . Lasselle Street/Iris Avenue	Moreno Valley	D	Signal	45.5	D		59.5	E	*	Signal	46.5	D	62.2	E *
33 . Lasselle Street/Krameria Avenue	Moreno Valley	C	Signal	70.1	E	*	27.5	C		Signal	No Mitigations Feasible		No Mitigations Feasible	
38 . Lasselle Street/Via De Anza - Rancho Verde High School	Moreno Valley	C	Signal	59.3	E	*	40.2	D	*	Signal	No Mitigations Feasible		No Mitigations Feasible	
39 . Evans Road/Ramona Expressway	Perris	D	Signal	92.5	F	*	54.2	D		Signal	54.2	D	41.9	D
45 . Nason Street/Eucalyptus Avenue	Moreno Valley	D	Signal	57.9	E	*	35.1	D		Signal	54.9	D	28.9	C
49 . Nason Street-Hillrose Lane/Iris Avenue	Moreno Valley	C	Signal	30.5	C		39.2	D	*	Signal	26.0	C	33.4	C
50 . Pearl Lane - Oliver Street/Alessandro Boulevard	Moreno Valley	C	TWSC	>100	F	*	>100	F	*	Signal	19.3	B	18.1	B
56 . Moreno Beach Drive/SR-60 Eastbound Ramps	Caltrans	45 sec	Signal	95.1	F	*	>100	F	*	Signal	26.2	C	29.0	C
59 . Moreno Beach Drive/Alessandro Boulevard	Moreno Valley	D	Signal	69.6	E	*	>100	F	*	Signal	33.4	C	48.5	D
63 . Driveway 2/Iris Avenue	Moreno Valley	D	Signal	38.9	D		40.9	D		Signal	38.5	D	27.2	C

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 9-F - Phase III Project Completion Year (2038) with Project with Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	With Project						With Project With Improvements					
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour	
			Control	Delay (sec.)	LOS		Delay (sec.)	LOS	Control	Delay (sec.)	LOS		Delay (sec.)	LOS
5 . I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	Caltrans	45 sec	Signal	>100	F	*	>100	F *	Signal	31.6	C		38.2	D
6 . Day Street/Alessandro Boulevard	Moreno Valley	D	Signal	>100	F	*	>100	F *	Signal	>100	F	*	>100	F *
7 . Elsworth Street/Alessandro Boulevard	Moreno Valley	D	Signal	34.6	C		>100	F *	Signal	No Mitigations Feasibl			No Mitigations Feasibl	
8 . Elsworth Street/Cactus Avenue	Moreno Valley	D	Signal	42.1	D		70.6	E *	Signal	No Mitigations Feasibl			No Mitigations Feasibl	
9 . Frederick Street/Alessandro Boulevard	Moreno Valley	D	Signal	37.9	D		70.7	E *	Signal	36.4	D		43.8	D
11 . Graham Street/Alessandro Boulevard	Moreno Valley	D	Signal	30.4	C		>100	F *	Signal	27.5	C		41.1	D
12 . Graham Street - Riverside Drive/Cactus Avenue	Moreno Valley	D	Signal	75.8	E	*	58.6	E *	Signal	No Mitigations Feasible			No Mitigations Feasible	
13 . Heacock Street/Alessandro Boulevard	Moreno Valley	D	Signal	51.4	D		56.5	E *	Signal	45.0	D		49.0	D
17 . Indian Street/Cactus Avenue	Moreno Valley	C	Signal	42.0	D	*	36.0	D *	Signal	No Mitigations Feasible			No Mitigations Feasible	
19 . Perris Boulevard/Alessandro Boulevard	Moreno Valley	D	Signal	64.8	E	*	>100	F *	Signal	63.2	E	*	>100	F *
20 . Perris Boulevard/Cactus Avenue	Moreno Valley	D	Signal	51.4	D		61.4	E *	Signal	No Mitigations Feasible			No Mitigations Feasible	
21 . Perris Boulevard/Iris Avenue	Moreno Valley	D	Signal	42.3	D		70.3	E *	Signal	43.5	D		72.6	E *
22 . Perris Boulevard/Krameria Avenue	Moreno Valley	D	Signal	48.9	D		50.5	D	Signal	39.2	D		39.2	D
25 . Perris Boulevard/Harley Knox Boulevard	Perris	D	Signal	88.1	F	*	85.8	F *	Signal	45.5	D		38.2	D
27 . Kitching Street/Cactus Avenue	Moreno Valley	C	Signal	48.1	D	*	37.8	D *	Signal	No Mitigations Feasible			No Mitigations Feasible	
28 . Kitching Street/Iris Avenue	Moreno Valley	C	Signal	>100	F	*	>100	F *	Signal	No Mitigations Feasible			No Mitigations Feasible	
29 . Lasselle Street/Alessandro Boulevard	Moreno Valley	D	Signal	>100	F	*	>100	F *	Signal	42.0	D		41.9	D
30 . Lasselle Street/Cactus Avenue	Moreno Valley	C	Signal	49.3	D	*	52.3	D *	Signal	45.9	D	*	47.9	D *
32 . Lasselle Street/Iris Avenue	Moreno Valley	D	Signal	57.0	E	*	85.1	F *	Signal	54.8	D		85.0	F *
33 . Lasselle Street/Krameria Avenue	Moreno Valley	C	Signal	78.0	E	*	33.7	C	Signal	No Mitigations Feasible			No Mitigations Feasible	
38 . Lasselle Street/Via De Anza - Rancho Verde High School	Moreno Valley	C	Signal	57.9	E	*	46.4	D *	Signal	No Mitigations Feasible			No Mitigations Feasible	
39 . Evans Road/Ramona Expressway	Perris	D	Signal	>100	F	*	86.0	F *	Signal	81.9	F	*	65.3	E *
45 . Nason Street/Eucalyptus Avenue	Moreno Valley	D	Signal	77.5	E	*	59.6	E *	Signal	73.4	E	*	45.6	D
47 . Nason Street/Alessandro Boulevard	Moreno Valley	D	Signal	56.3	E	*	67.3	E *	Signal	38.5	D		49.6	D
49 . Nason Street-Hillrose Lane/Iris Avenue	Moreno Valley	C	Signal	40.6	D	*	63.3	E *	Signal	26.5	C		37.4	D *
50 . Pearl Lane - Oliver Street/Alessandro Boulevard	Moreno Valley	C	TWSC	>100	F	*	>100	F *	Signal	18.4	B		19.6	B
56 . Moreno Beach Drive/SR-60 Eastbound Ramps	Caltrans	45 sec	Signal	>100	F	*	>100	F *	Signal	29.4	C		37.5	D
57 . Moreno Beach Drive/Eucalyptus Avenue	Moreno Valley	D	Signal	41.8	D		76.6	E *	Signal	No Mitigations Feasible			No Mitigations Feasible	
58 . Moreno Beach Drive/Cottonwood Avenue	Moreno Valley	C	Signal	26.5	C		64.7	E *	Signal	20.1	C		30.5	C
59 . Moreno Beach Drive/Alessandro Boulevard	Moreno Valley	D	Signal	>100	F	*	>100	F *	Signal	33.4	C		51.1	D
62 . Driveway 1/Iris Avenue	Moreno Valley	D	OWSC	13.2	B		44.6	E *	OWSC	No Mitigations Feasible			No Mitigations Feasible	
63 . Driveway 2/Iris Avenue	Moreno Valley	D	Signal	46.7	D		43.0	D	Signal	38.5	D		25.8	C

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 9-G - General Plan Build-out (2040) with Project with Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	With Project						With Project With Improvements					
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour	
			Control	Delay (sec.)	LOS		Delay (sec.)	LOS		Control	Delay (sec.)	LOS		Delay (sec.)	LOS	
5 . I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	Caltrans	45 sec	Signal	>100	F	*	>100	F	*	Signal	35.5	D		43.6	D	
6 . Day Street/Alessandro Boulevard	Moreno Valley	D	Signal	>100	F	*	>100	F	*	Signal	>100	F	*	>100	F	*
7 . Elsworth Street/Alessandro Boulevard	Moreno Valley	D	Signal	34.6	C		>100	F	*	Signal	No Mitigations Feasible			No Mitigations Feasible		
8 . Elsworth Street/Cactus Avenue	Moreno Valley	D	Signal	46.1	D		80.8	F	*	Signal	No Mitigations Feasible			No Mitigations Feasible		
9 . Frederick Street/Alessandro Boulevard	Moreno Valley	D	Signal	39.4	D		80.2	F	*	Signal	36.9	D		47.5	D	
11 . Graham Street/Alessandro Boulevard	Moreno Valley	D	Signal	34.0	C		>100	F	*	Signal	26.9	C		48.1	D	
12 . Graham Street - Riverside Drive/Cactus Avenue	Moreno Valley	D	Signal	83.8	F	*	68.0	E	*	Signal	No Mitigations Feasible			No Mitigations Feasible		
13 . Heacock Street/Alessandro Boulevard	Moreno Valley	D	Signal	59.8	E	*	69.8	E	*	Signal	49.7	D		56.6	E	*
17 . Indian Street/Cactus Avenue	Moreno Valley	C	Signal	42.1	D	*	36.4	D	*	Signal	No Mitigations Feasible			No Mitigations Feasible		
19 . Perris Boulevard/Alessandro Boulevard	Moreno Valley	D	Signal	73.8	E	*	>100	F	*	Signal	71.8	E	*	>100	F	*
20 . Perris Boulevard/Cactus Avenue	Moreno Valley	D	Signal	52.6	D		69.1	E	*	Signal	No Mitigations Feasible			No Mitigations Feasible		
21 . Perris Boulevard/Iris Avenue	Moreno Valley	D	Signal	45.0	D		85.2	F	*	Signal	45.9	D		87.7	F	*
22 . Perris Boulevard/Krameria Avenue	Moreno Valley	D	Signal	54.0	D		61.2	E	*	Signal	41.3	D		47.4	D	
25 . Perris Boulevard/Harley Knox Boulevard	Perris	D	Signal	>100	F	*	>100	F	*	Signal	50.4	D		39.8	D	
27 . Kitching Street/Cactus Avenue	Moreno Valley	C	Signal	49.3	D	*	38.1	D	*	Signal	No Mitigations Feasible			No Mitigations Feasible		
28 . Kitching Street/Iris Avenue	Moreno Valley	C	Signal	>100	F	*	>100	F	*	Signal	No Mitigations Feasible			No Mitigations Feasible		
29 . Lasselle Street/Alessandro Boulevard	Moreno Valley	D	Signal	>100	F	*	>100	F	*	Signal	43.2	D		44.2	D	
30 . Lasselle Street/Cactus Avenue	Moreno Valley	C	Signal	50.0	D	*	55.1	E	*	Signal	46.5	D	*	51.0	D	*
32 . Lasselle Street/Iris Avenue	Moreno Valley	D	Signal	61.1	E	*	95.1	F	*	Signal	58.3	E	*	94.6	F	*
33 . Lasselle Street/Krameria Avenue	Moreno Valley	C	Signal	81.1	F	*	36.1	D	*	Signal	No Mitigations Feasible			No Mitigations Feasible		
38 . Lasselle Street/Via De Anza - Rancho Verde High School	Moreno Valley	C	Signal	60.0	E	*	49.1	D	*	Signal	No Mitigations Feasible			No Mitigations Feasible		
39 . Evans Road/Ramona Expressway	Perris	D	Signal	>100	F	*	>100	F	*	Signal	93.9	F	*	77.4	E	*
45 . Nason Street/Eucalyptus Avenue	Moreno Valley	D	Signal	85.7	F	*	73.8	E	*	Signal	81.0	F	*	54.9	D	
47 . Nason Street/Alessandro Boulevard	Moreno Valley	D	Signal	63.9	E	*	78.6	E	*	Signal	38.6	D		44.0	D	
49 . Nason Street-Hillrose Lane/Iris Avenue	Moreno Valley	C	Signal	46.4	D	*	69.9	E	*	Signal	27.1	C		38.4	D	*
50 . Pearl Lane - Oliver Street/Alessandro Boulevard	Moreno Valley	C	TWSC	>100	F	*	>100	F	*	Signal	19.5	B		21.8	C	
56 . Moreno Beach Drive/SR-60 Eastbound Ramps	Caltrans	45 sec	Signal	>100	F	*	>100	F	*	Signal	31.8	C		41.8	D	
57 . Moreno Beach Drive/Eucalyptus Avenue	Moreno Valley	D	Signal	45.4	D		86.2	F	*	Signal	No Mitigations Feasible			No Mitigations Feasible		
58 . Moreno Beach Drive/Cottonwood Avenue	Moreno Valley	C	Signal	29.4	C		80.7	F	*	Signal	20.5	C		34.7	C	
59 . Moreno Beach Drive/Alessandro Boulevard	Moreno Valley	D	Signal	>100	F	*	>100	F	*	Signal	34.2	C		53.8	D	
62 . Driveway 1/Iris Avenue	Moreno Valley	D	OWSC	13.7	B		52.8	F	*	OWSC	No Mitigations Feasible			No Mitigations Feasible		
63 . Driveway 2/Iris Avenue	Moreno Valley	D	Signal	51.6	D		42.9	D		Signal	38.7	D		25.6	C	

Notes:

OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

Table 9-H - Existing with Project with Improvements Roadway Segment Levels of Service

Roadway Segment	With Project					With Project With Improvements[3]				
	Classification[1]	Roadway Capacity[2]	Daily Volume	LOS		Classification	Roadway Capacity[2]	Daily Volume	LOS	
Segments on Moreno Beach Drive										
23 . between Cottonwood Avenue and Alessandro Boulevard	Two Lane Divided Arterial	18,800	17,800	E	*	Four Lane Divided Arterial	37,500	17,800	A	
24 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	18,400	F	*	Four Lane Divided Arterial	37,500	18,400	A	
Segments on Alessandro Boulevard										
35 . between Kitching Street and Lasselle Street	Two Lane Divided Arterial	18,800	17,100	E	*	Four Lane Divided Arterial	37,500	17,100	A	
36 . between Lasselle Street and Nason Street	Two Lane Undivided Arterial	12,500	11,900	E	*	Four Lane Divided Arterial	37,500	11,900	A	
Segments on Cactus Avenue										
38 . between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	Four Lane Divided Arterial	37,500	49,100	F	*	Six Lane Divided Arterial	56,300	49,100	D	

Notes:

LOS = Level of Service

* Exceeds LOS Standard

[1] Classifications for all segments have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007.

[2] Roadway capacities for all segments have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007.

[3] Improvements have been recommended based on the City's General Plan classification or the Transportation Uniform Mitigation Fee Program and based on the availability of right-of-way.

Table 9-I - Phase I Project Completion Year (2023) with Project with Improvements Roadway Segment Levels of Service

Roadway Segment	With Project				With Project With Improvements[3]			
	Classification[1]	Roadway Capacity[2]	Daily Volume	LOS	Classification	Roadway Capacity[2]	Daily Volume	LOS
Segments on Moreno Beach Drive								
23 . between Cottonwood Avenue and Alessandro Boulevard	Two Lane Divided Arterial	18,800	18,000	E *	Four Lane Divided Arterial	37,500	18,000	A
24 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	19,100	F *	Four Lane Divided Arterial	37,500	19,100	A
Segments on Alessandro Boulevard								
35 . between Kitching Street and Lasselle Street	Two Lane Divided Arterial	18,800	22,300	F *	Four Lane Divided Arterial	37,500	22,300	A
36 . between Lasselle Street and Nason Street	Two Lane Undivided Arterial	12,500	15,900	F *	Four Lane Divided Arterial	37,500	15,900	A
37 . between Nason Street and Moreno Beach Drive	Two Lane Undivided Arterial	12,500	12,700	F *	Four Lane Undivided Arterial	25,000	12,700	A
Segments on Cactus Avenue								
38 . between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	Four Lane Divided Arterial	37,500	51,500	F *	Six Lane Divided Arterial	56,300	51,500	E *

Notes:

LOS = Level of Service

* Exceeds LOS Standard

[1] Classifications for all segments have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007.

[2] Roadway capacities for all segments have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007.

[3] Improvements have been recommended based on the City's General Plan classification or the Transportation Uniform Mitigation Fee Program and based on the availability of right-of-way. For some segments, adequate right-of-way is not available or they have been built out to their General Plan classification. As such, these segments will continue to operate at a deficient LOS.

LSA

Table 9-J - Phase II Project Completion Year (2032) with Project with Improvements Roadway Segment Levels of Service

Roadway Segment	With Project				With Project With Improvements[3]			
	Classification[1]	Roadway Capacity[2]	Daily Volume	LOS	Classification	Roadway Capacity[2]	Daily Volume	LOS
Segments on Lasselle Street								
6 . between Iris Avenue and Krameria Avenue	Four Lane Divided Arterial	37,500	34,500	E *	Four Lane Divided Arterial	37,500	34,500	E *
7 . between Krameria Avenue and Via Xavier Lane	Four Lane Divided Arterial	37,500	32,600	D *	Four Lane Divided Arterial	37,500	32,600	D *
8 . between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	Four Lane Divided Arterial	37,500	31,700	D *	Four Lane Divided Arterial	37,500	31,700	D *
9 . between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	Four Lane Divided Arterial	37,500	31,300	D *	Four Lane Divided Arterial	37,500	31,300	D *
10 . between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	Four Lane Divided Arterial	37,500	30,600	D *	Four Lane Divided Arterial	37,500	30,600	D *
Segment on Lasselle Street - Evans Road								
12 . between Via De Anza - Rancho Verde High School and Ramona Expressway	Arterial (Four Lanes)	35,900	36,200	F *	Arterial (Six Lanes)	53,900	36,200	B
Segments on Nason Street								
14 . between Eucalyptus Avenue and Cottonwood Avenue	Four Lane Divided Arterial	37,500	40,300	F *	Six Lane Divided Arterial	56,300	40,300	C
15 . between Cottonwood Avenue and Alessandro Boulevard	Four Lane Divided Arterial	37,500	31,200	D *	Six Lane Divided Arterial	56,300	31,200	A
Segments on Moreno Beach Drive								
21 . between SR-60 Eastbound Ramps and Eucalyptus Avenue	Four Lane Divided Arterial	37,500	33,900	E *	Six Lane Divided Arterial	56,300	33,900	B
23 . between Cottonwood Avenue and Alessandro Boulevard	Two Lane Divided Arterial	18,800	22,200	F *	Four Lane Divided Arterial	37,500	22,200	A
24 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	24,800	F *	Four Lane Divided Arterial	37,500	24,800	B
Segments on Alessandro Boulevard								
27 . between I-215 Northbound Ramps and Day Street	Five Lane Divided Arterial	47,000	51,600	F *	Six Lane Divided Arterial	56,300	51,600	E *
28 . between Day Street and Elsworth Street	Five Lane Divided Arterial	47,000	43,900	E *	Six Lane Divided Arterial	56,300	43,900	C
30 . between Frederick Street and Graham Street	Five Lane Divided Arterial	47,000	44,400	E *	Six Lane Divided Arterial	56,300	44,400	C
31 . between Graham Street and Heacock Street	Five Lane Divided Arterial	47,000	48,100	F *	Six Lane Divided Arterial	56,300	48,100	D
35 . between Kitching Street and Lasselle Street	Two Lane Divided Arterial	18,800	34,100	F *	Six Lane Divided Arterial	56,300	34,100	B
36 . between Lasselle Street and Nason Street	Two Lane Undivided Arterial	12,500	26,400	F *	Four Lane Divided Arterial	37,500	26,400	C
37 . between Nason Street and Moreno Beach Drive	Two Lane Undivided Arterial	12,500	19,800	F *	Four Lane Undivided Arterial	25,000	19,800	C
Segments on Cactus Avenue								
38 . between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	Four Lane Divided Arterial	37,500	60,000	F *	Six Lane Divided Arterial	56,300	60,000	F *

Notes:

LOS = Level of Service

* Exceeds LOS Standard

[1] Classifications for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. Classification for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

[2] Roadway capacities for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. The capacity for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

[3] Improvements have been recommended based on the City's General Plan classification or the Transportation Uniform Mitigation Fee Program and based on the availability of right-of-way. For some segments, adequate right-of-way is not available or they have been built out to their General Plan classification. As such, these segments will continue to operate at a deficient LOS.

LSA

Table 9-K - Phase III Project Completion Year (2038) with Project with Improvements Roadway Segment Levels of Service

Roadway Segment	With Project				With Project With Improvements[3]			
	Classification[1]	Roadway Capacity[2]	Daily Volume	LOS	Classification	Roadway Capacity[2]	Daily Volume	LOS
Segments on Perris Boulevard								
2 . between Krameria Avenue and San Michele Road	Six Lane Divided Arterial	56,300	52,500	E *	Six Lane Divided Arterial	56,300	52,500	E *
3 . between San Michele Road and Nandina Avenue	Six Lane Divided Arterial	56,300	52,600	E *	Six Lane Divided Arterial	56,300	52,600	E *
4 . between Nandina Avenue and Harley Knox Boulevard	Six Lane Divided Arterial	56,300	53,900	E *	Six Lane Divided Arterial	56,300	53,900	E *
Segments on Lasselle Street								
6 . between Iris Avenue and Krameria Avenue	Four Lane Divided Arterial	37,500	37,900	F *	Four Lane Divided Arterial	37,500	37,900	F *
7 . between Krameria Avenue and Via Xavier Lane	Four Lane Divided Arterial	37,500	36,200	E *	Four Lane Divided Arterial	37,500	36,200	E *
8 . between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	Four Lane Divided Arterial	37,500	35,300	E *	Four Lane Divided Arterial	37,500	35,300	E *
9 . between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	Four Lane Divided Arterial	37,500	34,800	E *	Four Lane Divided Arterial	37,500	34,800	E *
10 . between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	Four Lane Divided Arterial	37,500	34,100	E *	Four Lane Divided Arterial	37,500	34,100	E *
11 . between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	Four Lane Divided Arterial	37,500	32,700	D *	Four Lane Divided Arterial	37,500	32,700	D *
Segment on Lasselle Street - Evans Road								
12 . between Via De Anza - Rancho Verde High School and Ramona Expressway	Arterial (Four Lanes)	35,900	41,700	F *	Arterial (Six Lanes)	53,900	41,700	C
Segments on Nason Street								
14 . between Eucalyptus Avenue and Cottonwood Avenue	Four Lane Divided Arterial	37,500	47,400	F *	Six Lane Divided Arterial	56,300	47,400	D *
15 . between Cottonwood Avenue and Alessandro Boulevard	Four Lane Divided Arterial	37,500	36,600	E *	Six Lane Divided Arterial	56,300	36,600	B
Segments on Moreno Beach Drive								
21 . between SR-60 Eastbound Ramps and Eucalyptus Avenue	Four Lane Divided Arterial	37,500	39,400	F *	Six Lane Divided Arterial	56,300	39,400	C
23 . between Cottonwood Avenue and Alessandro Boulevard	Two Lane Divided Arterial	18,800	25,100	F *	Four Lane Divided Arterial	37,500	25,100	B
24 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	28,900	F *	Four Lane Divided Arterial	37,500	28,900	C
Segments on Alessandro Boulevard								
27 . between I-215 Northbound Ramps and Day Street	Five Lane Divided Arterial	47,000	61,000	F *	Six Lane Divided Arterial	56,300	61,000	F *
28 . between Day Street and Elsworth Street	Five Lane Divided Arterial	47,000	50,200	F *	Six Lane Divided Arterial	56,300	50,200	D
30 . between Frederick Street and Graham Street	Five Lane Divided Arterial	47,000	49,900	F *	Six Lane Divided Arterial	56,300	49,900	D
31 . between Graham Street and Heacock Street	Five Lane Divided Arterial	47,000	54,900	F *	Six Lane Divided Arterial	56,300	54,900	E *
32 . between Heacock Street and Indian Street	Six Lane Divided Arterial	56,300	56,000	E *	Six Lane Divided Arterial	56,300	56,000	E *
34 . between Perris Boulevard and Kitching Street	Five Lane Divided Arterial	47,000	45,300	E *	Six Lane Divided Arterial	56,300	45,300	D
35 . between Kitching Street and Lasselle Street	Two Lane Divided Arterial	18,800	42,000	F *	Six Lane Divided Arterial	56,300	42,000	C
36 . between Lasselle Street and Nason Street	Two Lane Undivided Arterial	12,500	33,700	F *	Four Lane Divided Arterial	37,500	33,700	D
37 . between Nason Street and Moreno Beach Drive	Two Lane Undivided Arterial	12,500	24,600	F *	Four Lane Divided Arterial	37,500	24,600	B
Segments on Cactus Avenue								
38 . between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	Four Lane Divided Arterial	37,500	66,000	F *	Six Lane Divided Arterial	56,300	66,000	F *
39 . between Elsworth Street and Frederick Street	Six Lane Divided Arterial	56,300	52,100	E *	Six Lane Divided Arterial	56,300	52,100	E *
40 . between Frederick Street and Graham Street - Riverside Drive	Six Lane Divided Arterial	56,300	52,900	E *	Six Lane Divided Arterial	56,300	52,900	E *
Segments on Iris Avenue								
50 . between Perris Boulevard and Kitching Street	Four Lane Divided Arterial	37,500	32,400	D *	Four Lane Divided Arterial	37,500	32,400	D *
52 . between Lasselle Street and Camino Flores	Six Lane Divided Arterial	56,300	52,100	E *	Six Lane Divided Arterial	56,300	52,100	E *
53 . between Camino Flores and Coachlight Court - Avenida De Circo	Six Lane Divided Arterial	56,300	50,800	E *	Six Lane Divided Arterial	56,300	50,800	E *
54 . between Coachlight Court - Avenida De Circo and Grande Vista Drive	Six Lane Divided Arterial	56,300	51,700	E *	Six Lane Divided Arterial	56,300	51,700	E *
55 . between Grande Vista Drive and Nason Street – Hillrose Lane	Six Lane Divided Arterial	56,300	50,000	D *	Six Lane Divided Arterial	56,300	50,000	D *

Notes:

LOS = Level of Service

* Exceeds LOS Standard

[1] Classifications for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. Classification for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

[2] Roadway capacities for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. The capacity for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

[3] Improvements have been recommended based on the City's General Plan classification or the Transportation Uniform Mitigation Fee Program and based on the availability of right-of-way. For some segments, adequate right-of-way is not available or they have been built out to their General Plan classification. As such, these segments will continue to operate at a deficient LOS.

LSA

Table 9-L - General Plan Build-out (2040) with Project with Improvements Roadway Segment Levels of Service

Roadway Segment	With Project				With Project With Improvements[3]			
	Classification[1]	Roadway Capacity[2]	Daily Volume	LOS	Classification	Roadway Capacity[2]	Daily Volume	LOS
Segments on Perris Boulevard								
1 . between Iris Avenue and Krameria Avenue	Six Lane Divided Arterial	56,300	51,800	E *	Six Lane Divided Arterial	56,300	51,800	E *
2 . between Krameria Avenue and San Michele Road	Six Lane Divided Arterial	56,300	54,700	E *	Six Lane Divided Arterial	56,300	54,700	E *
3 . between San Michele Road and Nandina Avenue	Six Lane Divided Arterial	56,300	54,900	E *	Six Lane Divided Arterial	56,300	54,900	E *
4 . between Nandina Avenue and Harley Knox Boulevard	Six Lane Divided Arterial	56,300	56,200	E *	Six Lane Divided Arterial	56,300	56,200	E *
Segments on Lasselle Street								
6 . between Iris Avenue and Krameria Avenue	Four Lane Divided Arterial	37,500	38,800	F *	Four Lane Divided Arterial	37,500	38,800	F *
7 . between Krameria Avenue and Via Xavier Lane	Four Lane Divided Arterial	37,500	37,100	E *	Four Lane Divided Arterial	37,500	37,100	E *
8 . between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	Four Lane Divided Arterial	37,500	36,200	E *	Four Lane Divided Arterial	37,500	36,200	E *
9 . between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	Four Lane Divided Arterial	37,500	35,800	E *	Four Lane Divided Arterial	37,500	35,800	E *
10 . between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	Four Lane Divided Arterial	37,500	35,100	E *	Four Lane Divided Arterial	37,500	35,100	E *
11 . between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	Four Lane Divided Arterial	37,500	33,700	D *	Four Lane Divided Arterial	37,500	33,700	D *
Segment on Lasselle Street - Evans Road								
12 . between Via De Anza - Rancho Verde High School and Ramona Expressway	Arterial (Four Lanes)	35,900	43,400	F *	Arterial (Six Lanes)	53,900	43,400	D
Segments on Nason Street								
14 . between Eucalyptus Avenue and Cottonwood Avenue	Four Lane Divided Arterial	37,500	49,600	F *	Six Lane Divided Arterial	56,300	49,600	D *
15 . between Cottonwood Avenue and Alessandro Boulevard	Four Lane Divided Arterial	37,500	38,200	F *	Six Lane Divided Arterial	56,300	38,200	B
Segments on Moreno Beach Drive								
21 . between SR-60 Eastbound Ramps and Eucalyptus Avenue	Four Lane Divided Arterial	37,500	41,000	F *	Six Lane Divided Arterial	56,300	41,000	C
23 . between Cottonwood Avenue and Alessandro Boulevard	Two Lane Divided Arterial	18,800	25,900	F *	Four Lane Divided Arterial	37,500	25,900	B
24 . between Alessandro Boulevard and Cactus Avenue	Two Lane Undivided Arterial	12,500	30,000	F *	Six Lane Divided Arterial	56,300	30,000	A
Segments on Alessandro Boulevard								
27 . between I-215 Northbound Ramps and Day Street	Five Lane Divided Arterial	47,000	64,100	F *	Six Lane Divided Arterial	56,300	64,100	F *
28 . between Day Street and Elsworth Street	Five Lane Divided Arterial	47,000	52,300	F *	Six Lane Divided Arterial	56,300	52,300	E *
30 . between Frederick Street and Graham Street	Five Lane Divided Arterial	47,000	51,700	F *	Six Lane Divided Arterial	56,300	51,700	E *
31 . between Graham Street and Heacock Street	Five Lane Divided Arterial	47,000	57,100	F *	Six Lane Divided Arterial	56,300	57,100	F *
32 . between Heacock Street and Indian Street	Six Lane Divided Arterial	56,300	58,400	F *	Six Lane Divided Arterial	56,300	58,400	F *
33 . between Indian Street and Perris Boulevard	Six Lane Divided Arterial	56,300	52,300	E *	Six Lane Divided Arterial	56,300	52,300	E *
34 . between Perris Boulevard and Kitching Street	Five Lane Divided Arterial	47,000	47,500	F *	Six Lane Divided Arterial	56,300	47,500	D
35 . between Kitching Street and Lasselle Street	Two Lane Divided Arterial	18,800	44,500	F *	Six Lane Divided Arterial	56,300	44,500	C
36 . between Lasselle Street and Nason Street	Two Lane Undivided Arterial	12,500	35,900	F *	Six Lane Divided Arterial	56,300	35,900	B
37 . between Nason Street and Moreno Beach Drive	Two Lane Undivided Arterial	12,500	26,100	F *	Four Lane Divided Arterial	37,500	26,100	B
Segments on Cactus Avenue								
38 . between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	Four Lane Divided Arterial	37,500	67,700	F *	Six Lane Divided Arterial	56,300	67,700	F *
39 . between Elsworth Street and Frederick Street	Six Lane Divided Arterial	56,300	52,900	E *	Six Lane Divided Arterial	56,300	52,900	E *
40 . between Frederick Street and Graham Street - Riverside Drive	Six Lane Divided Arterial	56,300	53,600	E *	Six Lane Divided Arterial	56,300	53,600	E *
Segments on Iris Avenue								
50 . between Perris Boulevard and Kitching Street	Four Lane Divided Arterial	37,500	33,300	D *	Four Lane Divided Arterial	37,500	33,300	D *
52 . between Lasselle Street and Camino Flores	Six Lane Divided Arterial	56,300	54,100	E *	Six Lane Divided Arterial	56,300	54,100	E *
53 . between Camino Flores and Coachlight Court - Avenida De Circo	Six Lane Divided Arterial	56,300	52,800	E *	Six Lane Divided Arterial	56,300	52,800	E *
54 . between Coachlight Court - Avenida De Circo and Grande Vista Drive	Six Lane Divided Arterial	56,300	54,000	E *	Six Lane Divided Arterial	56,300	54,000	E *
55 . between Grande Vista Drive and Nason Street – Hillrose Lane	Six Lane Divided Arterial	56,300	52,400	E *	Six Lane Divided Arterial	56,300	52,400	E *
56 . between Nason Street – Hillrose Lane and Driveway 1	Six Lane Divided Arterial	56,300	45,700	D *	Six Lane Divided Arterial	56,300	45,700	D *

Notes:

LOS = Level of Service

* Exceeds LOS Standard

[1] Classifications for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. Classification for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

[2] Roadway capacities for all segments except for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway have been obtained from the City of Moreno Valley Transportation Engineering Division *Traffic Impact Analysis Preparation Guide,* dated August 2007. The capacity for the segment of Lasselle Street - Evans Road between Via De Anza - Rancho Verde High School and Ramona Expressway has been obtained from the *City of Perris General Plan.*

[3] Improvements have been recommended based on the City's General Plan classification or the Transportation Uniform Mitigation Fee Program and based on the availability of right-of-way. For some segments, adequate right-of-way is not available or they have been built out to their General Plan classification. As such, these segments will continue to operate at a deficient LOS.

LSA

Table 9-M - Intersection Improvement Funding Mechanism and Fair Share

Intersection	Mitigations	Funding Mechanism	Improvements Covered by TUMF[1]	Improvements Covered Under Fair Share	Fair Share Percentage[2]
3 . I-215 Southbound Ramps/Cactus Avenue	Interchange Redesign, widen bridge to 6 lanes.	TUMF	Interchange Redesign, widen bridge to 6 lanes.		N/A
4 . I-215 Northbound Ramps/Cactus Avenue	Interchange Redesign, widen bridge to 6 lanes.	TUMF	Interchange Redesign, widen bridge to 6 lanes.		N/A
5 . I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue	Interchange Redesign, widen bridge to 6 lanes. Add 2nd NBL & NBT, 2nd SBL, dedicated SBR with overlap phasing, EBT, EBR, WBT and WBR with overlap phasing.	TUMF	Interchange Redesign, widen bridge to 6 lanes. Add 2nd NBL & NBT, 2nd SBL, dedicated SBR with overlap phasing, EBT, EBR, WBT and WBR with overlap phasing.		N/A
6 . Day Street/Alessandro Boulevard	Convert N-S to protected phasing. Add SBR. Add WBT. Add 2nd EBL and 2nd WBL. Add overlap phasing to WBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	TUMF/Fair Share	Add WBT.	Convert N-S to protected phasing. Add SBR. Add 2nd EBL and 2nd WBL. Add overlap phasing to WBR.	1.00%
7 . Elsworth Street/Alessandro Boulevard	No mitigations feasible due to right-of-way constraints.	Fair Share			1.42%
8 . Elsworth Street/Cactus Avenue	No mitigations feasible in the south leg as it is under the jurisdiction of March Air Reserve Base. No mitigations feasible in the other three legs due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	Fair Share			6.24%
9 . Frederick Street/Alessandro Boulevard	Add EBT.	TUMF	Add EBT.		N/A
11 . Graham Street/Alessandro Boulevard	Add EBT. Add a 2nd EBL. Add a 2nd WBL.	TUMF/Fair Share	Add EBT.	Add a 2nd EBL. Add a 2nd WBL.	1.65%
12 . Graham Street - Riverside Drive/Cactus Avenue	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	Fair Share			10.67%
13 . Heacock Street/Alessandro Boulevard	Add 2nd EBL. Add 2nd WBL. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Fair Share		Add 2nd EBL. Add 2nd WBL.	2.57%
17 . Indian Street/Cactus Avenue	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	Fair Share			26.73%
19 . Perris Boulevard/Alessandro Boulevard	Add EBT. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	TUMF	Add EBT.		2.69%
20 . Perris Boulevard/Cactus Avenue	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	Fair Share			6.98%

LSA

Table 9-M - Intersection Improvement Funding Mechanism and Fair Share

Intersection	Mitigations	Funding Mechanism	Improvements Covered by TUMF[1]	Improvements Covered Under Fair Share	Fair Share Percentage[2]
21 . Perris Boulevard/Iris Avenue	Add overlap phasing to NBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Fair Share		Add overlap phasing to NBR.	3.11%
22 . Perris Boulevard/Krameria Avenue	Restripe westbound approach to WBL and WBTR.	Fair Share		Restripe westbound approach to WBL and WBTR.	1.50%
25 . Perris Boulevard/Harley Knox Boulevard	Add one EBL. Add right-turn overlap phasing for WBR and SBR.	Fair Share		Add one EBL. Add right-turn overlap phasing for WBR and SBR.	1.30%
27 . Kitching Street/Cactus Avenue	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	Fair Share			29.62%
28 . Kitching Street/Iris Avenue	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	Fair Share			4.83%
29 . Lasselle Street/Alessandro Boulevard	Add one SBT, two EBT, and two WBT.	TUMF/Fair Share	Add two EBT and two WBT.	Add one SBT.	4.31%
30 . Lasselle Street/Cactus Avenue	Add right-turn overlap phasing for WBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Fair Share		Add right-turn overlap phasing for WBR.	16.30%
32 . Lasselle Street/Iris Avenue	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	Fair Share			10.44%
33 . Lasselle Street/Krameria Avenue	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	Fair Share			9.20%
38 . Lasselle Street/Via De Anza - Rancho Verde High School	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	Fair Share			8.50%
39 . Evans Road/Ramona Expressway	Add WBT. Add right-turn overlap phasing for WBR and SBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	TUMF/Fair Share	Add WBT.	Add right-turn overlap phasing for WBR and SBR.	1.61%
43 . Nason Street/Elder Avenue - SR-60 Westbound Ramps	Optimize cycle length and splits.				
45 . Nason Street/Eucalyptus Avenue	Add EBR, NBR, and SBR. Add right-turn overlap phasing for NBR and SBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Fair Share		Add EBR, NBR, and SBR. Add right-turn overlap phasing for NBR and SBR.	6.13%
47 . Nason Street/Alessandro Boulevard	Add second NBL and WBT.	TUMF/Fair Share	Add WBT.	Add second NBL.	9.60%
49 . Nason Street-Hillrose Lane/Iris Avenue	Add second SBL, second SBR. No further mitigations feasible due to right-of-way constraints. Intersection is forecasted to operate at a deficient LOS after implementation of the recommended improvements.	Fair Share		Add second SBL, second SBR.	26.81%
50 . Pearl Lane - Oliver Street/Alessandro Boulevard	Add EBL. Add WBL. Install a Signal.	Fair Share		Add EBL. Add WBL. Install a Signal.	1.87%
56 . Moreno Beach Drive/SR-60 Eastbound Ramps	Add second NBT. Add SBT. Restripe SBTL to SBL. Restripe EBTL to EBLTR.	TUMF	Add second NBT, SBT. Restripe SBTL to SBL. Restripe EBTL to EBLTR.		N/A
57 . Moreno Beach Drive/Eucalyptus Avenue	No mitigations feasible due to right-of-way constraints. Intersection will continue to operate at a deficient LOS.	Fair Share			5.40%

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Table 9-M - Intersection Improvement Funding Mechanism and Fair Share

Intersection	Mitigations	Funding Mechanism	Improvements Covered by TUMF[1]	Improvements Covered Under Fair Share	Fair Share Percentage[2]
58 . Moreno Beach Drive/Cottonwood Avenue	Add WBL, and restripe westbound approach as WBL and WBTR. Change the split phasing for the east-west approach to permitted phasing.	Fair Share		Add WBL, and restripe westbound approach as WBL and WBTR. Change the split phasing for the east-west approach to permitted phasing.	9.37%
59 . Moreno Beach Drive/Alessandro Boulevard	Add second EBL, second WBL, second EBT, second WBT, second NBT, second SBT, and NBR.	TUMF/Fair Share	Add second EBT and second WBT.	Add second EBL, second WBL, second NBT, second SBT, and NBR.	8.03%

Notes:

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

L = Left, T = Through, R = Right

TUMF refers to the Transportation Uniform Mitigation Fee program.

[1] Recommended improvements covered through the Transportation Uniform Mitigation Fee (TUMF) program are not considered adequate mitigation measures. This is because there is no guaranteed timeline for implementation of these improvements through the TUMF program. Therefore, impacts at intersections where mitigations are included through TUMF should be considered signficiant and unavoidable.

[2] Project Fair Share Percentage is the highest fair share value of the AM and PM peak hour when both peak hours are impacted by the project, or only in the peak hour where the project has an impact.

LSA

Table 9-N - Roadway Segment Improvements Funding Mechanism and Fair Share

Roadway Segment	Mitigations	Funding Mechanism	Improvements Covered by TUMF	Improvements Covered Under Fair Share	Fair Share Percentage
Segments on Perris Boulevard					
1 . between Iris Avenue and Krameria Avenue	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			2.06%
2 . between Krameria Avenue and San Michele Road	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			2.03%
3 . between San Michele Road and Nandina Avenue	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			1.99%
4 . between Nandina Avenue and Harley Knox Boulevard	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			2.06%
Segments on Lasselle Street					
6 . between Iris Avenue and Krameria Avenue	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			12.25%
7 . between Krameria Avenue and Via Xavier Lane	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			11.88%
8 . between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			10.55%
9 . between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			9.61%
10 . between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	No mitigations feasible due to right-of-way	Fair Share			8.63%
11 . between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			7.64%
Segment on Lasselle Street - Evans Road					
12 . between Via De Anza - Rancho Verde High School and Ramona Expressway	Widen from 4 to 6 lanes.	Fair Share		Widen from 4 to 6 lanes.	3.99%
Segments on Nason Street					
14 . between Eucalyptus Avenue and Cottonwood Avenue	Widen from 4 lanes to 6 lanes. No further mitigations feasible due to right-of-way constraints. The roadway segment will continue to operate at a deficient LOS.	Fair Share		Widen from 4 lanes to 6 lanes.	6.71%
15 . between Cottonwood Avenue and Alessandro Boulevard	Widen from 4 lanes to 6 lanes.	Fair Share		Widen from 4 lanes to 6 lanes.	8.97%

LSA

Table 9-N - Roadway Segment Improvements Funding Mechanism and Fair Share

Roadway Segment	Mitigations	Funding Mechanism	Improvements Covered by TUMF	Improvements Covered Under Fair Share	Fair Share Percentage
Segments on Moreno Beach Drive					
21 . between SR-60 Eastbound Ramps and Eucalyptus Avenue	Widen from 4 lanes to 6 lanes.	Fair Share		Widen from 4 lanes to 6 lanes.	7.40%
23 . between Cottonwood Avenue and Alessandro Boulevard	Widen from 2 lanes to 4 lanes.	Fair Share		Widen from 2 lanes to 4 lanes.	17.28%
24 . between Alessandro Boulevard and Cactus Avenue	Widen from 2 lanes to 6 lanes.	Fair Share		Widen from 2 lanes to 6 lanes.	15.18%
Segments on Alessandro Boulevard					
27 . between I-215 Northbound Ramps and Day Street	Widen from 5 lanes to 6 lanes. No futher mitigations feasible due to right-of-way constraints. The roadway segment will continue to operate at a deficient LOS.	TUMF/Fair Share	Widen from 5 lanes to 6 lanes.		1.13%
28 . between Day Street and Elsworth Street	Widen from 5 lanes to 6 lanes. No futher mitigations feasible due to right-of-way constraints. The roadway segment will continue to operate at a deficient LOS.	TUMF/Fair Share	Widen from 5 lanes to 6 lanes.		1.70%
30 . between Frederick Street and Graham Street	Widen from 5 lanes to 6 lanes. No futher mitigations feasible due to right-of-way constraints. The roadway segment will continue to operate at a deficient LOS.	TUMF/Fair Share	Widen from 5 lanes to 6 lanes.		2.59%
31 . between Graham Street and Heacock Street	Widen from 5 lanes to 6 lanes. No futher mitigations feasible due to right-of-way constraints. The roadway segment will continue to operate at a deficient LOS.	TUMF/Fair Share	Widen from 5 lanes to 6 lanes.		2.62%
32 . between Heacock Street and Indian Street	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			2.84%
33 . between Indian Street and Perris Boulevard	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			3.52%
34 . between Perris Boulevard and Kitching Street	Widen from 5 lanes to 6 lanes.	TUMF	Widen from 5 lanes to 6 lanes.		N/A
35 . between Kitching Street and Lasselle Street	Widen from 2 lanes to 6 lanes.	TUMF	Widen from 2 lanes to 6 lanes.		N/A
36 . between Lasselle Street and Nason Street	Widen from 2 lanes undivided to 6 lanes divided.	TUMF	Widen from 2 lanes undivided to 6 lanes divided.		N/A
37 . between Nason Street and Moreno Beach Drive	Widen from 2 lanes undivided to 4 lanes divided.	TUMF	Widen from 2 lanes undivided to 4 lanes divided.		N/A

LSA

Table 9-N - Roadway Segment Improvements Funding Mechanism and Fair Share

Roadway Segment	Mitigations	Funding Mechanism	Improvements Covered by TUMF	Improvements Covered Under Fair Share	Fair Share Percentage
Segments on Cactus Avenue					
38 . between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	Widen from 4 lanes to 6 lanes.	TUMF	Widen from 4 lanes to 6 lanes.		N/A
39 . between Elsworth Street and Frederick Street	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			18.15%
40 . between Frederick Street and Graham Street - Riverside Drive	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			21.42%
Segments on Iris Avenue					
50 . between Perris Boulevard and Kitching Street	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			10.46%
52 . between Lasselle Street and Camino Flores	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			12.57%
53 . between Camino Flores and Coachlight Court - Avenida De Circo	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			13.01%
54 . between Coachlight Court - Avenida De Circo and Grande Vista Drive	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			12.06%
55 . between Grande Vista Drive and Nason Street – Hillrose Lane	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			12.06%
56 . between Nason Street – Hillrose Lane and Driveway 1	No mitigations feasible due to right-of-way constraints. Roadway segment will continue to operate at a deficient LOS.	Fair Share			34.99%

Notes:

TUMF = Transportation Uniform Mitigation Fee

10.0 SIGNAL WARRANT ANALYSIS

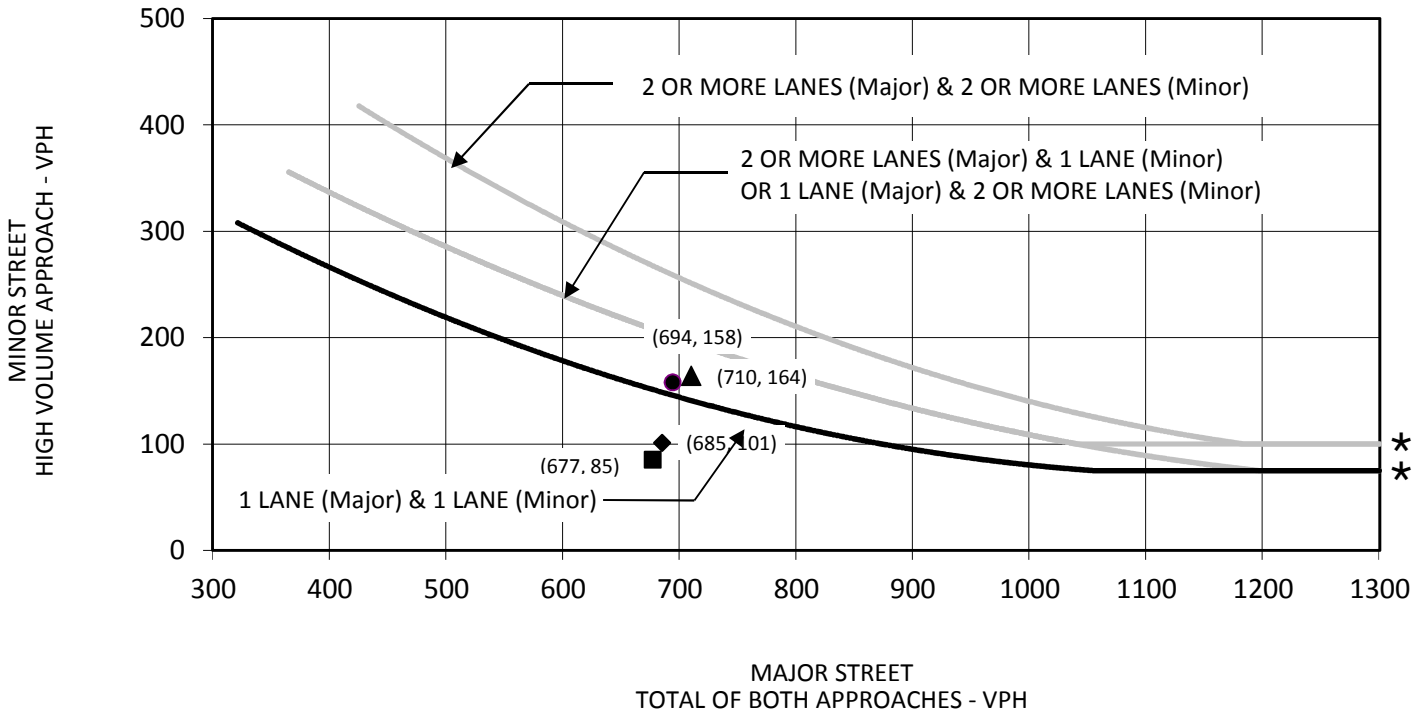
A peak hour signal warrant analysis was conducted at the intersection of Pearl Lane-Oliver Street/ Alessandro Boulevard for existing, Phases I, II, and III project completion years, and General Plan build-out conditions. As stated in the City's TIA guidelines, a peak hour signal warrant analysis shall utilize the peak hour warrants from the most recent edition the *California Manual on Uniform Traffic Control Devices (CAMUTCD)*. Therefore, this analysis is based on the provisions of the CAMUTCD, 2014, Chapter 4C *Traffic Control Signal Needs Studies* for Warrant 3 – Peak Hour. The peak hour signal warrant is intended for use where traffic conditions are such that for a minimum of one hour on an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. Figures 10-1, 10-2, 10-3, 10-4, and 10-5 illustrate the signal warrants for existing, Phases I, II, and III project completion years, and General Plan build-out conditions, respectively. Based on the signal warrant analysis, a signal will be warranted at the intersection of Pearl Lane-Oliver Street/Alessandro Boulevard in all the five scenarios.

10.1 LIST OF CHAPTER 9.0 FIGURES

- Figure 10-1: Existing Conditions Peak Hour Warrant
- Figure 10-2: Phase I Project Completion Year (2023) Conditions Peak Hour Warrant
- Figure 10-3: Phase II Project Completion Year (2032) Conditions Peak Hour Warrant
- Figure 10-4: Phase III Project Completion Year (2038) Conditions Peak Hour Warrant
- Figure 10-5: General Plan Build-out (2040) Conditions Peak Hour Warrant

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 10-1

● No Project AM Peak Hour
▲ With Project AM Peak Hour
■ No Project PM Peak Hour
◆ With Project PM Peak Hour

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

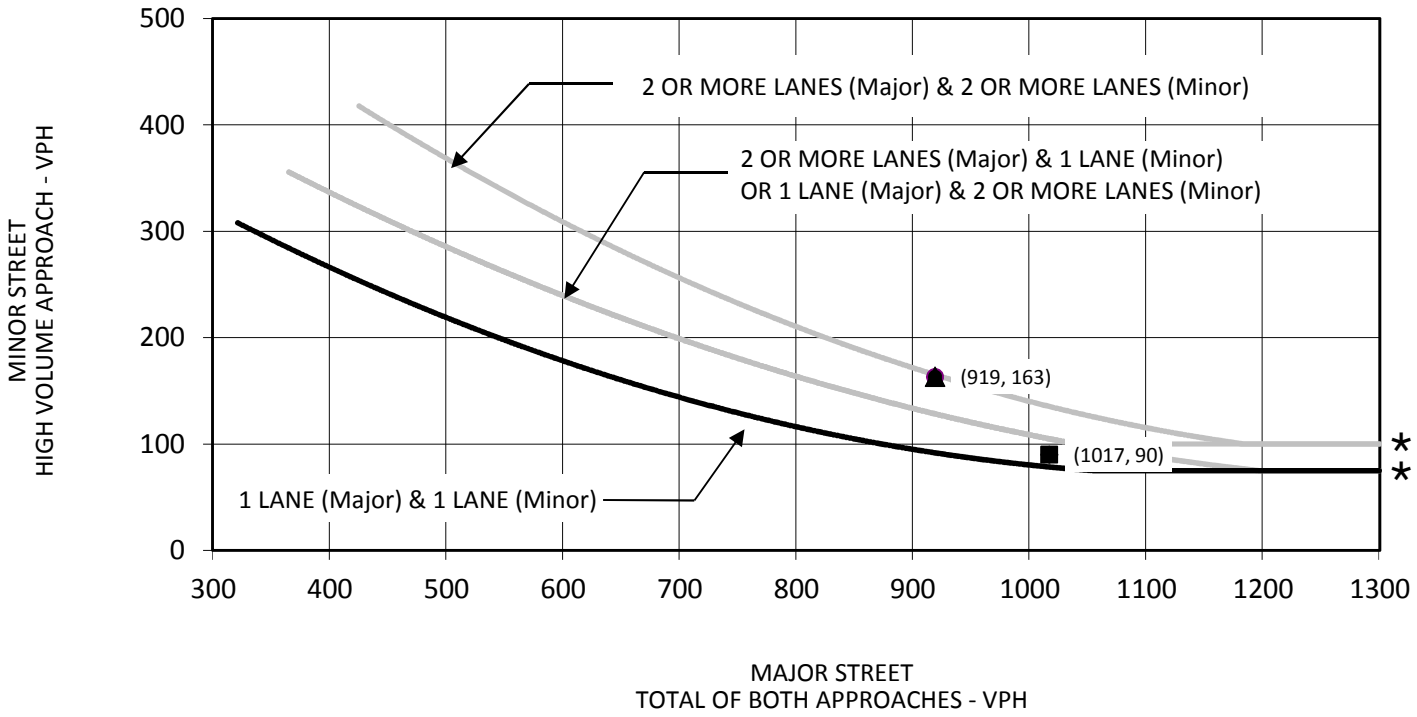
SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

Existing Conditions Peak Hour Warrant

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WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 10-2

● No Project AM Peak Hour
▲ With Project AM Peak Hour
■ No Project PM Peak Hour
◆ With Project PM Peak Hour

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

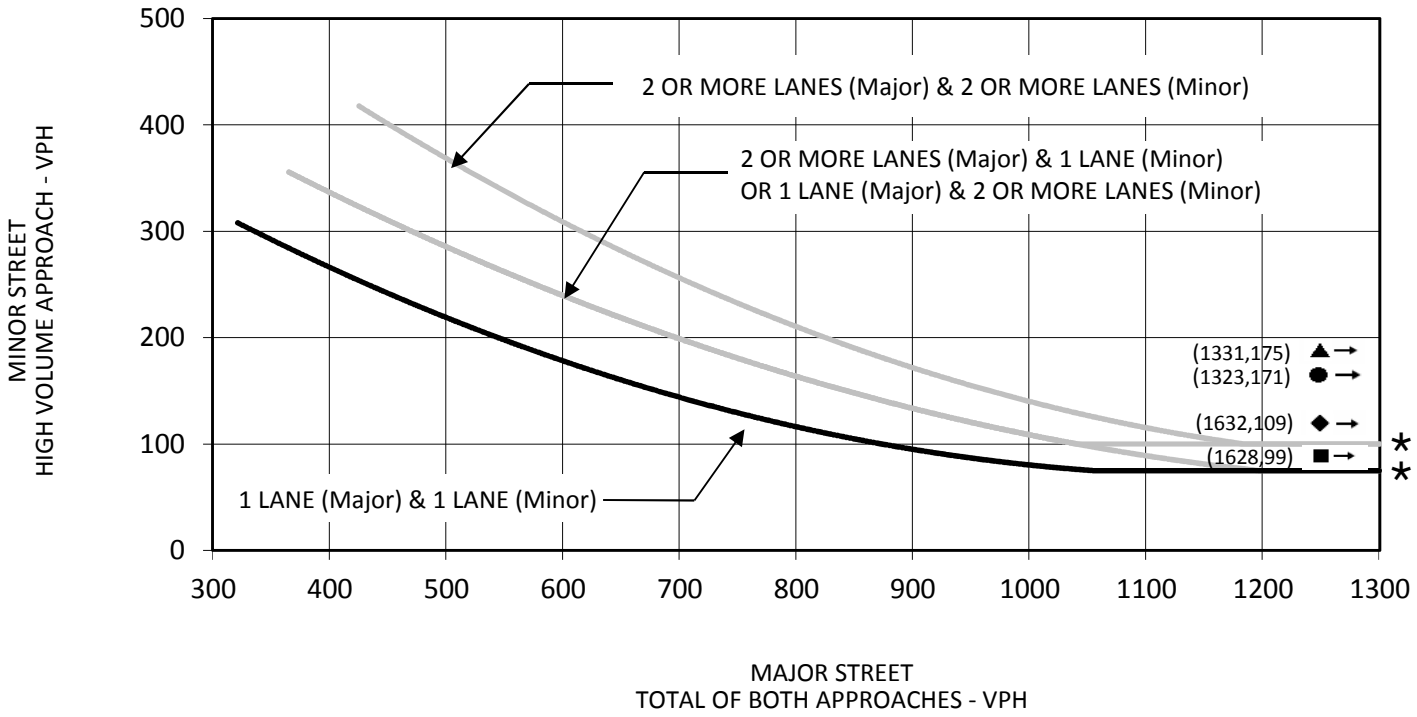
SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

Phase I Project Completion Year (2023) Conditions Peak Hour Warrant

R:\KSP1702_Kaiser Moreno Valley\Traffic\SW_2023 Ph I_Int 50.xlsx (3/25/2019)

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 10-3

● No Project AM Peak Hour
▲ With Project AM Peak Hour
■ No Project PM Peak Hour
◆ With Project PM Peak Hour

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

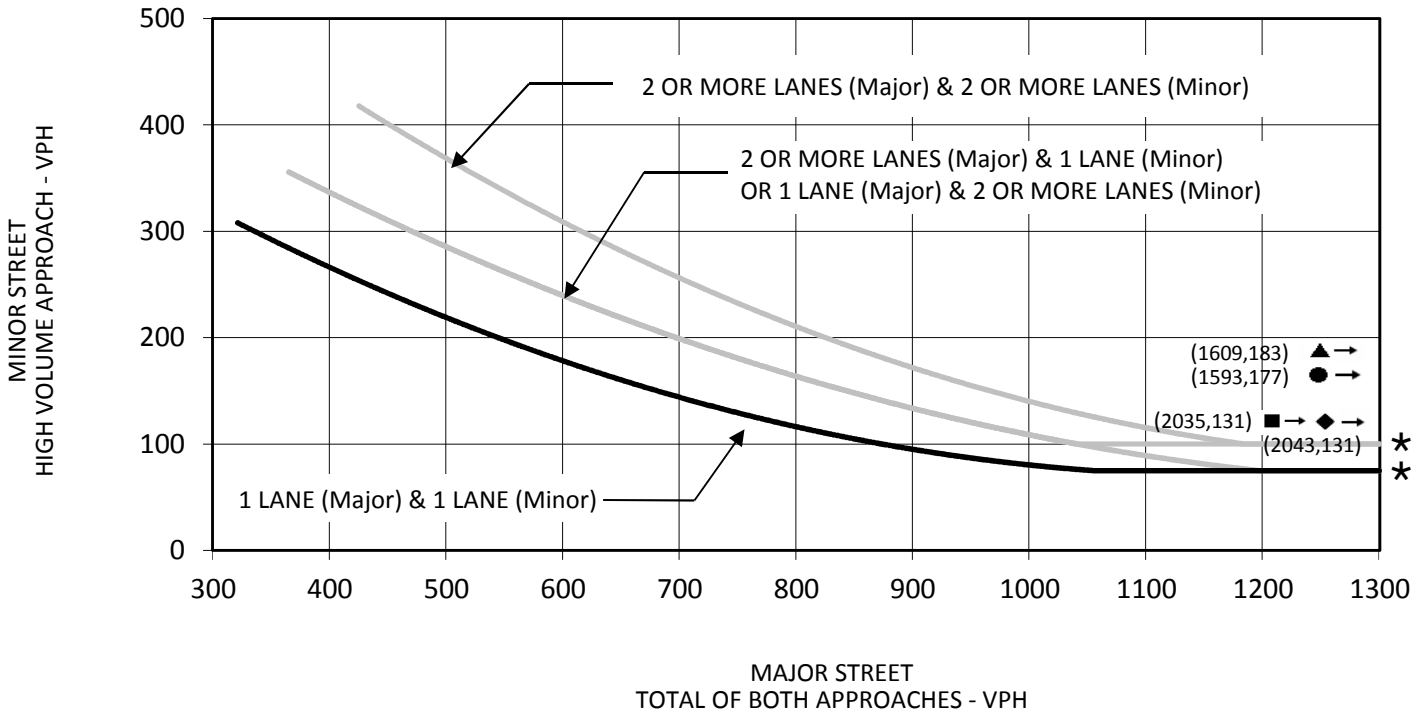
SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

Phase II Project Completion Year (2032) Conditions Peak Hour Warrant

R:\KSP1702_Kaiser Moreno Valley\Traffic\SW_2032 Ph II_Int 50.xlsx (3/25/2019)

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 10-4

● No Project AM Peak Hour
▲ With Project AM Peak Hour
■ No Project PM Peak Hour
◆ With Project PM Peak Hour

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

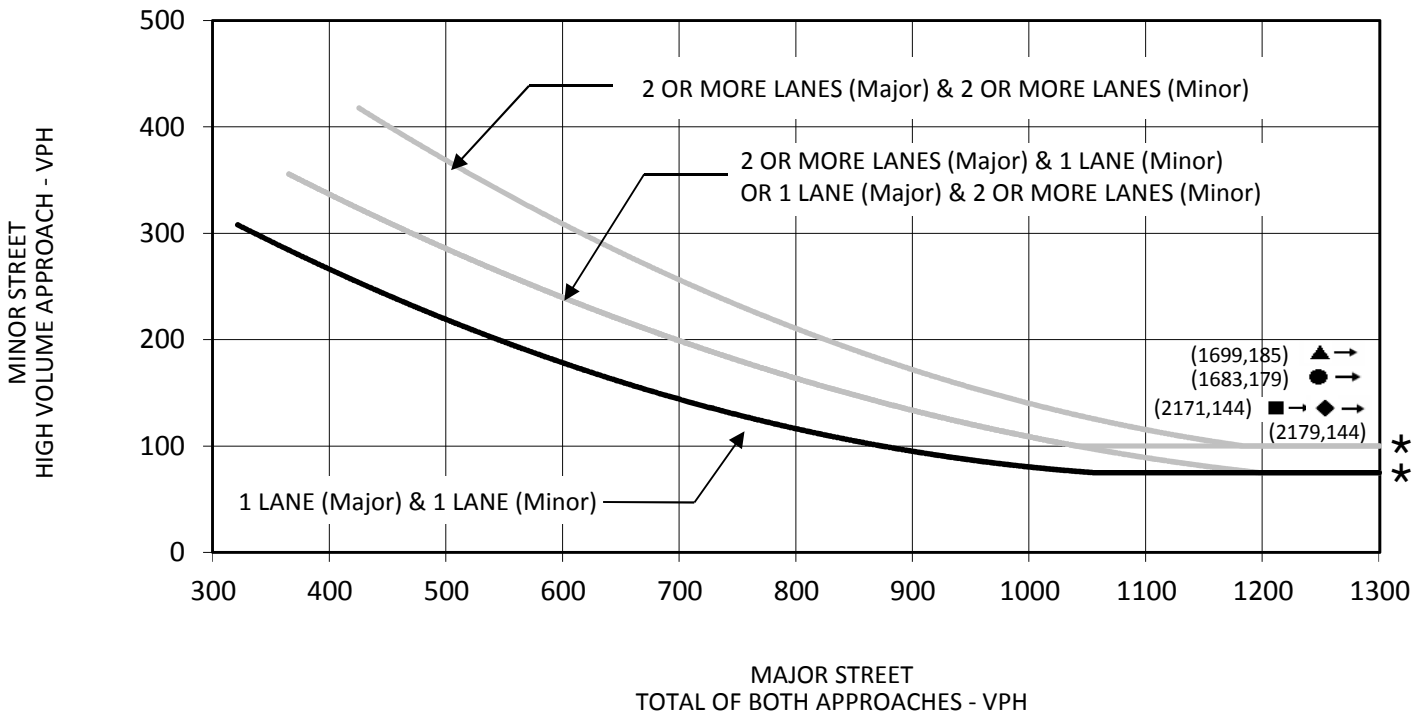
SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

Phase III Project Completion Year (2038) Conditions Peak Hour Warrant

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WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 10-5

● No Project AM Peak Hour
▲ With Project AM Peak Hour
■ No Project PM Peak Hour
◆ With Project PM Peak Hour

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

General Plan Build-out (2040) Conditions Peak Hour Warrant

R:\KSP1702_Kaiser Moreno Valley\Traffic\SW_2040_Int 50.xlsx (3/28/2019)

11.0 SITE ACCESS ANALYSIS

The City requires a site access analysis evaluating project driveways to identify LOS and queuing issues at the driveways. The purpose of this analysis is to provide recommendations that will help the driveways operate at satisfactory LOS and meet the vehicle queuing requirements. As such, a driveway analysis was conducted for all scenarios and appropriate improvements have been recommended to address circulation needs at these locations. Tables 11-A through 11-E illustrate the LOS and queues at these driveways without and with these proposed improvements.

Based on the analysis of these driveways, the following improvements are recommended for satisfactory operations at this location:

- **Project Driveway 2:** Under Phase I project completion conditions, extend the existing eastbound left-turn storage by 30 feet. Under Phase II project completion conditions, remove existing raised median on Iris Avenue for the eastbound approach, restripe eastbound approach to accommodate a second eastbound left-turn lane, and extend the dual left-turn pocket up to 375 feet. Additionally, the existing southbound left-turn lane storage needs to be extended to 200 feet (back to the existing roundabout) under Phase II project completion conditions.

Figure 11-1 is a conceptual striping plan illustrating the proposed driveway improvements. As shown in Tables 11-A through 11-E, with implementation of the proposed improvements, the driveways are forecast to operate at a satisfactory LOS and meet the queuing requirements at these locations.

11.1 LIST OF CHAPTER 11.0 FIGURES AND TABLES

- Figure 11-1: Conceptual Striping Plan with Proposed Improvements along Project Frontage
- Table 11-A: Driveway Queuing Analysis – Existing Conditions
- Table 11-B: Driveway Queuing Analysis – Phase I Project Completion Year (2023) Conditions
- Table 11-C: Driveway Queuing Analysis – Phase II Project Completion Year (2032) Conditions
- Table 11-D: Driveway Queuing Analysis – Phase III Project Completion Year (2038) Conditions
- Table 11-E: Driveway Queuing Analysis – General Plan Build-out (2040) Conditions



LSA

FIGURE 11-1

LEGEND

- Removal of Existing Median
- Proposed Striping

N

0 100 200

FEET

SOURCE: Google Earth, 2018.

R:\KSP1702_Kaiser Moreno Valley\Traffic\CAD\fig11-1_Striping.dwg (09/19/2019)

Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Conceptual Striping Plan with Proposed Improvements along Project Frontage

LSA

Table 11-A - Driveway Queuing Analysis - Existing Conditions

Intersection	Movement	Storage Length[1] (ft/ln)	With Project[2]		Storage Length[3] (ft/ln)	With Project With Improvements[2]	
			AM	PM		AM	PM
62 . Driveway 1/Iris Avenue OWSC	**SBR**	230	70	**265**	230	70	**265**
63 . Driveway 2/Iris Avenue Signal	**EBL** **SBL** **SBR**	195 110 200	**665** 110 40	**325** **265** 50	375 200 200	285 105 35	165 **235** 45
64 . Driveway 3/Iris Avenue OWSC	**SBR**	230	50	80	230	45	75

Table 11-B - Driveway Queuing Analysis - Phase I Project Completion Year (2023) Conditions

Intersection	Movement	Storage Length[1] (ft/ln)	With Project[2]		Storage Length[3] (ft/ln)	With Project With Improvements[2]	
			AM	PM		AM	PM
62 . Driveway 1/Iris Avenue OWSC	**SBR**	230	40	70	230	40	70
63 . Driveway 2/Iris Avenue Signal	**EBL** **SBL** **SBR**	195 110 200	**210** 30 15	150 80 30	225 110 200	220 35 20	160 75 25
64 . Driveway 3/Iris Avenue OWSC	**SBR**	230	45	50	230	40	55

Table 11-C - Driveway Queuing Analysis - Phase II Project Completion Year (2032) Conditions

Intersection	Movement	Storage Length[1] (ft/ln)	With Project[2]		Storage Length[3] (ft/ln)	With Project With Improvements[2]	
			AM	PM		AM	PM
62 . Driveway 1/Iris Avenue OWSC	**SBR**	230	65	205	230	65	205
63 . Driveway 2/Iris Avenue Signal	**EBL** **SBL** **SBR**	195 110 200	**470** 90 35	**255** **190** 45	375 200 200	240 80 30	140 200 45
64 . Driveway 3/Iris Avenue OWSC	**SBR**	230	50	80	230	50	85

Table 11-D - Driveway Queuing Analysis - Phase III Project Completion Year (2038) Conditions

Intersection	Movement	Storage Length[1] (ft/ln)	With Project[2]		Storage Length[3] (ft/ln)	With Project With Improvements[2]	
			AM	PM		AM	PM
62 . Driveway 1/Iris Avenue OWSC	**SBR**	230	80	**310**	230	80	**310**
63 . Driveway 2/Iris Avenue Signal	**EBL** **SBL** **SBR**	195 110 200	**795** **130** 45	**525** **320** 60	375 200 200	375 130 45	180 **315** 55
64 . Driveway 3/Iris Avenue OWSC	**SBR**	230	60	110	230	60	110

Table 11-E - Driveway Queuing Analysis - General Plan Build-out (2040) Conditions

Intersection	Movement	Storage Length[1] (ft/ln)	With Project[2]		Storage Length[3] (ft/ln)	With Project With Improvements[2]	
			AM	PM		AM	PM
62 . Driveway 1/Iris Avenue OWSC	**SBR**	230	95	**345**	230	95	**345**
63 . Driveway 2/Iris Avenue Signal	**EBL** **SBL** **SBR**	195 110 200	**795** **130** 45	**515** **320** 60	375 200 200	375 130 45	175 **315** 55
64 . Driveway 3/Iris Avenue OWSC	**SBR**	230	65	90	230	95	90

Notes:

ft/ln = feet per lane

OWSC = One-Way Stop Control

EB = Eastbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements for with project conditions obtained from Google Earth measurements.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been reported from Synchro, while queues for unsignalized intersections have been reported from SimTraffic.

[3] Storage lengths for all movements at the intersections of Driveway 3/Iris Avenue for with project with improvements conditions have been obtained from Google Earth measurements. Storage lengths for the different movements at the intersection of Driveway 2/Iris Avenue have been obtained based on the recommended improvements at the intersection.

12.0 SUMMARY AND CONCLUSIONS

The proposed Kaiser Permanente Moreno Valley Medical Center Master Plan Project will be replacing and adding onto existing uses at the current project site, which includes a 130,000 sf 100-bed hospital, along with two medical office buildings and education trailers totaling approximately 85,000 sf. The project has been proposed to be built in three phases. Under full build-out condition, the project will generate 12,921 net daily trips, with 1,056 net trips occurring during the a.m. peak hour and 1,216 net trips occurring during the p.m. peak hour.

12.1 EXISTING CONDITIONS SUMMARY

Based on the significance criteria as discussed in the Significance Threshold section of this report, under existing conditions, a significant project impact occurs at seven intersections and three roadway segments, while a significant direct impact occurs at two segments. With the implementation of the improvements listed in Chapter 9.0 of this report, some of the intersections and roadway segments are forecast to operate at a satisfactory LOS, while the impacts at other intersections and roadway segments cannot be mitigated due to right-of-way constraints.

12.2 PHASE I PROJECT COMPLETION YEAR (2023) CONDITIONS SUMMARY

Based on the significance criteria as discussed in the Significance Threshold section of this report, under Phase I project completion conditions, a cumulative project impact occurs at 13 intersections and six roadway segments. With the implementation of the improvements listed in Chapter 9.0 of this report, some of the intersections and roadway segments are forecast to operate at a satisfactory LOS, while the impacts at other intersections and roadway segments cannot be mitigated due to right-of-way constraints.

12.3 PHASE II PROJECT COMPLETION YEAR (2032) CONDITIONS SUMMARY

Based on the significance criteria as discussed in the Significance Threshold section of this report, under Phase II project completion conditions, a cumulative project impact occurs at 22 intersections and 19 roadway segments. With the implementation of the improvements listed in Chapter 9.0 of this report, some of the intersections and roadway segments are forecast to operate at a satisfactory LOS, while the impacts at other intersections and roadway segments cannot be mitigated due to right-of-way constraints.

12.4 PHASE III PROJECT COMPLETION YEAR (2038) CONDITIONS SUMMARY

Based on the significance criteria as discussed in the Significance Threshold section of this report, under Phase III project completion conditions, a cumulative project impact occurs at 30 intersections and 32 roadway segments. With the implementation of the improvements listed in Chapter 9.0 of this report, some of the intersections and roadway segments are forecast to operate at a satisfactory LOS, while the impacts at other intersections and roadway segments cannot be mitigated due to right-of-way constraints.

12.5 GENERAL PLAN BUILD-OUT (2040) CONDITIONS SUMMARY

Based on the significance criteria as discussed in the Significance Threshold section of this report, under General Plan build-out conditions, a cumulative project impact occurs at 31 intersections and 35 roadway segments. With the implementation of the improvements listed in Chapter 9.0 of this report, some of the intersections and roadway segments are forecast to operate at a satisfactory LOS, while the impacts at other intersections and roadway segments cannot be mitigated due to right-of-way constraints.

12.6 SITE ACCESS ANALYSIS

Based on the analysis of the project driveways, the following improvements are recommended for satisfactory operations at this location:

- **Project Driveway 2:** Under Phase I project completion conditions, extend the existing eastbound left-turn storage by 30 feet. Under Phase II project completion conditions, remove existing raised median on Iris Avenue for the eastbound approach, restripe eastbound approach to accommodate a second eastbound left-turn lane, and extend the dual left-turn pocket up to 375 feet. Additionally, the existing southbound left-turn lane storage needs to be extended to 200 feet (back to the existing roundabout) under Phase II project completion conditions.

APPENDIX A:

SCOPING AGREEMENT

CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

Date: December 20, 2018

Subject: Kaiser Permanente Moreno Valley Medical Center Master Plan Project Traffic Impact Analysis Scoping Agreement Letter

This letter acknowledges the City of Moreno Valley Transportation Engineering Division requirements for the traffic impact analysis of the following project:

Case No.	To Be Assigned
Project Name:	Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Project Address:	27300 Iris Avenue, Moreno Valley, CA 92555
Project Description:	Medical Office and Hospital Expansion

	Consultant	Developer
Name:	LSA Associates, Inc. Attn: Ambarish Mukherjee	Kaiser Foundation Hospitals Attn: Skyler Denniston
Address:	1500 Iowa Avenue, Suite 200 Riverside, CA 92507	393 E. Walnut Street, 4th Floor Pasadena, CA 91188
Telephone:	(951) 781-9310	(626) 405-6333

I. BACKGROUND

LSA will be preparing a traffic impact analysis (TIA) for the proposed Kaiser Permanente Moreno Valley Medical Center Master Plan Project (project) to be located east of Interstate 215 (I-215) and south of State Route 60 (SR-60) at 27300 Iris Avenue, Moreno Valley, CA 92555. Figure 1 illustrates the regional and project location (All figures and tables attached). The current project site includes a 130,000 square-foot (SF) 100-bed hospital, along with two medical office buildings and education trailers totaling approximately 85,000 SF. The project will be replacing and adding onto existing uses and is anticipated to be built in three (3) phases. The proposed project will consist of expansion of the current site as illustrated in the following table:

Phase	Medical Office Building	Hospital (D&T Expansion, Patient Towers and ED)	Ancillary Uses
Existing	10,500 SF (IRIS MOB 1 and Education Trailers) 74,500 SF (MOB 2)	130,000 SF (Hospital)	
Phase I	10,500 SF (Demolition of IRIS MOB 1 and Education Trailers)	95,000 SF (D&T Expansion)	22,000 (CUP - Energy Center)
Phase II	65,000 SF (MOB 3)	380,000 SF (D&T Expansion, Patient Towers North & East)	8,000 (CUP - Energy Center)
Phase III	95,000 SF (MOB 4)	375,000 SF (D&T Expansion, Patient Towers South & West, ED) 130,000 SF (Demolition of Existing Hospital)	
Total	**149,500 SF**	**720,000 SF**	**30,000 SF**
Net Total	**899,500 SF**		

Phase I of the project is planned for completion in Year 2023 (typical 5 years from existing per discussion with City of Moreno Valley staff). Phase II of the project is planned for completion in Year 2032. Phase III of the project is planned for completion in Year 2038. Figures 2, 3, and 4 illustrate the conceptual site plan per each phase of the proposed project, respectively.

As shown in the site plans, access to the project would be provided via the three existing driveways along Iris Avenue. Because of an existing median on Iris Avenue, the furthest west driveway would operate as right-in/right-out (RIRO) only. Phase I of the project will modify the existing landscaped median at the furthest east driveway so that it operates as a right-in/right-out (RIRO) driveway. The existing signalized driveway will continue to operate as a full access driveway for the project. Based on comments from the City, the project applicant can also coordinate with the adjacent property owner(s) to obtain reciprocal access agreement for an additional project access to Oliver Street. For purposes of this analysis, no access has been considered to Oliver Street from the project.

The traffic study shall follow the City of Moreno Valley's (City) *Transportation Engineering Division Traffic Impact Analysis Preparation Guidelines,* dated August 2007, for preparation of TIAs. Based on these guidelines the following scope of work is being proposed for the preparation of this TIA.

II. SITE TRIP GENERATION FORECAST

A. The trip generation for the existing land use and the proposed project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition) for Land Use 610 – "Hospital", and Land Use 720 – "Medical-Dental Office Building."

B. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m.

C. The p.m. peak hour is defined as the one hour of highest traffic volume occurring between 4:00 and 6:00 p.m.

D. Intersections and roadway segments within Moreno Valley have an acceptable Level of Service (LOS) standard "C" or "D" based upon the current city policy. (Use Highway Capacity Manual 6 (HCM 6) operations procedures; parameters per County of Riverside Traffic Impact Analysis Guidelines for intersections and LOS for roadway segments based on the City's General Plan Circulation Element roadway capacity.)

Trip Generation Rates[1]

Medical-Dental Office Building (per TSF)	Daily: 34.800	AM: 2.780	PM: 3.460
Hospital (per TSF)	Daily: 10.720	AM: 0.890	PM: 0.970
Energy Center (per TSF)	Daily: 0.000	AM: 0.000	PM: 0.000
Internal Trip Allowance:	Yes: _____	No: X	Percentage: _____%
Pass-by Trip Allowance:	Yes: _____	No: X	Percentage: _____%

[1] Institute of Transportation Engineers (ITE) *Trip Generation* Manual (10th Edition).

Table A shows the net new project trips for the proposed project. As shown in Table A, the project is anticipated to generate 12,921 net new daily trips with 1,056 net new trips occurring during the a.m. peak hour and 1,216 net new trips occurring during the p.m. peak hour.

III. PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution was developed using the select zone model run obtained from the Moreno Valley Traffic Model (MVTM). Attached Appendix A illustrates the select zone model plot for the proposed project.

Based on the City's TIA Guidelines, the TIA is required to analyze all intersections of Collector or higher classification streets where the project will contribute 50 or more peak hour trips or locations

identified for analysis by City staff. The study area intersections have been identified based on these criteria. Figure 5 illustrates the study area intersections. Figures 6A and 6B illustrate the project trip distribution. Figure 7 illustrates the regional project trip distribution. Figures 8A and 8B, 9A and 9B, 10A and 10B, 11A, and 11B illustrate the existing, Phase I, Phase II, and Phase III and General Plan Build-out project trip assignments, respectively.

Regional Distribution

N: 48% **S:** 3% **E:** 22% **W:** 27%

IV.STUDY OF HORIZON YEARS

The TIA will be prepared to satisfy the requirements established by the TIA Guidelines, as well as the requirements for the disclosure of potential impacts and mitigation measures pursuant to the California Environmental Quality Act (CEQA). Based on the TIA Guidelines, the TIA will address existing traffic conditions, future traffic forecasts, project-related impacts and mitigations under the following scenarios:

A. Existing Traffic Conditions;
B. Existing plus Project Traffic Conditions (Project Buildout);
C. Phase I Project Completion Year (2023) without Project Conditions;
D. Phase I Project Completion Year (2023) with Project Conditions;
E. Phase II Project Completion Year (2032) without Project Conditions;
F. Phase II Project Completion Year (2032) with Project Conditions;
G. Phase III Project Completion Year (2038) without Project Conditions;
H. Phase III Project Completion Year (2038) with Project Conditions (Project Buildout);
I. General Plan Build-out without Project Conditions; and
J. General Plan Build-out with Project Conditions (Project Buildout).

Volume Development

Traffic volumes for existing conditions will be developed by collecting existing traffic counts at study intersections and roadway segments and converted to Passenger Car Equivalents (PCEs) using the regionally accepted PCE conversion factors.

General Plan Build-out conditions traffic volumes will be developed using forecast volumes obtained from MVTM and by applying the National Cooperative Highway Research Program (NCHRP) post-processing methodologies. Based on discussion with City staff, Phase I, Phase II, and Phase III traffic volumes will be developed by interpolating the forecast volume growth from MVTM and added to the existing traffic volumes. LSA will ensure that all major cumulative projects are included in the

future year scenario of MVTM prior to interpolating volumes to develop volumes for intermediate phases.

Existing, Opening Year (Phases I, II, and III), and General Plan Build-out with project traffic volumes will be developed by adding project traffic volumes to the corresponding without project scenarios.

V.SPECIFIC PROJECT ISSUES TO BE ANALYZED

A. The traffic study will address the adequacy of site access and identify specific near-term and long-term circulation improvements required to maintain acceptable peak hour and daily levels of service (LOS).

B. The TIA will identify project significant impacts based on the following significance thresholds:

- Moreno Valley - Based on City's TIA guidelines, a significant impact occurs if a project causes any intersection or roadway segment to operate above its LOS threshold of "C" or "D" (depending on location).
- Perris - Based on the City of Perris General Plan, a significant impact occurs when the intersection or roadway segment LOS exceeds their respective minimum LOS threshold. The City of Perris adopted a minimum LOS standard of "D" for both intersections and roadway segments.
- Caltrans - All freeway ramp intersections are under the jurisdiction of Caltrans, which considers acceptable level of service to be between "C" and "D" for all intersections under its jurisdiction. Therefore, all signalized intersections under Caltrans jurisdiction must operate with a weighted average delay of 45 seconds or less (30 seconds for unsignalized ramps). A project significant impact occurs when the proposed project causes the intersection delay to fall below 45 seconds and intersections are required to be mitigated to acceptable standards.

C. The traffic study shall address the project traffic impacts at all study intersections and roadway segments listed in Section VI of this scoping letter. Peak-hour traffic signal warrants shall be evaluated for all intersections that are not currently signalized.

- Mitigation measures will be recommended at locations operating at an unsatisfactory LOS or where the project causes significant impacts. Mitigation measures may include intersection turn lanes, signalization, and segment lane additions. The LOS with mitigation will be calculated and summarized, along with a comparison of the LOS without mitigation. At project driveways and study intersections adjacent to the project, mitigation measures will be recommended to address both intersection LOS and queues. For remaining study intersections, queuing analysis will be provided for disclosure purposes only. Mitigation measures at these locations will only address intersection LOS. Synchro LOS and queueing analysis will be included in the Appendix of the study.

VI.FACILITIES TO BE STUDIED

Study Area Intersections

Based on the TIA Guidelines, the TIA is required to analyze all intersections of Collector or higher classification streets where the project will contribute 50 or more peak hour trips or intersections identified by City staff for analysis. Based on the guidelines, an operational analysis of the following intersections is proposed during the a.m. and p.m. peak hours.

LSA proposes to include the following intersections:

1. I-215 Southbound Ramps/Alessandro Boulevard (Caltrans);
2. I-215 Northbound Ramps/Alessandro Boulevard (Caltrans);
3. I-215 Southbound Ramps/Cactus Avenue (Caltrans);
4. I-215 Northbound Ramps/Cactus Avenue (Caltrans);
5. I-215 Northbound Ramps – Old 215 Frontage Road/Cactus Avenue (Caltrans);
6. Day Street/Alessandro Boulevard (Moreno Valley);
7. Elsworth Street/Alessandro Boulevard (Moreno Valley);
8. Elsworth Street/Cactus Avenue (Moreno Valley);
9. Frederick Street/Alessandro Boulevard (Moreno Valley);
10. Frederick Street/Cactus Avenue (Moreno Valley);
11. Graham Street/Alessandro Boulevard (Moreno Valley);
12. Graham Street/Cactus Avenue (Moreno Valley);
13. Heacock Street/Alessandro Boulevard (Moreno Valley);
14. Heacock Street/Cactus Avenue (Moreno Valley);
15. Heacock Street/Iris Avenue (Moreno Valley);
16. Indian Street/Alessandro Boulevard (Moreno Valley);
17. Indian Street/Cactus Avenue (Moreno Valley);
18. Indian Street/Iris Avenue(Moreno Valley);
19. Perris Boulevard/Alessandro Boulevard (Moreno Valley);
20. Perris Boulevard/Cactus Avenue (Moreno Valley);
21. Perris Boulevard/Iris Avenue (Moreno Valley);
22. Perris Boulevard/Krameria Avenue (Moreno Valley);
23. Perris Boulevard/San Michele Road (Moreno Valley);
24. Perris Boulevard/Nandina Avenue (Moreno Valley);

25. Perris Boulevard/Harley Knox Boulevard (Perris);
26. Kitching Street/Alessandro Boulevard (Moreno Valley);
27. Kitching Street/Cactus Avenue (Moreno Valley);
28. Kitching Street/Iris Avenue (Moreno Valley);
29. Lasselle Street/Alessandro Boulevard (Moreno Valley);
30. Lasselle Street/Cactus Avenue (Moreno Valley);
31. Lasselle Street/John F Kennedy Drive (Moreno Valley);
32. Lasselle Street/Iris Avenue (Moreno Valley);
33. Lasselle Street/Krameria Avenue (Moreno Valley);
34. Lasselle Street/Via Xavier Lane (Moreno Valley);
35. Lasselle Street/Rojo Tierra (Moreno Valley);
36. Lasselle Street/Cremello Way – Avenida De Plata (Moreno Valley);
37. Lasselle Street/Avenida Classica – Kentucky Derby Drive (Moreno Valley);
38. Lasselle Street/Via De Anza – Rancho Verde High School (Moreno Valley);
39. Evans Road/Ramona Expressway (Perris);
40. Camino Flores/Iris Avenue (Moreno Valley);
41. Coachlight Court – Avenida De Circo/Iris Avenue (Moreno Valley);
42. Grande Vista Drive/Iris Avenue (Moreno Valley);
43. Nason Street/Elder Avenue – SR-60 Westbound Ramps (Caltrans);
44. Nason Street/SR-60 Eastbound Ramps (Caltrans);
45. Nason Street/Eucalyptus Avenue (Moreno Valley);
46. Nason Street/Cottonwood Avenue (Moreno Valley);
47. Nason Street/Alessandro Boulevard (Moreno Valley);
48. Nason Street/Cactus Avenue (Moreno Valley);
49. Nason Street – Hillrose Lane/Iris Avenue (Moreno Valley);
50. Oliver Street/Alessandro Boulevard (Moreno Valley);
51. Oliver Street/Cactus Avenue (Moreno Valley);
52. Oliver Street/John F Kennedy Drive (Moreno Valley);
53. Oliver Street/Iris Avenue (Moreno Valley);
54. Via Del Lago/Iris Avenue – Moreno Beach Drive (Moreno Valley);

55. Moreno Beach Drive/SR-60 Westbound Ramps (Caltrans);
56. Moreno Beach Drive/SR-60 Eastbound Ramps (Caltrans);
57. Moreno Beach Drive/Eucalyptus Avenue (Moreno Valley);
58. Moreno Beach Drive/Cottonwood Avenue (Moreno Valley);
59. Moreno Beach Drive/Alessandro Boulevard (Moreno Valley);
60. Moreno Beach Drive/Cactus Avenue (Moreno Valley);
61. Moreno Beach Drive/John F Kennedy Drive (Moreno Valley);
62. Driveway 1/Iris Avenue (Moreno Valley);
63. Driveway 2/Iris Avenue (Moreno Valley); and
64. Driveway 3/Iris Avenue (Moreno Valley).

All study intersections will be analyzed during the a.m. and p.m. peak hours. Levels of service for all analysis intersections will be based on the Highway Capacity Manual (6 for signalized and unsignalized intersections, using Synchro 10 software. Previously referenced Figure 5 illustrates the study area intersections.

Roadway Segments

Based on discussion with City staff, LSA will analyze the following roadway segments:

Perris Boulevard

1. between Iris Avenue and Krameria Avenue (Moreno Valley);
2. between Krameria Avenue and San Michele Road (Moreno Valley);
3. between San Michele Road and Nandina Avenue (Moreno Valley);
4. between Nandina Avenue and Harley Knox Boulevard (Moreno Valley/Perris);

Lasselle Street

5. between John F Kennedy Drive and Iris Avenue (Moreno Valley);
6. between Iris Avenue and Krameria Avenue (Moreno Valley);
7. between Krameria Avenue and Via Xavier Lane (Moreno Valley);
8. between Via Xavier Lane and Rojo Tierra (Moreno Valley);
9. between Rojo Tierra and Cremello Way (Moreno Valley);
10. between Cremello Way and Kentucky Derby Drive (Moreno Valley);
11. between Kentucky Derby Drive and Via De Anza (Moreno Valley); and

12. Lasselle Street-Evans Road, between Via De Anza and Ramona Expressway (Moreno Valley/Perris);

Nason Street

13. between SR-60 Eastbound Ramps and Eucalyptus Avenue (Moreno Valley);
14. between Eucalyptus Avenue and Cottonwood Avenue (Moreno Valley);
15. between Cottonwood Avenue and Alessandro Boulevard (Moreno Valley);
16. between Alessandro Boulevard and Cactus Avenue (Moreno Valley);
17. between Cactus Avenue and Iris Avenue (Moreno Valley);

Oliver Street

18. between Alessandro Boulevard and Cactus Avenue (Moreno Valley);
19. between Cactus Avenue and John F Kennedy Drive (Moreno Valley);
20. between John F Kennedy Drive and Iris Avenue (Moreno Valley);

Moreno Beach Drive

21. between SR-60 Eastbound Ramps and Eucalyptus Avenue (Moreno Valley);
22. between Eucalyptus Avenue and Cottonwood Avenue (Moreno Valley);
23. between Cottonwood Avenue and Alessandro Boulevard (Moreno Valley);
24. between Alessandro Boulevard and Cactus Avenue (Moreno Valley);
25. between Cactus Avenue and John F Kennedy Drive (Moreno Valley);
26. between John F Kennedy Drive and Via Del Lago (Moreno Valley);

Alessandro Boulevard

27. between I-215 Northbound Ramps – Day Street (Moreno Valley);
28. between Day Street and Elsworth Street (Moreno Valley);
29. between Elsworth Street and Frederick Street (Moreno Valley);
30. between Frederick Street and Graham Street (Moreno Valley);
31. between Graham Street and Heacock Street (Moreno Valley);
32. between Heacock Street and Indian Street (Moreno Valley);
33. between Indian Street and Perris Boulevard (Moreno Valley);

34. between Perris Boulevard and Kitching Street (Moreno Valley);
35. between Kitching Street and Lasselle Street (Moreno Valley);
36. between Lasselle Street and Nason Street (Moreno Valley);
37. between Nason Street and Moreno Beach Drive (Moreno Valley);

Cactus Avenue

38. between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street (Moreno Valley);
39. between Elsworth Street and Frederick Street (Moreno Valley);
40. between Frederick Street and Graham Street (Moreno Valley);
41. between Graham Street and Heacock Street (Moreno Valley);
42. between Heacock Street and Indian Street (Moreno Valley);
43. between Indian Street and Perris Boulevard (Moreno Valley);
44. between Perris Boulevard and Kitching Street (Moreno Valley);
45. between Kitching Street and Lasselle Street (Moreno Valley);
46. between Lasselle Street and Nason Street (Moreno Valley);

John F Kennedy Drive

47. between Oliver Street and Moreno Beach Drive (Moreno Valley);

Iris Avenue

48. between Heacock Street and Indian Street (Moreno Valley);
49. between Indian Street and Perris Boulevard (Moreno Valley);
50. between Perris Boulevard and Kitching Street (Moreno Valley);
51. between Kitching Street and Lasselle Street (Moreno Valley);
52. between Lasselle Street and Camino Flores (Moreno Valley);
53. between Camino Flores and Avenida De Circo (Moreno Valley);
54. between Avenida De Circo and Grande Vista Drive (Moreno Valley);
55. between Grande Vista Drive and Nason Street – Hillrose Lane (Moreno Valley);
56. between Nason Street – Hillrose Lane and Driveway 1 (Moreno Valley);
57. between Driveway 1 and Driveway 2 (Moreno Valley);
58. between Driveway 2 and Driveway 3 (Moreno Valley);

59. between Driveway 3 and Oliver Street (Moreno Valley); and

60. between Oliver Street and Via Del Lago (Moreno Valley).

VII. DELIVERABLES

A. Draft TIA (2 hard copies and PDF)

B. Final TIA (4 hard copies and PDF)

A signed copy of this Scoping Agreement will be included in the submitted draft and final traffic studies. The 1st submittal of the draft traffic study will be delivered with a review fee of $3,118 to the Permit Technician, Land Development Division – Moreno Valley City Hall, 14177 Frederick Street, Moreno Valley, CA 92552. Please contact the Land Development Division at 951-413-3110 prior to the delivery of the traffic study. If you have any questions regarding this Scoping Agreement, please contact Eric Lewis at (951) 413-3140.

Recommended by:

A. Mukherjee

Ambarish Mukherjee, AICP, P.E.
Associate
LSA Associates, Inc.

Approved By:

Eric Lewis, P.E., T.E.
City Traffic Engineer

Attachments

Table A: Project Trip Generation
Figure 1: Regional and Project Location
Figure 2: Phase I Completion Site Plan
Figure 3: Phase II Completion Site Plan
Figure 4: Phase III Completion Site Plan
Figure 5: Study Area Intersections
Figure 6A: Project Trip Distribution (Int. 1-32)
Figure 6B: Project Trip Distribution (Int. 33-64)
Figure 7: Regional Distribution
Figure 8A: Existing Project Trip Assignment (Int. 1-32)
Figure 8B: Existing Project Trip Assignment (Int. 33-64)
Figure 9A: Phase I Project Trip Assignment (Int. 1-32)
Figure 9B: Phase I Project Trip Assignment (Int. 33-64)
Figure 10A: Phase II Project Trip Assignment (Int. 1-32)

Figure 10B: Phase II Project Trip Assignment (Int. 33-64)
Figure 11A: Phase III and General Plan Build-out Project Trip Assignment (Int. 1-32)
Figure 11B: Phase III and General Plan Build-out Project Trip Assignment (Int. 33-64)
Appendix A: Moreno Valley Traffic Model – Kaiser Expansion Select Zone Distribution

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Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Existing								
Iris Medical Office Building 1 and Education Trailers	10.50 TSF							
Trips/Unit[1]		2.17	0.61	2.78	0.97	2.49	3.46	34.80
Trip Generation		23	6	29	10	26	36	365
Medical Office Building 2	74.50 TSF							
Trips/Unit[1]		2.17	0.61	2.78	0.97	2.49	3.46	34.80
Trip Generation		162	46	208	72	186	258	2,593
Hospital	130.00 TSF							
Trips/Unit[2]		0.61	0.28	0.89	0.31	0.66	0.97	10.72
Trip Generation		79	37	116	40	86	126	1,394
Existing Net Trip Generation		264	89	353	122	298	420	4,352
Phase I - Year 2023								
D & T Expansion	95.00 TSF							
Trips/Unit[2]		0.61	0.28	0.89	0.31	0.66	0.97	10.72
Trip Generation		57	27	84	29	63	92	1,018
CUP Expansion (Energy Center)	22.00 TSF							
Trips/Unit[3]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Trip Generation		**0**	**0**	**0**	**0**	**0**	**0**	**0**
Iris Medical Office Building 1 and Education Trailers	-10.50 TSF							
Trips/Unit[1]		2.17	0.61	2.78	0.97	2.49	3.46	34.80
Trip Generation		(23)	(6)	(29)	(10)	(26)	(36)	(365)
Phase I Net Trip Generation		34	21	55	19	37	56	653

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Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Phase II - Year 2032								
Patient Bed Towers (North and East) and D & T Expansion	380.00 TSF							
Trips/Unit[2]		0.61	0.28	0.89	0.31	0.66	0.97	10.72
Trip Generation		230	108	338	118	251	369	4,074
Medical Office Building 3	65.00 TSF							
Trips/Unit[1]		2.17	0.61	2.78	0.97	2.49	3.46	34.80
Trip Generation		141	40	181	63	162	225	2,262
CUP Expansion (Energy Center)	8.00 TSF							
Trips/Unit[3]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Trip Generation		**0**	**0**	**0**	**0**	**0**	**0**	**0**
Phase II Net Trip Generation		371	148	519	181	413	594	6,336
Phases I+II Net Trip Generation		405	169	574	200	450	650	6,989
Phase III - Year 2038								
Patient Bed Towers (South and West), D & T Expansion, and ED	375.00 TSF							
Trips/Unit[2]		0.61	0.28	0.89	0.31	0.66	0.97	10.72
Trip Generation		227	107	334	116	247	363	4,020
Medical Office Building 4	95.00 TSF							
Trips/Unit[1]		2.17	0.61	2.78	0.97	2.49	3.46	34.80
Trip Generation		206	58	264	92	237	329	3,306
Existing Hospital	-130.00 TSF							
Trips/Unit[2]		0.61	0.28	0.89	0.31	0.66	0.97	10.72
Trip Generation		(79)	(37)	(116)	(40)	(86)	(126)	(1,394)
Phase III Net Trip Generation		354	128	482	168	398	566	5,932
Phases I+II+III Net Trip Generation		759	297	1,056	368	848	1,216	12,921

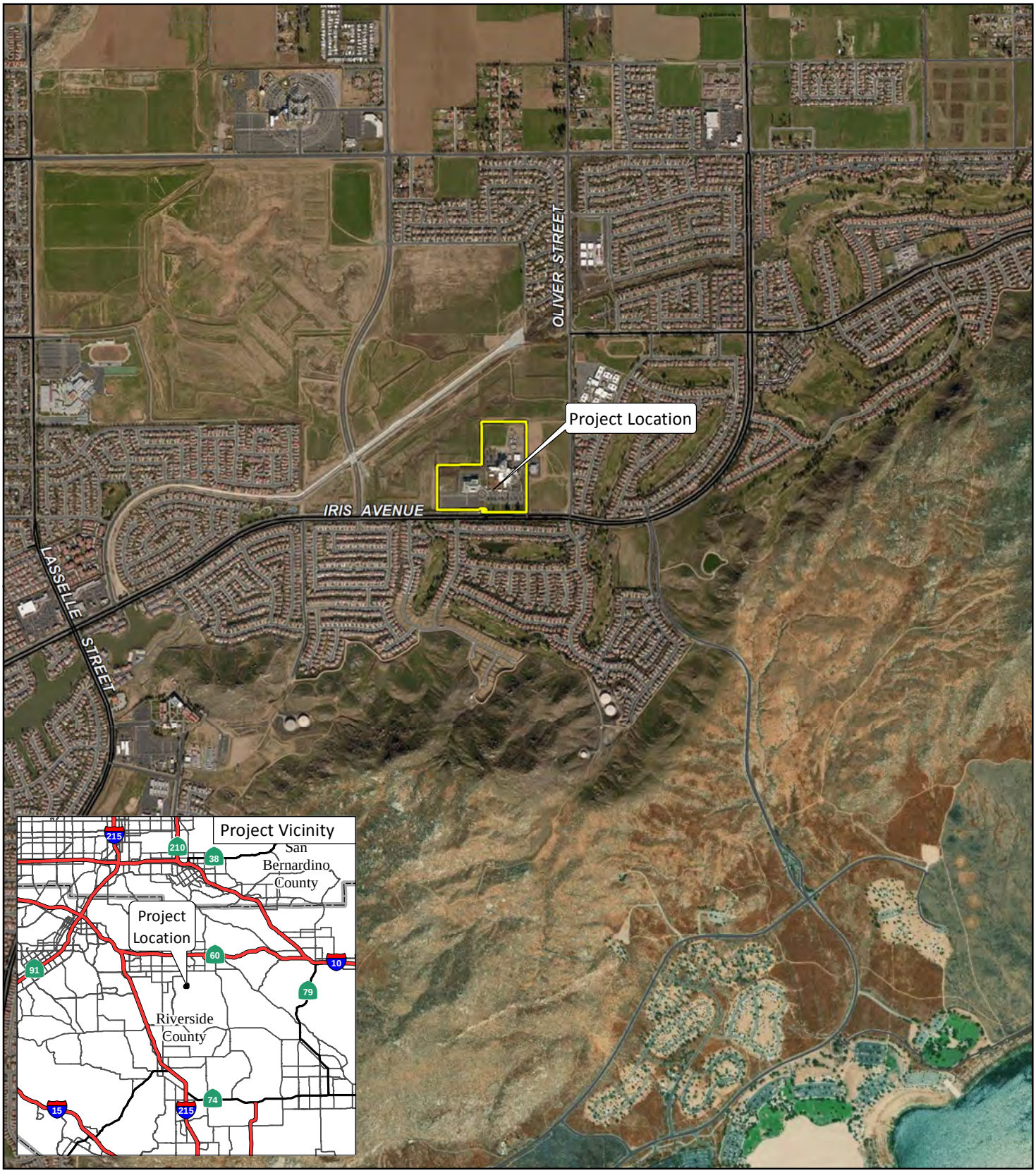
Notes:

TSF = Thousand Square Feet; D & T = Diagnostic & Treatment; ED = Emergency Department

[1] Rates based on Land Use 720 - "Medical-Dental Office Building" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, Setting/Location - "General Urban/Suburban."

[2] Rates based on Land Use 610 - "Hospital" from ITE *Trip Generation Manual*, 10th Edition, Setting/Location - "General Urban/Suburban."

[3] It is anticipated that the Energy Center will not generate any trips.



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FIGURE 1

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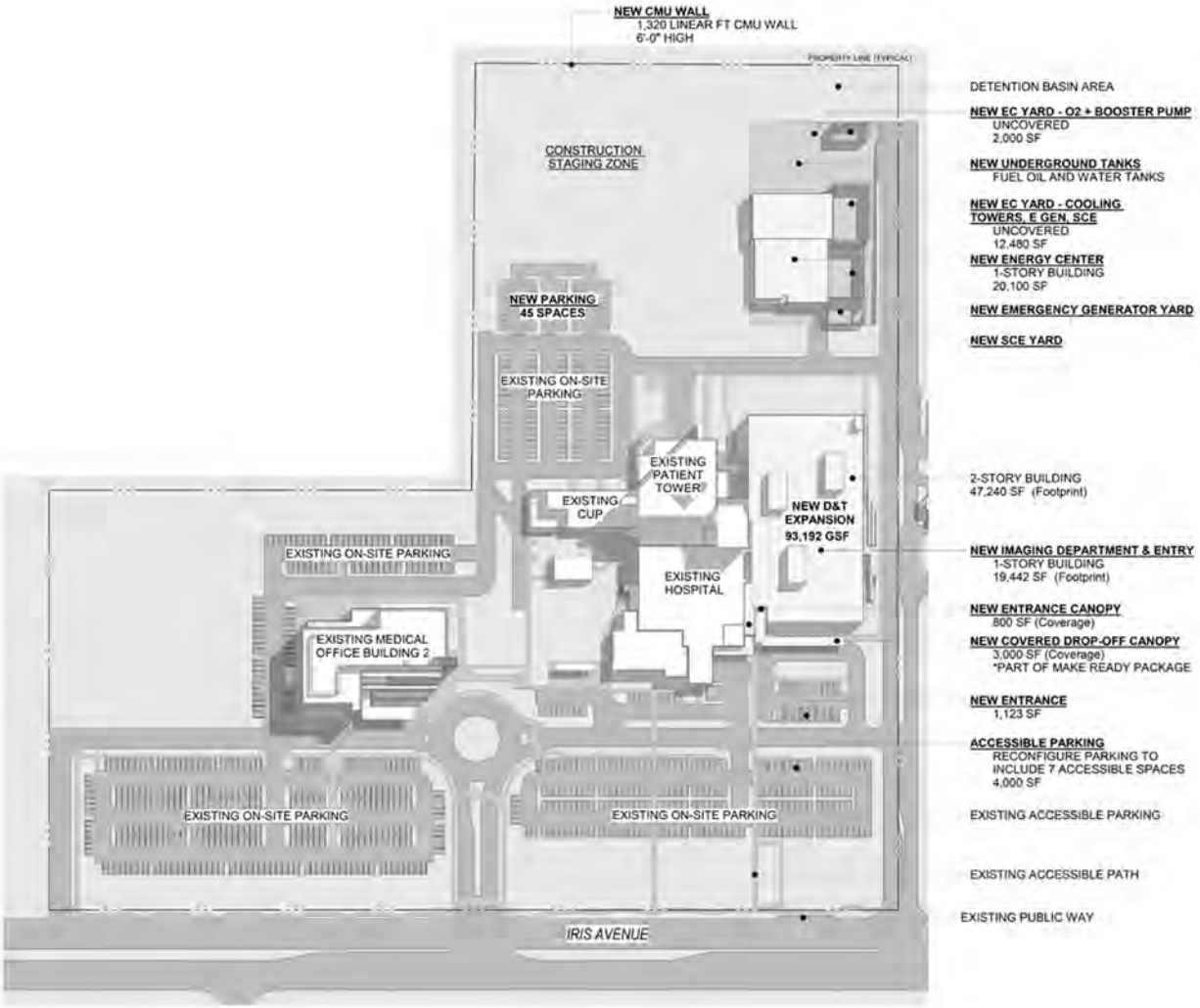
FEET

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Regional and Project Location

SOURCE:Bing Aerial, 2015; ESRI Streetmap, 2013/Riverside County, 2015.

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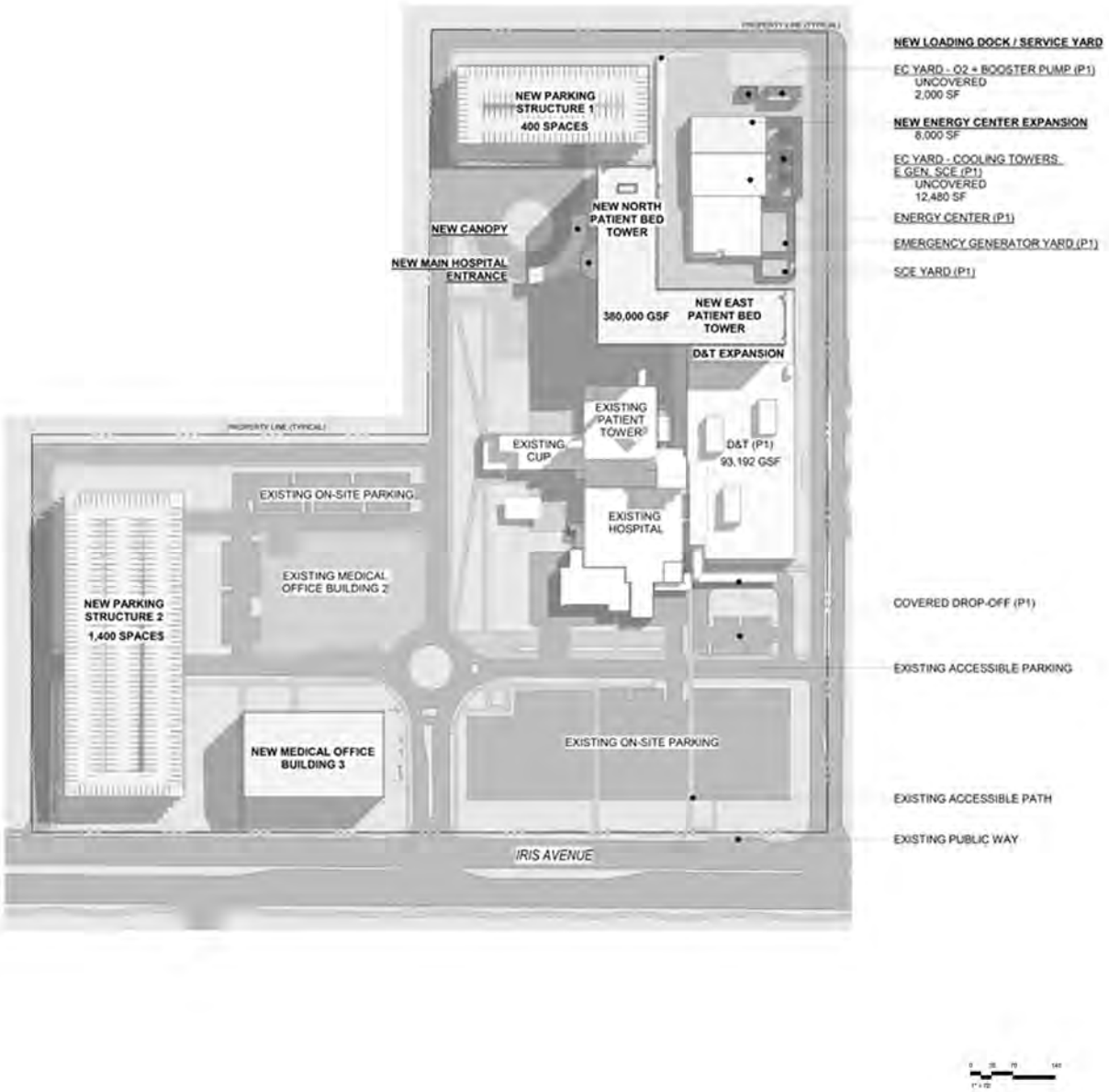
FIGURE 2

N

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase I Completion Site Plan

SOURCE: CO Architects, 2018
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FIGURE 3

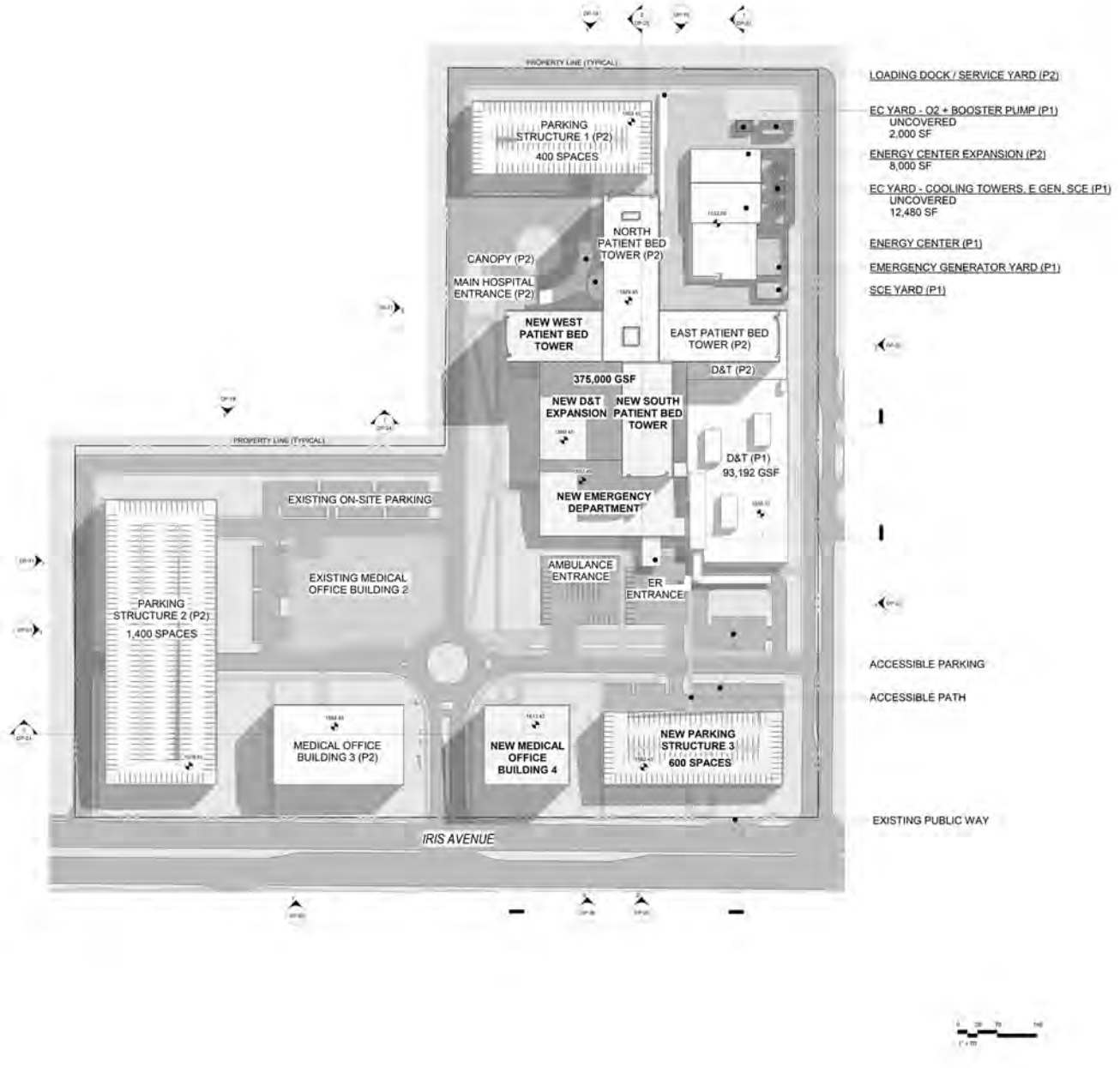
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Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase II Completion Site Plan

SOURCE: CO Architects, 2018

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FIGURE 4

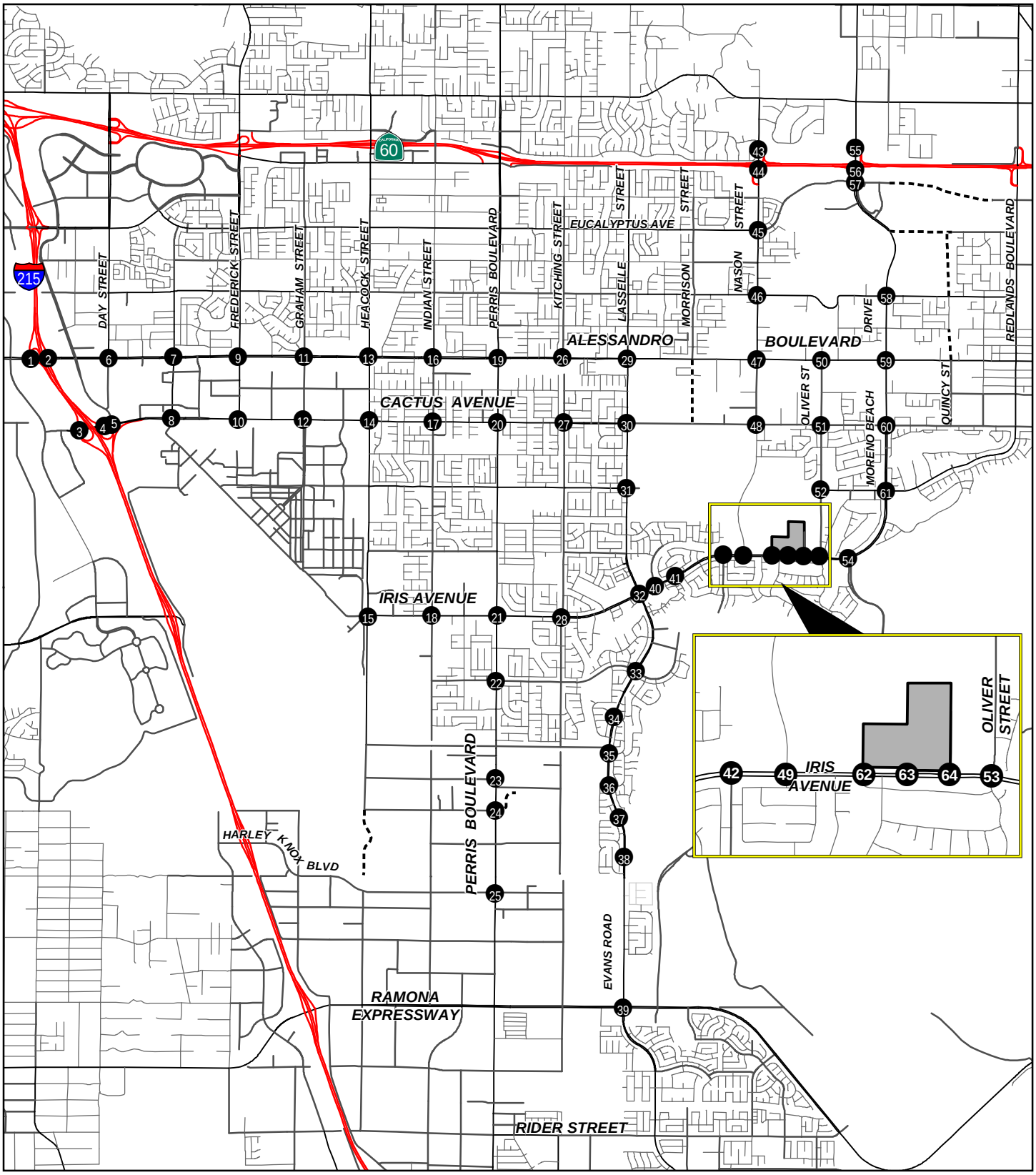
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Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Phase III Completion Site Plan

SOURCE: CO Architects, 2018

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LSA

Legend

- Project Location
- Study Area Interesections
- Future Roads

N

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Feet

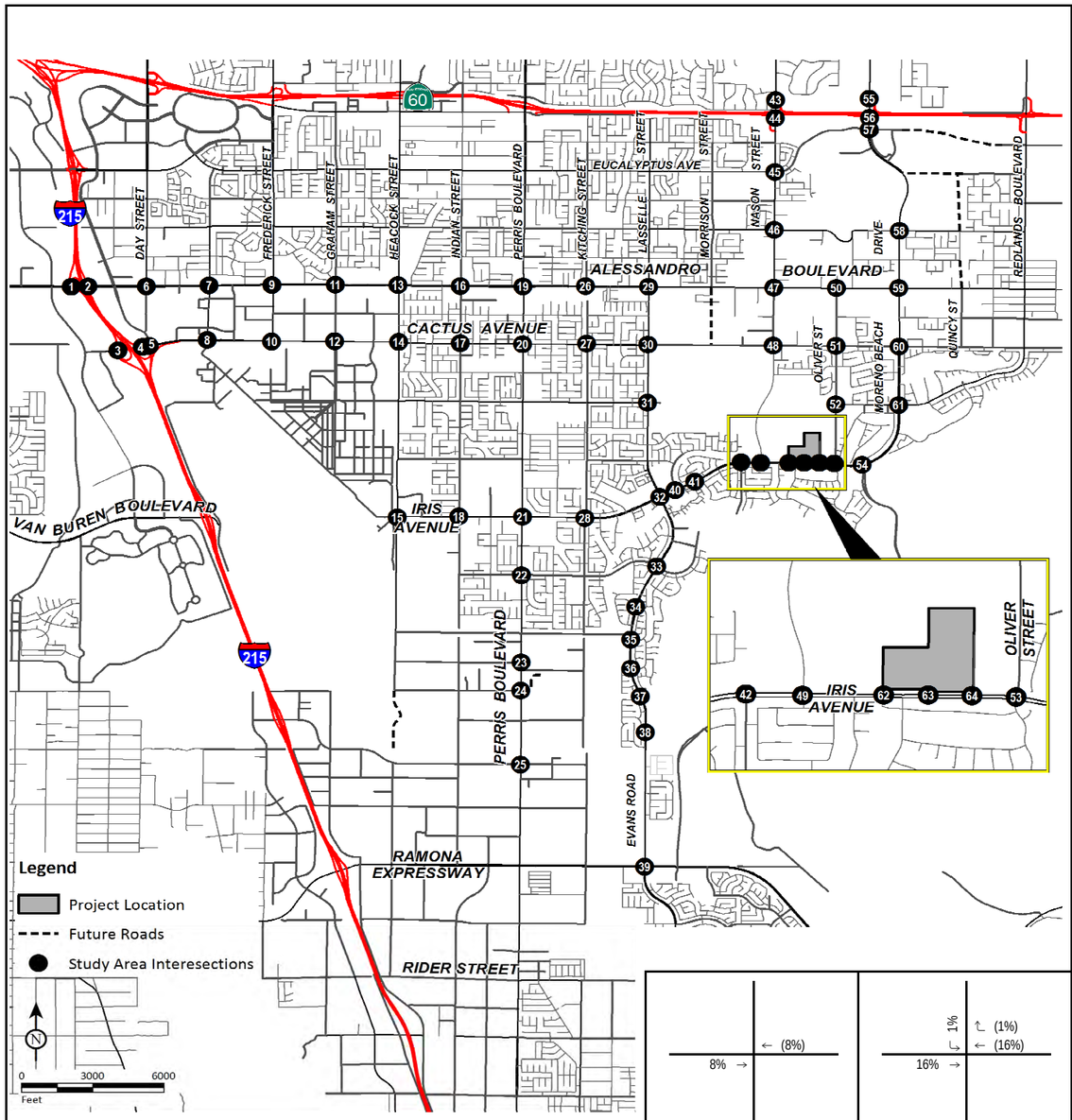
FIGURE 5

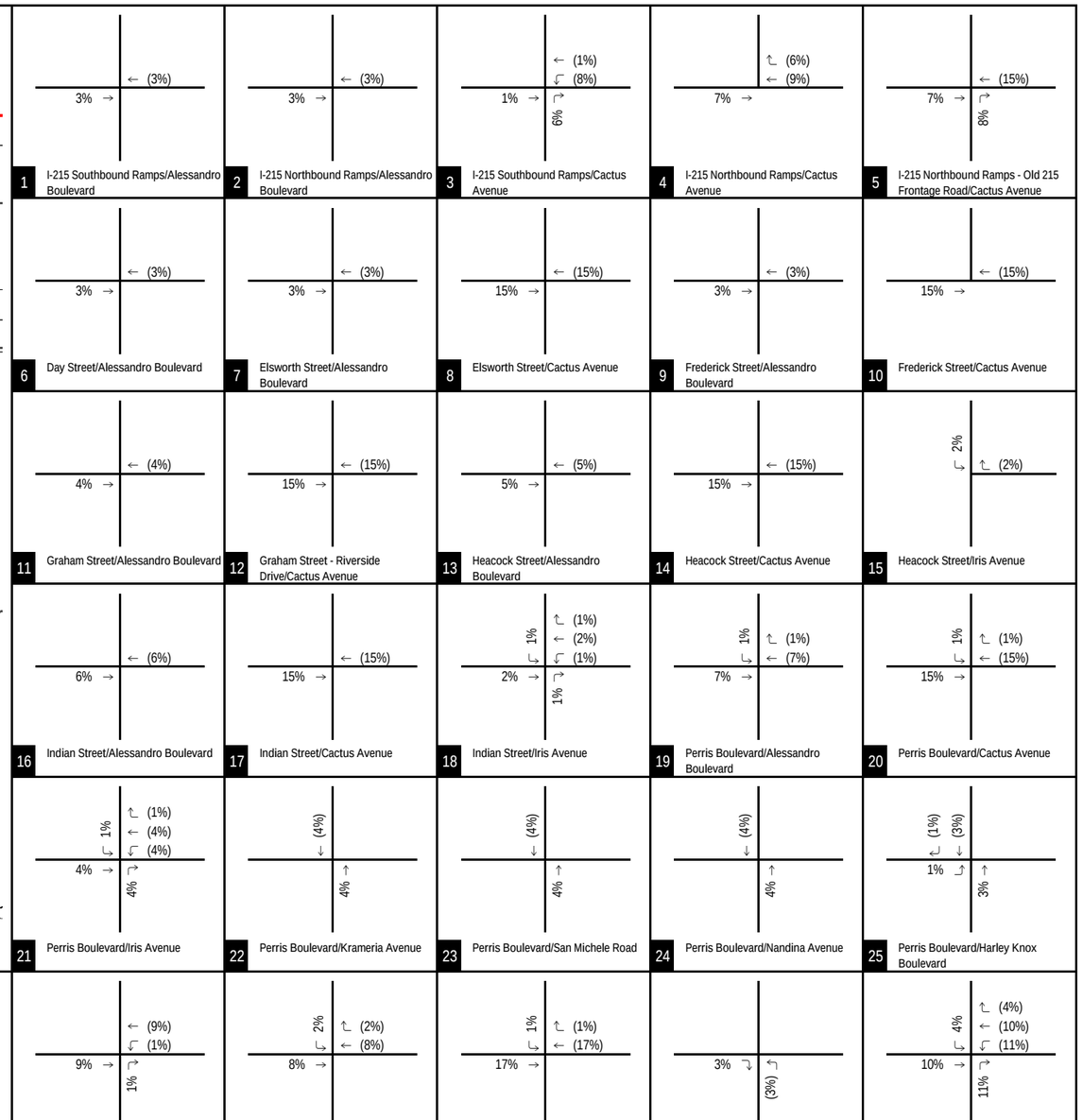
Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Source: Riverside County, 2017

Study Area Intersections

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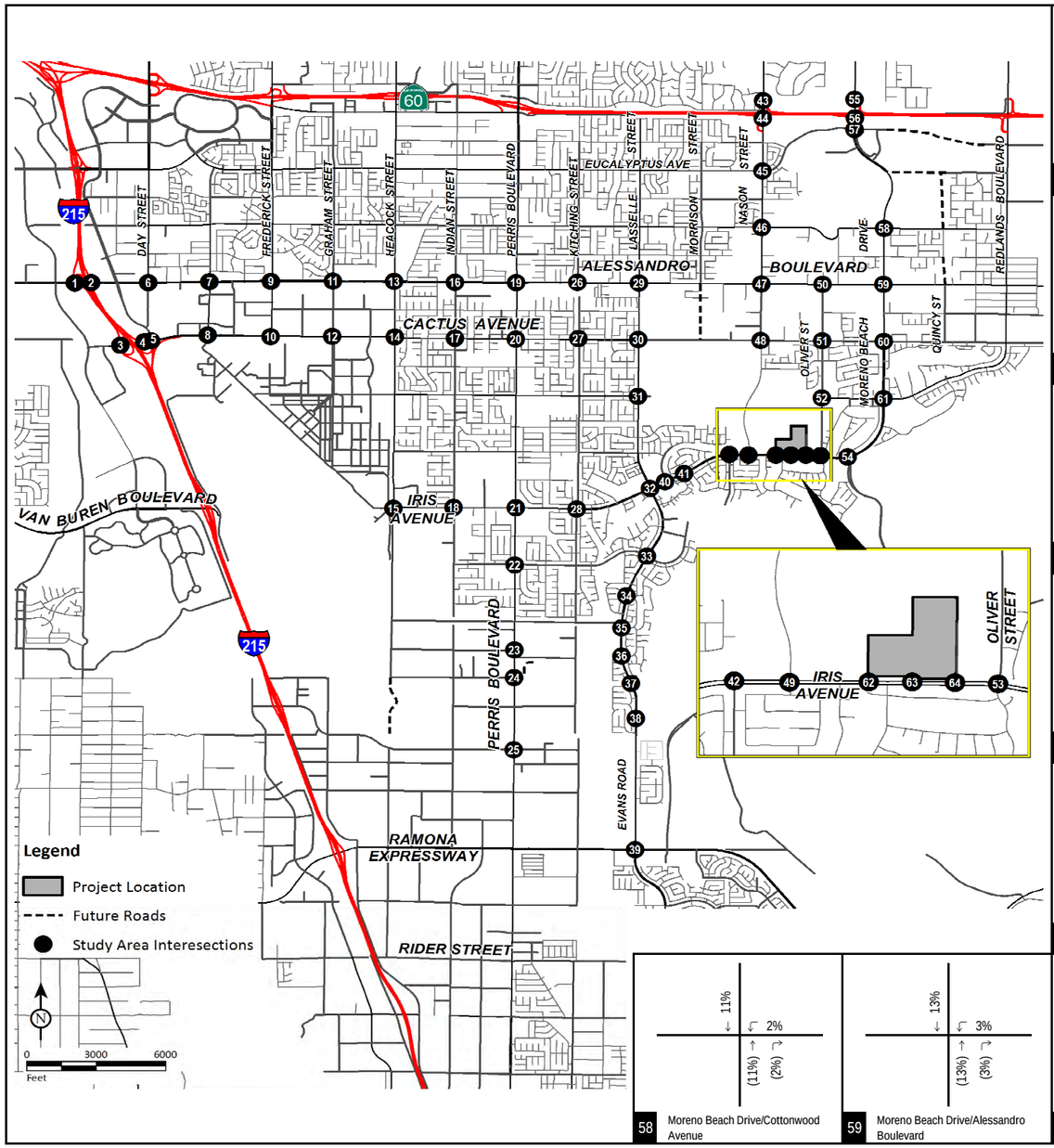
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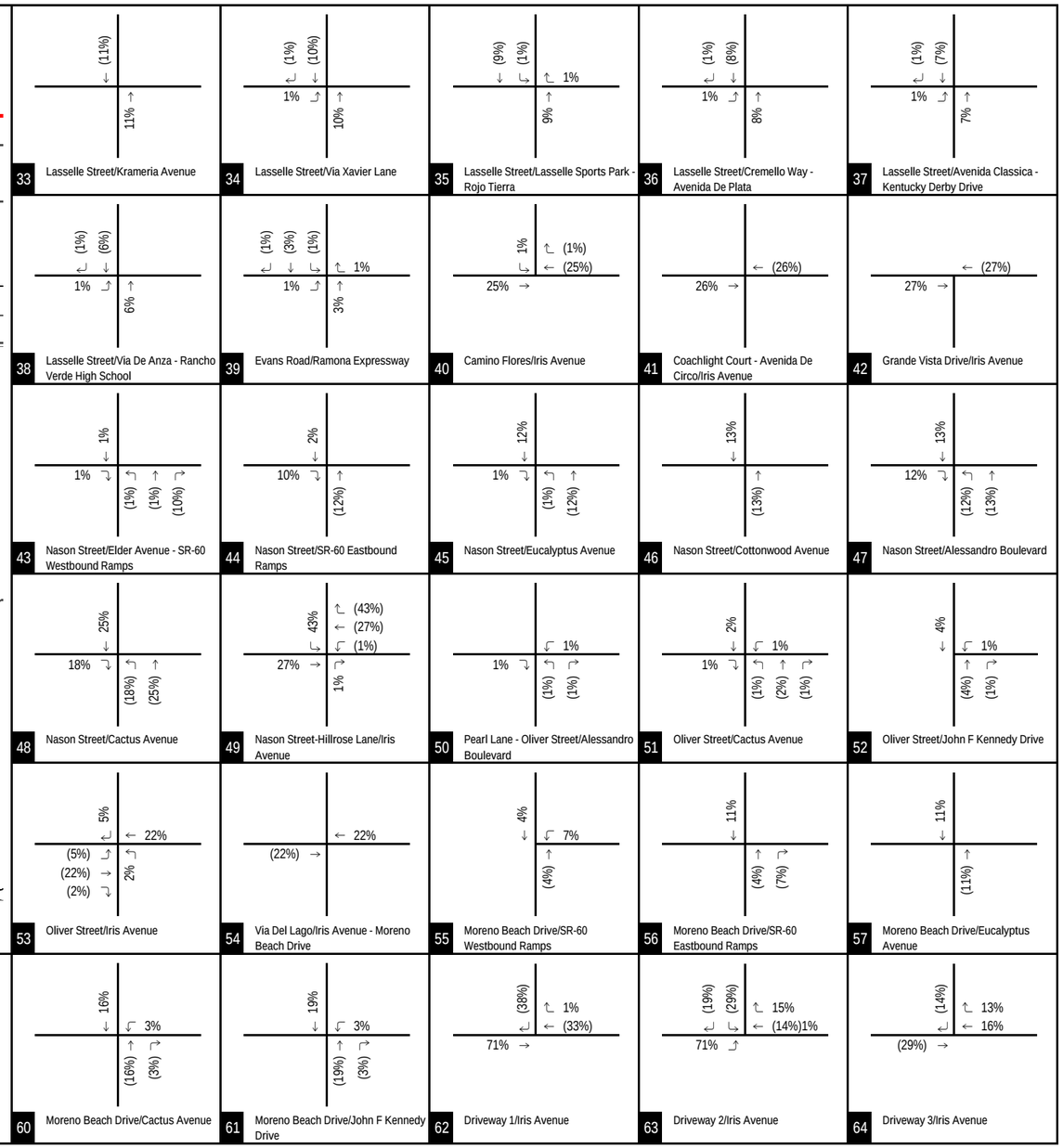
FIGURE 6A

XX% (YY%)
Inbound (Outbound) Distribution

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Project Trip Distribution (Int. 1-32)

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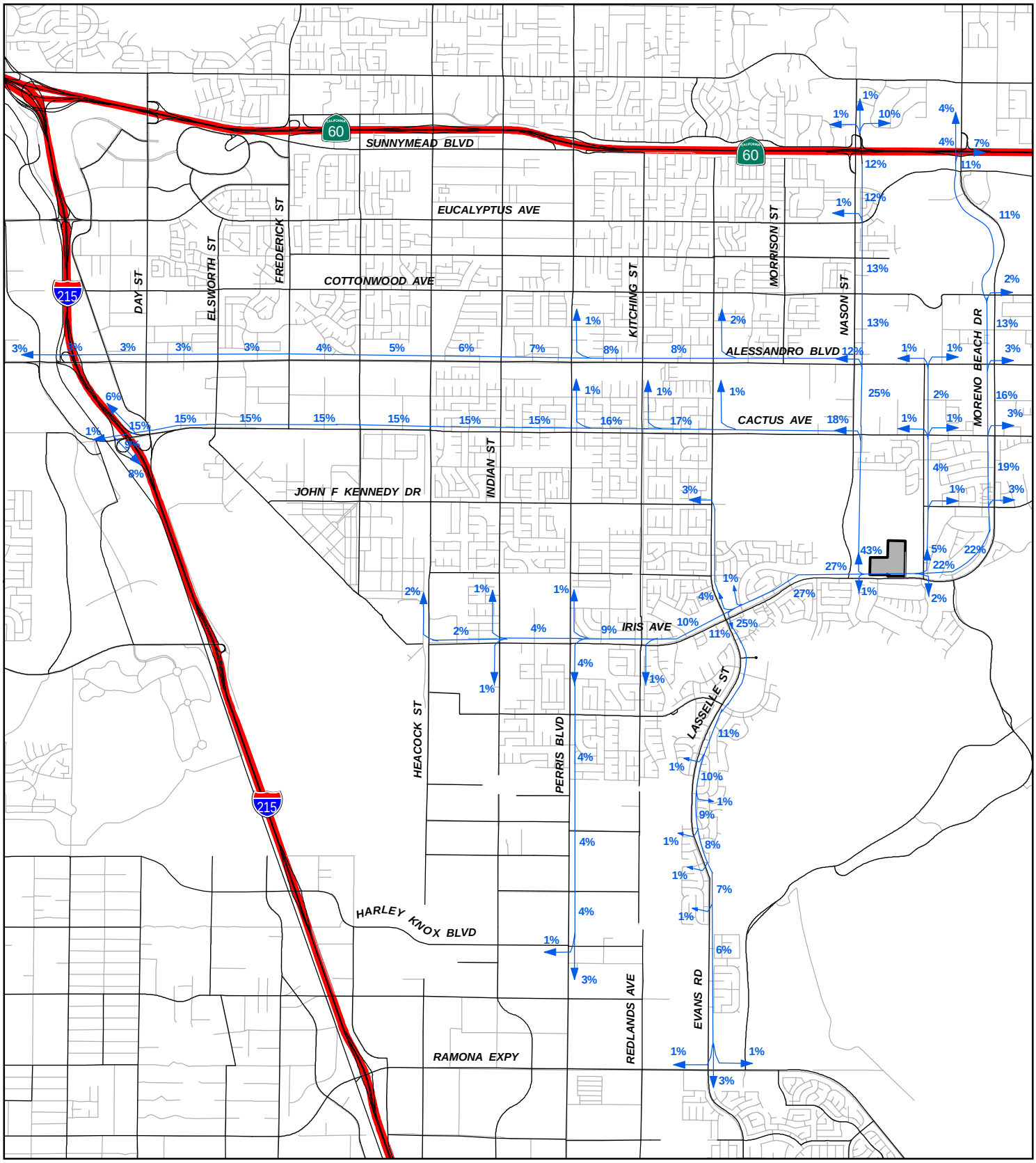
LSA

FIGURE 6B

XX% (YY%)
Inbound (Outbound) Distribution

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Project Trip Distribution (Int. 33-64)

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LSA

FIGURE 7

Project Location

5% Project Trip Distribution

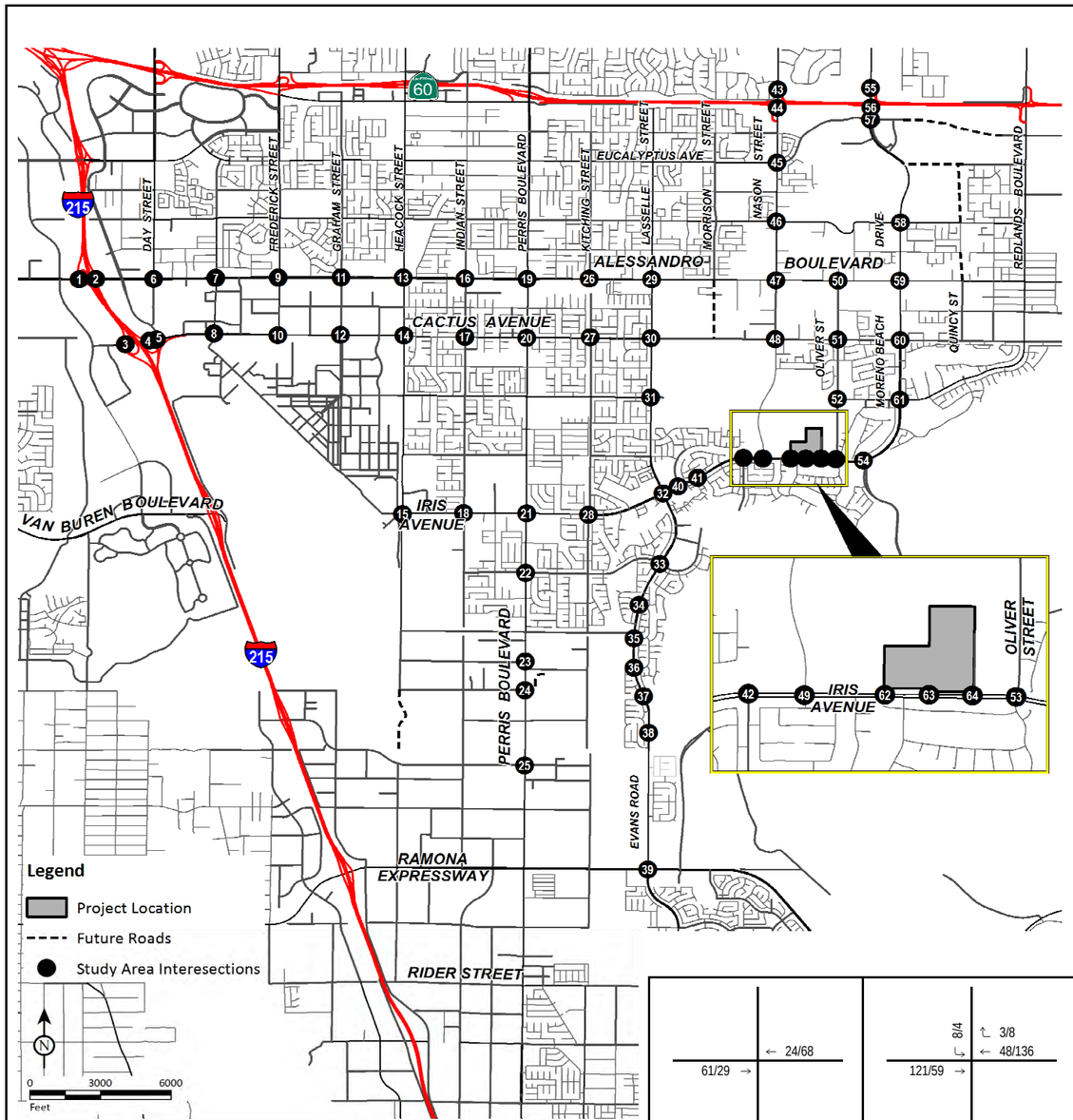
0 2500 5000
Feet

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis

Regional Distribution

SOURCE: Riverside County, 2015.

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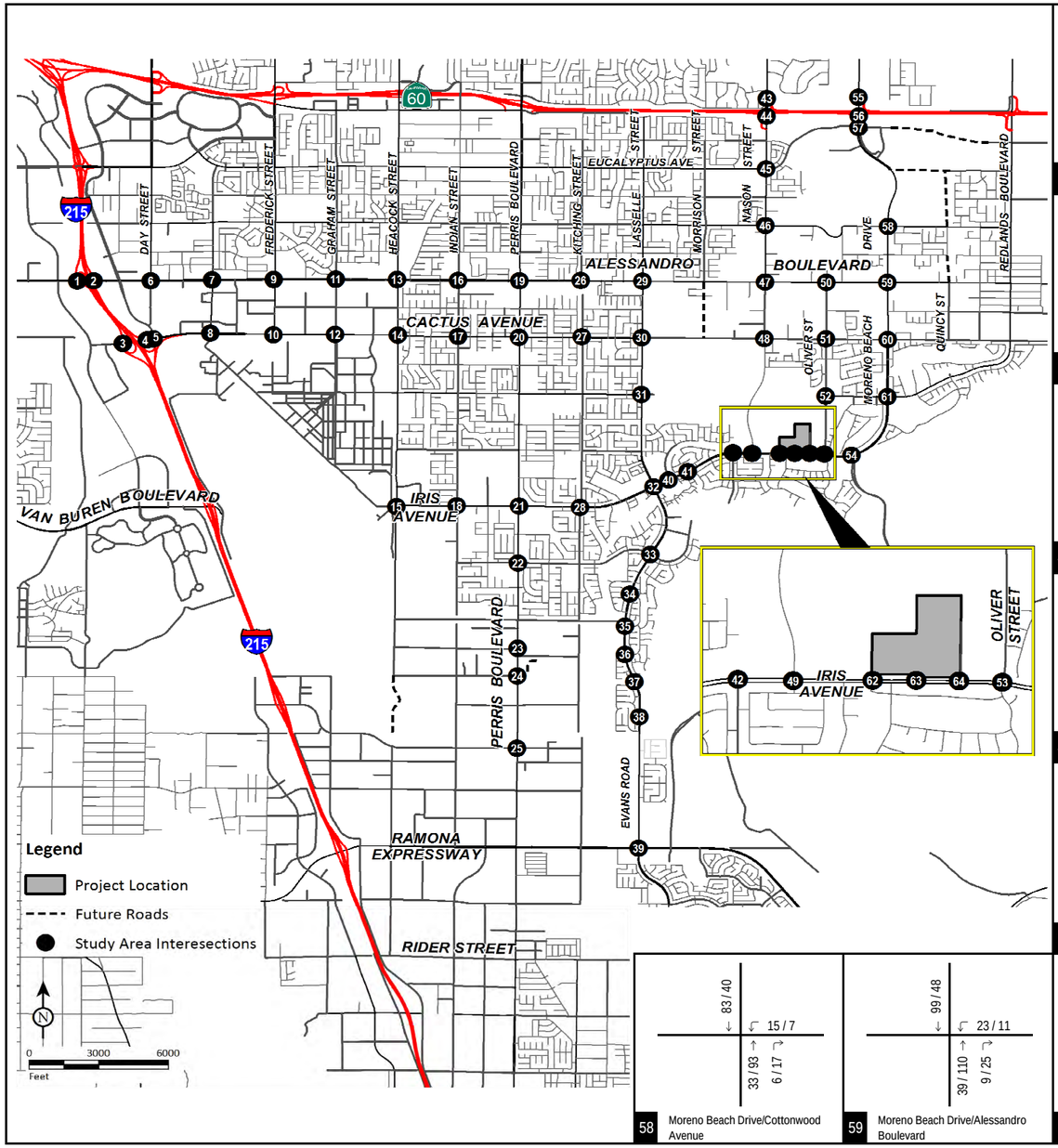
1 I-215 Southbound Ramps/Alessandro Boulevard 23/11 →, ← 9/25	2 I-215 Northbound Ramps/Alessandro Boulevard 23/11 →, ← 9/25	3 I-215 Southbound Ramps/Cactus Avenue 8/4 →, ← 3/8, ↶ 24/68, ↱ 46/22	4 I-215 Northbound Ramps/Cactus Avenue 53/26 →, ↰ 18/51, ← 27/76	5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue 53/26 →, ← 45/127, ↱ 61/29
6 Day Street/Alessandro Boulevard 23/11 →, ← 9/25	7 Elsworth Street/Alessandro Boulevard 23/11 →, ← 9/25	8 Elsworth Street/Cactus Avenue 114/55 →, ← 45/127	9 Frederick Street/Alessandro Boulevard 23/11 →, ← 9/25	10 Frederick Street/Cactus Avenue 114/55 →, ← 45/127
11 Graham Street/Alessandro Boulevard 30/15 →, ← 12/34	12 Graham Street - Riverside Drive/Cactus Avenue 114/55 →, ← 45/127	13 Heacock Street/Alessandro Boulevard 38/18 →, ← 15/42	14 Heacock Street/Cactus Avenue 114/55 →, ← 45/127	15 Heacock Street/Iris Avenue ↰ 15/7, ↱ 6/17
16 Indian Street/Alessandro Boulevard 46/22 →, ← 18/51	17 Indian Street/Cactus Avenue 114/55 →, ← 45/127	18 Indian Street/Iris Avenue 8/4 ↳, ↰ 3/8, ← 6/17, ↶ 3/8, 15/7 →, 8/4 ↱	19 Perris Boulevard/Alessandro Boulevard 8/4 ↳, ↱ 3/8, ← 21/59, 53/26 →	20 Perris Boulevard/Cactus Avenue 8/4 ↳, ↱ 3/8, ← 45/127, 114/55 →
21 Perris Boulevard/Iris Avenue 8/4 ↳, ↱ 3/8, ← 12/34, ↶ 12/34, 30/15 →, 30/15 ↱	22 Perris Boulevard/Krameria Avenue ↓ 12/34, 30/15 →	23 Perris Boulevard/San Michele Road ↓ 12/34, 30/15 →	24 Perris Boulevard/Nandina Avenue ↓ 12/34, 30/15 →	25 Perris Boulevard/Harley Knox Boulevard 3/8 ↳, ↓ 9/25, 8/4 ↳, 23/11 →
26 Kitching Street/Alessandro Boulevard 61/29 →, ← 24/68	27 Kitching Street/Cactus Avenue 8/4 ↳, ↰ 3/8, 121/59 →, ← 48/136	28 Kitching Street/Iris Avenue 68/33 →, ← 27/76, ↶ 3/8, 8/4 ↱	29 Lasselle Street/Alessandro Boulevard 15/7 ↳, ↰ 6/17, 61/29 →, ← 24/68	30 Lasselle Street/Cactus Avenue 8/4 ↳, ↰ 3/8, 129/63 →, ← 50/144
31 Lasselle Street/John F Kennedy Drive 23/11 ↴, ↰ 9/25	32 Lasselle Street/Iris Avenue 30/15 ↳, ↰ 12/34, ← 30/85, ↶ 33/93, 76/37 →, 83/40 ↱			

LSA

FIGURE 8A

XXX/YYY
AM/PM Trips

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Existing Project Trip Assignment (Int. 1-32)



33 Lasselle Street/Krameria Avenue	34 Lasselle Street/Via Xavier Lane	35 Lasselle Street/Lasselle Sports Park - Rojo Tierra	36 Lasselle Street/Cremello Way - Avenida De Plata	37 Lasselle Street/Avenida Classica - Kentucky Derby Drive
38 Lasselle Street/Via De Anza - Rancho Verde High School	39 Evans Road/Ramona Expressway	40 Camino Flores/Iris Avenue	41 Coachlight Court - Avenida De Circo/Iris Avenue	42 Grande Vista Drive/Iris Avenue
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps	44 Nason Street/SR-60 Eastbound Ramps	45 Nason Street/Eucalyptus Avenue	46 Nason Street/Cottonwood Avenue	47 Nason Street/Alessandro Boulevard
48 Nason Street/Cactus Avenue	49 Nason Street-Hillrose Lane/Iris Avenue	50 Pearl Lane - Oliver Street/Alessandro Boulevard	51 Oliver Street/Cactus Avenue	52 Oliver Street/John F Kennedy Drive
53 Oliver Street/Iris Avenue	54 Via Del Lago/Iris Avenue - Moreno Beach Drive	55 Moreno Beach Drive/SR-60 Westbound Ramps	56 Moreno Beach Drive/SR-60 Eastbound Ramps	57 Moreno Beach Drive/Eucalyptus Avenue
58 Moreno Beach Drive/Cottonwood Avenue	59 Moreno Beach Drive/Alessandro Boulevard	60 Moreno Beach Drive/Cactus Avenue	61 Moreno Beach Drive/John F Kennedy Drive	62 Driveway 1/Iris Avenue	63 Driveway 2/Iris Avenue	64 Driveway 3/Iris Avenue

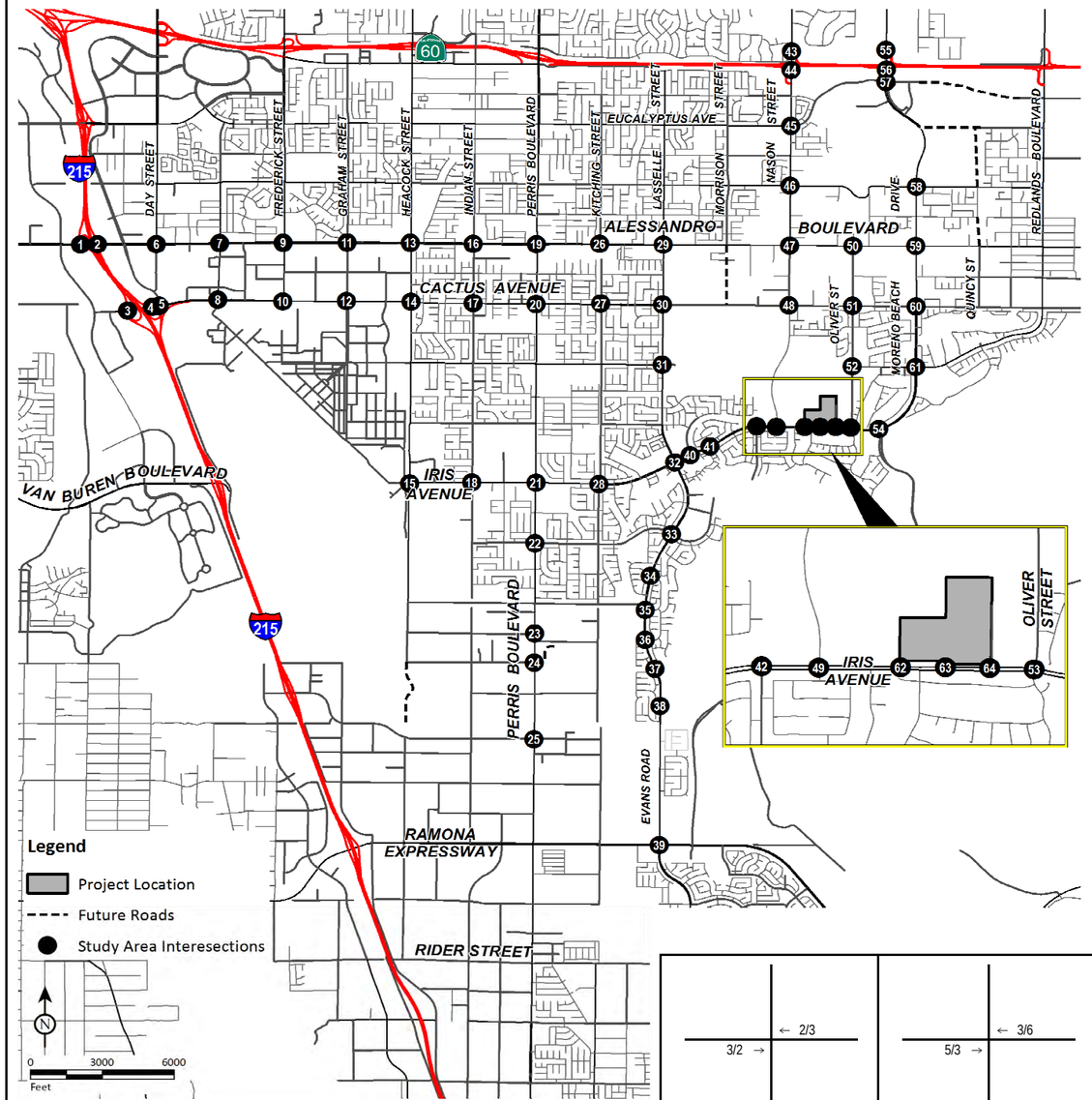
LSA

FIGURE 8B

XXX/YYY
AM/PM Trips

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Existing Project Trip Assignment (Int. 33-64)

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1 I-215 Southbound Ramps/Alessandro Boulevard	2 I-215 Northbound Ramps/Alessandro Boulevard	3 I-215 Southbound Ramps/Cactus Avenue	4 I-215 Northbound Ramps/Cactus Avenue	5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue
6 Day Street/Alessandro Boulevard	7 Elsworth Street/Alessandro Boulevard	8 Elsworth Street/Cactus Avenue	9 Frederick Street/Alessandro Boulevard	10 Frederick Street/Cactus Avenue
11 Graham Street/Alessandro Boulevard	12 Graham Street - Riverside Drive/Cactus Avenue	13 Heacock Street/Alessandro Boulevard	14 Heacock Street/Cactus Avenue	15 Heacock Street/Iris Avenue
16 Indian Street/Alessandro Boulevard	17 Indian Street/Cactus Avenue	18 Indian Street/Iris Avenue	19 Perris Boulevard/Alessandro Boulevard	20 Perris Boulevard/Cactus Avenue
21 Perris Boulevard/Iris Avenue	22 Perris Boulevard/Krameria Avenue	23 Perris Boulevard/San Michele Road	24 Perris Boulevard/Nandina Avenue	25 Perris Boulevard/Harley Knox Boulevard
26 Kitching Street/Alessandro Boulevard	27 Kitching Street/Cactus Avenue	28 Kitching Street/Iris Avenue	29 Lasselle Street/Alessandro Boulevard	30 Lasselle Street/Cactus Avenue
31 Lasselle Street/John F Kennedy Drive	32 Lasselle Street/Iris Avenue			

LSA

FIGURE 9A

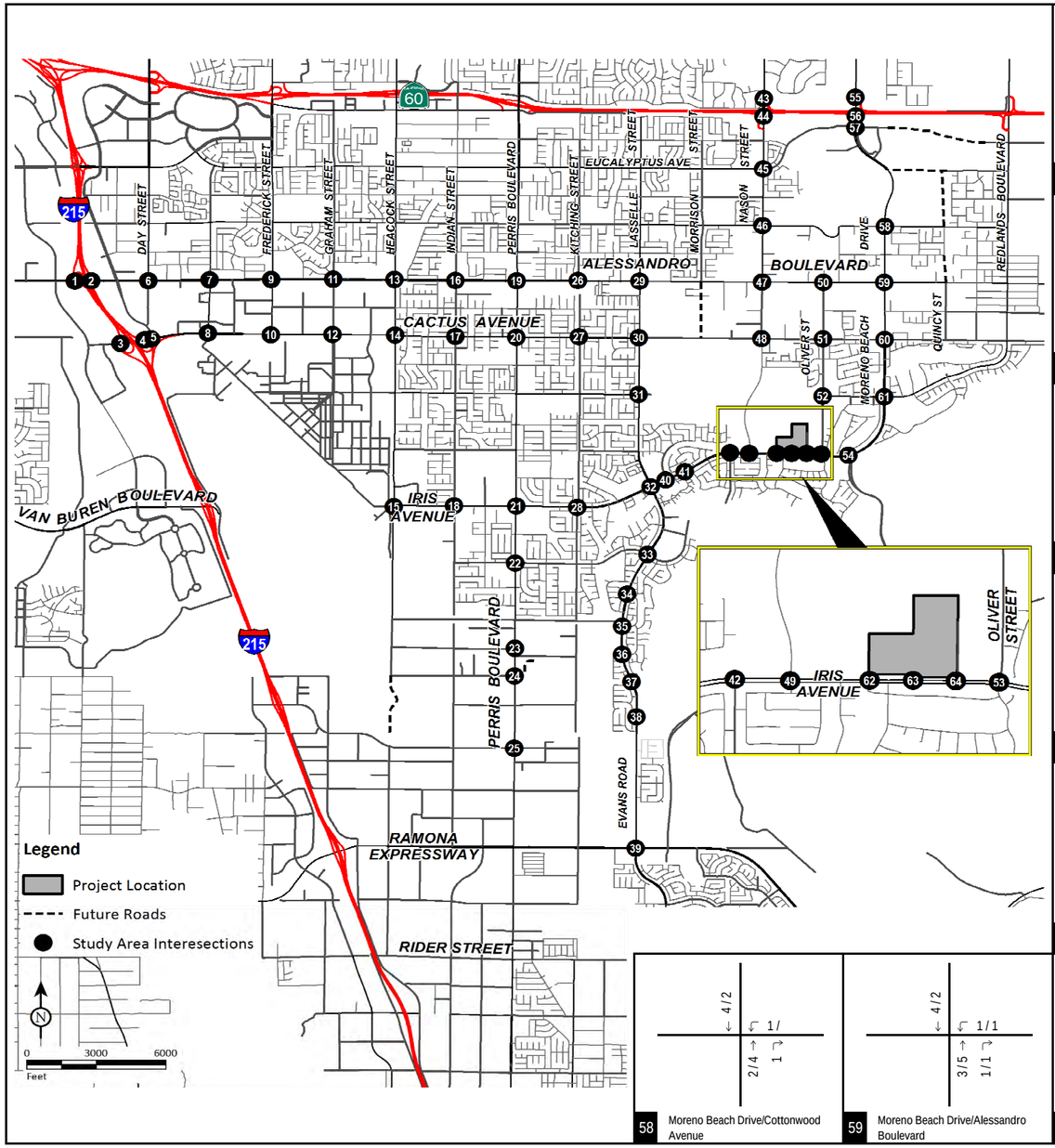
Kaiser Permanente Moreno Valley Medical Center Master Plan Project

Traffic Impact Analysis

Phase I Project Trip Assignment (Int. 1-32)

X/Y

AM/PM Trips



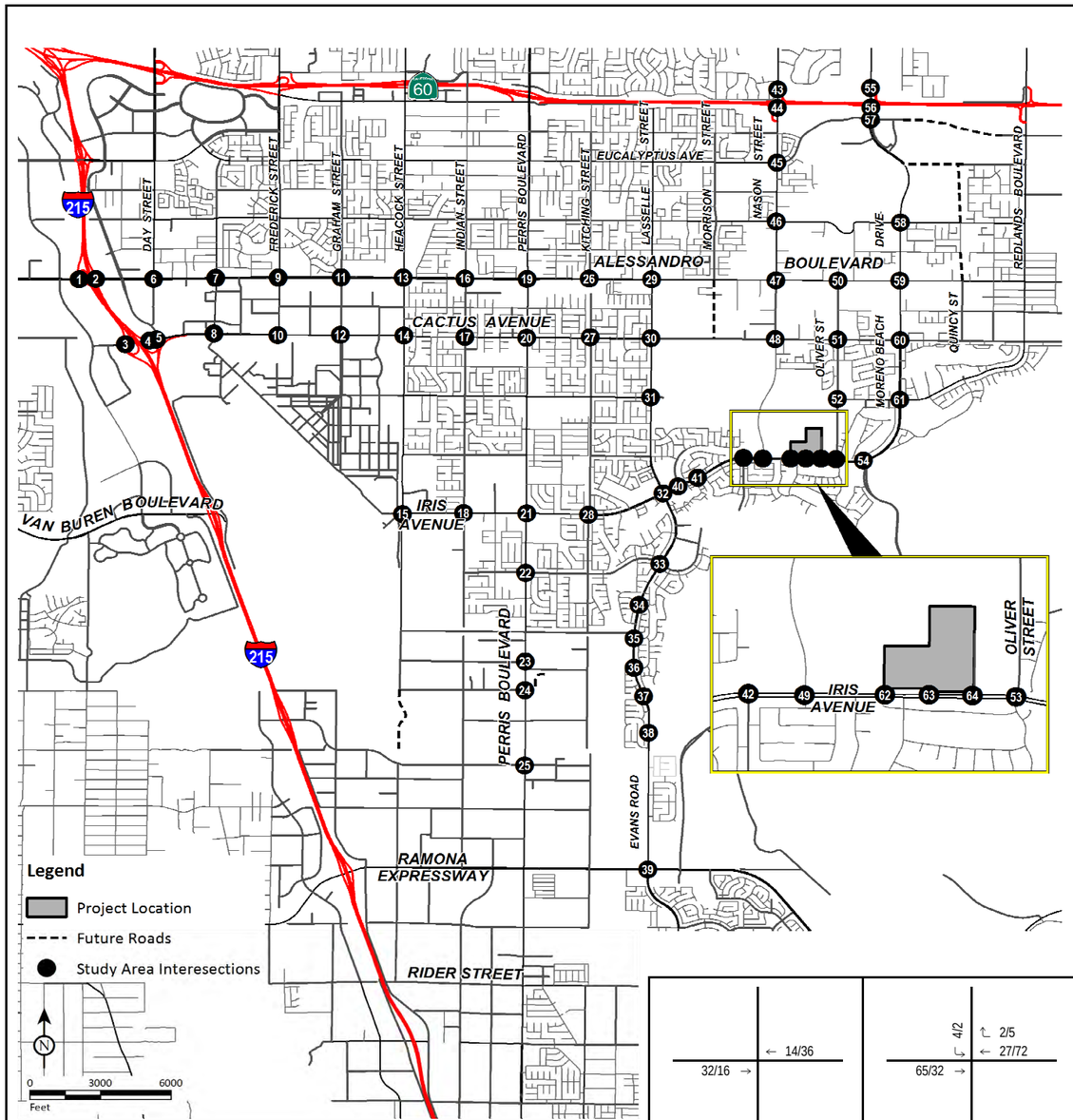
33 Lasselle Street/Krameria Avenue: ← 2 / 4, 4 / 2 →	34 Lasselle Street/Via Xavier Lane: ← 2 / 4, 3 / 2 →	35 Lasselle Street/Lasselle Sports Park - Rojo Tierra: ← 2 / 3, 3 / 2 →	36 Lasselle Street/Cremello Way - Avenida De Plata: ← 2 / 3, 3 / 2 →	37 Lasselle Street/Avenida Classica - Kentucky Derby Drive: ← 1 / 3, 2 / 1 →
38 Lasselle Street/Via De Anza - Rancho Verde High School: ← 1 / 2, 2 / 1 →	39 Evans Road/Ramona Expressway: ← 1 / 1, 1 / 1 →	40 Camino Flores/Iris Avenue: ← 5 / 9, 9 / 5 →	41 Coachlight Court - Avenida De Circo/Iris Avenue: ← 5 / 10, 9 / 5 →	42 Grande Vista Drive/Iris Avenue: ← 6 / 10, 9 / 5 →
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps: 2 / 4 ↱	44 Nason Street/SR-60 Eastbound Ramps: 3 / 2 ↲, ← 1 /, 3 / 4 →	45 Nason Street/Eucalyptus Avenue: ← 4 / 2, 3 / 4 →	46 Nason Street/Cottonwood Avenue: ← 4 / 2, 3 / 5 →	47 Nason Street/Alessandro Boulevard: 4 / 2 ↲, ← 4 / 2, 3 / 4 ↰, 3 / 5 →
48 Nason Street/Cactus Avenue: ← 9 / 5, 6 / 3 ↲, 4 / 7 ↰, 5 / 9 →	49 Nason Street-Hillrose Lane/Iris Avenue: 9 / 5 ↘, 15 / 8 ↱, 9 / 16, ← 6 / 10	50 Pearl Lane - Oliver Street/Alessandro Boulevard	51 Oliver Street/Cactus Avenue: ← 1 /, 1 →	52 Oliver Street/John F Kennedy Drive: ← 1 / 1, 1 / 1 →
53 Oliver Street/Iris Avenue: ← 2 / 1, 1 / 2 ↳, 5 / 8 →, 1 ↲, ← 7 / 4, 1 / ↰	54 Via Del Lago/Iris Avenue - Moreno Beach Drive: ← 7 / 4, 5 / 8 →	55 Moreno Beach Drive/SR-60 Westbound Ramps: ↓ 1 / 1, ↰ 2 / 1, 1 / 1 →	56 Moreno Beach Drive/SR-60 Eastbound Ramps: ↓ 4 / 2, 1 / 1 →, 1 / 3 ↱	57 Moreno Beach Drive/Eucalyptus Avenue: ↓ 4 / 2, 2 / 4 →
58 Moreno Beach Drive/Cottonwood Avenue: ↓ 4 / 2, ↰ 1 /, 2 / 4 →, 1 ↱	59 Moreno Beach Drive/Alessandro Boulevard: ↓ 4 / 2, ↰ 1 / 1, 3 / 5 →, 1 / 1 ↱	60 Moreno Beach Drive/Cactus Avenue: ↓ 5 / 3, ↰ 1 / 1, 3 / 6 →, 1 / 1 ↱	61 Moreno Beach Drive/John F Kennedy Drive: ↓ 6 / 4, ↰ 1 / 1, 4 / 7 →, 1 / 1 ↱	62 Driveway 1/Iris Avenue: ↓ 8 / 14, ← 7 / 12, 24 / 13 →
63 Driveway 2/Iris Avenue: ↓ 4 / 7, 6 / 11 ↲, ↱ 5 / 3, ← 3 / 5, 24 / 13 ↳	64 Driveway 3/Iris Avenue: ↓ 3 / 5, ↱ 4 / 2, ← 5 / 3, 6 / 11 →			

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FIGURE 9B

XX/YY
AM/PM Trips

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Phase I Project Trip Assignment (Int. 33-64)



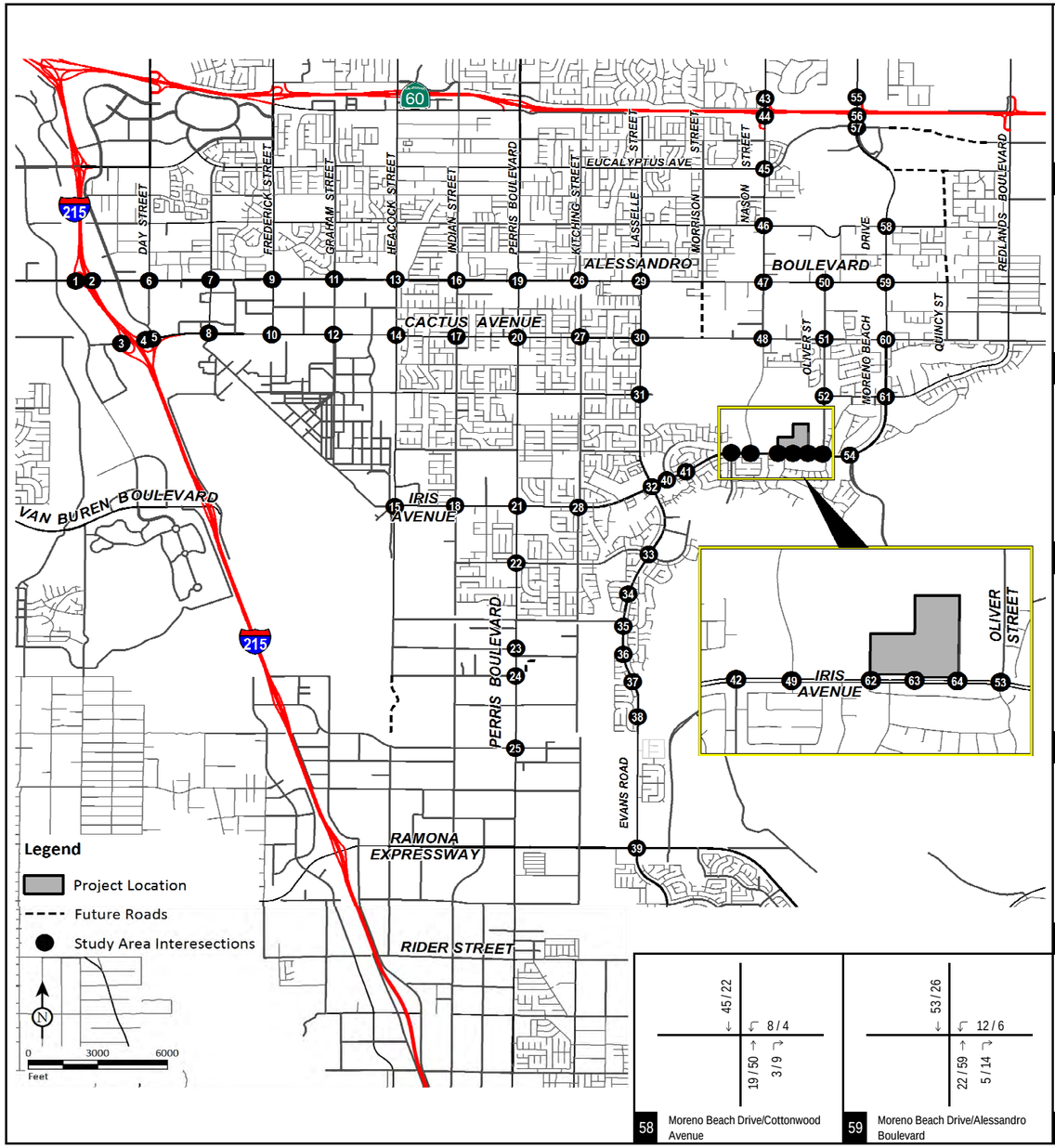
1 I-215 Southbound Ramps/Alessandro Boulevard 12/6 → ← 5/14	2 I-215 Northbound Ramps/Alessandro Boulevard 12/6 → ← 5/14	3 I-215 Southbound Ramps/Cactus Avenue 4/2 → ← 2/5, ↰ 14/36, ↱ 24/12	4 I-215 Northbound Ramps/Cactus Avenue 28/14 → ↰ 10/27, ← 15/41	5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue 28/14 → ← 25/68, ↱ 32/16
6 Day Street/Alessandro Boulevard 12/6 → ← 5/14	7 Elsworth Street/Alessandro Boulevard 12/6 → ← 5/14	8 Elsworth Street/Cactus Avenue 61/30 → ← 25/68	9 Frederick Street/Alessandro Boulevard 12/6 → ← 5/14	10 Frederick Street/Cactus Avenue 61/30 → ← 25/68
11 Graham Street/Alessandro Boulevard 16/8 → ← 7/18	12 Graham Street - Riverside Drive/Cactus Avenue 61/30 → ← 25/68	13 Heacock Street/Alessandro Boulevard 20/10 → ← 8/23	14 Heacock Street/Cactus Avenue 61/30 → ← 25/68	15 Heacock Street/Iris Avenue ↰ 8/4, ↱ 3/9
16 Indian Street/Alessandro Boulevard 24/12 → ← 10/27	17 Indian Street/Cactus Avenue 61/30 → ← 25/68	18 Indian Street/Iris Avenue 4/2 ↰ 2/5, ← 3/9, ↰ 2/5, 8/4 → ↱ 4/2	19 Perris Boulevard/Alessandro Boulevard 4/2 ↰ 2/5, 28/14 → ← 12/32	20 Perris Boulevard/Cactus Avenue 4/2 ↰ 2/5, 61/30 → ← 25/68
21 Perris Boulevard/Iris Avenue 4/2 ↰ 2/5, 16/8 → ← 7/18, ↰ 7/18, ↱ 16/8	22 Perris Boulevard/Krameria Avenue 7/18 ↓, 16/8 ↑	23 Perris Boulevard/San Michele Road 7/18 ↓, 16/8 ↑	24 Perris Boulevard/Nandina Avenue 7/18 ↓, 16/8 ↑	25 Perris Boulevard/Harley Knox Boulevard 2/5 ↰ 5/14 ↓, 4/2 ↱, 12/6 ↑
26 Kitching Street/Alessandro Boulevard 32/16 → ← 14/36	27 Kitching Street/Cactus Avenue 4/2 ↰ 2/5, 65/32 → ← 27/72	28 Kitching Street/Iris Avenue 36/18 → ← 15/41, ↰ 2/5, 4/2 ↱	29 Lasselle Street/Alessandro Boulevard 8/4 ↰ 3/9, 32/16 → ← 14/36	30 Lasselle Street/Cactus Avenue 4/2 ↰ 2/5, 69/34 → ← 29/77
31 Lasselle Street/John F Kennedy Drive 12/6 ↱, 5/14 ↰	32 Lasselle Street/Iris Avenue 16/8 ↰ 7/18, 41/20 → ← 17/45, ↰ 19/50, ↱ 45/22			

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FIGURE 10A

XX/YY
AM/PM Trips

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Phase II Project Trip Assignment (Int. 1-32)



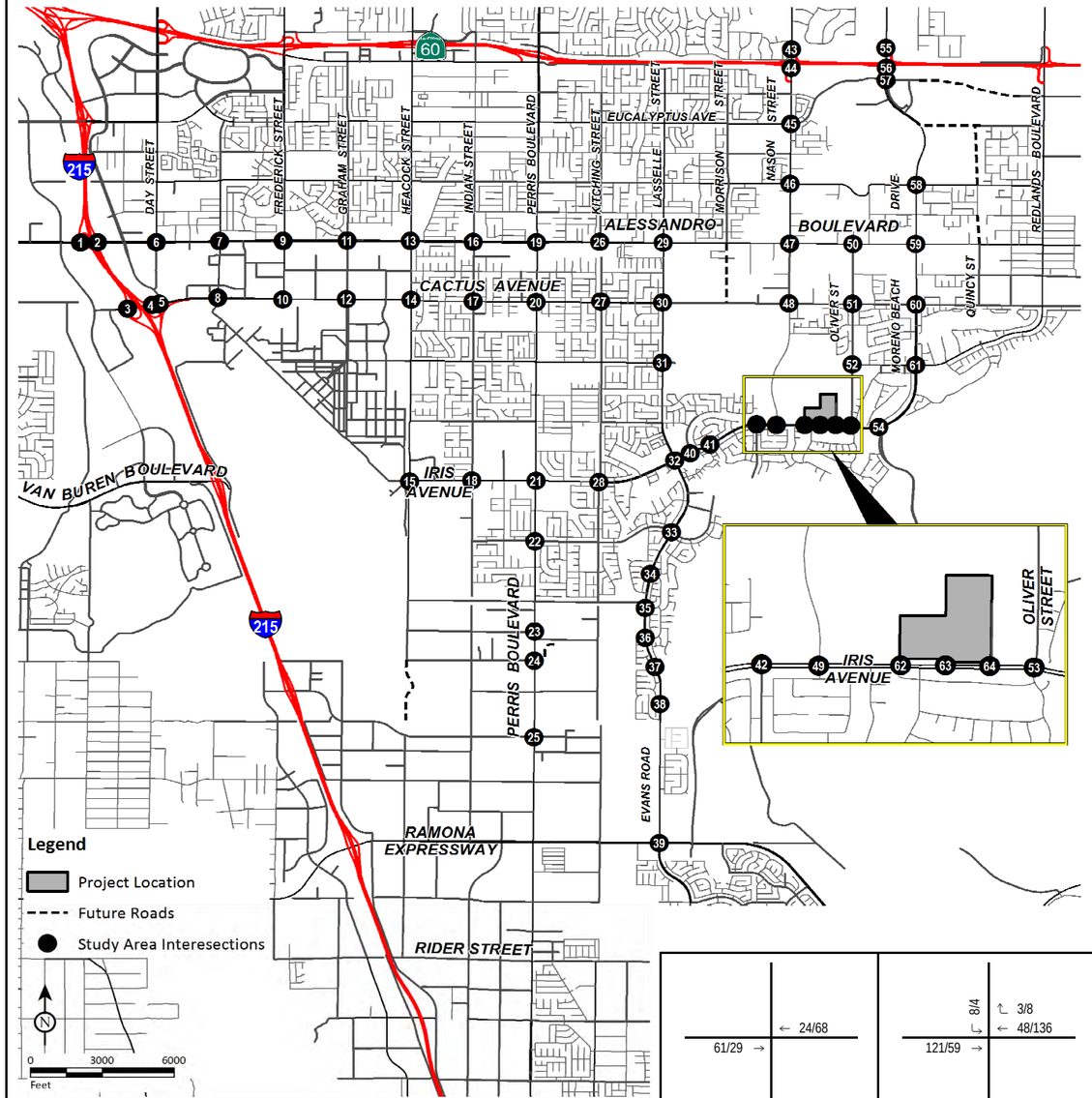
33 Lasselle Street/Krameria Avenue ← 19 / 50 45 / 22 →	34 Lasselle Street/Via Xavier Lane 2 / 5 ↰ ← 17 / 45 4 / 2 ↰ 41 / 20 →	35 Lasselle Street/Lasselle Sports Park - Rojo Tierra ← 15 / 41 2 / 5 ↱ 4 / 2 2 / 5 ↰ 36 / 18 →	36 Lasselle Street/Cremello Way - Avenida De Plata 2 / 5 ↰ ← 14 / 36 4 / 2 ↰ 32 / 16 →	37 Lasselle Street/Avenida Classica - Kentucky Derby Drive 2 / 5 ↰ ← 12 / 32 4 / 2 ↰ 28 / 14 →
38 Lasselle Street/Via De Anza - Rancho Verde High School 2 / 5 ↰ ← 10 / 27 4 / 2 ↰ 24 / 12 →	39 Evans Road/Ramona Expressway 2 / 5 ↰ ← 5 / 14 2 / 5 ↱ 4 / 2 4 / 2 ↰ 12 / 6 →	40 Camino Flores/Iris Avenue 4 / 2 ↱ 2 / 5 101 / 50 → ← 42 / 113	41 Coachlight Court - Avenida De Circo/Iris Avenue ← 44 / 117 105 / 52 →	42 Grande Vista Drive/Iris Avenue ← 46 / 122 109 / 54 →
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps 4 / 2 ← 4 / 2 4 / 2 ↰ 2 / 5 ↱ 2 / 5 ↱ 17 / 45	44 Nason Street/SR-60 Eastbound Ramps 41 / 20 ↰ ← 8 / 4 20 / 54 →	45 Nason Street/Eucalyptus Avenue 4 / 2 ↰ ← 49 / 24 2 / 5 ↱ 20 / 54 →	46 Nason Street/Cottonwood Avenue ← 53 / 26 22 / 59 →	47 Nason Street/Alessandro Boulevard ← 53 / 26 49 / 24 ↰ 20 / 54 ↱ 22 / 59 →
48 Nason Street/Cactus Avenue 73 / 36 ↰ ← 101 / 50 30 / 81 ↱ 42 / 113 →	49 Nason Street-Hillrose Lane/Iris Avenue 109 / 54 → ↰ ← 174 / 86 ↱ 73 / 194 4 / 2 ↱ ↰ 2 / 5 ← 46 / 122	50 Pearl Lane - Oliver Street/Alessandro Boulevard 4 / 2 ↰ ↱ 4 / 2 2 / 5 ↰ ↱ 2 / 5	51 Oliver Street/Cactus Avenue 4 / 2 ↰ ← 8 / 4 2 / 5 ↰ 3 / 9 ↱ 2 / 5	52 Oliver Street/John F Kennedy Drive ← 16 / 8 7 / 18 → ↰ 4 / 2 2 / 5 ↱
53 Oliver Street/Iris Avenue 20 / 10 ↰ ← 89 / 44 8 / 23 ↰ 8 / 4 ↱ 37 / 99 → ↰ 3 / 9 ↱	54 Via Del Lago/Iris Avenue - Moreno Beach Drive ← 89 / 44 37 / 99 →	55 Moreno Beach Drive/SR-60 Westbound Ramps 16 / 8 ↰ 28 / 14 ↑ 7 / 18	56 Moreno Beach Drive/SR-60 Eastbound Ramps 45 / 22 ↰ 7 / 18 ↑ ↱ 12 / 32	57 Moreno Beach Drive/Eucalyptus Avenue 45 / 22 ↰ ↑ 19 / 50
58 Moreno Beach Drive/Cottonwood Avenue 45 / 22 ↰ 8 / 4 ↑ 19 / 50 ↱ 3 / 9	59 Moreno Beach Drive/Alessandro Boulevard 53 / 26 ↰ 12 / 6 ↑ 22 / 59 ↱ 5 / 14	60 Moreno Beach Drive/Cactus Avenue 65 / 32 ↰ 12 / 6 ↑ 27 / 72 ↱ 5 / 14	61 Moreno Beach Drive/John F Kennedy Drive 77 / 38 ↰ 12 / 6 ↑ 32 / 86 ↱ 5 / 14	62 Driveway 1/Iris Avenue 64 / 171 ↰ 4 / 2 288 / 142 → ← 56 / 149
63 Driveway 2/Iris Avenue 32 / 86 ↰ 49 / 131 ↱ 61 / 30 288 / 142 → ← 28 / 65	64 Driveway 3/Iris Avenue 24 / 63 ↰ 53 / 26 49 / 131 → ← 65 / 32			

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FIGURE 10B

XXX/YYY
AM/PM Trips

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Phase II Project Trip Assignment (Int. 33-64)



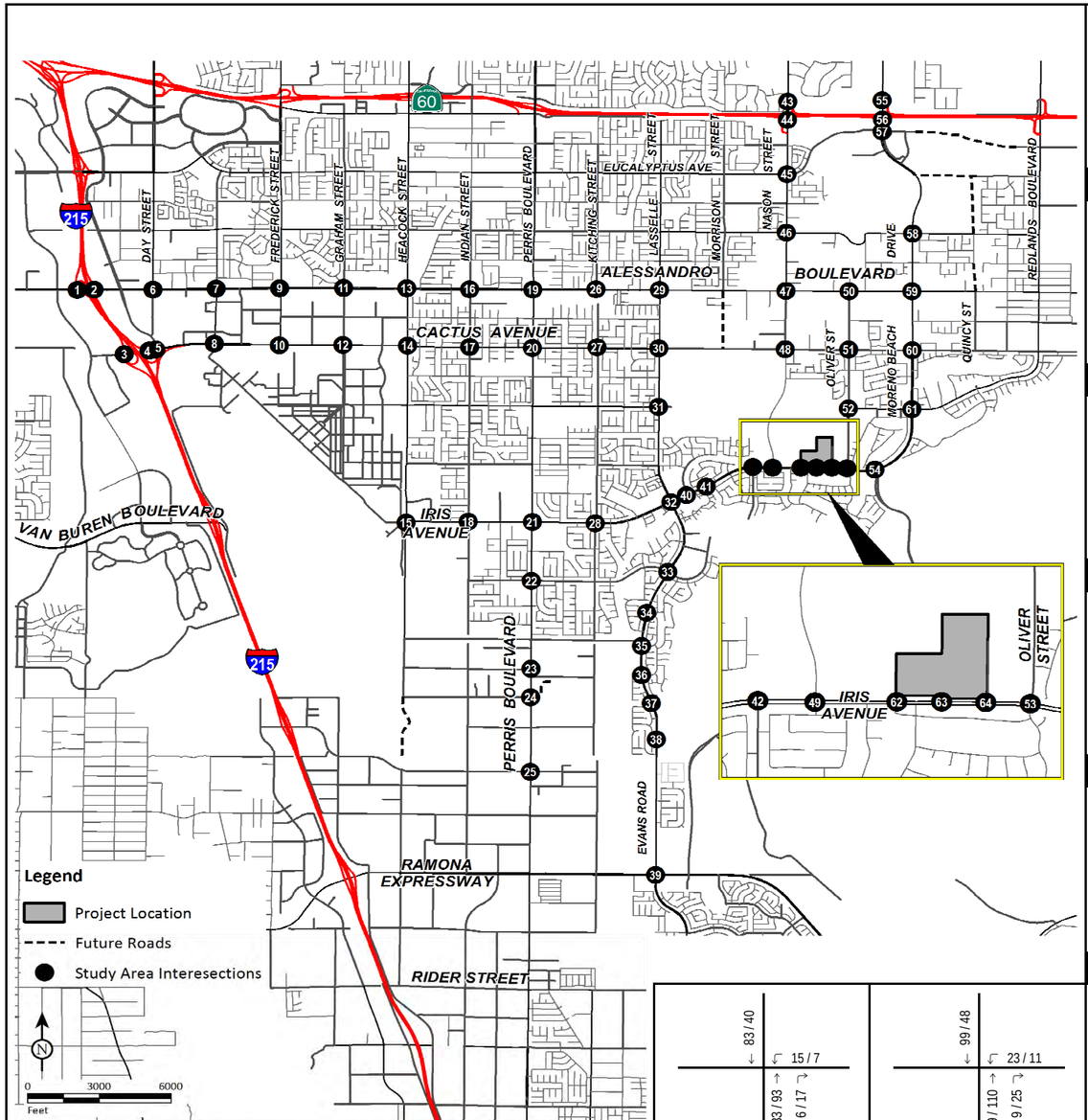
1 I-215 Southbound Ramps/Alessandro Boulevard: 23/11 →, ← 9/25	2 I-215 Northbound Ramps/Alessandro Boulevard: 23/11 →, ← 9/25	3 I-215 Southbound Ramps/Cactus Avenue: 8/4 →, ← 3/8, ↰ 24/68, ↱ 46/22	4 I-215 Northbound Ramps/Cactus Avenue: 53/26 →, ↰ 18/51, ← 27/76	5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue: 53/26 →, ← 45/127, ↱ 61/29
6 Day Street/Alessandro Boulevard: 23/11 →, ← 9/25	7 Elsworth Street/Alessandro Boulevard: 23/11 →, ← 9/25	8 Elsworth Street/Cactus Avenue: 114/55 →, ← 45/127	9 Frederick Street/Alessandro Boulevard: 23/11 →, ← 9/25	10 Frederick Street/Cactus Avenue: 114/55 →, ← 45/127
11 Graham Street/Alessandro Boulevard: 30/15 →, ← 12/34	12 Graham Street - Riverside Drive/Cactus Avenue: 114/55 →, ← 45/127	13 Heacock Street/Alessandro Boulevard: 38/18 →, ← 15/42	14 Heacock Street/Cactus Avenue: 114/55 →, ← 45/127	15 Heacock Street/Iris Avenue: ↰ 15/7, ↰ 6/17
16 Indian Street/Alessandro Boulevard: 46/22 →, ← 18/51	17 Indian Street/Cactus Avenue: 114/55 →, ← 45/127	18 Indian Street/Iris Avenue: 8/4 ↳, 15/7 →, ↰ 3/8, ← 6/17, ↰ 3/8, 8/4 ↱	19 Perris Boulevard/Alessandro Boulevard: 8/4 ↳, 53/26 →, ↰ 3/8, ← 21/59	20 Perris Boulevard/Cactus Avenue: 8/4 ↳, 114/55 →, ↰ 3/8, ← 45/127
21 Perris Boulevard/Iris Avenue: 8/4 ↳, 30/15 →, ↰ 3/8, ← 12/34, ↰ 12/34, 30/15 ↱	22 Perris Boulevard/Krameria Avenue: 12/34 ↓, 30/15 →	23 Perris Boulevard/San Michele Road: 12/34 ↓, 30/15 →	24 Perris Boulevard/Nandina Avenue: 12/34 ↓, 30/15 →	25 Perris Boulevard/Harley Knox Boulevard: 3/8 ↳, 9/25 ↓, 8/4 ↳, 23/11 →
26 Kitching Street/Alessandro Boulevard: 61/29 →, ← 24/68	27 Kitching Street/Cactus Avenue: 8/4 ↳, 121/59 →, ↰ 3/8, ← 48/136	28 Kitching Street/Iris Avenue: 68/33 →, ← 27/76, ↰ 3/8, 8/4 ↱	29 Lasselle Street/Alessandro Boulevard: 15/7 ↳, 61/29 →, ↰ 6/17, ← 24/68	30 Lasselle Street/Cactus Avenue: 8/4 ↳, 129/63 →, ↰ 3/8, ← 50/144
31 Lasselle Street/John F Kennedy Drive: 23/11 ↴, 9/25 ↰	32 Lasselle Street/Iris Avenue: 30/15 ↳, 76/37 →, ↰ 12/34, ← 30/85, ↰ 33/93, 83/40 ↱			

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FIGURE 11A

XXX/YYY
AM/PM Trips

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Phase III and General Plan Build-out Project Trip Assignment (Int. 1-32)



33 Lasselle Street/Krameria Avenue: ← 33 / 93; → 83 / 40	34 Lasselle Street/Via Xavier Lane: ↰ 3 / 8; ← 30 / 85; ↳ 8 / 4; → 76 / 37	35 Lasselle Street/Lasselle Sports Park - Rojo Tierra: ↓ 27 / 76; ↳ 3 / 8; ↱ 8 / 4; → 68 / 33	36 Lasselle Street/Cremello Way - Avenida De Plata: ↰ 3 / 8; ↓ 24 / 68; ↳ 8 / 4; → 61 / 29	37 Lasselle Street/Avenida Classica - Kentucky Derby Drive: ↰ 3 / 8; ← 21 / 59; ↳ 8 / 4; → 53 / 26
38 Lasselle Street/Via De Anza - Rancho Verde High School: ↰ 3 / 8; ↓ 18 / 51; ↳ 8 / 4; → 46 / 22	39 Evans Road/Ramona Expressway: ↰ 3 / 8; ↓ 9 / 25; ↳ 3 / 8; ↱ 8 / 4; ↳ 8 / 4; → 23 / 11	40 Camino Flores/Iris Avenue: ↳ 8 / 4; ↱ 3 / 8; ← 74 / 212; 190 / 92 →	41 Coachlight Court - Avenida De Circo/Iris Avenue: ← 77 / 220; 197 / 96 →	42 Grande Vista Drive/Iris Avenue: ← 80 / 229; 205 / 99 →
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps: ↓ 8 / 4; ↲ 8 / 4; ↰ 3 / 8; → 3 / 8; ↱ 30 / 85	44 Nason Street/SR-60 Eastbound Ramps: ↓ 15 / 7; ↲ 76 / 37; → 36 / 102	45 Nason Street/Eucalyptus Avenue: ↓ 91 / 44; ↲ 8 / 4; ↰ 3 / 8; → 36 / 102	46 Nason Street/Cottonwood Avenue: ↓ 99 / 48; → 39 / 110	47 Nason Street/Alessandro Boulevard: ↓ 99 / 48; ↲ 91 / 44; ↰ 36 / 102; → 39 / 110
48 Nason Street/Cactus Avenue: ↓ 190 / 92; ↲ 137 / 66; ↰ 53 / 153; → 74 / 212	49 Nason Street-Hillrose Lane/Iris Avenue: ↓ 326 / 158; ↱ 128 / 365; ← 80 / 229; ↰ 3 / 8; → 205 / 99; ↱ 8 / 4	50 Pearl Lane - Oliver Street/Alessandro Boulevard: ↲ 8 / 4; ↰ 3 / 8; ↱ 3 / 8	51 Oliver Street/Cactus Avenue: ↓ 15 / 7; ↲ 8 / 4; ↰ 3 / 8; → 6 / 17; ↱ 3 / 8	52 Oliver Street/John F Kennedy Drive: ← 30 / 15; ↰ 8 / 4; → 12 / 34; ↱ 3 / 8
53 Oliver Street/Iris Avenue: ↰ 38 / 18; ← 167 / 81; ↲ 15 / 42; → 65 / 187; ↲ 6 / 17; ↰ 15 / 7	54 Via Del Lago/Iris Avenue - Moreno Beach Drive: ← 167 / 81; → 65 / 187	55 Moreno Beach Drive/SR-60 Westbound Ramps: ↓ 30 / 15; ↰ 53 / 26; → 12 / 34	56 Moreno Beach Drive/SR-60 Eastbound Ramps: ↓ 83 / 40; → 12 / 34; ↱ 21 / 59	57 Moreno Beach Drive/Eucalyptus Avenue: ↓ 83 / 40; → 33 / 93
58 Moreno Beach Drive/Cottonwood Avenue: ↓ 83 / 40; ↰ 15 / 7; → 33 / 93; ↱ 6 / 17	59 Moreno Beach Drive/Alessandro Boulevard: ↓ 99 / 48; ↰ 23 / 11; → 39 / 110; ↱ 9 / 25	60 Moreno Beach Drive/Cactus Avenue: ↓ 121 / 59; ↰ 23 / 11; → 48 / 136; ↱ 9 / 25	61 Moreno Beach Drive/John F Kennedy Drive: ↓ 144 / 70; ↰ 23 / 11; → 56 / 161; ↱ 9 / 25	62 Driveway 1/Iris Avenue: ↓ 113 / 322; ↰ 8 / 4; ← 98 / 280; 539 / 261 →
63 Driveway 2/Iris Avenue: ↓ 56 / 161; ↲ 86 / 246; ↱ 114 / 55; ← 50 / 123; 539 / 261 ↱	64 Driveway 3/Iris Avenue: ↓ 42 / 119; ↱ 99 / 48; ← 121 / 59; 86 / 246 →			

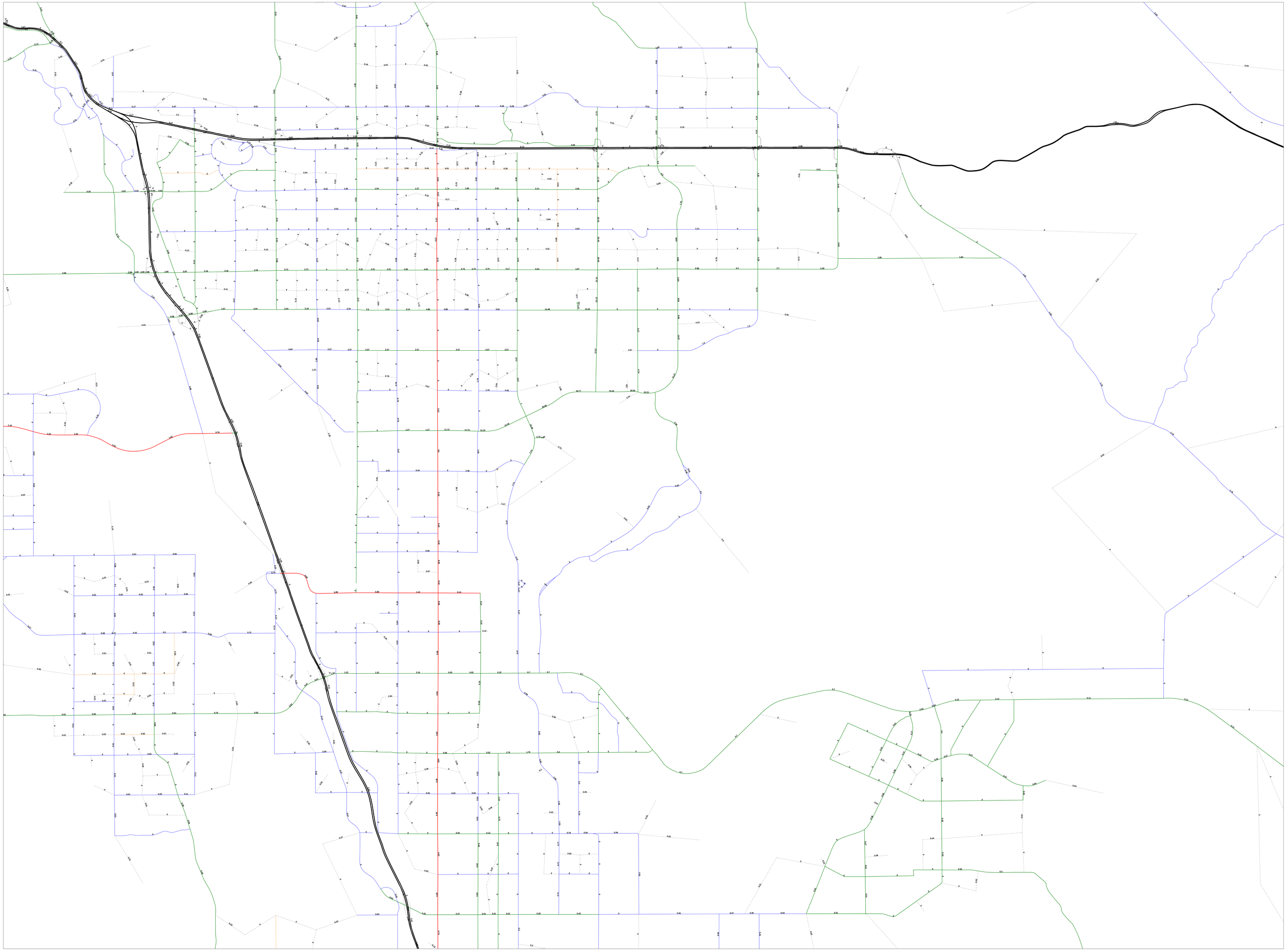
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FIGURE 11B

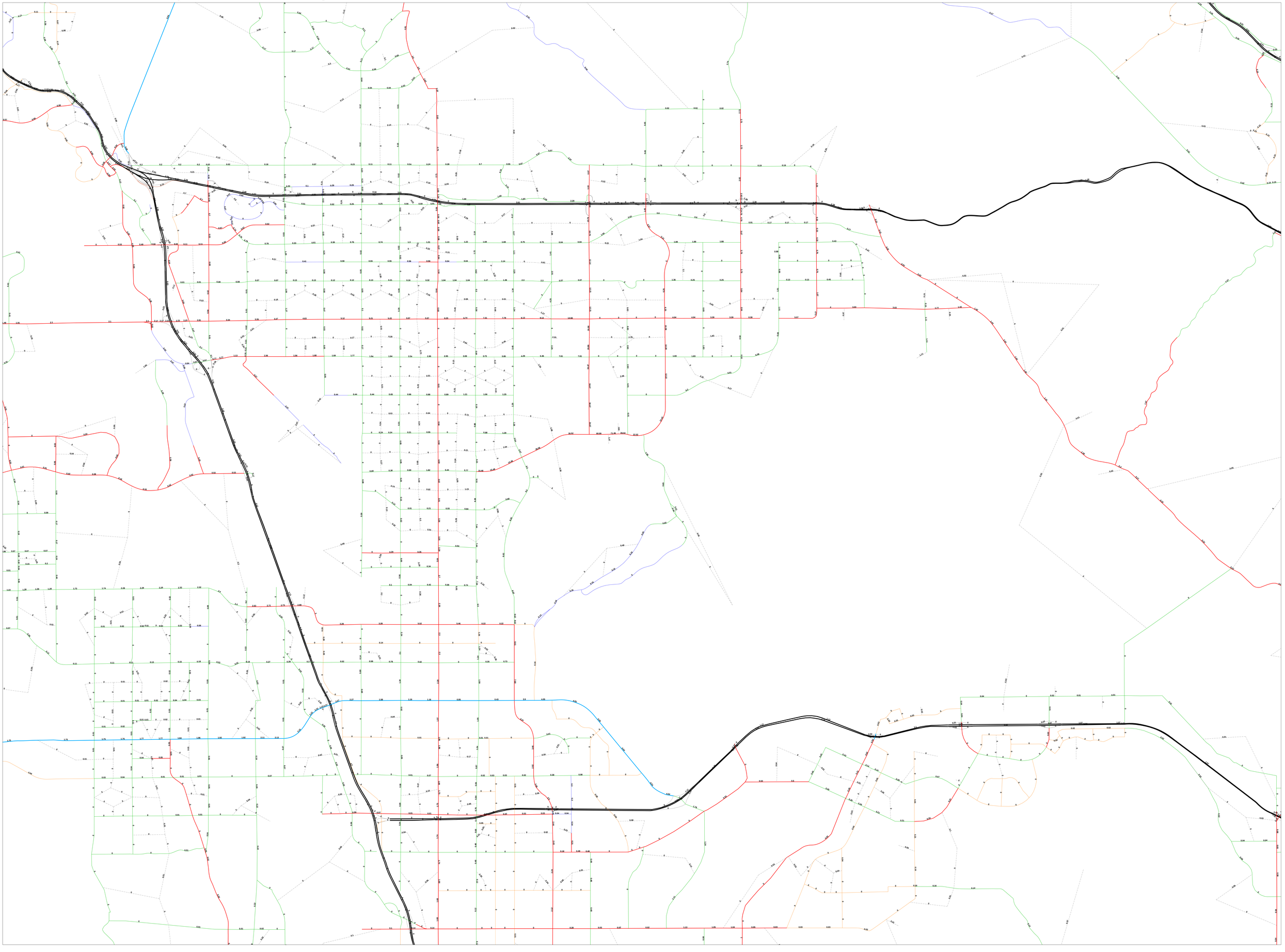
XXX/YYY
AM/PM Trips

Kaiser Permanente Moreno Valley Medical Center Master Plan Project
Traffic Impact Analysis
Phase III and General Plan Build-out Project Trip Assignment (Int. 33-64)

Year 2007 Moreno Valley Model - Kaiser Expansion Select Zone Distribution



Year 2035 Moreno Valley Model - Kaiser Expansion Select Zone Distribution



APPENDIX B:

TRAFFIC COUNT SHEETS

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: I-215 Southbound Ramps
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_RIV_215S_Alessandro AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

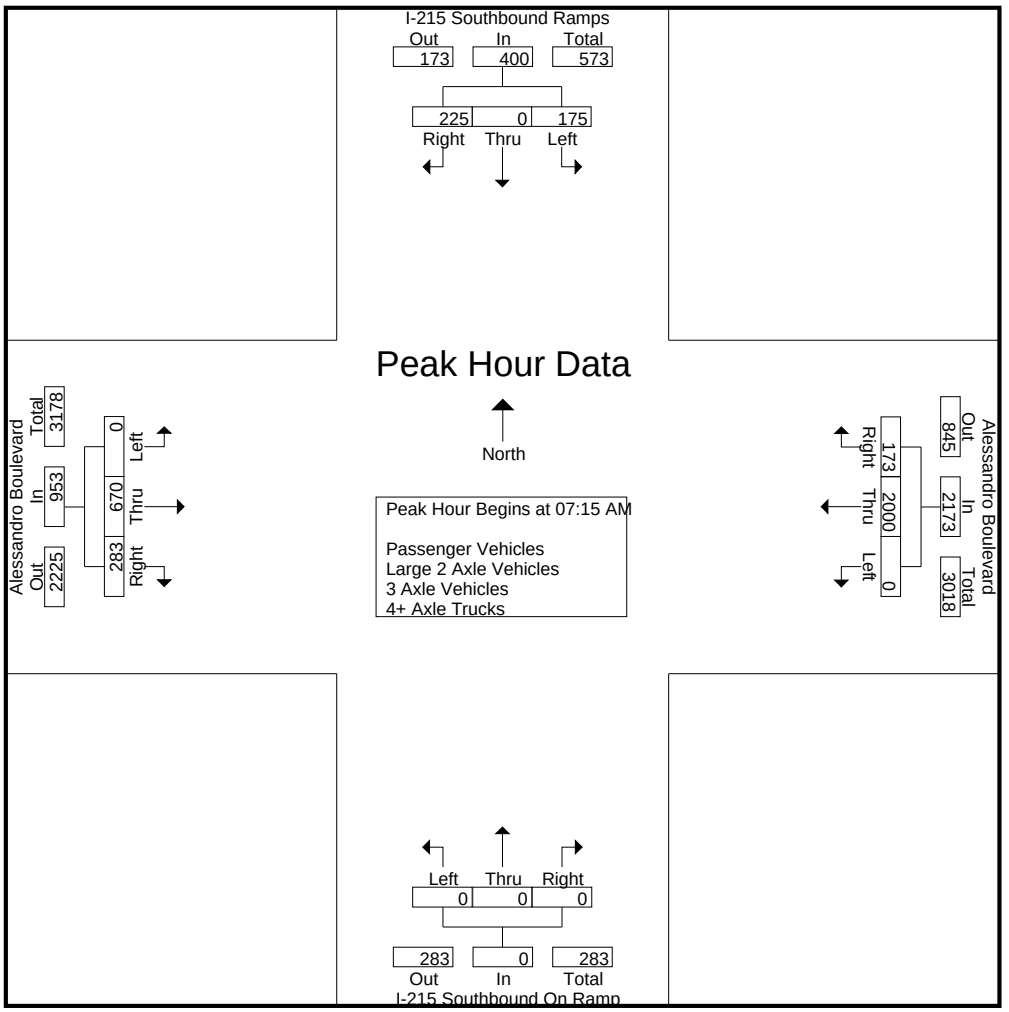
	I-215 Southbound Ramps Southbound				Alessandro Boulevard Westbound				I-215 Southbound On Ramp Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	24	0	49	73	0	488	38	526	0	0	0	0	0	121	32	153	752
07:15 AM	41	0	48	89	0	566	45	611	0	0	0	0	0	135	78	213	913
07:30 AM	37	0	52	89	0	516	49	565	0	0	0	0	0	166	69	235	889
07:45 AM	52	0	74	126	0	446	47	493	0	0	0	0	0	197	63	260	879
Total	154	0	223	377	0	2016	179	2195	0	0	0	0	0	619	242	861	3433
08:00 AM	45	0	51	96	0	472	32	504	0	0	0	0	0	172	73	245	845
08:15 AM	44	0	86	130	0	493	27	520	0	0	0	0	0	164	61	225	875
08:30 AM	37	0	82	119	0	423	28	451	0	0	0	0	0	145	63	208	778
08:45 AM	50	0	68	118	0	398	24	422	0	0	0	0	0	141	37	178	718
Total	176	0	287	463	0	1786	111	1897	0	0	0	0	0	622	234	856	3216
Grand Total	330	0	510	840	0	3802	290	4092	0	0	0	0	0	1241	476	1717	6649
Apprch %	39.3	0	60.7		0	92.9	7.1		0	0	0		0	72.3	27.7		
Total %	5	0	7.7	12.6	0	57.2	4.4	61.5	0	0	0	0	0	18.7	7.2	25.8	
Passenger Vehicles	280	0	476	756	0	3730	276	4006	0	0	0	0	0	1201	454	1655	6417
% Passenger Vehicles	84.8	0	93.3	90	0	98.1	95.2	97.9	0	0	0	0	0	96.8	95.4	96.4	96.5
Large 2 Axle Vehicles	16	0	13	29	0	43	10	53	0	0	0	0	0	26	19	45	127
% Large 2 Axle Vehicles	4.8	0	2.5	3.5	0	1.1	3.4	1.3	0	0	0	0	0	2.1	4	2.6	1.9
3 Axle Vehicles	7	0	5	12	0	9	3	12	0	0	0	0	0	1	2	3	27
% 3 Axle Vehicles	2.1	0	1	1.4	0	0.2	1	0.3	0	0	0	0	0	0.1	0.4	0.2	0.4
4+ Axle Trucks	27	0	16	43	0	20	1	21	0	0	0	0	0	13	1	14	78
% 4+ Axle Trucks	8.2	0	3.1	5.1	0	0.5	0.3	0.5	0	0	0	0	0	1	0.2	0.8	1.2

	I-215 Southbound Ramps Southbound				Alessandro Boulevard Westbound				I-215 Southbound On Ramp Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	41	0	48	89	0	**566**	45	**611**	0	0	0	0	0	135	**78**	213	**913**
07:30 AM	37	0	52	89	0	516	**49**	565	0	0	0	0	0	166	69	235	889
07:45 AM	**52**	0	**74**	**126**	0	446	47	493	0	0	0	0	0	**197**	63	**260**	879
08:00 AM	45	0	51	96	0	472	32	504	0	0	0	0	0	172	73	245	845
Total Volume	175	0	225	400	0	2000	173	2173	0	0	0	0	0	670	283	953	3526
% App. Total	43.8	0	56.2		0	92	8		0	0	0		0	70.3	29.7		
PHF	.841	.000	.760	.794	.000	.883	.883	.889	.000	.000	.000	.000	.000	.850	.907	.916	.965

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: I-215 Southbound Ramps
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_RIV_215S_Alessandro AM
Site Code : 00318027
Start Date : 1/11/2018



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	**52**	0	74	126	0	488	38	526	0	0	0	0	0	166	69	235
+15 mins.	45	0	51	96	0	**566**	45	**611**	0	0	0	0	0	**197**	63	**260**
+30 mins.	44	0	**86**	**130**	0	516	**49**	565	0	0	0	0	0	172	**73**	245
+45 mins.	37	0	82	119	0	446	47	493	0	0	0	0	0	164	61	225
Total Volume	178	0	293	471	0	2016	179	2195	0	0	0	0	0	699	266	965
% App. Total	37.8	0	62.2		0	91.8	8.2		0	0	0		0	72.4	27.6	
PHF	.856	.000	.852	.906	.000	.890	.913	.898	.000	.000	.000	.000	.000	.887	.911	.928

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: I-215 Southbound Ramps
E/W: Alessandro Boulevard
Weather: Clear

File Name : 01_RIV_215S_Alessandro PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

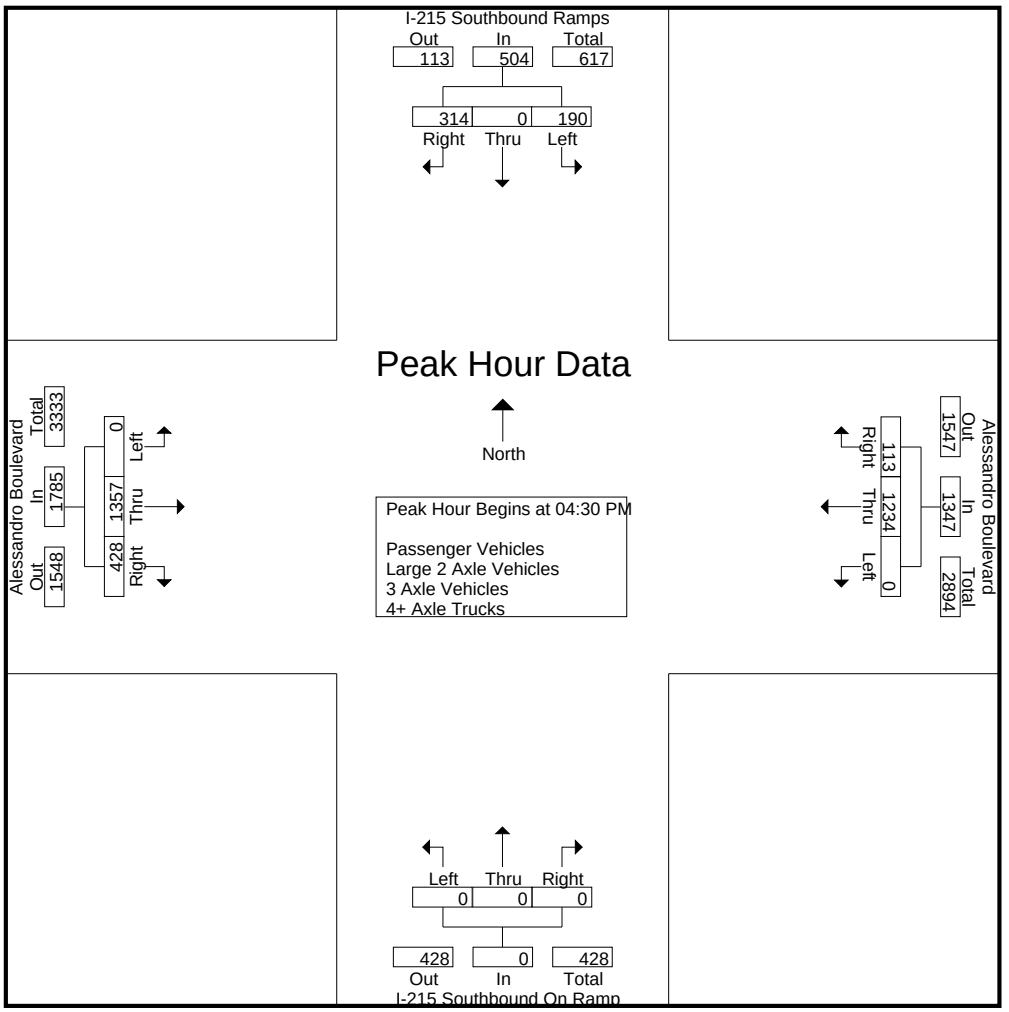
	I-215 Southbound Ramps Southbound				Alessandro Boulevard Westbound				I-215 Southbound On Ramp Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	47	0	78	125	0	293	36	329	0	0	0	0	0	321	110	431	885
04:15 PM	68	0	84	152	0	272	27	299	0	0	0	0	0	282	91	373	824
04:30 PM	55	0	85	140	0	268	28	296	0	0	0	0	0	337	114	451	887
04:45 PM	44	0	73	117	0	318	26	344	0	0	0	0	0	268	103	371	832
Total	214	0	320	534	0	1151	117	1268	0	0	0	0	0	1208	418	1626	3428
05:00 PM	42	0	76	118	0	310	33	343	0	0	0	0	0	390	108	498	959
05:15 PM	49	0	80	129	0	338	26	364	0	0	0	0	0	362	103	465	958
05:30 PM	47	0	80	127	0	268	25	293	0	0	0	0	0	357	96	453	873
05:45 PM	66	0	79	145	0	243	19	262	0	0	0	0	0	312	89	401	808
Total	204	0	315	519	0	1159	103	1262	0	0	0	0	0	1421	396	1817	3598
Grand Total	418	0	635	1053	0	2310	220	2530	0	0	0	0	0	2629	814	3443	7026
Apprch %	39.7	0	60.3		0	91.3	8.7		0	0	0		0	76.4	23.6		
Total %	5.9	0	9	15	0	32.9	3.1	36	0	0	0	0	0	37.4	11.6	49	
Passenger Vehicles	384	0	616	1000	0	2272	213	2485	0	0	0	0	0	2593	800	3393	6878
% Passenger Vehicles	91.9	0	97	95	0	98.4	96.8	98.2	0	0	0	0	0	98.6	98.3	98.5	97.9
Large 2 Axle Vehicles	10	0	9	19	0	28	7	35	0	0	0	0	0	23	11	34	88
% Large 2 Axle Vehicles	2.4	0	1.4	1.8	0	1.2	3.2	1.4	0	0	0	0	0	0.9	1.4	1	1.3
3 Axle Vehicles	3	0	4	7	0	6	0	6	0	0	0	0	0	2	2	4	17
% 3 Axle Vehicles	0.7	0	0.6	0.7	0	0.3	0	0.2	0	0	0	0	0	0.1	0.2	0.1	0.2
4+ Axle Trucks	21	0	6	27	0	4	0	4	0	0	0	0	0	11	1	12	43
% 4+ Axle Trucks	5	0	0.9	2.6	0	0.2	0	0.2	0	0	0	0	0	0.4	0.1	0.3	0.6

	I-215 Southbound Ramps Southbound				Alessandro Boulevard Westbound				I-215 Southbound On Ramp Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**55**	0	**85**	**140**	0	268	28	296	0	0	0	0	0	337	**114**	451	887
04:45 PM	44	0	73	117	0	318	26	344	0	0	0	0	0	268	103	371	832
05:00 PM	42	0	76	118	0	310	**33**	343	0	0	0	0	0	**390**	108	**498**	**959**
05:15 PM	49	0	80	129	0	**338**	26	**364**	0	0	0	0	0	362	103	465	958
Total Volume	190	0	314	504	0	1234	113	1347	0	0	0	0	0	1357	428	1785	3636
% App. Total	37.7	0	62.3		0	91.6	8.4		0	0	0		0	76	24		
PHF	.864	.000	.924	.900	.000	.913	.856	.925	.000	.000	.000	.000	.000	.870	.939	.896	.948

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File Name : 01_RIV_215S_Alessandro PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2

City of Riverside
N/S: I-215 Southbound Ramps
E/W: Alessandro Boulevard
Weather: Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	47	0	78	125	0	268	28	296	0	0	0	0	0	**390**	**108**	**498**
+15 mins.	**68**	0	84	**152**	0	318	26	344	0	0	0	0	0	362	103	465
+30 mins.	55	0	**85**	140	0	310	**33**	343	0	0	0	0	0	357	96	453
+45 mins.	44	0	73	117	0	**338**	26	**364**	0	0	0	0	0	312	89	401
Total Volume	214	0	320	534	0	1234	113	1347	0	0	0	0	0	1421	396	1817
% App. Total	40.1	0	59.9		0	91.6	8.4		0	0	0		0	78.2	21.8	
PHF	.787	.000	.941	.878	.000	.913	.856	.925	.000	.000	.000	.000	.000	.911	.917	.912

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City of Riverside
N/S: I-215 Northbound Ramps
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_RIV_215N_Alessandro AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

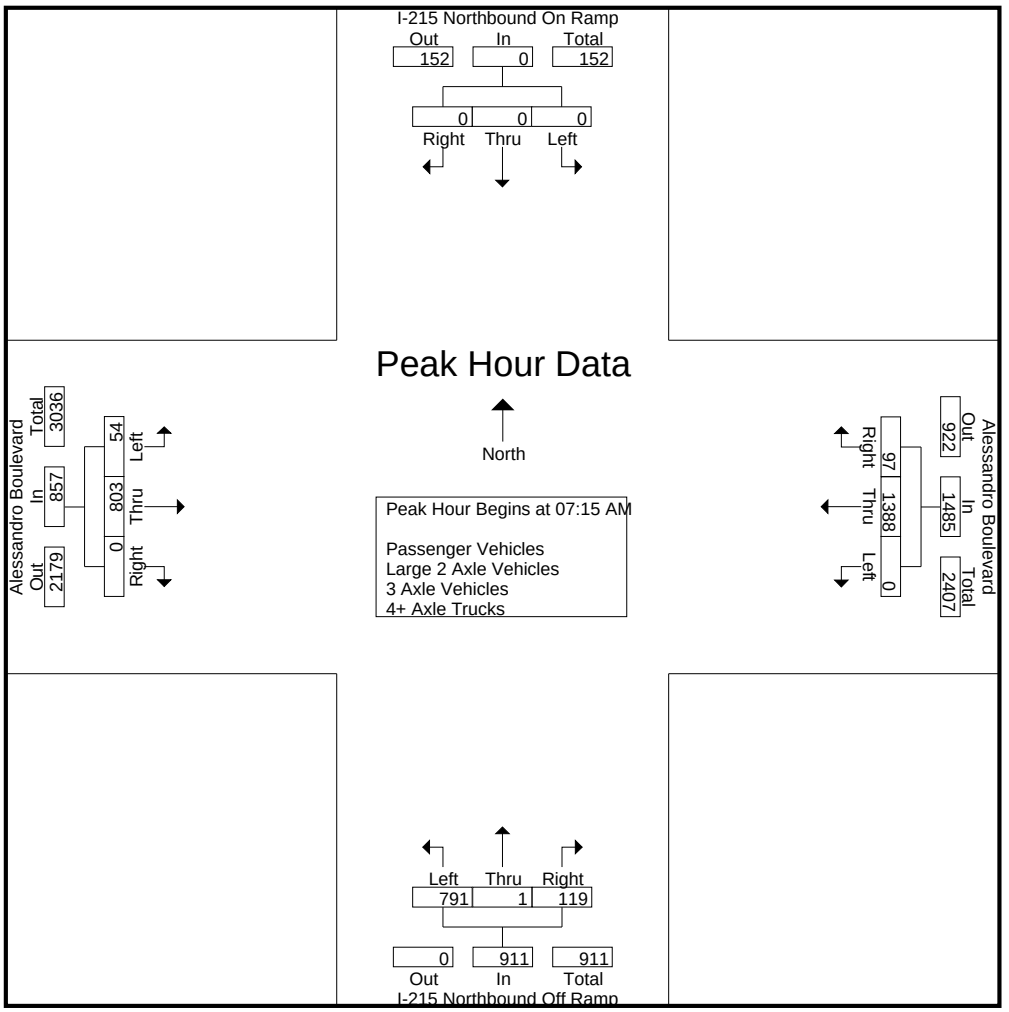
	I-215 Northbound On Ramp Southbound				Alessandro Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	356	26	382	183	1	22	206	17	121	0	138	726
07:15 AM	0	0	0	0	0	409	23	432	214	1	16	231	14	160	0	174	837
07:30 AM	0	0	0	0	0	371	28	399	186	0	23	209	13	194	0	207	815
07:45 AM	0	0	0	0	0	314	28	342	185	0	36	221	9	245	0	254	817
Total	0	0	0	0	0	1450	105	1555	768	2	97	867	53	720	0	773	3195
08:00 AM	0	0	0	0	0	294	18	312	206	0	44	250	18	204	0	222	784
08:15 AM	0	0	0	0	0	317	21	338	209	0	33	242	18	200	0	218	798
08:30 AM	0	0	0	0	0	241	24	265	215	0	55	270	19	154	0	173	708
08:45 AM	0	0	0	0	0	237	21	258	187	0	91	278	12	193	0	205	741
Total	0	0	0	0	0	1089	84	1173	817	0	223	1040	67	751	0	818	3031
Grand Total	0	0	0	0	0	2539	189	2728	1585	2	320	1907	120	1471	0	1591	6226
Apprch %	0	0	0		0	93.1	6.9		83.1	0.1	16.8		7.5	92.5	0		
Total %	0	0	0	0	0	40.8	3	43.8	25.5	0	5.1	30.6	1.9	23.6	0	25.6	
Passenger Vehicles	0	0	0	0	0	2481	156	2637	1534	2	301	1837	96	1398	0	1494	5968
% Passenger Vehicles	0	0	0	0	0	97.7	82.5	96.7	96.8	100	94.1	96.3	80	95	0	93.9	95.9
Large 2 Axle Vehicles	0	0	0	0	0	47	8	55	32	0	14	46	10	40	0	50	151
% Large 2 Axle Vehicles	0	0	0	0	0	1.9	4.2	2	2	0	4.4	2.4	8.3	2.7	0	3.1	2.4
3 Axle Vehicles	0	0	0	0	0	7	9	16	3	0	1	4	1	8	0	9	29
% 3 Axle Vehicles	0	0	0	0	0	0.3	4.8	0.6	0.2	0	0.3	0.2	0.8	0.5	0	0.6	0.5
4+ Axle Trucks	0	0	0	0	0	4	16	20	16	0	4	20	13	25	0	38	78
% 4+ Axle Trucks	0	0	0	0	0	0.2	8.5	0.7	1	0	1.2	1	10.8	1.7	0	2.4	1.3

	I-215 Northbound On Ramp Southbound				Alessandro Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**409**	23	**432**	**214**	**1**	16	231	14	160	0	174	**837**
07:30 AM	0	0	0	0	0	371	**28**	399	186	0	23	209	13	194	0	207	815
07:45 AM	0	0	0	0	0	314	28	342	185	0	36	221	9	**245**	0	**254**	817
08:00 AM	0	0	0	0	0	294	18	312	206	0	**44**	**250**	**18**	204	0	222	784
Total Volume	0	0	0	0	0	1388	97	1485	791	1	119	911	54	803	0	857	3253
% App. Total	0	0	0		0	93.5	6.5		86.8	0.1	13.1		6.3	93.7	0		
PHF	.000	.000	.000	.000	.000	.848	.866	.859	.924	.250	.676	.911	.750	.819	.000	.844	.972

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City of Riverside
N/S: I-215 Northbound Ramps
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_RIV_215N_Alessandro AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				08:00 AM				07:30 AM			
+0 mins.	0	0	0	0	0	356	26	382	206	0	44	250	13	194	0	207
+15 mins.	0	0	0	0	0	**409**	23	**432**	209	0	33	242	9	**245**	0	**254**
+30 mins.	0	0	0	0	0	371	**28**	399	**215**	0	55	270	**18**	204	0	222
+45 mins.	0	0	0	0	0	314	28	342	187	0	**91**	**278**	18	200	0	218
Total Volume	0	0	0	0	0	1450	105	1555	817	0	223	1040	58	843	0	901
% App. Total	0	0	0		0	93.2	6.8		78.6	0	21.4		6.4	93.6	0	
PHF	.000	.000	.000	.000	.000	.886	.938	.900	.950	.000	.613	.935	.806	.860	.000	.887

Counts Unlimited
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File Name : 02_RIV_215N_Alessandro PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

City of Riverside
N/S: I-215 Northbound Ramps
E/W: Alessandro Boulevard
Weather: Clear

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

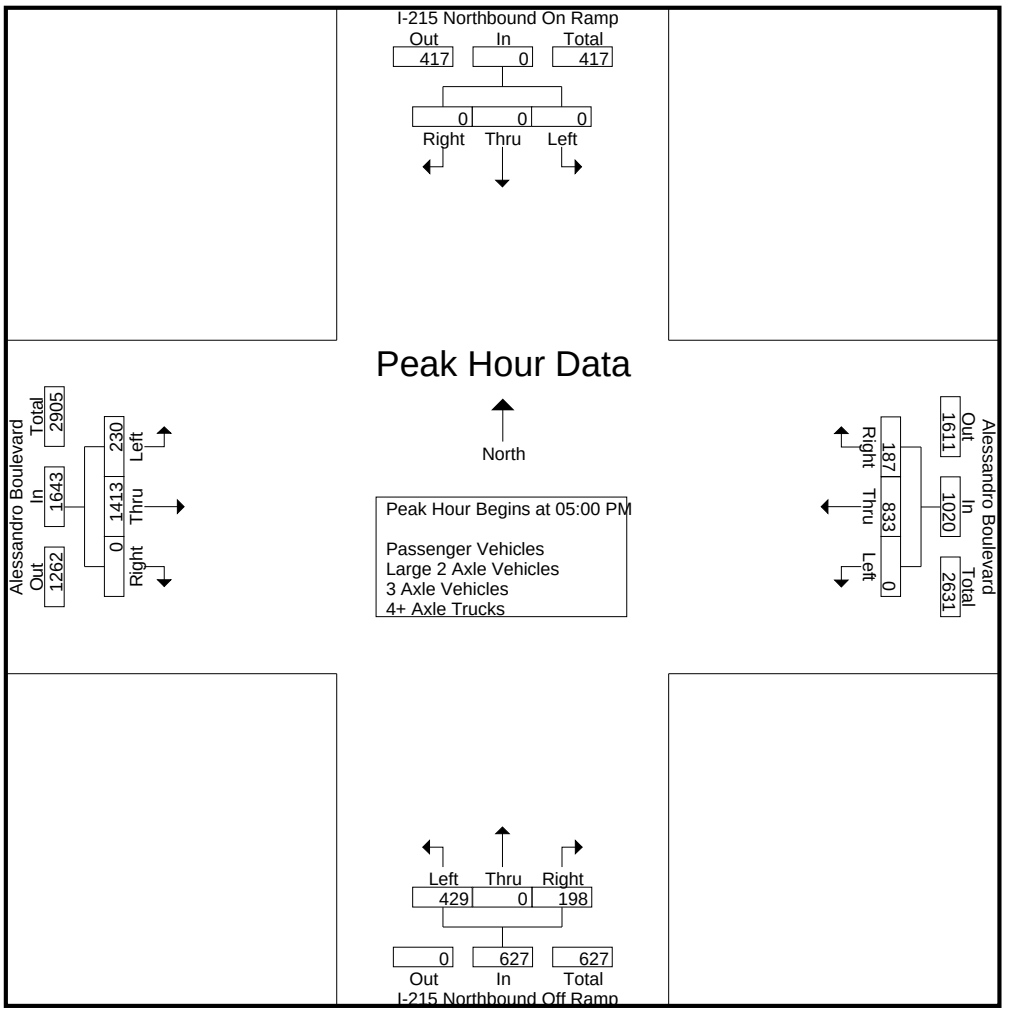
	I-215 Northbound On Ramp Southbound				Alessandro Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	218	61	279	119	3	43	165	51	300	0	351	795
04:15 PM	0	0	0	0	0	188	34	222	107	1	44	152	62	308	0	370	744
04:30 PM	0	0	0	0	0	195	47	242	104	0	42	146	60	335	0	395	783
04:45 PM	0	0	0	0	0	216	42	258	118	1	33	152	47	270	0	317	727
Total	0	0	0	0	0	817	184	1001	448	5	162	615	220	1213	0	1433	3049
05:00 PM	0	0	0	0	0	229	57	286	102	0	52	154	62	338	0	400	840
05:15 PM	0	0	0	0	0	232	46	278	135	0	66	201	55	398	0	453	932
05:30 PM	0	0	0	0	0	191	44	235	112	0	41	153	53	349	0	402	790
05:45 PM	0	0	0	0	0	181	40	221	80	0	39	119	60	328	0	388	728
Total	0	0	0	0	0	833	187	1020	429	0	198	627	230	1413	0	1643	3290
Grand Total	0	0	0	0	0	1650	371	2021	877	5	360	1242	450	2626	0	3076	6339
Apprch %	0	0	0		0	81.6	18.4		70.6	0.4	29		14.6	85.4	0		
Total %	0	0	0	0	0	26	5.9	31.9	13.8	0.1	5.7	19.6	7.1	41.4	0	48.5	
Passenger Vehicles	0	0	0	0	0	1626	342	1968	844	5	348	1197	430	2556	0	2986	6151
% Passenger Vehicles	0	0	0	0	0	98.5	92.2	97.4	96.2	100	96.7	96.4	95.6	97.3	0	97.1	97
Large 2 Axle Vehicles	0	0	0	0	0	21	11	32	25	0	9	34	9	45	0	54	120
% Large 2 Axle Vehicles	0	0	0	0	0	1.3	3	1.6	2.9	0	2.5	2.7	2	1.7	0	1.8	1.9
3 Axle Vehicles	0	0	0	0	0	2	2	4	4	0	0	4	3	3	0	6	14
% 3 Axle Vehicles	0	0	0	0	0	0.1	0.5	0.2	0.5	0	0	0.3	0.7	0.1	0	0.2	0.2
4+ Axle Trucks	0	0	0	0	0	1	16	17	4	0	3	7	8	22	0	30	54
% 4+ Axle Trucks	0	0	0	0	0	0.1	4.3	0.8	0.5	0	0.8	0.6	1.8	0.8	0	1	0.9

	I-215 Northbound On Ramp Southbound				Alessandro Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	229	**57**	**286**	102	0	52	154	**62**	338	0	400	840
05:15 PM	0	0	0	0	0	**232**	46	278	**135**	0	**66**	**201**	55	**398**	0	**453**	**932**
05:30 PM	0	0	0	0	0	191	44	235	112	0	41	153	53	349	0	402	790
05:45 PM	0	0	0	0	0	181	40	221	80	0	39	119	60	328	0	388	728
Total Volume	0	0	0	0	0	833	187	1020	429	0	198	627	230	1413	0	1643	3290
% App. Total	0	0	0		0	81.7	18.3		68.4	0	31.6		14	86	0		
PHF	.000	.000	.000	.000	.000	.898	.820	.892	.794	.000	.750	.780	.927	.888	.000	.907	.883

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City of Riverside
N/S: I-215 Northbound Ramps
E/W: Alessandro Boulevard
Weather: Clear

File Name : 02_RIV_215N_Alessandro PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:45 PM				05:00 PM			
+0 mins.	0	0	0	0	0	195	47	242	118	**1**	33	152	**62**	338	0	400
+15 mins.	0	0	0	0	0	216	42	258	102	0	52	154	55	**398**	0	**453**
+30 mins.	0	0	0	0	0	229	**57**	**286**	**135**	0	**66**	**201**	53	349	0	402
+45 mins.	0	0	0	0	0	**232**	46	278	112	0	41	153	60	328	0	388
Total Volume	0	0	0	0	0	872	192	1064	467	1	192	660	230	1413	0	1643
% App. Total	0	0	0		0	82	18		70.8	0.2	29.1		14	86	0	
PHF	.000	.000	.000	.000	.000	.940	.842	.930	.865	.250	.727	.821	.927	.888	.000	.907

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File Name : 03_CRV_215S_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Clear

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

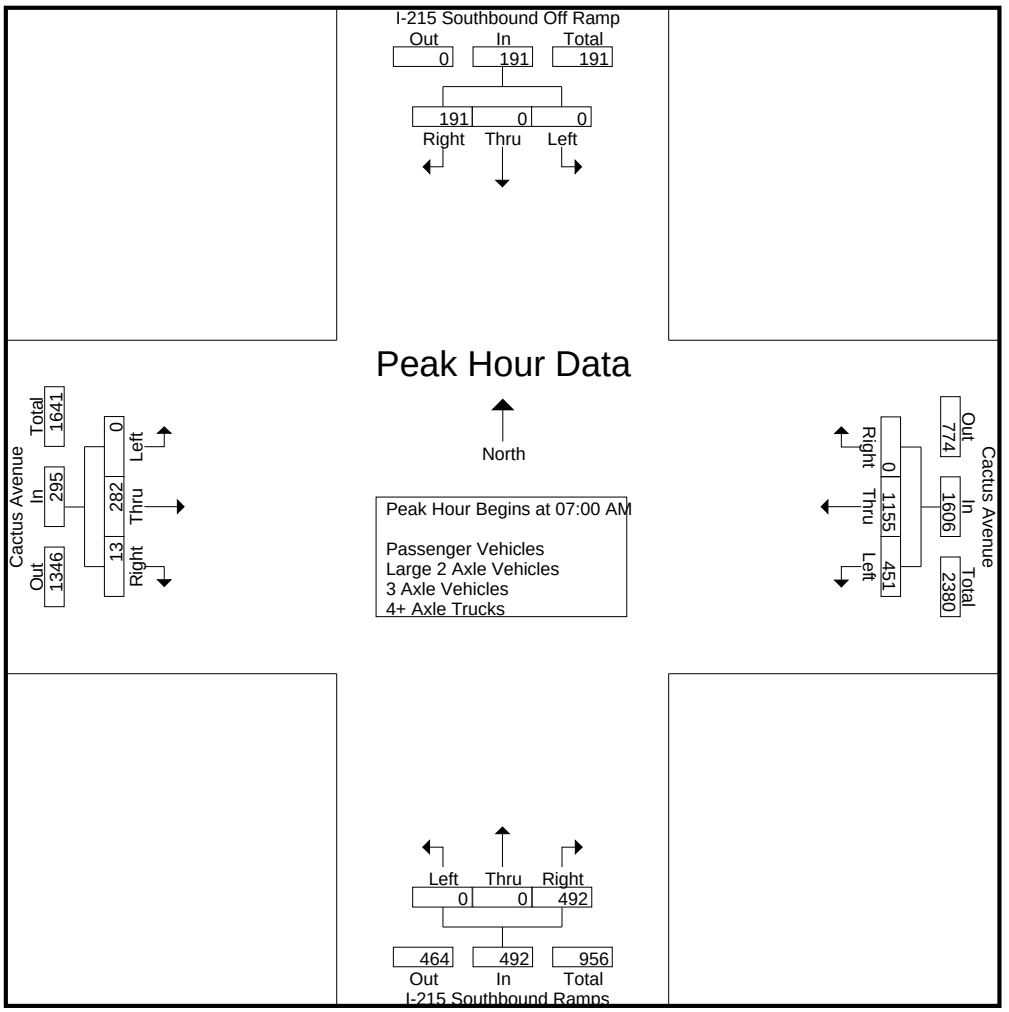
	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	36	36	96	287	0	383	0	0	123	123	0	66	1	67	609
07:15 AM	0	0	34	34	124	333	0	457	0	0	135	135	0	62	3	65	691
07:30 AM	0	0	48	48	119	285	0	404	0	0	114	114	0	69	5	74	640
07:45 AM	0	0	73	73	112	250	0	362	0	0	120	120	0	85	4	89	644
Total	0	0	191	191	451	1155	0	1606	0	0	492	492	0	282	13	295	2584
08:00 AM	0	0	62	62	83	225	0	308	0	0	95	95	0	78	2	80	545
08:15 AM	0	0	64	64	97	254	0	351	0	0	95	95	0	65	9	74	584
08:30 AM	0	0	49	49	73	237	0	310	0	0	91	91	0	78	10	88	538
08:45 AM	0	0	46	46	59	188	0	247	0	0	84	84	0	69	9	78	455
Total	0	0	221	221	312	904	0	1216	0	0	365	365	0	290	30	320	2122
Grand Total	0	0	412	412	763	2059	0	2822	0	0	857	857	0	572	43	615	4706
Apprch %	0	0	100		27	73	0		0	0	100		0	93	7		
Total %	0	0	8.8	8.8	16.2	43.8	0	60	0	0	18.2	18.2	0	12.2	0.9	13.1	
Passenger Vehicles	0	0	349	349	737	2029	0	2766	0	0	766	766	0	530	31	561	4442
% Passenger Vehicles	0	0	84.7	84.7	96.6	98.5	0	98	0	0	89.4	89.4	0	92.7	72.1	91.2	94.4
Large 2 Axle Vehicles	0	0	18	18	9	17	0	26	0	0	17	17	0	11	3	14	75
% Large 2 Axle Vehicles	0	0	4.4	4.4	1.2	0.8	0	0.9	0	0	2	2	0	1.9	7	2.3	1.6
3 Axle Vehicles	0	0	5	5	6	0	0	6	0	0	6	6	0	1	4	5	22
% 3 Axle Vehicles	0	0	1.2	1.2	0.8	0	0	0.2	0	0	0.7	0.7	0	0.2	9.3	0.8	0.5
4+ Axle Trucks	0	0	40	40	11	13	0	24	0	0	68	68	0	30	5	35	167
% 4+ Axle Trucks	0	0	9.7	9.7	1.4	0.6	0	0.9	0	0	7.9	7.9	0	5.2	11.6	5.7	3.5

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	36	36	96	287	0	383	0	0	123	123	0	66	1	67	609
07:15 AM	0	0	34	34	**124**	**333**	0	**457**	0	0	**135**	**135**	0	62	3	65	**691**
07:30 AM	0	0	48	48	119	285	0	404	0	0	114	114	0	69	**5**	74	640
07:45 AM	0	0	**73**	**73**	112	250	0	362	0	0	120	120	0	**85**	4	**89**	644
Total Volume	0	0	191	191	451	1155	0	1606	0	0	492	492	0	282	13	295	2584
% App. Total	0	0	100		28.1	71.9	0		0	0	100		0	95.6	4.4		
PHF	.000	.000	.654	.654	.909	.867	.000	.879	.000	.000	.911	.911	.000	.829	.650	.829	.935

Counts Unlimited
PO Box 1178
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File Name : 03_CRV_215S_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018

County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	0	0	**73**	**73**	96	287	0	383	0	0	123	123	0	**85**	4	**89**
+15 mins.	0	0	62	62	**124**	**333**	0	**457**	0	0	**135**	**135**	0	78	2	80
+30 mins.	0	0	64	64	119	285	0	404	0	0	114	114	0	65	9	74
+45 mins.	0	0	49	49	112	250	0	362	0	0	120	120	0	78	**10**	88
Total Volume	0	0	248	248	451	1155	0	1606	0	0	492	492	0	306	25	331
% App. Total	0	0	100		28.1	71.9	0		0	0	100		0	92.4	7.6	
PHF	.000	.000	.849	.849	.909	.867	.000	.879	.000	.000	.911	.911	.000	.900	.625	.930

Counts Unlimited
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File Name : 03_CRV_215S_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Clear

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

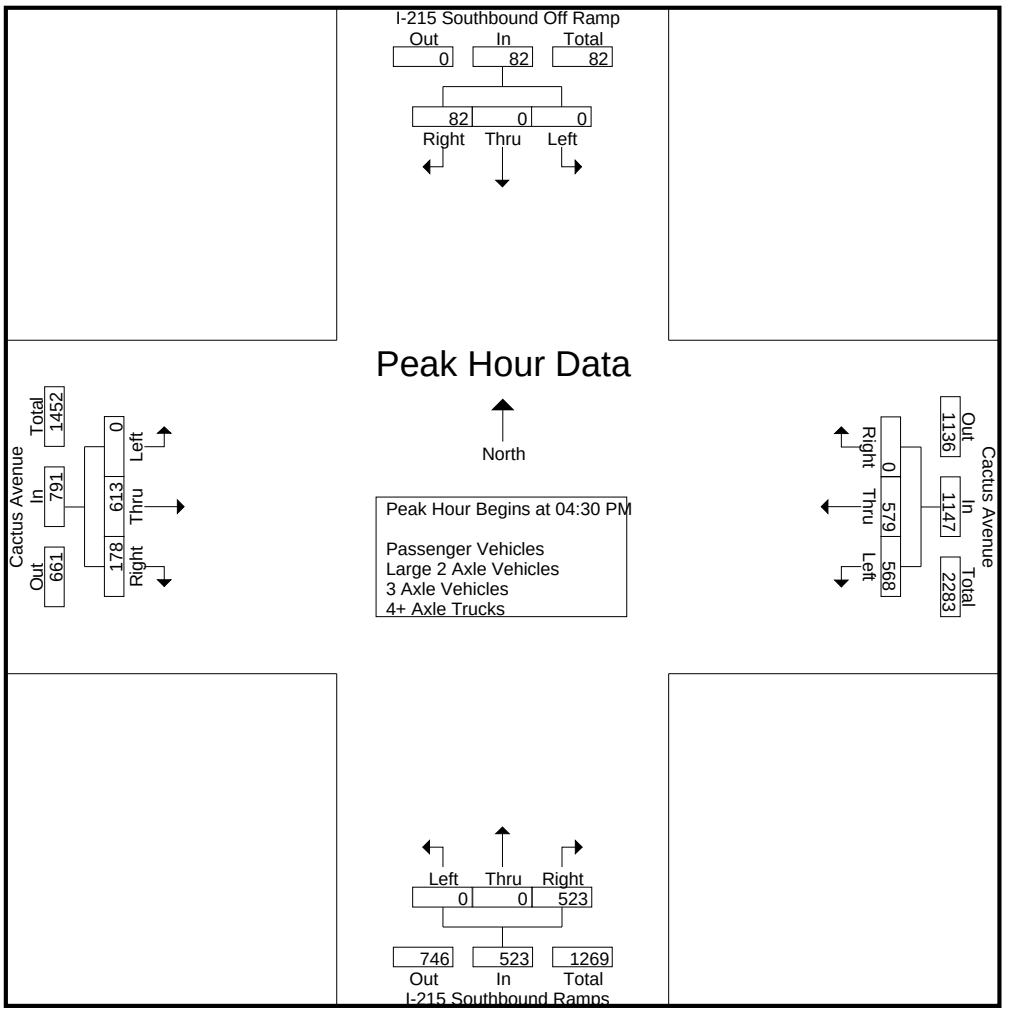
	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	31	31	149	148	0	297	0	0	141	141	0	115	32	147	616
04:15 PM	0	0	26	26	121	122	0	243	0	0	136	136	0	104	23	127	532
04:30 PM	0	0	23	23	157	158	0	315	0	0	131	131	0	147	25	172	641
04:45 PM	0	0	23	23	120	169	0	289	0	0	118	118	0	126	37	163	593
Total	0	0	103	103	547	597	0	1144	0	0	526	526	0	492	117	609	2382
05:00 PM	0	0	20	20	155	134	0	289	0	0	148	148	0	173	59	232	689
05:15 PM	0	0	16	16	136	118	0	254	0	0	126	126	0	167	57	224	620
05:30 PM	0	0	13	13	136	120	0	256	0	0	119	119	0	167	52	219	607
05:45 PM	0	0	12	12	115	66	0	181	0	0	146	146	0	148	35	183	522
Total	0	0	61	61	542	438	0	980	0	0	539	539	0	655	203	858	2438
Grand Total	0	0	164	164	1089	1035	0	2124	0	0	1065	1065	0	1147	320	1467	4820
Apprch %	0	0	100		51.3	48.7	0		0	0	100		0	78.2	21.8		
Total %	0	0	3.4	3.4	22.6	21.5	0	44.1	0	0	22.1	22.1	0	23.8	6.6	30.4	
Passenger Vehicles	0	0	145	145	1074	1013	0	2087	0	0	1012	1012	0	1126	318	1444	4688
% Passenger Vehicles	0	0	88.4	88.4	98.6	97.9	0	98.3	0	0	95	95	0	98.2	99.4	98.4	97.3
Large 2 Axle Vehicles	0	0	4	4	11	8	0	19	0	0	9	9	0	6	0	6	38
% Large 2 Axle Vehicles	0	0	2.4	2.4	1	0.8	0	0.9	0	0	0.8	0.8	0	0.5	0	0.4	0.8
3 Axle Vehicles	0	0	1	1	0	6	0	6	0	0	3	3	0	6	1	7	17
% 3 Axle Vehicles	0	0	0.6	0.6	0	0.6	0	0.3	0	0	0.3	0.3	0	0.5	0.3	0.5	0.4
4+ Axle Trucks	0	0	14	14	4	8	0	12	0	0	41	41	0	9	1	10	77
% 4+ Axle Trucks	0	0	8.5	8.5	0.4	0.8	0	0.6	0	0	3.8	3.8	0	0.8	0.3	0.7	1.6

	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**23**	**23**	**157**	158	0	**315**	0	0	131	131	0	147	25	172	641
04:45 PM	0	0	23	23	120	**169**	0	289	0	0	118	118	0	126	37	163	593
05:00 PM	0	0	20	20	155	134	0	289	0	0	**148**	**148**	0	**173**	**59**	**232**	**689**
05:15 PM	0	0	16	16	136	118	0	254	0	0	126	126	0	167	57	224	620
Total Volume	0	0	82	82	568	579	0	1147	0	0	523	523	0	613	178	791	2543
% App. Total	0	0	100		49.5	50.5	0		0	0	100		0	77.5	22.5		
PHF	.000	.000	.891	.891	.904	.857	.000	.910	.000	.000	.883	.883	.000	.886	.754	.852	.923

Counts Unlimited
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File Name : 03_CRV_215S_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2

County of Riverside
N/S: I-215 Southbound Ramps
E/W: Cactus Avenue
Weather: Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	**31**	**31**	**157**	158	0	**315**	0	0	**148**	**148**	0	**173**	**59**	**232**
+15 mins.	0	0	26	26	120	**169**	0	289	0	0	126	126	0	167	57	224
+30 mins.	0	0	23	23	155	134	0	289	0	0	119	119	0	167	52	219
+45 mins.	0	0	23	23	136	118	0	254	0	0	146	146	0	148	35	183
Total Volume	0	0	103	103	568	579	0	1147	0	0	539	539	0	655	203	858
% App. Total	0	0	100		49.5	50.5	0		0	0	100		0	76.3	23.7	
PHF	.000	.000	.831	.831	.904	.857	.000	.910	.000	.000	.910	.910	.000	.947	.860	.925

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City of Moreno Valley
N/S: Old 215 Frontage Rd/I-215 NB Ramps
E/W: Cactus Avenue
Weather: Clear

File Name : 05_MRV_Old 215 Frontage_215N_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

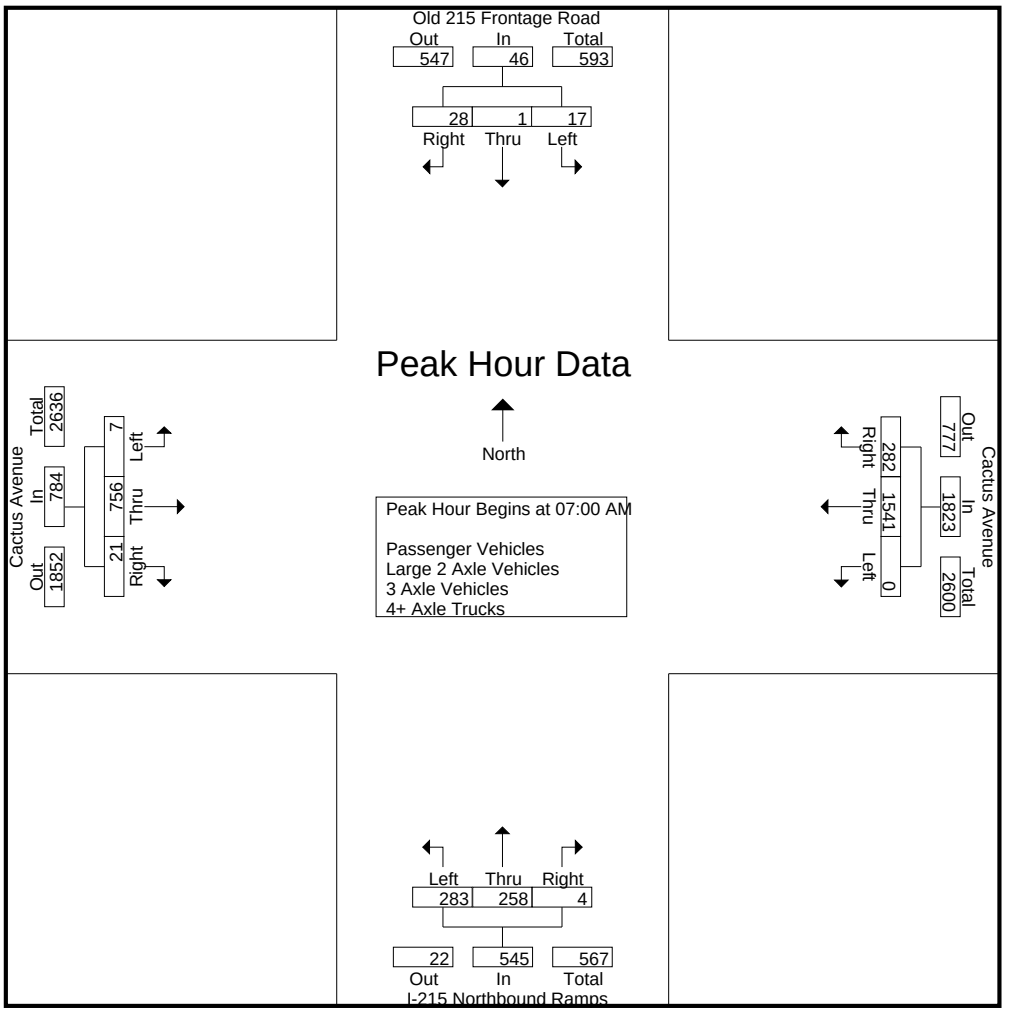
	Old 215 Frontage Road Southbound				Cactus Avenue Westbound				I-215 Northbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	0	7	11	0	413	67	480	53	44	0	97	2	188	6	196	784
07:15 AM	6	1	11	18	0	386	77	463	90	62	2	154	1	183	6	190	825
07:30 AM	2	0	6	8	0	388	68	456	71	83	0	154	2	184	5	191	809
07:45 AM	5	0	4	9	0	354	70	424	69	69	2	140	2	201	4	207	780
Total	17	1	28	46	0	1541	282	1823	283	258	4	545	7	756	21	784	3198
08:00 AM	7	0	6	13	0	317	45	362	81	57	2	140	6	162	3	171	686
08:15 AM	9	0	6	15	0	313	52	365	68	81	2	151	2	157	10	169	700
08:30 AM	14	0	7	21	0	261	43	304	96	47	2	145	2	163	5	170	640
08:45 AM	6	0	7	13	0	240	47	287	68	51	2	121	1	147	7	155	576
Total	36	0	26	62	0	1131	187	1318	313	236	8	557	11	629	25	665	2602
Grand Total	53	1	54	108	0	2672	469	3141	596	494	12	1102	18	1385	46	1449	5800
Apprch %	49.1	0.9	50		0	85.1	14.9		54.1	44.8	1.1		1.2	95.6	3.2		
Total %	0.9	0	0.9	1.9	0	46.1	8.1	54.2	10.3	8.5	0.2	19	0.3	23.9	0.8	25	
Passenger Vehicles	47	0	37	84	0	2538	443	2981	578	481	10	1069	13	1279	17	1309	5443
% Passenger Vehicles	88.7	0	68.5	77.8	0	95	94.5	94.9	97	97.4	83.3	97	72.2	92.3	37	90.3	93.8
Large 2 Axle Vehicles	0	1	3	4	0	47	10	57	8	6	2	16	1	32	3	36	113
% Large 2 Axle Vehicles	0	100	5.6	3.7	0	1.8	2.1	1.8	1.3	1.2	16.7	1.5	5.6	2.3	6.5	2.5	1.9
3 Axle Vehicles	3	0	5	8	0	15	6	21	1	2	0	3	0	7	1	8	40
% 3 Axle Vehicles	5.7	0	9.3	7.4	0	0.6	1.3	0.7	0.2	0.4	0	0.3	0	0.5	2.2	0.6	0.7
4+ Axle Trucks	3	0	9	12	0	72	10	82	9	5	0	14	4	67	25	96	204
% 4+ Axle Trucks	5.7	0	16.7	11.1	0	2.7	2.1	2.6	1.5	1	0	1.3	22.2	4.8	54.3	6.6	3.5

	Old 215 Frontage Road Southbound				Cactus Avenue Westbound				I-215 Northbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	0	7	11	0	**413**	67	**480**	53	44	0	97	**2**	188	**6**	196	784
07:15 AM	**6**	**1**	**11**	**18**	0	386	**77**	463	**90**	62	**2**	**154**	1	183	6	190	**825**
07:30 AM	2	0	6	8	0	388	68	456	71	**83**	0	154	2	184	5	191	809
07:45 AM	5	0	4	9	0	354	70	424	69	69	2	140	2	**201**	4	**207**	780
Total Volume	17	1	28	46	0	1541	282	1823	283	258	4	545	7	756	21	784	3198
% App. Total	37	2.2	60.9		0	84.5	15.5		51.9	47.3	0.7		0.9	96.4	2.7		
PHF	.708	.250	.636	.639	.000	.933	.916	.949	.786	.777	.500	.885	.875	.940	.875	.947	.969

Counts Unlimited
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City of Moreno Valley
N/S: Old 215 Frontage Rd/I-215 NB Ramps
E/W: Cactus Avenue
Weather: Clear

File Name : 05_MRV_Old 215 Frontage_215N_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	7	0	6	13	0	**413**	67	**480**	**90**	62	**2**	**154**	**2**	188	**6**	196
+15 mins.	9	0	6	15	0	386	**77**	463	71	**83**	0	154	1	183	6	190
+30 mins.	**14**	0	**7**	**21**	0	388	68	456	69	69	2	140	2	184	5	191
+45 mins.	6	0	7	13	0	354	70	424	81	57	2	140	2	**201**	4	**207**
Total Volume	36	0	26	62	0	1541	282	1823	311	271	6	588	7	756	21	784
% App. Total	58.1	0	41.9		0	84.5	15.5		52.9	46.1	1		0.9	96.4	2.7	
PHF	.643	.000	.929	.738	.000	.933	.916	.949	.864	.816	.750	.955	.875	.940	.875	.947

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City of Moreno Valley
N/S: Old 215 Frontage Rd/I-215 NB Ramps
E/W: Cactus Avenue
Weather: Clear

File Name : 05_MRV_Old 215 Frontage_215N_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

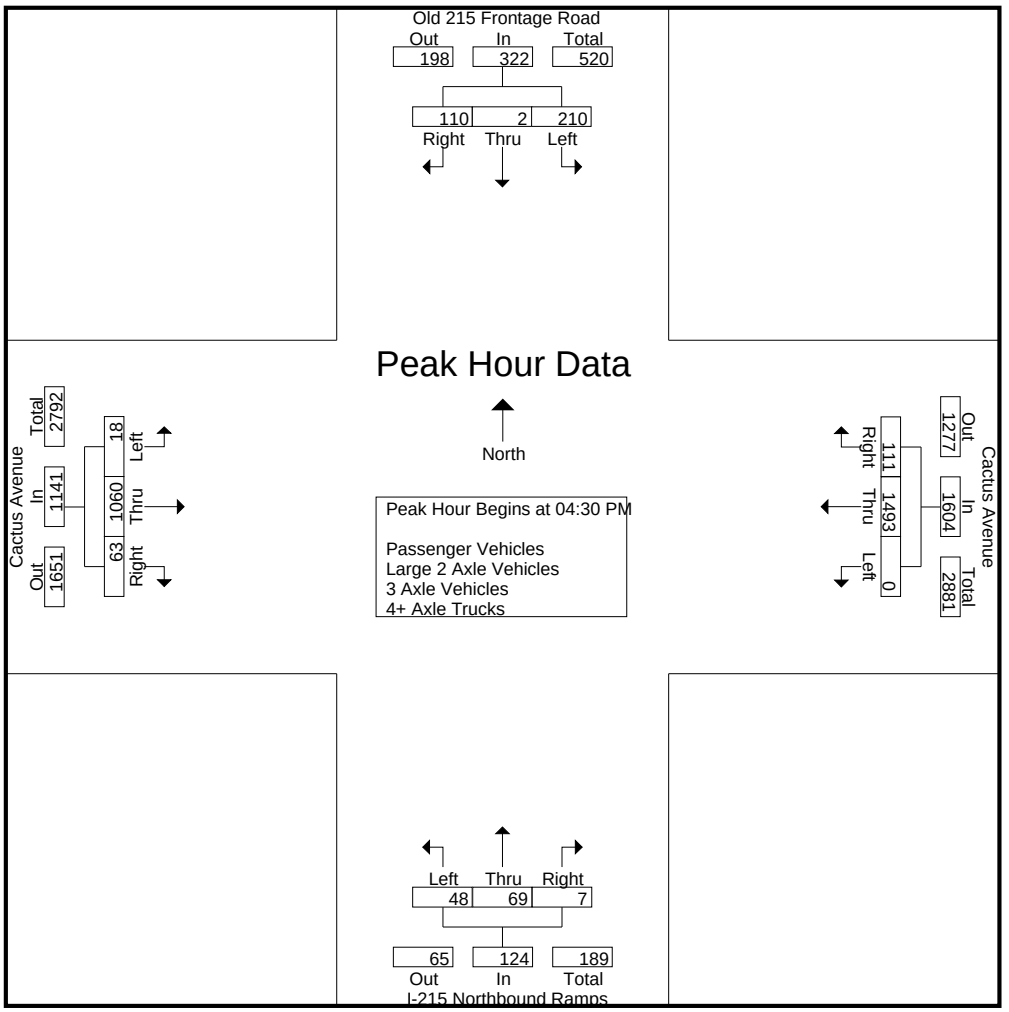
	Old 215 Frontage Road Southbound				Cactus Avenue Westbound				I-215 Northbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	0	12	28	0	377	25	402	18	14	3	35	5	253	11	269	734
04:15 PM	23	0	11	34	0	337	22	359	8	17	0	25	1	244	12	257	675
04:30 PM	39	0	24	63	0	385	26	411	17	20	1	38	6	246	20	272	784
04:45 PM	44	1	19	64	0	403	35	438	9	21	2	32	1	233	11	245	779
Total	122	1	66	189	0	1502	108	1610	52	72	6	130	13	976	54	1043	2972
05:00 PM	65	0	40	105	0	362	30	392	14	17	3	34	4	302	22	328	859
05:15 PM	62	1	27	90	0	343	20	363	8	11	1	20	7	279	10	296	769
05:30 PM	56	0	50	106	0	283	22	305	12	15	1	28	9	265	15	289	728
05:45 PM	43	0	21	64	0	248	14	262	7	8	0	15	4	292	7	303	644
Total	226	1	138	365	0	1236	86	1322	41	51	5	97	24	1138	54	1216	3000
Grand Total	348	2	204	554	0	2738	194	2932	93	123	11	227	37	2114	108	2259	5972
Apprch %	62.8	0.4	36.8		0	93.4	6.6		41	54.2	4.8		1.6	93.6	4.8		
Total %	5.8	0	3.4	9.3	0	45.8	3.2	49.1	1.6	2.1	0.2	3.8	0.6	35.4	1.8	37.8	
Passenger Vehicles	342	1	197	540	0	2669	191	2860	82	109	9	200	36	2037	99	2172	5772
% Passenger Vehicles	98.3	50	96.6	97.5	0	97.5	98.5	97.5	88.2	88.6	81.8	88.1	97.3	96.4	91.7	96.1	96.7
Large 2 Axle Vehicles	1	0	4	5	0	22	2	24	3	6	0	9	0	27	0	27	65
% Large 2 Axle Vehicles	0.3	0	2	0.9	0	0.8	1	0.8	3.2	4.9	0	4	0	1.3	0	1.2	1.1
3 Axle Vehicles	1	0	0	1	0	11	0	11	3	2	1	6	0	7	2	9	27
% 3 Axle Vehicles	0.3	0	0	0.2	0	0.4	0	0.4	3.2	1.6	9.1	2.6	0	0.3	1.9	0.4	0.5
4+ Axle Trucks	4	1	3	8	0	36	1	37	5	6	1	12	1	43	7	51	108
% 4+ Axle Trucks	1.1	50	1.5	1.4	0	1.3	0.5	1.3	5.4	4.9	9.1	5.3	2.7	2	6.5	2.3	1.8

	Old 215 Frontage Road Southbound				Cactus Avenue Westbound				I-215 Northbound Ramps Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	39	0	24	63	0	385	26	411	**17**	20	1	**38**	6	246	20	272	784
04:45 PM	44	**1**	19	64	0	**403**	**35**	**438**	9	**21**	2	32	1	233	11	245	779
05:00 PM	**65**	0	**40**	**105**	0	362	30	392	14	17	**3**	34	4	**302**	**22**	**328**	**859**
05:15 PM	62	1	27	90	0	343	20	363	8	11	1	20	**7**	279	10	296	769
Total Volume	210	2	110	322	0	1493	111	1604	48	69	7	124	18	1060	63	1141	3191
% App. Total	65.2	0.6	34.2		0	93.1	6.9		38.7	55.6	5.6		1.6	92.9	5.5		
PHF	.808	.500	.688	.767	.000	.926	.793	.916	.706	.821	.583	.816	.643	.877	.716	.870	.929

Counts Unlimited
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City of Moreno Valley
N/S: Old 215 Frontage Rd/I-215 NB Ramps
E/W: Cactus Avenue
Weather: Clear

File Name : 05_MRV_Old 215 Frontage_215N_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	44	**1**	19	64	0	377	25	402	**18**	14	**3**	35	4	**302**	**22**	**328**
+15 mins.	**65**	0	40	105	0	337	22	359	8	17	0	25	7	279	10	296
+30 mins.	62	1	27	90	0	385	26	411	17	20	1	**38**	**9**	265	15	289
+45 mins.	56	0	**50**	**106**	0	**403**	**35**	**438**	9	**21**	2	32	4	292	7	303
Total Volume	227	2	136	365	0	1502	108	1610	52	72	6	130	24	1138	54	1216
% App. Total	62.2	0.5	37.3		0	93.3	6.7		40	55.4	4.6		2	93.6	4.4	
PHF	.873	.500	.680	.861	.000	.932	.771	.919	.722	.857	.500	.855	.667	.942	.614	.927

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City of Moreno Valley
N/S: I-215 Northbound Off Ramp
E/W: Cactus Avenue
Weather: Clear

File Name : 05a_MRV_215N Off Ramp_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

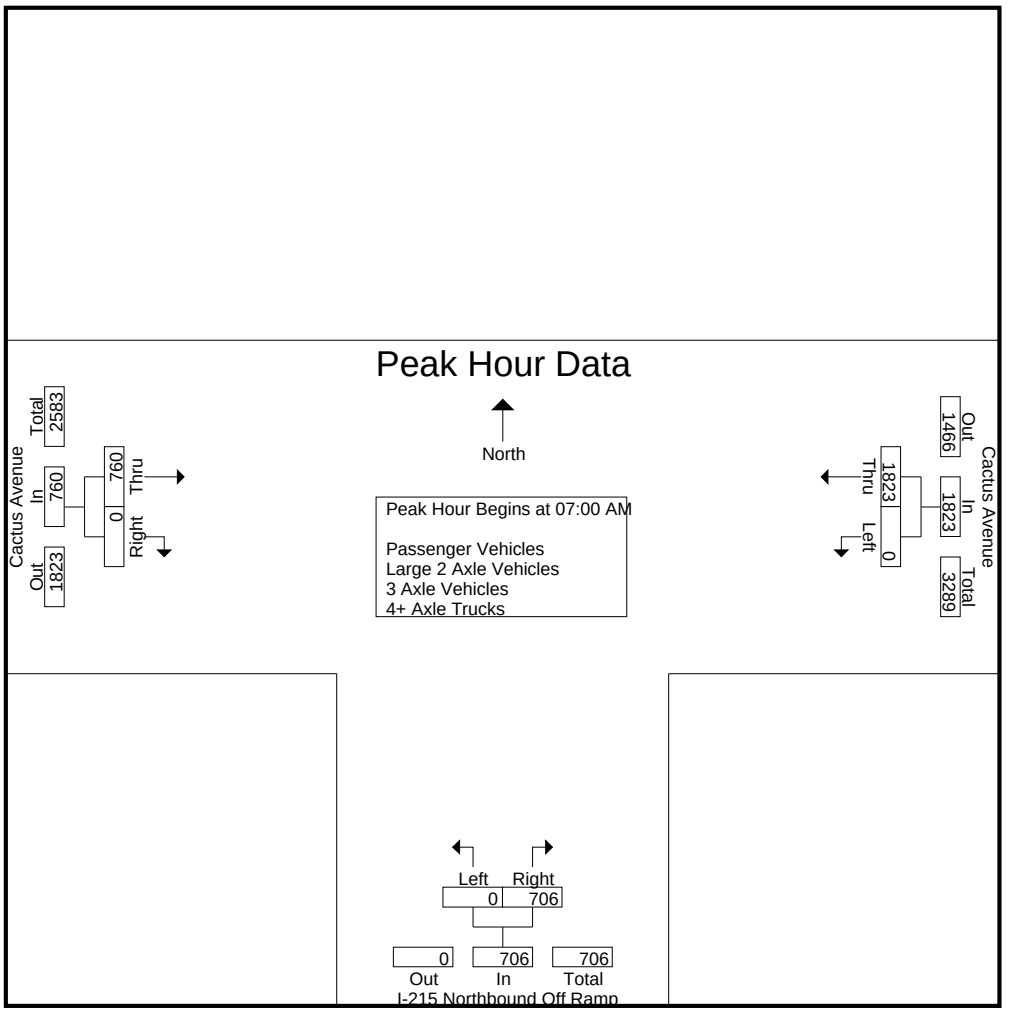
	Cactus Avenue Westbound			I-215 Northbound Off Ramp Northbound			Cactus Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	475	475	0	123	123	193	0	193	791
07:15 AM	0	472	472	0	151	151	188	0	188	811
07:30 AM	0	446	446	0	200	200	180	0	180	826
07:45 AM	0	430	430	0	232	232	199	0	199	861
Total	0	1823	1823	0	706	706	760	0	760	3289
08:00 AM	0	372	372	0	211	211	175	0	175	758
08:15 AM	0	365	365	0	155	155	160	0	160	680
08:30 AM	0	296	296	0	171	171	184	0	184	651
08:45 AM	0	280	280	0	142	142	152	0	152	574
Total	0	1313	1313	0	679	679	671	0	671	2663
Grand Total	0	3136	3136	0	1385	1385	1431	0	1431	5952
Apprch %	0	100		0	100		100	0		
Total %	0	52.7	52.7	0	23.3	23.3	24	0	24	
Passenger Vehicles	0	2991	2991	0	1353	1353	1319	0	1319	5663
% Passenger Vehicles	0	95.4	95.4	0	97.7	97.7	92.2	0	92.2	95.1
Large 2 Axle Vehicles	0	44	44	0	18	18	31	0	31	93
% Large 2 Axle Vehicles	0	1.4	1.4	0	1.3	1.3	2.2	0	2.2	1.6
3 Axle Vehicles	0	22	22	0	0	0	10	0	10	32
% 3 Axle Vehicles	0	0.7	0.7	0	0	0	0.7	0	0.7	0.5
4+ Axle Trucks	0	79	79	0	14	14	71	0	71	164
% 4+ Axle Trucks	0	2.5	2.5	0	1	1	5	0	5	2.8

	Cactus Avenue Westbound			I-215 Northbound Off Ramp Northbound			Cactus Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**475**	**475**	0	123	123	193	0	193	791
07:15 AM	0	472	472	0	151	151	188	0	188	811
07:30 AM	0	446	446	0	200	200	180	0	180	826
07:45 AM	0	430	430	0	**232**	**232**	**199**	0	**199**	**861**
Total Volume	0	1823	1823	0	706	706	760	0	760	3289
% App. Total	0	100		0	100		100	0		
PHF	.000	.959	.959	.000	.761	.761	.955	.000	.955	.955

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City of Moreno Valley
N/S: I-215 Northbound Off Ramp
E/W: Cactus Avenue
Weather: Clear

File Name : 05a_MRV_215N Off Ramp_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:30 AM			07:00 AM		
+0 mins.	0	**475**	**475**	0	200	200	193	0	193
+15 mins.	0	472	472	0	**232**	**232**	188	0	188
+30 mins.	0	446	446	0	211	211	180	0	180
+45 mins.	0	430	430	0	155	155	**199**	0	**199**
Total Volume	0	1823	1823	0	798	798	760	0	760
% App. Total	0	100		0	100		100	0	
PHF	.000	.959	.959	.000	.860	.860	.955	.000	.955

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City of Moreno Valley
N/S: I-215 Northbound Off Ramp
E/W: Cactus Avenue
Weather: Clear

File Name : 05a_MRV_215N Off Ramp_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

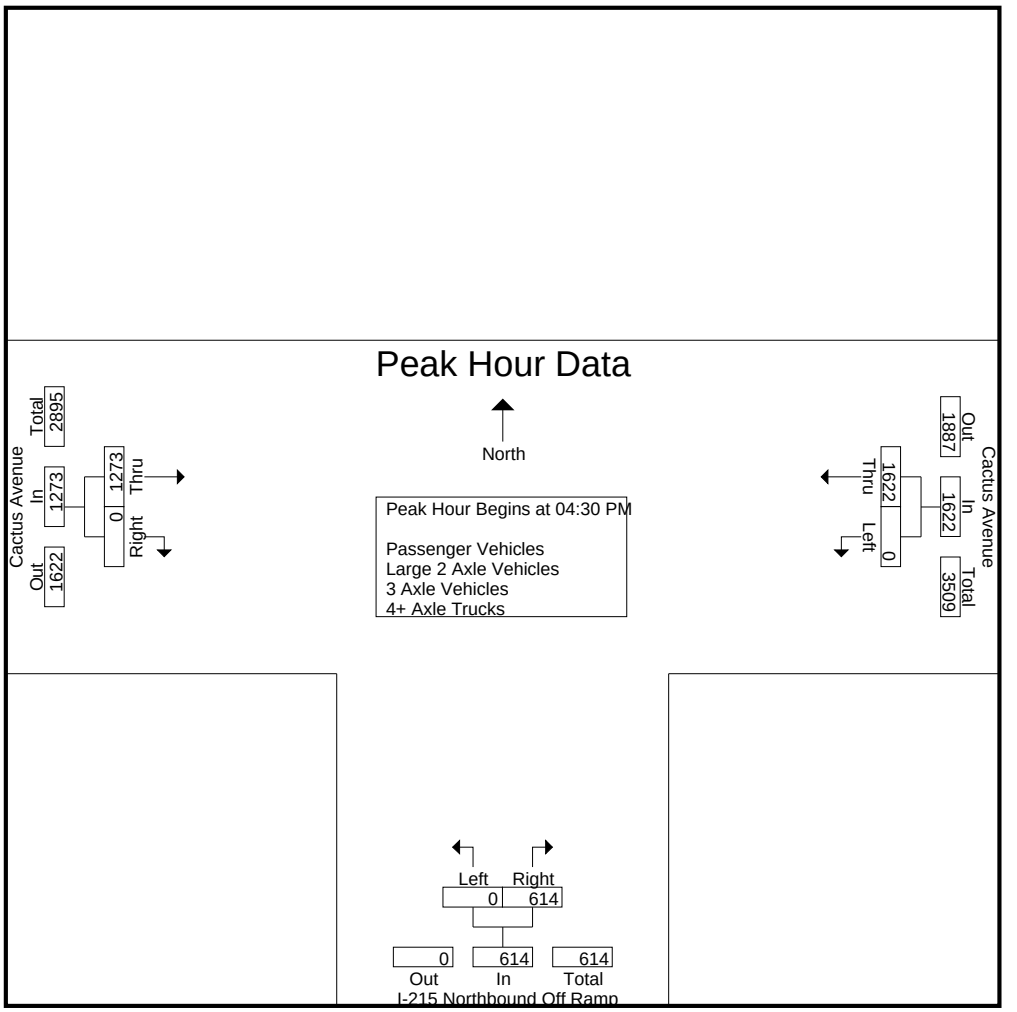
	Cactus Avenue Westbound			I-215 Northbound Off Ramp Northbound			Cactus Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	393	393	0	141	141	266	0	266	800
04:15 PM	0	366	366	0	135	135	264	0	264	765
04:30 PM	0	420	420	0	138	138	292	0	292	850
04:45 PM	0	444	444	0	167	167	274	0	274	885
Total	0	1623	1623	0	581	581	1096	0	1096	3300
05:00 PM	0	398	398	0	142	142	369	0	369	909
05:15 PM	0	360	360	0	167	167	338	0	338	865
05:30 PM	0	313	313	0	186	186	324	1	325	824
05:45 PM	0	263	263	0	146	146	329	0	329	738
Total	0	1334	1334	0	641	641	1360	1	1361	3336
Grand Total	0	2957	2957	0	1222	1222	2456	1	2457	6636
Apprch %	0	100		0	100		100	0		
Total %	0	44.6	44.6	0	18.4	18.4	37	0	37	
Passenger Vehicles	0	2890	2890	0	1196	1196	2379	0	2379	6465
% Passenger Vehicles	0	97.7	97.7	0	97.9	97.9	96.9	0	96.8	97.4
Large 2 Axle Vehicles	0	23	23	0	19	19	21	0	21	63
% Large 2 Axle Vehicles	0	0.8	0.8	0	1.6	1.6	0.9	0	0.9	0.9
3 Axle Vehicles	0	8	8	0	0	0	9	0	9	17
% 3 Axle Vehicles	0	0.3	0.3	0	0	0	0.4	0	0.4	0.3
4+ Axle Trucks	0	36	36	0	7	7	47	1	48	91
% 4+ Axle Trucks	0	1.2	1.2	0	0.6	0.6	1.9	100	2	1.4

	Cactus Avenue Westbound			I-215 Northbound Off Ramp Northbound			Cactus Avenue Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	420	420	0	138	138	292	0	292	850
04:45 PM	0	**444**	**444**	0	**167**	**167**	274	0	274	885
05:00 PM	0	398	398	0	142	142	**369**	0	**369**	**909**
05:15 PM	0	360	360	0	167	167	338	0	338	865
Total Volume	0	1622	1622	0	614	614	1273	0	1273	3509
% App. Total	0	100		0	100		100	0		
PHF	.000	.913	.913	.000	.919	.919	.862	.000	.862	.965

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City of Moreno Valley
N/S: I-215 Northbound Off Ramp
E/W: Cactus Avenue
Weather: Clear

File Name : 05a_MRV_215N Off Ramp_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:45 PM			05:00 PM		
+0 mins.	0	366	366	0	167	167	**369**	0	**369**
+15 mins.	0	420	420	0	142	142	338	0	338
+30 mins.	0	**444**	**444**	0	167	167	324	**1**	325
+45 mins.	0	398	398	0	**186**	**186**	329	0	329
Total Volume	0	1628	1628	0	662	662	1360	1	1361
% App. Total	0	100		0	100		99.9	0.1	
PHF	.000	.917	.917	.000	.890	.890	.921	.250	.922

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City of Moreno Valley
N/S: Day Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 06_MRV_Day_Alessandro AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Total Volume

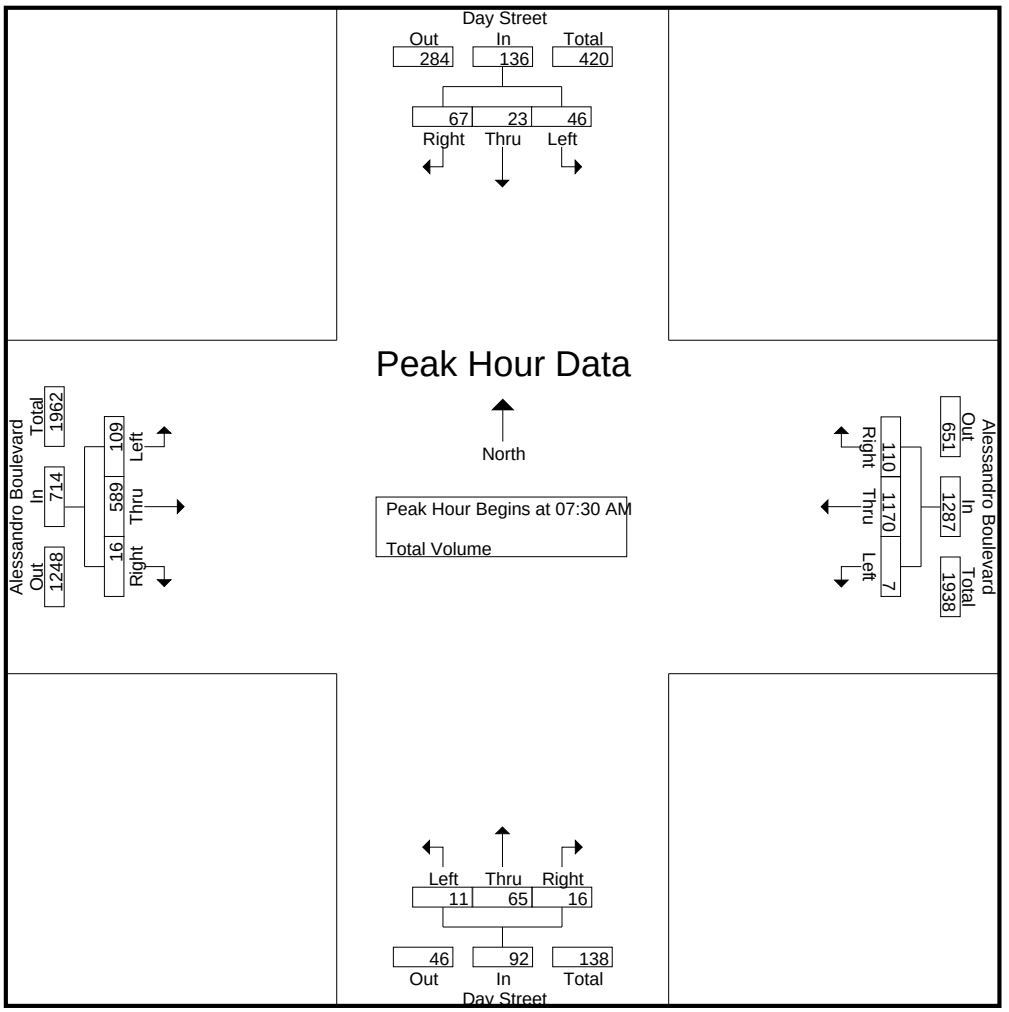
	Day Street Southbound				Alessandro Boulevard Westbound				Day Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	9	24	41	2	339	20	361	3	11	1	15	13	80	4	97	514
07:15 AM	8	8	30	46	1	338	13	352	2	10	4	16	23	102	4	129	543
07:30 AM	9	3	22	34	0	314	31	345	2	17	6	25	22	125	6	153	557
07:45 AM	10	7	14	31	2	293	20	315	1	13	3	17	23	179	3	205	568
Total	35	27	90	152	5	1284	84	1373	8	51	14	73	81	486	17	584	2182
08:00 AM	15	5	13	33	3	292	22	317	4	13	2	19	38	147	5	190	559
08:15 AM	12	8	18	38	2	271	37	310	4	22	5	31	26	138	2	166	545
08:30 AM	18	9	20	47	2	213	23	238	4	15	2	21	22	134	3	159	465
08:45 AM	21	2	16	39	1	197	23	221	6	18	3	27	43	146	4	193	480
Total	66	24	67	157	8	973	105	1086	18	68	12	98	129	565	14	708	2049
Grand Total	101	51	157	309	13	2257	189	2459	26	119	26	171	210	1051	31	1292	4231
Apprch %	32.7	16.5	50.8		0.5	91.8	7.7		15.2	69.6	15.2		16.3	81.3	2.4		
Total %	2.4	1.2	3.7	7.3	0.3	53.3	4.5	58.1	0.6	2.8	0.6	4	5	24.8	0.7	30.5	

	Day Street Southbound				Alessandro Boulevard Westbound				Day Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	3	**22**	34	0	**314**	31	**345**	2	17	**6**	25	22	125	**6**	153	557
07:45 AM	10	7	14	31	2	293	20	315	1	13	3	17	23	**179**	3	**205**	**568**
08:00 AM	**15**	5	13	33	**3**	292	22	317	**4**	13	2	19	**38**	147	5	190	559
08:15 AM	12	**8**	18	**38**	2	271	**37**	310	4	**22**	5	**31**	26	138	2	166	545
Total Volume	46	23	67	136	7	1170	110	1287	11	65	16	92	109	589	16	714	2229
% App. Total	33.8	16.9	49.3		0.5	90.9	8.5		12	70.7	17.4		15.3	82.5	2.2		
PHF	.767	.719	.761	.895	.583	.932	.743	.933	.688	.739	.667	.742	.717	.823	.667	.871	.981

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City of Moreno Valley
N/S: Day Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 06_MRV_Day_Alessandro AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				08:00 AM				07:45 AM			
+0 mins.	15	5	13	33	**2**	**339**	20	**361**	4	13	2	19	23	**179**	3	**205**
+15 mins.	12	8	18	38	1	338	13	352	4	**22**	**5**	**31**	**38**	147	**5**	190
+30 mins.	18	**9**	**20**	**47**	0	314	**31**	345	4	15	2	21	26	138	2	166
+45 mins.	**21**	2	16	39	2	293	20	315	**6**	18	3	27	22	134	3	159
Total Volume	66	24	67	157	5	1284	84	1373	18	68	12	98	109	598	13	720
% App. Total	42	15.3	42.7		0.4	93.5	6.1		18.4	69.4	12.2		15.1	83.1	1.8	
PHF	.786	.667	.838	.835	.625	.947	.677	.951	.750	.773	.600	.790	.717	.835	.650	.878

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File Name : 06_MRV_Day_Alessandro PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

City of Moreno Valley
N/S: Day Street
E/W: Alessandro Boulevard
Weather: Clear

Groups Printed- Total Volume

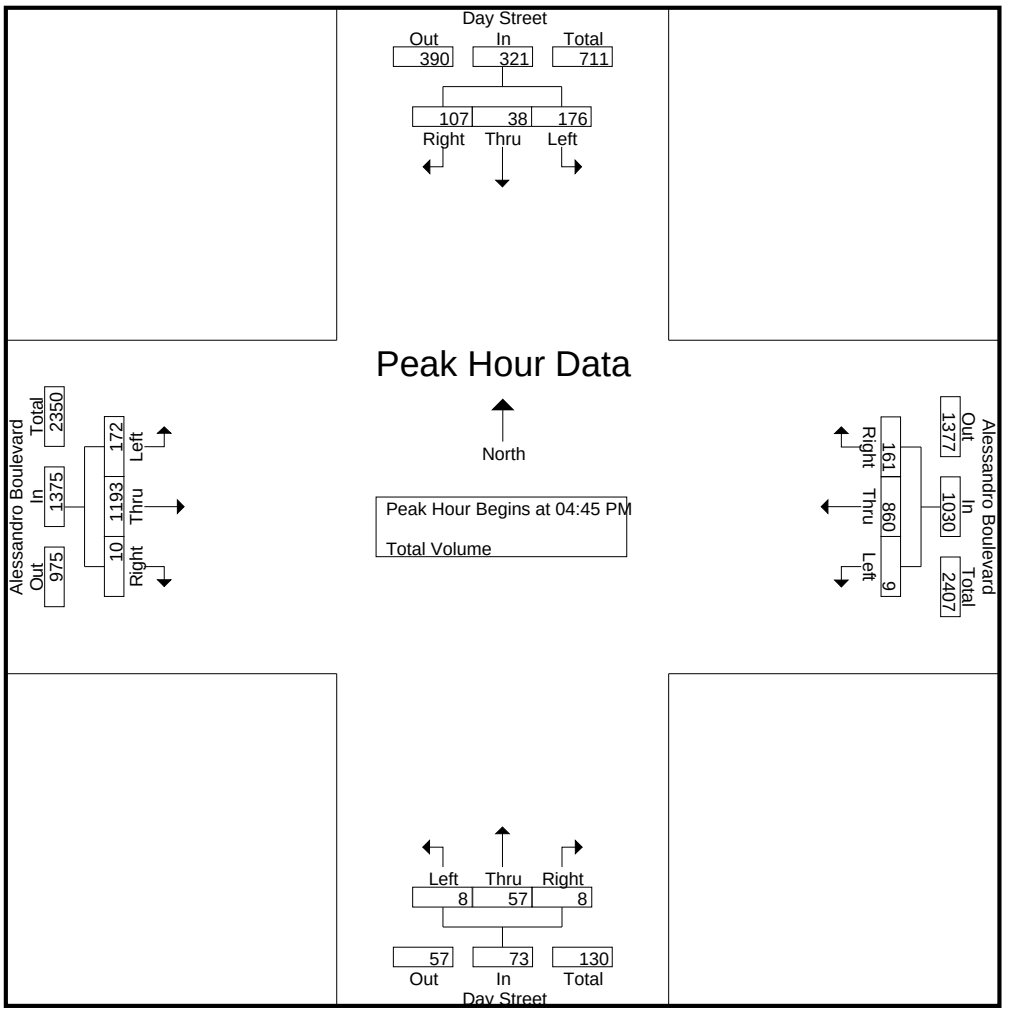
	Day Street Southbound				Alessandro Boulevard Westbound				Day Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	35	4	26	65	3	219	48	270	14	15	3	32	29	252	5	286	653
04:15 PM	29	5	26	60	2	173	37	212	1	16	6	23	36	254	4	294	589
04:30 PM	39	16	21	76	4	187	30	221	5	22	2	29	20	299	1	320	646
04:45 PM	47	9	28	84	1	221	36	258	2	11	3	16	23	227	1	251	609
Total	150	34	101	285	10	800	151	961	22	64	14	100	108	1032	11	1151	2497
05:00 PM	33	10	23	66	1	224	29	254	3	11	3	17	54	334	0	388	725
05:15 PM	57	11	24	92	5	196	59	260	1	16	1	18	52	328	6	386	756
05:30 PM	39	8	32	79	2	219	37	258	2	19	1	22	43	304	3	350	709
05:45 PM	41	18	15	74	0	151	34	185	4	6	3	13	46	253	2	301	573
Total	170	47	94	311	8	790	159	957	10	52	8	70	195	1219	11	1425	2763
Grand Total	320	81	195	596	18	1590	310	1918	32	116	22	170	303	2251	22	2576	5260
Apprch %	53.7	13.6	32.7		0.9	82.9	16.2		18.8	68.2	12.9		11.8	87.4	0.9		
Total %	6.1	1.5	3.7	11.3	0.3	30.2	5.9	36.5	0.6	2.2	0.4	3.2	5.8	42.8	0.4	49	

	Day Street Southbound				Alessandro Boulevard Westbound				Day Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	47	9	28	84	1	221	36	258	2	11	**3**	16	23	227	1	251	609
05:00 PM	33	10	23	66	1	**224**	29	254	**3**	11	3	17	**54**	**334**	0	**388**	725
05:15 PM	**57**	**11**	24	**92**	**5**	196	**59**	**260**	1	16	1	18	52	328	**6**	386	**756**
05:30 PM	39	8	**32**	79	2	219	37	258	2	**19**	1	**22**	43	304	3	350	709
Total Volume	176	38	107	321	9	860	161	1030	8	57	8	73	172	1193	10	1375	2799
% App. Total	54.8	11.8	33.3		0.9	83.5	15.6		11	78.1	11		12.5	86.8	0.7		
PHF	.772	.864	.836	.872	.450	.960	.682	.990	.667	.750	.667	.830	.796	.893	.417	.886	.926

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City of Moreno Valley
N/S: Day Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 06_MRV_Day_Alessandro PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:00 PM				05:00 PM			
+0 mins.	47	9	28	84	1	221	36	258	**14**	15	3	**32**	**54**	**334**	0	**388**
+15 mins.	33	10	23	66	1	**224**	29	254	1	16	**6**	23	52	328	**6**	386
+30 mins.	**57**	**11**	24	**92**	**5**	196	**59**	**260**	5	**22**	2	29	43	304	3	350
+45 mins.	39	8	**32**	79	2	219	37	258	2	11	3	16	46	253	2	301
Total Volume	176	38	107	321	9	860	161	1030	22	64	14	100	195	1219	11	1425
% App. Total	54.8	11.8	33.3		0.9	83.5	15.6		22	64	14		13.7	85.5	0.8	
PHF	.772	.864	.836	.872	.450	.960	.682	.990	.393	.727	.583	.781	.903	.912	.458	.918

Location: Moreno Valley
N/S: Day Street
E/W: Alessandro Boulevard

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Day Street	East Leg Alessandro Boulevard	South Leg Day Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	1	0	0	2
8:15 AM	1	0	2	1	4
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	4	1	3	1	9

	North Leg Day Street	East Leg Alessandro Boulevard	South Leg Day Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	3	0	0	4
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	3	1	0	0	4
5:00 PM	2	0	0	0	2
5:15 PM	1	2	0	0	3
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	9	6	0	0	15

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Location: Moreno Valley
N/S: Day Street
E/W: Alessandro Boulevard

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Day Street			Westbound Alessandro Boulevard			Northbound Day Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	2	0	2

	Southbound Day Street			Westbound Alessandro Boulevard			Northbound Day Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	6	0	0	1	0	0	2	0	9

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City of Moreno Valley
N/S: Elsworth Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 07_MRV_Elsworth_Alessandro AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

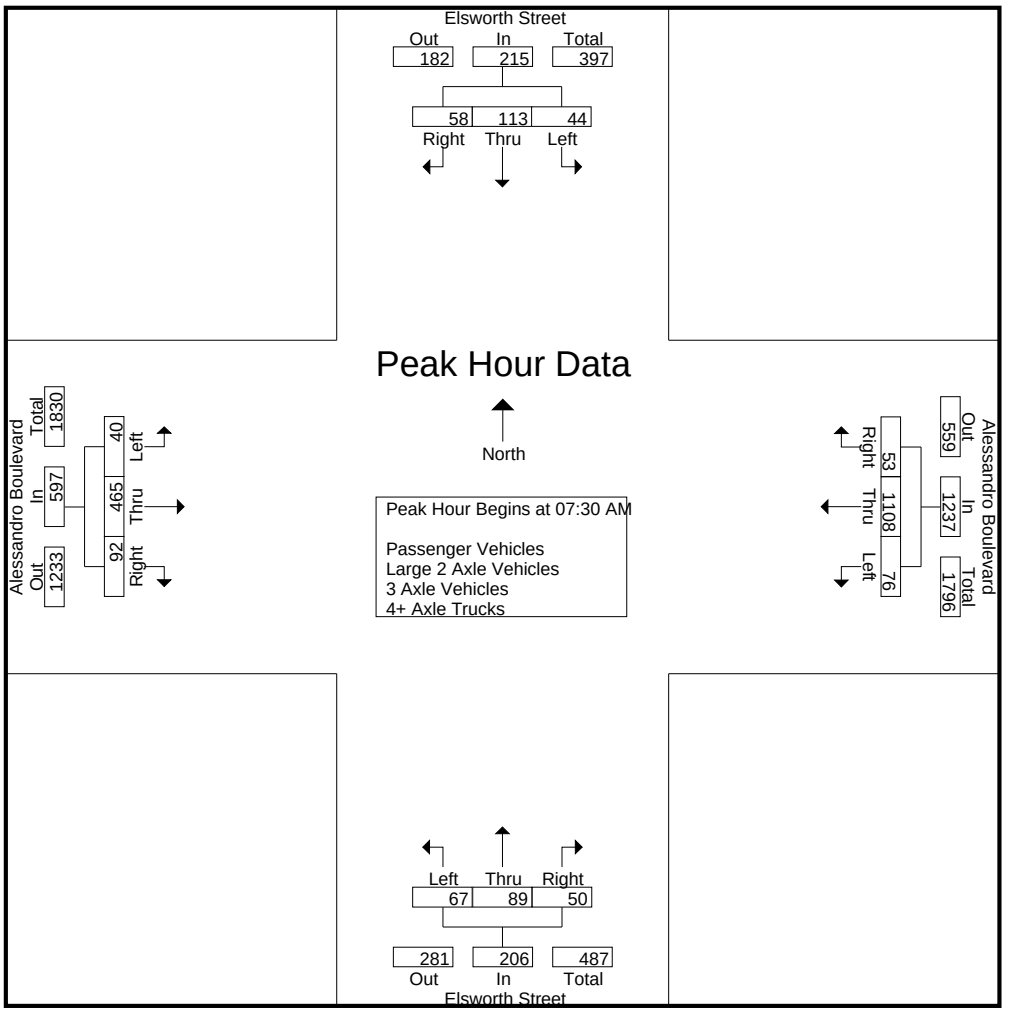
	Elsworth Street Southbound				Alessandro Boulevard Westbound				Elsworth Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	24	21	47	16	291	12	319	21	18	10	49	6	68	15	89	504
07:15 AM	8	32	12	52	14	335	8	357	12	18	3	33	9	88	17	114	556
07:30 AM	8	30	12	50	19	275	19	313	11	10	22	43	8	85	19	112	518
07:45 AM	10	35	17	62	17	294	9	320	13	27	9	49	10	151	31	192	623
Total	28	121	62	211	66	1195	48	1309	57	73	44	174	33	392	82	507	2201
08:00 AM	12	26	13	51	21	248	13	282	21	29	11	61	15	111	17	143	537
08:15 AM	14	22	16	52	19	291	12	322	22	23	8	53	7	118	25	150	577
08:30 AM	11	27	11	49	27	173	13	213	21	41	17	79	9	107	25	141	482
08:45 AM	9	20	10	39	29	207	5	241	14	13	16	43	8	154	9	171	494
Total	46	95	50	191	96	919	43	1058	78	106	52	236	39	490	76	605	2090
Grand Total	74	216	112	402	162	2114	91	2367	135	179	96	410	72	882	158	1112	4291
Apprch %	18.4	53.7	27.9		6.8	89.3	3.8		32.9	43.7	23.4		6.5	79.3	14.2		
Total %	1.7	5	2.6	9.4	3.8	49.3	2.1	55.2	3.1	4.2	2.2	9.6	1.7	20.6	3.7	25.9	
Passenger Vehicles	73	213	110	396	159	2069	87	2315	128	176	91	395	67	837	152	1056	4162
% Passenger Vehicles	98.6	98.6	98.2	98.5	98.1	97.9	95.6	97.8	94.8	98.3	94.8	96.3	93.1	94.9	96.2	95	97
Large 2 Axle Vehicles	1	2	1	4	3	27	4	34	3	3	4	10	3	27	3	33	81
% Large 2 Axle Vehicles	1.4	0.9	0.9	1	1.9	1.3	4.4	1.4	2.2	1.7	4.2	2.4	4.2	3.1	1.9	3	1.9
3 Axle Vehicles	0	1	1	2	0	9	0	9	0	0	0	0	2	4	1	7	18
% 3 Axle Vehicles	0	0.5	0.9	0.5	0	0.4	0	0.4	0	0	0	0	2.8	0.5	0.6	0.6	0.4
4+ Axle Trucks	0	0	0	0	0	9	0	9	4	0	1	5	0	14	2	16	30
% 4+ Axle Trucks	0	0	0	0	0	0.4	0	0.4	3	0	1	1.2	0	1.6	1.3	1.4	0.7

	Elsworth Street Southbound				Alessandro Boulevard Westbound				Elsworth Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	8	30	12	50	19	275	**19**	313	11	10	**22**	43	8	85	19	112	518
07:45 AM	10	**35**	**17**	**62**	17	**294**	9	320	13	27	9	49	10	**151**	**31**	**192**	**623**
08:00 AM	12	26	13	51	**21**	248	13	282	21	**29**	11	**61**	**15**	111	17	143	537
08:15 AM	**14**	22	16	52	19	291	12	**322**	**22**	23	8	53	7	118	25	150	577
Total Volume	44	113	58	215	76	1108	53	1237	67	89	50	206	40	465	92	597	2255
% App. Total	20.5	52.6	27		6.1	89.6	4.3		32.5	43.2	24.3		6.7	77.9	15.4		
PHF	.786	.807	.853	.867	.905	.942	.697	.960	.761	.767	.568	.844	.667	.770	.742	.777	.905

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City of Moreno Valley
N/S: Elsworth Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 07_MRV_Elsworth_Alessandro AM
Site Code : 00318027
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:45 AM				07:45 AM			
+0 mins.	8	32	12	52	16	291	12	319	13	27	9	49	10	**151**	**31**	**192**
+15 mins.	8	30	12	50	14	**335**	8	**357**	21	29	11	61	**15**	111	17	143
+30 mins.	10	**35**	**17**	**62**	**19**	275	**19**	313	**22**	23	8	53	7	118	25	150
+45 mins.	**12**	26	13	51	17	294	9	320	21	**41**	**17**	**79**	9	107	25	141
Total Volume	38	123	54	215	66	1195	48	1309	77	120	45	242	41	487	98	626
% App. Total	17.7	57.2	25.1		5	91.3	3.7		31.8	49.6	18.6		6.5	77.8	15.7	
PHF	.792	.879	.794	.867	.868	.892	.632	.917	.875	.732	.662	.766	.683	.806	.790	.815

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City of Moreno Valley
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File Name : 07_MRV_Elsworth_Alessandro PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

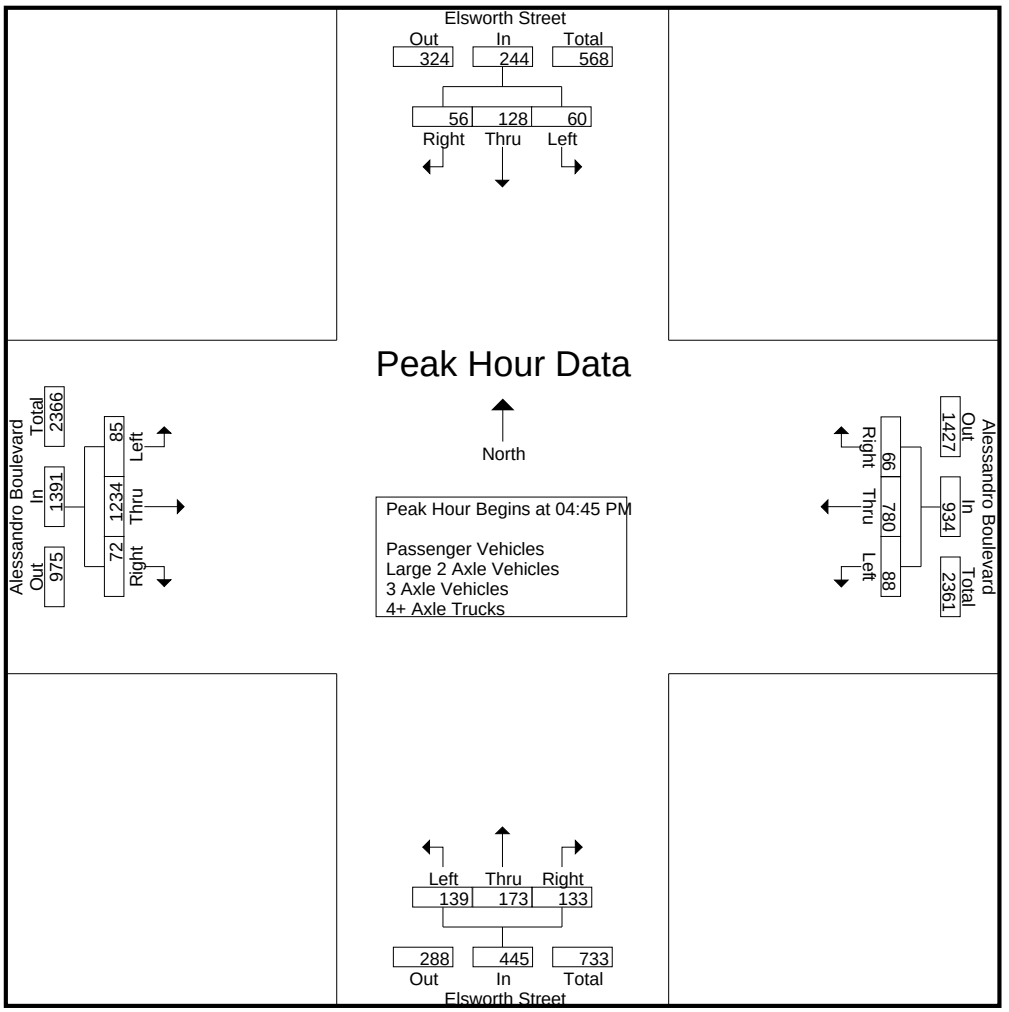
	Elsworth Street Southbound				Alessandro Boulevard Westbound				Elsworth Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	33	11	58	16	192	16	224	24	57	43	124	27	267	31	325	731
04:15 PM	10	25	12	47	20	187	21	228	27	43	26	96	22	261	24	307	678
04:30 PM	6	36	12	54	22	186	18	226	28	46	36	110	20	323	29	372	762
04:45 PM	13	34	11	58	33	183	12	228	43	56	36	135	24	227	20	271	692
Total	43	128	46	217	91	748	67	906	122	202	141	465	93	1078	104	1275	2863
05:00 PM	15	22	17	54	12	209	20	241	36	28	43	107	18	360	20	398	800
05:15 PM	16	34	17	67	24	192	15	231	33	48	30	111	18	315	14	347	756
05:30 PM	16	38	11	65	19	196	19	234	27	41	24	92	25	332	18	375	766
05:45 PM	11	26	11	48	7	138	14	159	26	39	26	91	15	288	18	321	619
Total	58	120	56	234	62	735	68	865	122	156	123	401	76	1295	70	1441	2941
Grand Total	101	248	102	451	153	1483	135	1771	244	358	264	866	169	2373	174	2716	5804
Apprch %	22.4	55	22.6		8.6	83.7	7.6		28.2	41.3	30.5		6.2	87.4	6.4		
Total %	1.7	4.3	1.8	7.8	2.6	25.6	2.3	30.5	4.2	6.2	4.5	14.9	2.9	40.9	3	46.8	
Passenger Vehicles	100	246	101	447	151	1451	133	1735	243	355	261	859	169	2334	173	2676	5717
% Passenger Vehicles	99	99.2	99	99.1	98.7	97.8	98.5	98	99.6	99.2	98.9	99.2	100	98.4	99.4	98.5	98.5
Large 2 Axle Vehicles	1	2	1	4	2	24	2	28	0	3	3	6	0	29	0	29	67
% Large 2 Axle Vehicles	1	0.8	1	0.9	1.3	1.6	1.5	1.6	0	0.8	1.1	0.7	0	1.2	0	1.1	1.2
3 Axle Vehicles	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	4	0	4	1	0	0	1	0	7	1	8	13
% 4+ Axle Trucks	0	0	0	0	0	0.3	0	0.2	0.4	0	0	0.1	0	0.3	0.6	0.3	0.2

	Elsworth Street Southbound				Alessandro Boulevard Westbound				Elsworth Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	13	34	11	58	**33**	183	12	228	**43**	**56**	36	**135**	24	227	**20**	271	692
05:00 PM	15	22	**17**	54	12	**209**	**20**	**241**	36	28	**43**	107	18	**360**	20	**398**	**800**
05:15 PM	**16**	34	17	**67**	24	192	15	231	33	48	30	111	18	315	14	347	756
05:30 PM	16	**38**	11	65	19	196	19	234	27	41	24	92	**25**	332	18	375	766
Total Volume	60	128	56	244	88	780	66	934	139	173	133	445	85	1234	72	1391	3014
% App. Total	24.6	52.5	23		9.4	83.5	7.1		31.2	38.9	29.9		6.1	88.7	5.2		
PHF	.938	.842	.824	.910	.667	.933	.825	.969	.808	.772	.773	.824	.850	.857	.900	.874	.942

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City of Moreno Valley
N/S: Elsworth Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 07_MRV_Elsworth_Alessandro PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:00 PM				05:00 PM			
+0 mins.	13	34	11	58	**33**	183	12	228	24	**57**	**43**	124	18	**360**	**20**	**398**
+15 mins.	15	22	**17**	54	12	**209**	**20**	**241**	27	43	26	96	18	315	14	347
+30 mins.	**16**	34	17	**67**	24	192	15	231	28	46	36	110	**25**	332	18	375
+45 mins.	16	**38**	11	65	19	196	19	234	**43**	56	36	**135**	15	288	18	321
Total Volume	60	128	56	244	88	780	66	934	122	202	141	465	76	1295	70	1441
% App. Total	24.6	52.5	23		9.4	83.5	7.1		26.2	43.4	30.3		5.3	89.9	4.9	
PHF	.938	.842	.824	.910	.667	.933	.825	.969	.709	.886	.820	.861	.760	.899	.875	.905

Location: Moreno Valley
N/S: Elsworth Street
E/W: Alessandro Boulevard

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Elsworth Street	East Leg Alessandro Boulevard	South Leg Elsworth Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	2	0	1	3
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	3	4
7:45 AM	0	1	1	1	3
8:00 AM	0	4	1	2	7
8:15 AM	0	2	2	2	6
8:30 AM	0	1	2	1	4
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	10	6	10	27

	North Leg Elsworth Street	East Leg Alessandro Boulevard	South Leg Elsworth Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	2	3	1	6
4:15 PM	3	4	0	2	9
4:30 PM	0	0	0	5	5
4:45 PM	0	2	3	1	6
5:00 PM	0	0	3	0	3
5:15 PM	0	2	1	0	3
5:30 PM	0	3	0	2	5
5:45 PM	0	0	3	0	3
TOTAL VOLUMES:	3	13	13	11	40

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Location: Moreno Valley
N/S: Elsworth Street
E/W: Alessandro Boulevard

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Elsworth Street			Westbound Alessandro Boulevard			Northbound Elsworth Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	2	1	3

	Southbound Elsworth Street			Westbound Alessandro Boulevard			Northbound Elsworth Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	1	0	0	0	1	1	0	1	0	0	1	0	5

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City of Moreno Valley
N/S: Elsworth Street/March ARB
E/W: Cactus Avenue
Weather: Clear

File Name : 08_MRV_Elsworth_March ARB_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

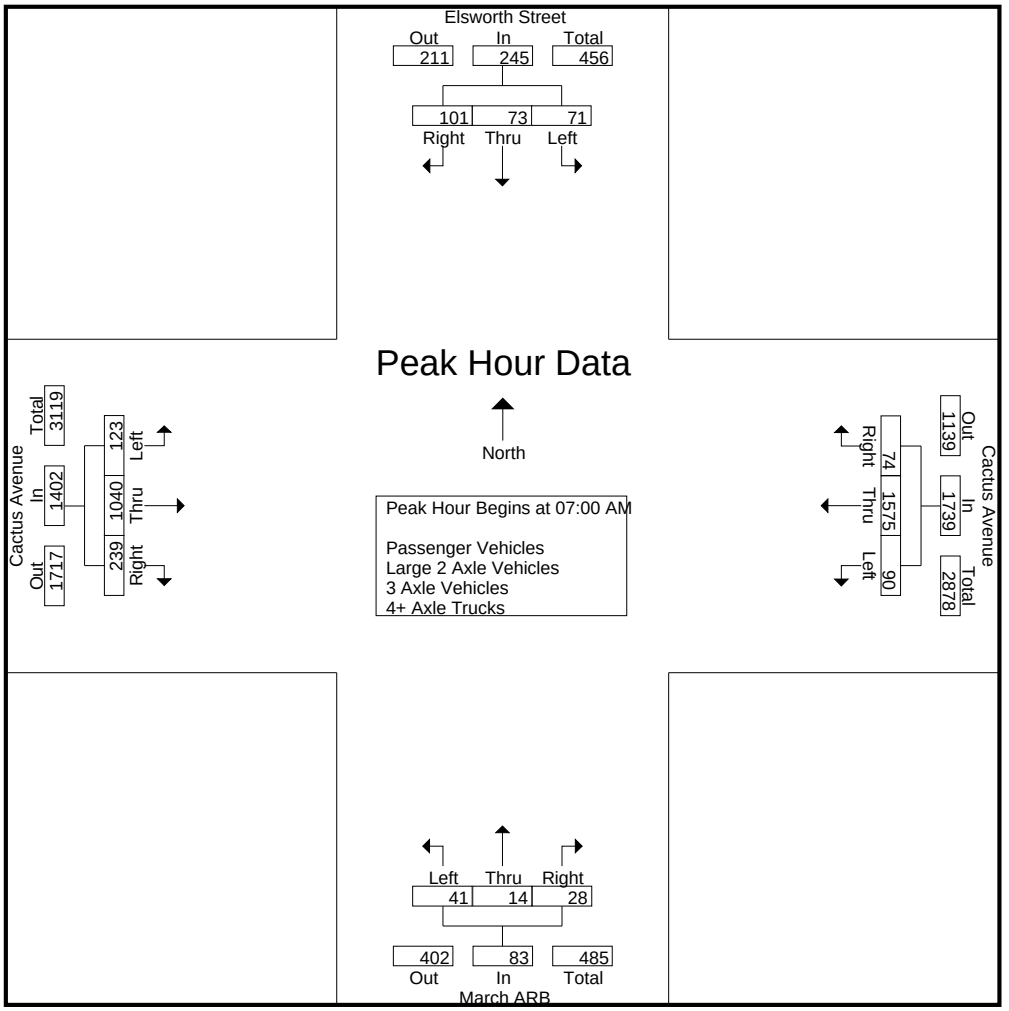
	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	26	24	64	25	401	15	441	17	5	11	33	30	207	68	305	843
07:15 AM	17	24	31	72	24	410	14	448	7	2	9	18	22	238	66	326	864
07:30 AM	12	8	21	41	20	400	22	442	7	3	2	12	37	297	52	386	881
07:45 AM	28	15	25	68	21	364	23	408	10	4	6	20	34	298	53	385	881
Total	71	73	101	245	90	1575	74	1739	41	14	28	83	123	1040	239	1402	3469
08:00 AM	20	8	15	43	18	348	27	393	5	4	5	14	45	267	54	366	816
08:15 AM	22	11	26	59	13	273	22	308	11	6	4	21	44	216	34	294	682
08:30 AM	23	11	28	62	15	226	35	276	20	6	4	30	51	249	25	325	693
08:45 AM	27	10	23	60	4	245	18	267	12	6	6	24	35	227	21	283	634
Total	92	40	92	224	50	1092	102	1244	48	22	19	89	175	959	134	1268	2825
Grand Total	163	113	193	469	140	2667	176	2983	89	36	47	172	298	1999	373	2670	6294
Apprch %	34.8	24.1	41.2		4.7	89.4	5.9		51.7	20.9	27.3		11.2	74.9	14		
Total %	2.6	1.8	3.1	7.5	2.2	42.4	2.8	47.4	1.4	0.6	0.7	2.7	4.7	31.8	5.9	42.4	
Passenger Vehicles	155	112	178	445	140	2543	169	2852	81	35	46	162	283	1881	371	2535	5994
% Passenger Vehicles	95.1	99.1	92.2	94.9	100	95.4	96	95.6	91	97.2	97.9	94.2	95	94.1	99.5	94.9	95.2
Large 2 Axle Vehicles	6	1	6	13	0	47	6	53	5	1	0	6	8	45	2	55	127
% Large 2 Axle Vehicles	3.7	0.9	3.1	2.8	0	1.8	3.4	1.8	5.6	2.8	0	3.5	2.7	2.3	0.5	2.1	2
3 Axle Vehicles	2	0	0	2	0	20	0	20	2	0	1	3	0	11	0	11	36
% 3 Axle Vehicles	1.2	0	0	0.4	0	0.7	0	0.7	2.2	0	2.1	1.7	0	0.6	0	0.4	0.6
4+ Axle Trucks	0	0	9	9	0	57	1	58	1	0	0	1	7	62	0	69	137
% 4+ Axle Trucks	0	0	4.7	1.9	0	2.1	0.6	1.9	1.1	0	0	0.6	2.3	3.1	0	2.6	2.2

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	14	**26**	24	64	**25**	401	15	441	**17**	**5**	**11**	**33**	30	207	**68**	305	843
07:15 AM	17	24	**31**	**72**	24	**410**	14	**448**	7	2	9	18	22	238	66	326	864
07:30 AM	12	8	21	41	20	400	22	442	7	3	2	12	**37**	297	52	**386**	**881**
07:45 AM	**28**	15	25	68	21	364	**23**	408	10	4	6	20	34	**298**	53	385	881
Total Volume	71	73	101	245	90	1575	74	1739	41	14	28	83	123	1040	239	1402	3469
% App. Total	29	29.8	41.2		5.2	90.6	4.3		49.4	16.9	33.7		8.8	74.2	17		
PHF	.634	.702	.815	.851	.900	.960	.804	.970	.603	.700	.636	.629	.831	.872	.879	.908	.984

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City of Moreno Valley
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File Name : 08_MRV_Elsworth_March ARB_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				08:00 AM				07:15 AM			
+0 mins.	14	**26**	24	64	**25**	401	15	441	5	4	5	14	22	238	**66**	326
+15 mins.	17	24	**31**	**72**	24	**410**	14	**448**	11	**6**	4	21	37	297	52	**386**
+30 mins.	12	8	21	41	20	400	22	442	**20**	6	4	**30**	34	**298**	53	385
+45 mins.	**28**	15	25	68	21	364	**23**	408	12	6	**6**	24	**45**	267	54	366
Total Volume	71	73	101	245	90	1575	74	1739	48	22	19	89	138	1100	225	1463
% App. Total	29	29.8	41.2		5.2	90.6	4.3		53.9	24.7	21.3		9.4	75.2	15.4	
PHF	.634	.702	.815	.851	.900	.960	.804	.970	.600	.917	.792	.742	.767	.923	.852	.948

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City of Moreno Valley
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File Name : 08_MRV_Elsworth_March ARB_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

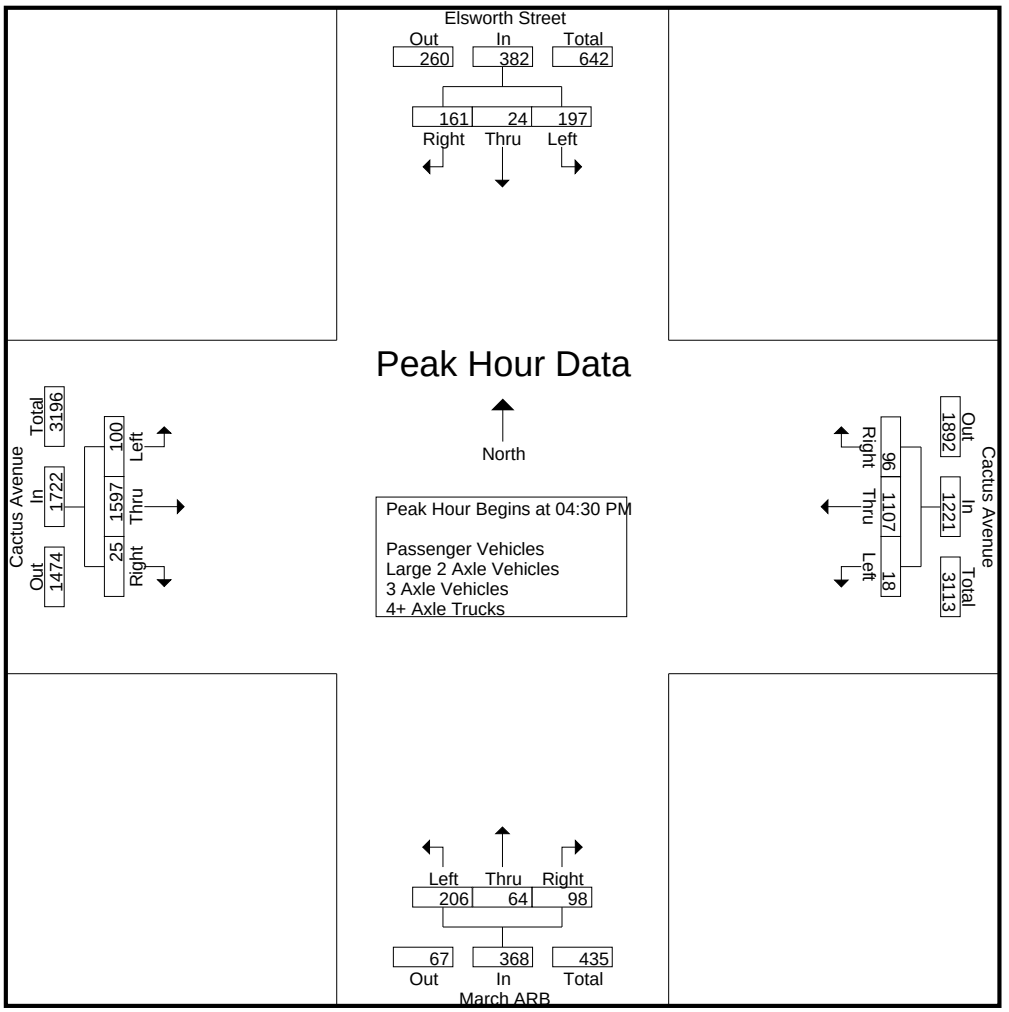
	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	43	5	36	84	4	238	25	267	108	17	57	182	35	328	12	375	908
04:15 PM	42	1	31	74	5	215	28	248	62	9	26	97	21	314	2	337	756
04:30 PM	48	5	34	87	4	302	20	326	73	25	32	130	20	374	4	398	941
04:45 PM	49	6	37	92	8	276	29	313	63	15	24	102	30	341	5	376	883
Total	182	17	138	337	21	1031	102	1154	306	66	139	511	106	1357	23	1486	3488
05:00 PM	41	8	49	98	4	289	24	317	35	16	23	74	28	465	9	502	991
05:15 PM	59	5	41	105	2	240	23	265	35	8	19	62	22	417	7	446	878
05:30 PM	42	6	42	90	3	233	20	256	25	8	9	42	24	453	4	481	869
05:45 PM	45	4	24	73	3	181	22	206	29	16	9	54	31	371	3	405	738
Total	187	23	156	366	12	943	89	1044	124	48	60	232	105	1706	23	1834	3476
Grand Total	369	40	294	703	33	1974	191	2198	430	114	199	743	211	3063	46	3320	6964
Apprch %	52.5	5.7	41.8		1.5	89.8	8.7		57.9	15.3	26.8		6.4	92.3	1.4		
Total %	5.3	0.6	4.2	10.1	0.5	28.3	2.7	31.6	6.2	1.6	2.9	10.7	3	44	0.7	47.7	
Passenger Vehicles	362	40	286	688	33	1921	187	2141	427	114	199	740	207	2973	46	3226	6795
% Passenger Vehicles	98.1	100	97.3	97.9	100	97.3	97.9	97.4	99.3	100	100	99.6	98.1	97.1	100	97.2	97.6
Large 2 Axle Vehicles	6	0	2	8	0	15	2	17	1	0	0	1	0	36	0	36	62
% Large 2 Axle Vehicles	1.6	0	0.7	1.1	0	0.8	1	0.8	0.2	0	0	0.1	0	1.2	0	1.1	0.9
3 Axle Vehicles	0	0	2	2	0	6	0	6	2	0	0	2	0	11	0	11	21
% 3 Axle Vehicles	0	0	0.7	0.3	0	0.3	0	0.3	0.5	0	0	0.3	0	0.4	0	0.3	0.3
4+ Axle Trucks	1	0	4	5	0	32	2	34	0	0	0	0	4	43	0	47	86
% 4+ Axle Trucks	0.3	0	1.4	0.7	0	1.6	1	1.5	0	0	0	0	1.9	1.4	0	1.4	1.2

	Elsworth Street Southbound				Cactus Avenue Westbound				March ARB Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	48	5	34	87	4	**302**	20	**326**	**73**	**25**	**32**	**130**	20	374	4	398	941
04:45 PM	49	6	37	92	**8**	276	**29**	313	63	15	24	102	**30**	341	5	376	883
05:00 PM	41	**8**	**49**	98	4	289	24	317	35	16	23	74	28	**465**	**9**	**502**	**991**
05:15 PM	**59**	5	41	**105**	2	240	23	265	35	8	19	62	22	417	7	446	878
Total Volume	197	24	161	382	18	1107	96	1221	206	64	98	368	100	1597	25	1722	3693
% App. Total	51.6	6.3	42.1		1.5	90.7	7.9		56	17.4	26.6		5.8	92.7	1.5		
PHF	.835	.750	.821	.910	.563	.916	.828	.936	.705	.640	.766	.708	.833	.859	.694	.858	.932

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City of Moreno Valley
N/S: Elsworth Street/March ARB
E/W: Cactus Avenue
Weather: Clear

File Name : 08_MRV_Elsworth_March ARB_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	49	6	37	92	4	**302**	20	**326**	**108**	17	**57**	**182**	28	**465**	**9**	**502**
+15 mins.	41	**8**	**49**	98	**8**	276	**29**	313	62	9	26	97	22	417	7	446
+30 mins.	**59**	5	41	**105**	4	289	24	317	73	**25**	32	130	24	453	4	481
+45 mins.	42	6	42	90	2	240	23	265	63	15	24	102	**31**	371	3	405
Total Volume	191	25	169	385	18	1107	96	1221	306	66	139	511	105	1706	23	1834
% App. Total	49.6	6.5	43.9		1.5	90.7	7.9		59.9	12.9	27.2		5.7	93	1.3	
PHF	.809	.781	.862	.917	.563	.916	.828	.936	.708	.660	.610	.702	.847	.917	.639	.913

Location: Moreno Valley
N/S: Elsworth Street
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Elsworth Street	East Leg Cactus Avenue	South Leg Dead End	West Leg Cactus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Elsworth Street	East Leg Cactus Avenue	South Leg Dead End	West Leg Cactus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

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Location: Moreno Valley
N/S: Elsworth Street
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Elsworth Street			Westbound Cactus Avenue			Northbound Dead End			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	0	0	0	1

	Southbound Elsworth Street			Westbound Cactus Avenue			Northbound Dead End			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	1	0	0	0	1

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National Data & Surveying Services

Intersection Turning Movement Count

Location: Frederick St & Alessandro Blvd
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-001
Date: 11/9/2017

Total

NS/EW Streets:	Frederick St				Frederick St				Alessandro Blvd				Alessandro Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	2	2	1	0	1	2	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	26	1	0	12	62	39	0	25	82	12	0	18	332	18	1	643
7:15 AM	12	40	3	0	24	71	27	0	21	83	18	1	29	384	21	3	737
7:30 AM	17	49	3	0	34	69	41	0	25	88	34	1	18	362	24	3	768
7:45 AM	22	69	2	0	31	72	48	0	21	90	18	0	16	306	22	4	721
8:00 AM	18	69	7	0	22	42	32	0	33	118	9	1	19	320	31	2	723
8:15 AM	16	44	7	0	39	56	29	0	42	110	10	1	10	241	18	3	626
8:30 AM	10	43	7	0	22	50	35	0	39	131	12	2	15	224	28	1	619
8:45 AM	11	68	6	0	27	58	32	0	37	139	12	1	17	195	35	3	641
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	121	408	36	0	211	480	283	0	243	841	125	7	142	2364	197	20	5478
APPROACH %'s :	21.42%	72.21%	6.37%	0.00%	21.66%	49.28%	29.06%	0.00%	19.98%	69.16%	10.28%	0.58%	5.21%	86.82%	7.23%	0.73%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	69	227	15	0	111	254	148	0	100	379	79	3	82	1372	98	12	2949
PEAK HR FACTOR :	0.784	0.822	0.536	0.000	0.816	0.882	0.771	0.000	0.758	0.803	0.581	0.750	0.707	0.893	0.790	0.750	0.960
	0.827				0.849				0.871				0.895				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	2	2	1	0	1	2	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	76	21	0	49	85	40	0	74	310	20	3	11	230	49	1	984
4:15 PM	22	96	29	0	71	65	39	0	59	316	20	3	10	201	40	3	974
4:30 PM	20	89	15	0	80	67	36	0	69	320	37	3	4	176	47	2	965
4:45 PM	17	62	11	0	57	94	42	0	57	350	25	2	18	242	57	4	1038
5:00 PM	15	89	16	0	74	68	38	0	63	293	32	2	12	191	52	3	948
5:15 PM	16	62	9	0	64	73	41	0	56	356	28	2	0	196	50	2	955
5:30 PM	24	72	14	0	81	88	31	0	57	265	34	3	3	182	46	5	905
5:45 PM	14	79	8	0	71	62	27	0	74	336	27	3	11	181	54	2	949
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	143	625	123	0	547	602	294	0	509	2546	223	21	69	1599	395	22	7718
APPROACH %'s :	16.05%	70.15%	13.80%	0.00%	37.91%	41.72%	20.37%	0.00%	15.43%	77.17%	6.76%	0.64%	3.31%	76.69%	18.94%	1.06%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	74	323	76	0	257	311	157	0	259	1296	102	11	43	849	193	10	3961
PEAK HR FACTOR :	0.841	0.841	0.655	0.000	0.803	0.827	0.935	0.000	0.875	0.926	0.689	0.917	0.597	0.877	0.846	0.625	0.954
	0.804				0.939				0.961				0.853				

Prepared by National Data & Surveying Services

Frederick St & Alessandro Blvd

Peak Hour Turning Movement Count

ID: 17-06170-001
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

	PEAK HOURS	COUNT PERIODS
AM	07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Frederick St — SOUTHBOUND

	Right	Thru	Left	U-Turn	Departing (NB)
AM	148	254	111	0	425
NOON	0	0	0	0	0
PM	157	311	257	0	775
Lanes	1	2	2	0	

Alessandro Blvd — EASTBOUND

	AM	NOON	PM	Lanes
Departing (WB)	1592	0	1091	
U-Turn	3	0	11	0
Left	100	0	259	1
Thru	379	0	1296	2
Right	79	0	102	1

Alessandro Blvd — WESTBOUND

	PM	NOON	AM	Lanes
Right	193	0	98	0
Thru	849	0	1372	3
Left	43	0	82	1
U-Turn	10	0	12	0
Departing (EB)	1639	0	517	

Frederick St — NORTHBOUND

	Departing (SB)	U-Turn	Left	Thru	Right
Lanes		0	2	2	0
PM	456	0	74	323	76
NOON	0	0	0	0	0
AM	415	0	69	227	15

CONTROL

Signalized

	AM	NOON	PM
TEV	2949	0	3961
PHF	0.96		0.95

Cars (AM)

Approach	Left	Thru	Right
Southbound	111	246	141
Eastbound	97	360	78
Westbound	81	1332	97
Northbound	68	224	15

Cars (NOON)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Cars (PM)

Approach	Left	Thru	Right
Southbound	257	305	154
Eastbound	256	1282	99
Westbound	40	840	190
Northbound	72	320	75

4axle (AM)

Approach	Left	Thru	Right
Southbound	0	2	2
Eastbound	1	6	1
Westbound	1	18	0
Northbound	0	1	0

4axle (NOON)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

4axle (PM)

Approach	Left	Thru	Right
Southbound	0	1	0
Eastbound	0	7	1
Westbound	0	4	1
Northbound	0	2	0

Pedestrians (Crosswalks)

All crosswalk and diagonal movements (AM, NOON, PM): 0

Location: Moreno Valley
N/S: Frederick Street
E/W: Alessandro Boulevard

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Frederick Street	East Leg Alessandro Boulevard	South Leg Frederick Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	1	2
7:15 AM	0	0	1	0	1
7:30 AM	4	0	0	0	4
7:45 AM	3	0	1	0	4
8:00 AM	0	0	0	1	1
8:15 AM	3	0	0	0	3
8:30 AM	1	3	4	0	8
8:45 AM	5	1	0	1	7
TOTAL VOLUMES:	17	4	6	3	30

	North Leg Frederick Street	East Leg Alessandro Boulevard	South Leg Frederick Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	1	0	3
4:15 PM	1	1	0	1	3
4:30 PM	3	1	0	2	6
4:45 PM	0	1	1	0	2
5:00 PM	7	0	0	4	11
5:15 PM	6	1	0	1	8
5:30 PM	0	1	0	0	1
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	20	5	2	8	35

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951-268-6268

Location: Moreno Valley
N/S: Frederick Street
E/W: Alessandro Boulevard

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Frederick Street			Westbound Alessandro Boulevard			Northbound Frederick Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	2	0	2

	Southbound Frederick Street			Westbound Alessandro Boulevard			Northbound Frederick Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	3	0	0	2	0	0	3	0	9

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City of Moreno Valley
N/S: Frederick Street
E/W: Cactus Avenue
Weather: Clear

File Name : 10_MRV_Frederick_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

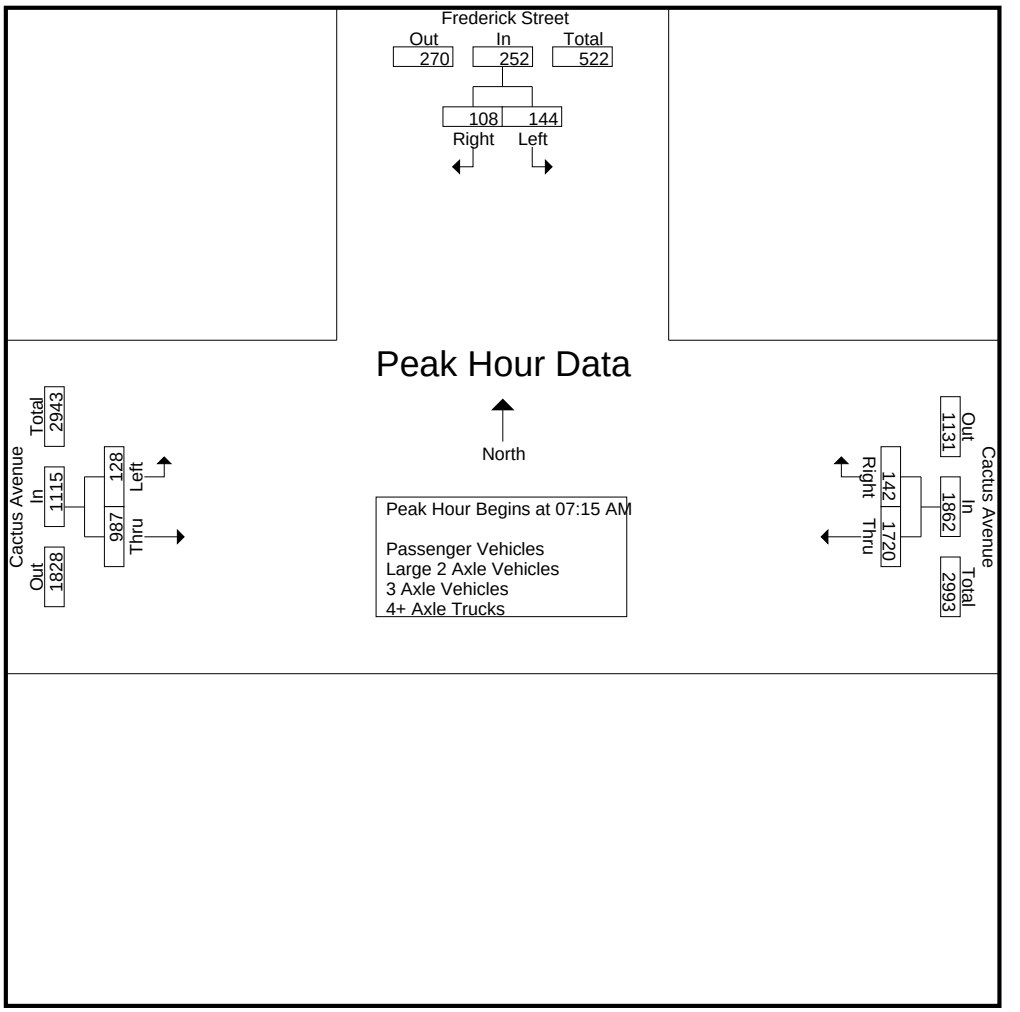
	Frederick Street Southbound			Cactus Avenue Westbound			Cactus Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	30	17	47	458	28	486	26	202	228	761
07:15 AM	38	26	64	460	22	482	30	216	246	792
07:30 AM	38	20	58	478	32	510	27	235	262	830
07:45 AM	36	30	66	387	39	426	39	300	339	831
Total	142	93	235	1783	121	1904	122	953	1075	3214
08:00 AM	32	32	64	395	49	444	32	236	268	776
08:15 AM	33	18	51	317	44	361	37	198	235	647
08:30 AM	25	22	47	281	34	315	33	264	297	659
08:45 AM	24	9	33	268	46	314	29	218	247	594
Total	114	81	195	1261	173	1434	131	916	1047	2676
Grand Total	256	174	430	3044	294	3338	253	1869	2122	5890
Apprch %	59.5	40.5		91.2	8.8		11.9	88.1		
Total %	4.3	3	7.3	51.7	5	56.7	4.3	31.7	36	
Passenger Vehicles	246	164	410	2933	277	3210	236	1761	1997	5617
% Passenger Vehicles	96.1	94.3	95.3	96.4	94.2	96.2	93.3	94.2	94.1	95.4
Large 2 Axle Vehicles	7	3	10	35	12	47	9	33	42	99
% Large 2 Axle Vehicles	2.7	1.7	2.3	1.1	4.1	1.4	3.6	1.8	2	1.7
3 Axle Vehicles	1	0	1	19	0	19	1	11	12	32
% 3 Axle Vehicles	0.4	0	0.2	0.6	0	0.6	0.4	0.6	0.6	0.5
4+ Axle Trucks	2	7	9	57	5	62	7	64	71	142
% 4+ Axle Trucks	0.8	4	2.1	1.9	1.7	1.9	2.8	3.4	3.3	2.4

	Frederick Street Southbound			Cactus Avenue Westbound			Cactus Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**38**	26	64	460	22	482	30	216	246	792
07:30 AM	38	20	58	**478**	32	**510**	27	235	262	830
07:45 AM	36	30	**66**	387	39	426	**39**	**300**	**339**	**831**
08:00 AM	32	**32**	64	395	**49**	444	32	236	268	776
Total Volume	144	108	252	1720	142	1862	128	987	1115	3229
% App. Total	57.1	42.9		92.4	7.6		11.5	88.5		
PHF	.947	.844	.955	.900	.724	.913	.821	.823	.822	.971

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: Frederick Street
E/W: Cactus Avenue
Weather: Clear

File Name : 10_MRV_Frederick_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:45 AM		
+0 mins.	**38**	26	64	458	28	486	**39**	**300**	**339**
+15 mins.	38	20	58	460	22	482	32	236	268
+30 mins.	36	30	**66**	**478**	32	**510**	37	198	235
+45 mins.	32	**32**	64	387	**39**	426	33	264	297
Total Volume	144	108	252	1783	121	1904	141	998	1139
% App. Total	57.1	42.9		93.6	6.4		12.4	87.6	
PHF	.947	.844	.955	.933	.776	.933	.904	.832	.840

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City of Moreno Valley
N/S: Frederick Street
E/W: Cactus Avenue
Weather: Clear

File Name : 10_MRV_Frederick_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

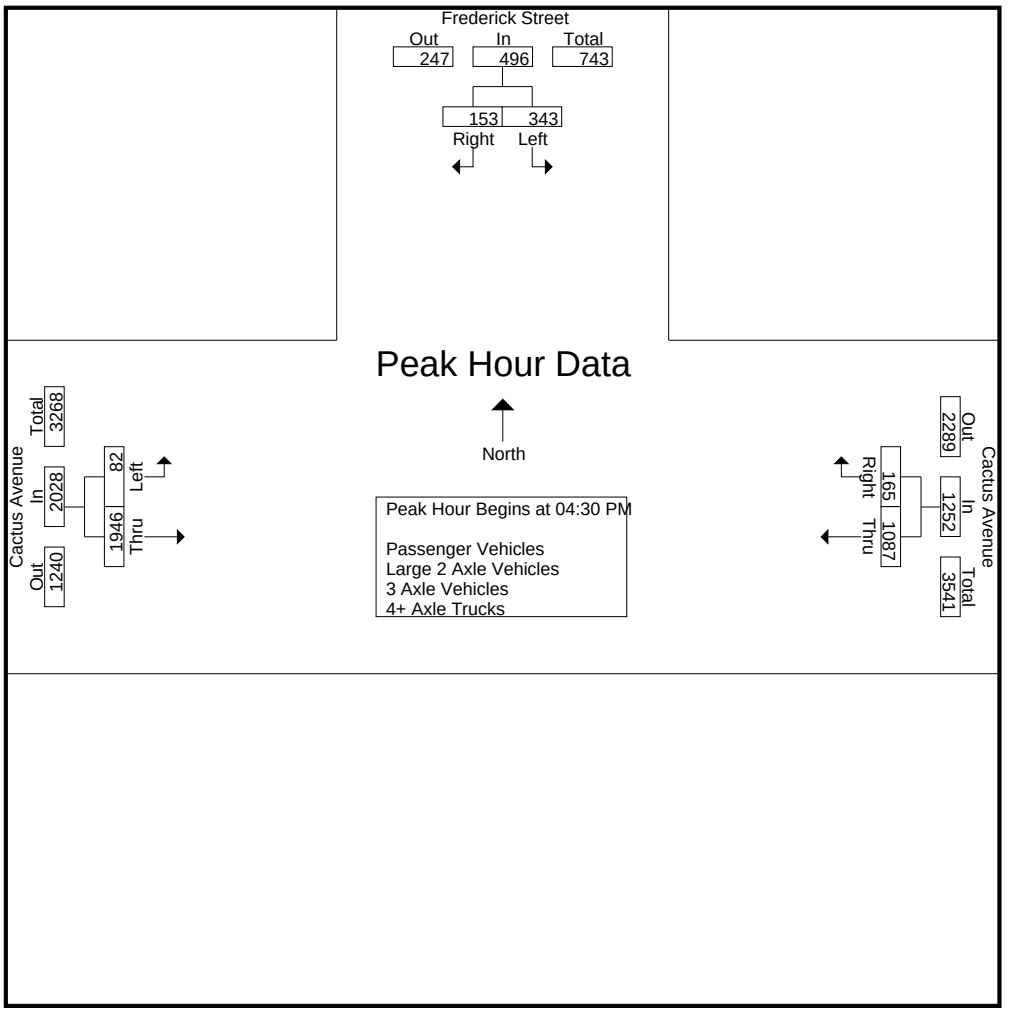
	Frederick Street Southbound			Cactus Avenue Westbound			Cactus Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	80	19	99	251	57	308	22	440	462	869
04:15 PM	73	16	89	252	45	297	29	389	418	804
04:30 PM	100	41	141	281	45	326	16	453	469	936
04:45 PM	76	28	104	305	35	340	29	448	477	921
Total	329	104	433	1089	182	1271	96	1730	1826	3530
05:00 PM	94	47	141	270	41	311	18	515	533	985
05:15 PM	73	37	110	231	44	275	19	530	549	934
05:30 PM	121	24	145	229	29	258	23	494	517	920
05:45 PM	74	17	91	188	51	239	22	482	504	834
Total	362	125	487	918	165	1083	82	2021	2103	3673
Grand Total	691	229	920	2007	347	2354	178	3751	3929	7203
Apprch %	75.1	24.9		85.3	14.7		4.5	95.5		
Total %	9.6	3.2	12.8	27.9	4.8	32.7	2.5	52.1	54.5	
Passenger Vehicles	680	227	907	1952	337	2289	175	3672	3847	7043
% Passenger Vehicles	98.4	99.1	98.6	97.3	97.1	97.2	98.3	97.9	97.9	97.8
Large 2 Axle Vehicles	6	2	8	14	3	17	1	24	25	50
% Large 2 Axle Vehicles	0.9	0.9	0.9	0.7	0.9	0.7	0.6	0.6	0.6	0.7
3 Axle Vehicles	1	0	1	5	5	10	0	9	9	20
% 3 Axle Vehicles	0.1	0	0.1	0.2	1.4	0.4	0	0.2	0.2	0.3
4+ Axle Trucks	4	0	4	36	2	38	2	46	48	90
% 4+ Axle Trucks	0.6	0	0.4	1.8	0.6	1.6	1.1	1.2	1.2	1.2

	Frederick Street Southbound			Cactus Avenue Westbound			Cactus Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**100**	41	**141**	281	**45**	326	16	453	469	936
04:45 PM	76	28	104	**305**	35	**340**	**29**	448	477	921
05:00 PM	94	**47**	141	270	41	311	18	515	533	**985**
05:15 PM	73	37	110	231	44	275	19	**530**	**549**	934
Total Volume	343	153	496	1087	165	1252	82	1946	2028	3776
% App. Total	69.2	30.8		86.8	13.2		4	96		
PHF	.858	.814	.879	.891	.917	.921	.707	.918	.923	.958

Counts Unlimited
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City of Moreno Valley
N/S: Frederick Street
E/W: Cactus Avenue
Weather: Clear

File Name : 10_MRV_Frederick_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:15 PM			05:00 PM		
+0 mins.	76	28	104	252	**45**	297	18	515	533
+15 mins.	94	**47**	141	281	45	326	19	**530**	**549**
+30 mins.	73	37	110	**305**	35	**340**	**23**	494	517
+45 mins.	**121**	24	**145**	270	41	311	22	482	504
Total Volume	364	136	500	1108	166	1274	82	2021	2103
% App. Total	72.8	27.2		87	13		3.9	96.1	
PHF	.752	.723	.862	.908	.922	.937	.891	.953	.958

Location: Moreno Valley
N/S: Frederick Street
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Frederick Street	East Leg Cactus Avenue	South Leg Dead End	West Leg Cactus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Frederick Street	East Leg Cactus Avenue	South Leg Dead End	West Leg Cactus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	1	0	0	0	1

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PO Box 1178
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Location: Moreno Valley
N/S: Frederick Street
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Frederick Street			Westbound Cactus Avenue			Northbound Dead End			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound Frederick Street			Westbound Cactus Avenue			Northbound Dead End			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	2	2	0	0	0	0	0	0	4

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National Data & Surveying Services

Intersection Turning Movement Count

Location: Graham St & Alessandro Blvd
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-002
Date: 11/9/2017

Total

NS/EW Streets:	Graham St				Graham St				Alessandro Blvd				Alessandro Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	14	28	4	0	13	31	21	0	4	61	15	0	13	319	13	6	542
7:15 AM	17	29	3	0	16	26	14	0	4	102	14	0	14	386	25	4	654
7:30 AM	12	41	3	0	25	39	15	0	7	92	10	0	9	348	27	7	635
7:45 AM	15	73	6	0	29	49	26	0	5	117	15	0	9	315	43	9	711
8:00 AM	21	44	3	0	28	34	19	0	8	109	12	1	10	346	26	18	679
8:15 AM	9	28	9	0	20	21	18	0	9	156	11	0	8	236	19	3	547
8:30 AM	19	29	6	0	20	15	22	0	8	128	23	0	11	224	16	15	536
8:45 AM	16	16	4	0	15	25	20	0	7	157	16	0	6	226	15	11	534
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	123	288	38	0	166	240	155	0	52	922	116	1	80	2400	184	73	4838
APPROACH %'s :	27.39%	64.14%	8.46%	0.00%	29.59%	42.78%	27.63%	0.00%	4.77%	84.51%	10.63%	0.09%	2.92%	87.69%	6.72%	2.67%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	65	187	15	0	98	148	74	0	24	420	51	1	42	1395	121	38	2679
PEAK HR FACTOR :	0.774	0.640	0.625	0.000	0.845	0.755	0.712	0.000	0.750	0.897	0.850	0.250	0.750	0.903	0.703	0.528	0.942
	0.710				0.769				0.905				0.930				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	19	54	18	0	27	58	15	0	28	311	29	0	11	259	40	23	892
4:15 PM	25	46	22	0	34	40	12	0	26	341	36	0	4	230	44	30	890
4:30 PM	20	56	15	0	37	39	19	0	30	319	46	0	16	215	38	28	878
4:45 PM	23	57	16	0	36	42	22	0	21	336	36	2	19	254	37	25	926
5:00 PM	29	47	9	0	31	35	21	0	19	351	30	0	11	208	37	15	843
5:15 PM	21	63	17	0	31	53	15	0	27	327	32	0	16	181	19	13	815
5:30 PM	24	48	9	0	30	44	9	0	5	357	36	0	11	219	31	12	835
5:45 PM	18	61	11	0	30	48	15	0	18	325	33	0	10	197	32	16	814
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	179	432	117	0	256	359	128	0	174	2667	278	2	98	1763	278	162	6893
APPROACH %'s :	24.59%	59.34%	16.07%	0.00%	34.45%	48.32%	17.23%	0.00%	5.58%	85.45%	8.91%	0.06%	4.26%	76.62%	12.08%	7.04%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	87	213	71	0	134	179	68	0	105	1307	147	2	50	958	159	106	3586
PEAK HR FACTOR :	0.870	0.934	0.807	0.000	0.905	0.772	0.773	0.000	0.875	0.958	0.799	0.250	0.658	0.925	0.903	0.883	0.968
	0.966				0.953				0.968				0.950				

Prepared by National Data & Surveying Services

Graham St & Alessandro Blvd

Peak Hour Turning Movement Count

ID: 17-06170-002
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Graham St — SOUTHBOUND

AM	74	148	98	0	332	AM
NOON	0	0	0	0	0	NOON
PM	68	179	134	0	477	PM

Alessandro Blvd — EASTBOUND

AM	NOON	PM		
1535	0	1115	⇦	
1	0	2	↶	0
24	0	105	↱	1
420	0	1307	→	2
51	0	147	↴	1
AM	NOON	PM		

CONTROL

Signalized

TEV	2679 AM	0 NOON	3586 PM
PHF	0.94		0.97

Alessandro Blvd — WESTBOUND

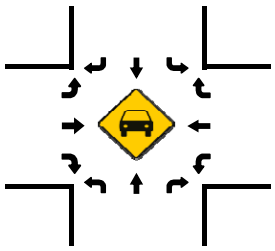
PM	NOON	AM		
159	0	121	↰	0
958	0	1395	←	3
50	0	42	↰	1
106	0	38	↰	0
1618	0	571	⇨	
PM	NOON	AM		

Graham St — NORTHBOUND

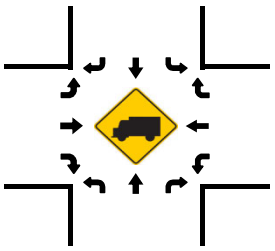
PM	376	0	87	213	71	PM
NOON	0	0	0	0	0	NOON
AM	241	0	65	187	15	AM

0 1 2 0

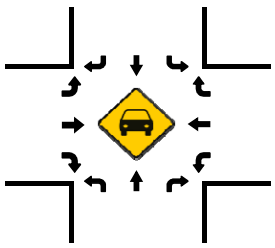
Cars (AM)



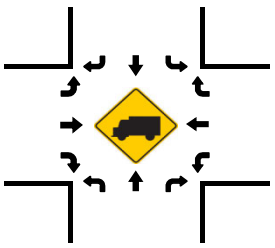
4axle (AM)



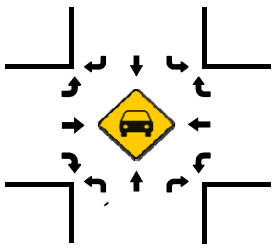
Cars (NOON)



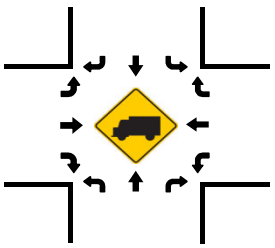
4axle (NOON)



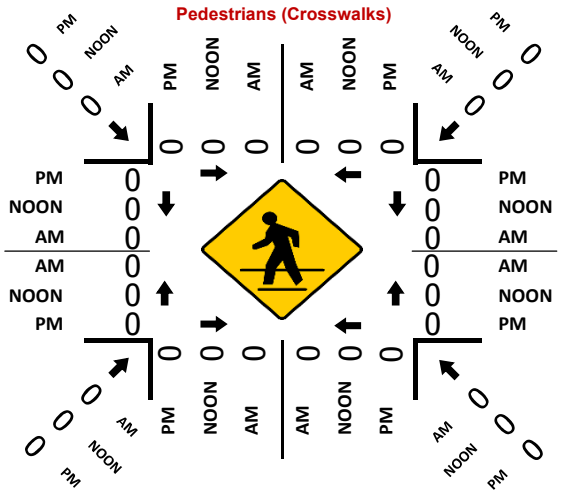
Cars (PM)



4axle (PM)



Pedestrians (Crosswalks)



Location: Moreno Valley
N/S: Graham Street
E/W: Alessandro Boulevard

Date: 1/31/2019
Day: Wednesday

PEDESTRIANS

	North Leg Graham Street Pedestrians	East Leg Alessandro Boulevard Pedestrians	South Leg Graham Street Pedestrians	West Leg Alessandro Boulevard Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	1	0	1
7:30 AM	0	1	1	0	2
7:45 AM	2	0	0	1	3
8:00 AM	1	1	0	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	1	2
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	5	2	3	2	12

	North Leg Graham Street Pedestrians	East Leg Alessandro Boulevard Pedestrians	South Leg Graham Street Pedestrians	West Leg Alessandro Boulevard Pedestrians	
4:00 PM	0	2	1	1	4
4:15 PM	0	2	1	1	4
4:30 PM	1	0	0	0	1
4:45 PM	1	3	0	0	4
5:00 PM	0	3	0	0	3
5:15 PM	0	1	0	0	1
5:30 PM	3	0	0	3	6
5:45 PM	1	1	0	0	2
TOTAL VOLUMES:	6	12	2	5	25

Counts Unlimited, Inc.
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Location: Moreno Valley
N/S: Graham Street
E/W: Alessandro Boulevard

Date: 1/31/2019
Day: Wednesday

BICYCLES

	Southbound Graham Street			Westbound Alessandro Boulevard			Northbound Graham Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	1	3
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	0	2	0	0	0	0	0	1	2	7

	Southbound Graham Street			Westbound Alessandro Boulevard			Northbound Graham Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:15 PM	0	1	0	0	0	0	0	3	0	0	1	0	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	2	1	3	2	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	2	0	0	0	0	0	0	3
TOTAL VOLUMES:	0	1	0	0	4	3	3	5	0	0	4	1	21

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Counts Unlimited
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(951) 268-6268

City of Moreno Valley
N/S: Graham Street/Riverside Drive
E/W: Cactus Avenue
Weather: Clear

File Name : 12_MRV_Graham_Riverside_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

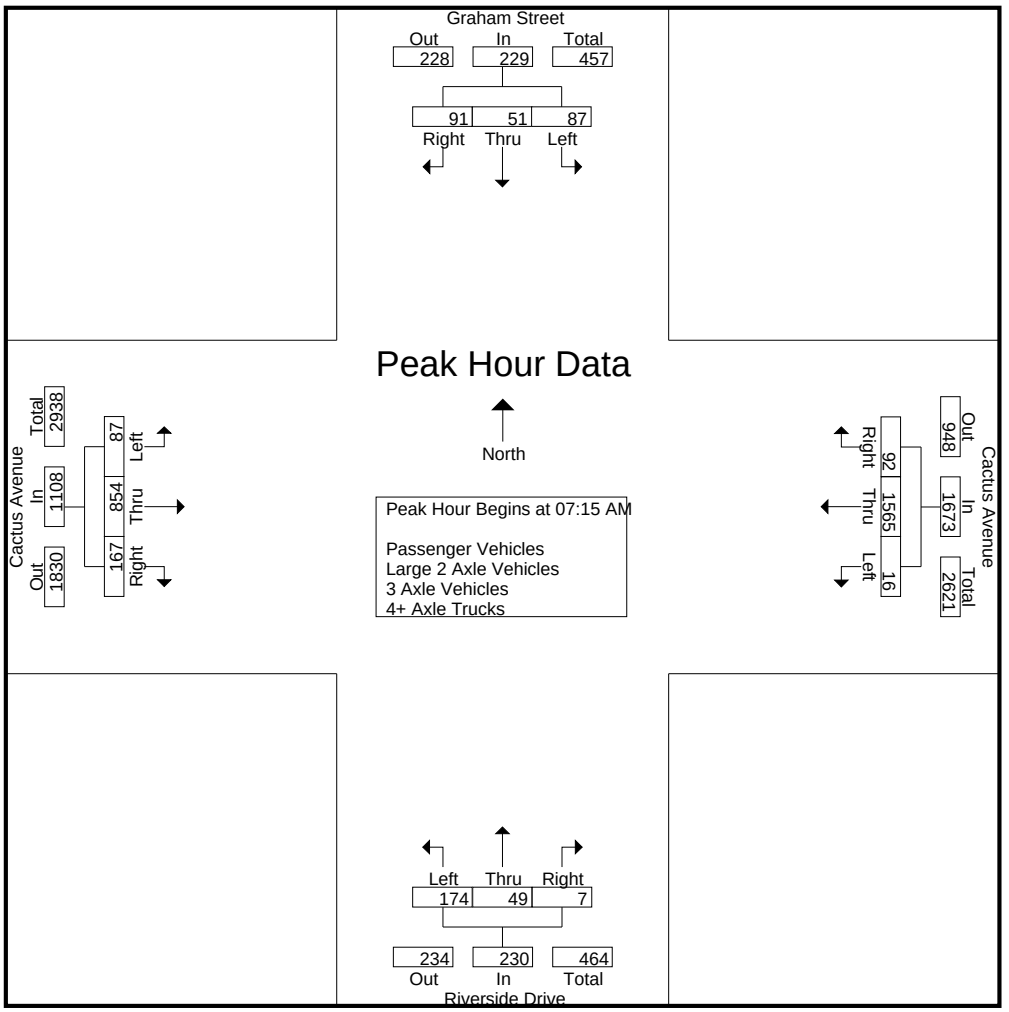
	Graham Street Southbound				Cactus Avenue Westbound				Riverside Drive Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	11	18	39	7	417	7	431	46	6	3	55	20	197	34	251	776
07:15 AM	14	11	25	50	3	402	12	417	42	11	0	53	14	184	38	236	756
07:30 AM	25	16	29	70	7	403	22	432	45	18	2	65	21	219	48	288	855
07:45 AM	27	8	17	52	3	405	29	437	38	10	3	51	28	244	40	312	852
Total	76	46	89	211	20	1627	70	1717	171	45	8	224	83	844	160	1087	3239
08:00 AM	21	16	20	57	3	355	29	387	49	10	2	61	24	207	41	272	777
08:15 AM	18	9	9	36	9	345	21	375	19	8	3	30	16	199	40	255	696
08:30 AM	12	8	17	37	2	238	17	257	17	6	0	23	22	221	42	285	602
08:45 AM	23	10	15	48	1	282	17	300	20	6	2	28	22	181	48	251	627
Total	74	43	61	178	15	1220	84	1319	105	30	7	142	84	808	171	1063	2702
Grand Total	150	89	150	389	35	2847	154	3036	276	75	15	366	167	1652	331	2150	5941
Apprch %	38.6	22.9	38.6		1.2	93.8	5.1		75.4	20.5	4.1		7.8	76.8	15.4		
Total %	2.5	1.5	2.5	6.5	0.6	47.9	2.6	51.1	4.6	1.3	0.3	6.2	2.8	27.8	5.6	36.2	
Passenger Vehicles	146	87	137	370	32	2741	148	2921	259	73	13	345	159	1545	317	2021	5657
% Passenger Vehicles	97.3	97.8	91.3	95.1	91.4	96.3	96.1	96.2	93.8	97.3	86.7	94.3	95.2	93.5	95.8	94	95.2
Large 2 Axle Vehicles	2	2	5	9	3	41	5	49	8	2	1	11	1	41	9	51	120
% Large 2 Axle Vehicles	1.3	2.2	3.3	2.3	8.6	1.4	3.2	1.6	2.9	2.7	6.7	3	0.6	2.5	2.7	2.4	2
3 Axle Vehicles	2	0	3	5	0	8	0	8	9	0	0	9	0	10	1	11	33
% 3 Axle Vehicles	1.3	0	2	1.3	0	0.3	0	0.3	3.3	0	0	2.5	0	0.6	0.3	0.5	0.6
4+ Axle Trucks	0	0	5	5	0	57	1	58	0	0	1	1	7	56	4	67	131
% 4+ Axle Trucks	0	0	3.3	1.3	0	2	0.6	1.9	0	0	6.7	0.3	4.2	3.4	1.2	3.1	2.2

	Graham Street Southbound				Cactus Avenue Westbound				Riverside Drive Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	14	11	25	50	3	402	12	417	42	11	0	53	14	184	38	236	756
07:30 AM	25	**16**	**29**	**70**	**7**	403	22	432	45	**18**	2	**65**	21	219	**48**	288	**855**
07:45 AM	**27**	8	17	52	3	**405**	**29**	**437**	38	10	**3**	51	**28**	**244**	40	**312**	852
08:00 AM	21	16	20	57	3	355	29	387	**49**	10	2	61	24	207	41	272	777
Total Volume	87	51	91	229	16	1565	92	1673	174	49	7	230	87	854	167	1108	3240
% App. Total	38	22.3	39.7		1	93.5	5.5		75.7	21.3	3		7.9	77.1	15.1		
PHF	.806	.797	.784	.818	.571	.966	.793	.957	.888	.681	.583	.885	.777	.875	.870	.888	.947

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: Graham Street/Riverside Drive
E/W: Cactus Avenue
Weather: Clear

File Name : 12_MRV_Graham_Riverside_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	14	11	25	50	**7**	**417**	7	431	42	11	0	53	21	219	**48**	288
+15 mins.	25	**16**	**29**	**70**	3	402	12	417	45	**18**	2	**65**	**28**	**244**	40	**312**
+30 mins.	**27**	8	17	52	7	403	22	432	38	10	**3**	51	24	207	41	272
+45 mins.	21	16	20	57	3	405	**29**	**437**	**49**	10	2	61	16	199	40	255
Total Volume	87	51	91	229	20	1627	70	1717	174	49	7	230	89	869	169	1127
% App. Total	38	22.3	39.7		1.2	94.8	4.1		75.7	21.3	3		7.9	77.1	15	
PHF	.806	.797	.784	.818	.714	.975	.603	.982	.888	.681	.583	.885	.795	.890	.880	.903

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City of Moreno Valley
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File Name : 12_MRV_Graham_Riverside_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

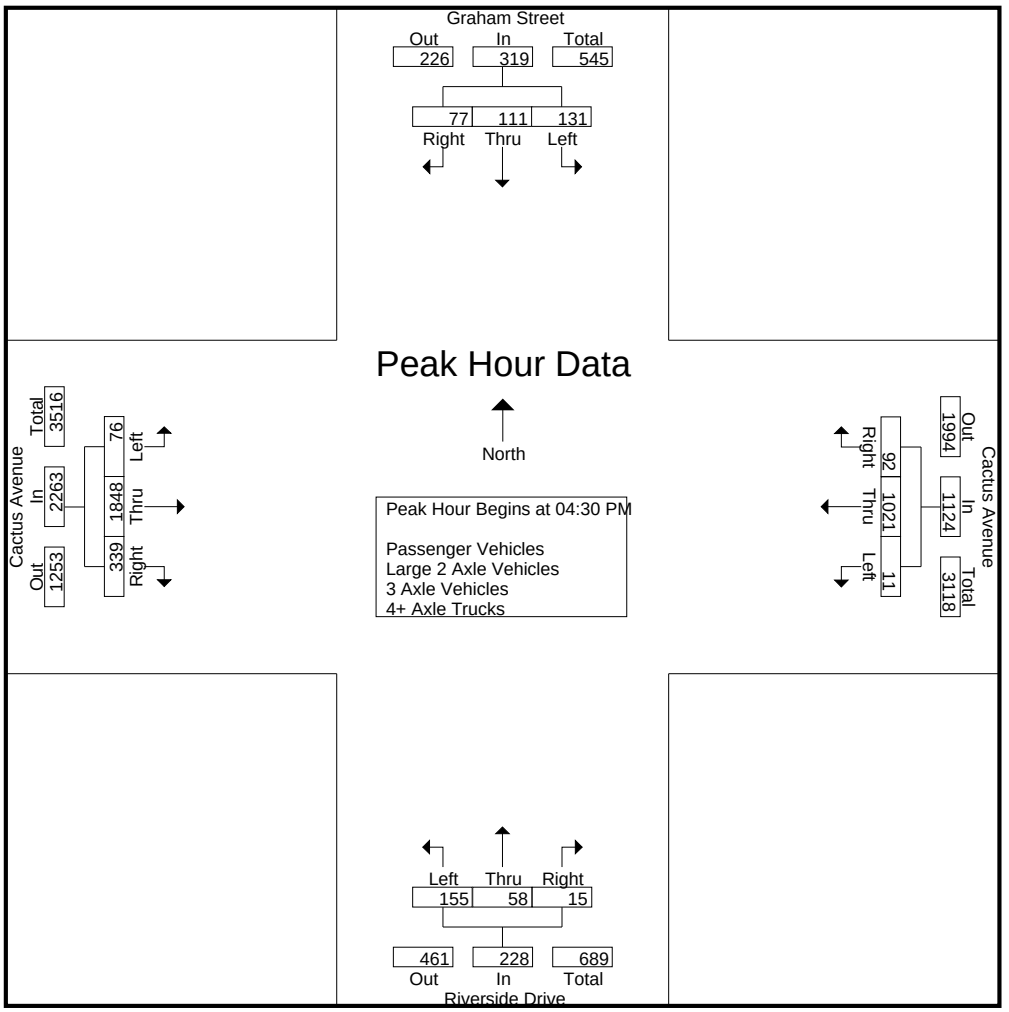
	Graham Street Southbound				Cactus Avenue Westbound				Riverside Drive Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	28	22	19	69	7	208	15	230	74	13	13	100	36	405	77	518	917
04:15 PM	25	23	16	64	2	263	19	284	51	16	11	78	20	412	71	503	929
04:30 PM	36	25	24	85	3	242	22	267	46	18	5	69	12	435	70	517	938
04:45 PM	29	26	17	72	3	299	32	334	34	10	5	49	18	443	69	530	985
Total	118	96	76	290	15	1012	88	1115	205	57	34	296	86	1695	287	2068	3769
05:00 PM	37	28	21	86	2	225	23	250	47	17	3	67	19	473	95	587	990
05:15 PM	29	32	15	76	3	255	15	273	28	13	2	43	27	497	105	629	1021
05:30 PM	46	33	19	98	3	190	12	205	29	13	0	42	19	451	87	557	902
05:45 PM	27	26	22	75	3	211	23	237	7	10	4	21	34	452	81	567	900
Total	139	119	77	335	11	881	73	965	111	53	9	173	99	1873	368	2340	3813
Grand Total	257	215	153	625	26	1893	161	2080	316	110	43	469	185	3568	655	4408	7582
Apprch %	41.1	34.4	24.5		1.2	91	7.7		67.4	23.5	9.2		4.2	80.9	14.9		
Total %	3.4	2.8	2	8.2	0.3	25	2.1	27.4	4.2	1.5	0.6	6.2	2.4	47.1	8.6	58.1	
Passenger Vehicles	255	215	146	616	26	1834	157	2017	312	109	43	464	178	3470	647	4295	7392
% Passenger Vehicles	99.2	100	95.4	98.6	100	96.9	97.5	97	98.7	99.1	100	98.9	96.2	97.3	98.8	97.4	97.5
Large 2 Axle Vehicles	2	0	2	4	0	17	3	20	4	1	0	5	3	40	8	51	80
% Large 2 Axle Vehicles	0.8	0	1.3	0.6	0	0.9	1.9	1	1.3	0.9	0	1.1	1.6	1.1	1.2	1.2	1.1
3 Axle Vehicles	0	0	0	0	0	10	0	10	0	0	0	0	0	11	0	11	21
% 3 Axle Vehicles	0	0	0	0	0	0.5	0	0.5	0	0	0	0	0	0.3	0	0.2	0.3
4+ Axle Trucks	0	0	5	5	0	32	1	33	0	0	0	0	4	47	0	51	89
% 4+ Axle Trucks	0	0	3.3	0.8	0	1.7	0.6	1.6	0	0	0	0	2.2	1.3	0	1.2	1.2

	Graham Street Southbound				Cactus Avenue Westbound				Riverside Drive Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	36	25	**24**	85	**3**	242	22	267	46	**18**	**5**	**69**	12	435	70	517	938
04:45 PM	29	26	17	72	3	**299**	**32**	**334**	34	10	5	49	18	443	69	530	985
05:00 PM	**37**	28	21	**86**	2	225	23	250	**47**	17	3	67	19	473	95	587	990
05:15 PM	29	**32**	15	76	3	255	15	273	28	13	2	43	**27**	**497**	**105**	**629**	**1021**
Total Volume	131	111	77	319	11	1021	92	1124	155	58	15	228	76	1848	339	2263	3934
% App. Total	41.1	34.8	24.1		1	90.8	8.2		68	25.4	6.6		3.4	81.7	15		
PHF	.885	.867	.802	.927	.917	.854	.719	.841	.824	.806	.750	.826	.704	.930	.807	.899	.963

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City of Moreno Valley
N/S: Graham Street/Riverside Drive
E/W: Cactus Avenue
Weather: Clear

File Name : 12_MRV_Graham_Riverside_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:00 PM				05:00 PM			
+0 mins.	37	28	21	86	2	263	19	284	**74**	13	**13**	**100**	19	473	95	587
+15 mins.	29	32	15	76	**3**	242	22	267	51	16	11	78	27	**497**	**105**	**629**
+30 mins.	**46**	**33**	19	**98**	3	**299**	**32**	**334**	46	**18**	5	69	19	451	87	557
+45 mins.	27	26	**22**	75	2	225	23	250	34	10	5	49	**34**	452	81	567
Total Volume	139	119	77	335	10	1029	96	1135	205	57	34	296	99	1873	368	2340
% App. Total	41.5	35.5	23		0.9	90.7	8.5		69.3	19.3	11.5		4.2	80	15.7	
PHF	.755	.902	.875	.855	.833	.860	.750	.850	.693	.792	.654	.740	.728	.942	.876	.930

Location: Moreno Valley
N/S: Graham Street/Riverside Drive
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Graham Street	East Leg Cactus Avenue	South Leg Riverside Drive	West Leg Cactus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	1	2

	North Leg Graham Street	East Leg Cactus Avenue	South Leg Riverside Drive	West Leg Cactus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	2	0	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	2

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Location: Moreno Valley
N/S: Graham Street/Riverside Drive
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Graham Street			Westbound Cactus Avenue			Northbound Riverside Drive			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	1	0	2

	Southbound Graham Street			Westbound Cactus Avenue			Northbound Riverside Drive			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	3	0	0	1	1	6

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951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Heacock St & Alessandro Blvd
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-003
Date: 11/9/2017

Total

NS/EW Streets:	Heacock St				Heacock St				Alessandro Blvd				Alessandro Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	3	0	0	1	3	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	38	61	6	0	18	61	37	0	16	48	6	0	7	281	17	0	596
7:15 AM	42	68	8	0	25	74	40	0	20	73	10	0	5	338	26	0	729
7:30 AM	62	102	10	0	24	62	42	0	16	84	10	0	5	293	28	0	738
7:45 AM	38	130	8	0	40	73	45	0	26	102	9	0	8	324	37	0	840
8:00 AM	50	112	11	0	32	50	39	0	28	86	19	0	5	284	47	0	763
8:15 AM	35	99	5	0	42	54	25	0	23	122	14	0	9	203	45	2	678
8:30 AM	39	99	8	0	46	77	34	0	34	93	14	0	8	184	35	1	672
8:45 AM	45	92	11	0	39	58	31	0	32	119	12	0	5	205	41	0	690
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	349	763	67	0	266	509	293	0	195	727	94	0	52	2112	276	3	5706
APPROACH %'s :	29.60%	64.72%	5.68%	0.00%	24.91%	47.66%	27.43%	0.00%	19.19%	71.56%	9.25%	0.00%	2.13%	86.45%	11.30%	0.12%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	192	412	37	0	121	259	166	0	90	345	48	0	23	1239	138	0	3070
PEAK HR FACTOR :	0.774	0.792	0.841	0.000	0.756	0.875	0.922	0.000	0.804	0.846	0.632	0.000	0.719	0.916	0.734	0.000	0.914
	0.911				0.864				0.881				0.949				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	3	0	0	1	3	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	45	114	19	0	54	94	34	0	47	255	28	0	11	194	56	3	954
4:15 PM	48	99	18	0	57	112	39	0	56	271	29	0	13	206	53	4	1005
4:30 PM	39	127	19	0	51	126	45	0	33	322	39	0	11	205	41	4	1062
4:45 PM	59	170	25	0	62	118	32	0	45	276	41	0	12	190	38	0	1068
5:00 PM	40	110	20	0	67	122	31	0	34	332	35	0	13	188	44	2	1038
5:15 PM	42	105	12	0	63	117	34	0	43	306	37	0	6	170	38	2	975
5:30 PM	32	107	26	0	36	123	33	0	32	277	42	0	12	175	36	2	933
5:45 PM	46	95	21	0	56	99	28	0	31	301	38	0	12	191	44	2	964
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	351	927	160	0	446	911	276	0	321	2340	289	0	90	1519	350	19	7999
APPROACH %'s :	24.41%	64.46%	11.13%	0.00%	27.31%	55.79%	16.90%	0.00%	10.88%	79.32%	9.80%	0.00%	4.55%	76.79%	17.69%	0.96%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	186	506	82	0	237	478	147	0	168	1201	144	0	49	789	176	10	4173
PEAK HR FACTOR :	0.788	0.744	0.820	0.000	0.884	0.948	0.817	0.000	0.750	0.904	0.878	0.000	0.942	0.958	0.830	0.625	0.977
	0.762				0.971				0.943				0.928				

Prepared by National Data & Surveying Services

Heacock St & Alessandro Blvd

Peak Hour Turning Movement Count

ID: 17-06170-003
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:15 PM - 05:15 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Heacock St — SOUTHBOUND

AM	166	259	121	0	640	AM
NOON	0	0	0	0	0	NOON
PM	147	478	237	0	850	PM

Alessandro Blvd — EASTBOUND

AM	NOON	PM		
1597	0	1122	⇦	
0	0	0	↶	0
90	0	168	↱	1
345	0	1201	→	3
48	0	144	↳	1
AM	NOON	PM		

Alessandro Blvd — WESTBOUND

PM	NOON	AM		
176	0	138	↰	0
789	0	1239	←	3
49	0	23	↰	1
10	0	0	↶	0
1530	0	503	⇨	
PM	NOON	AM		

Heacock St — NORTHBOUND

PM	671	0	186	506	82	PM
NOON	0	0	0	0	0	NOON
AM	330	0	192	412	37	AM

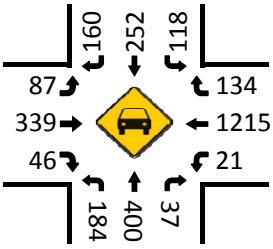
↶	↰	↑	↱	
0	1	2	0	

CONTROL

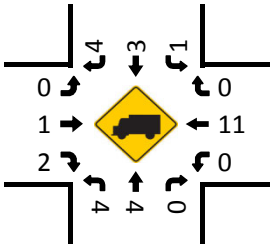
Signalized

TEV	3070 AM	0 NOON	4173 PM
PHF	0.91		0.98

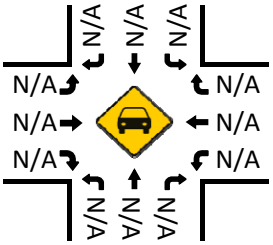
Cars (AM)



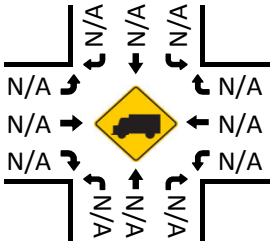
4axle (AM)



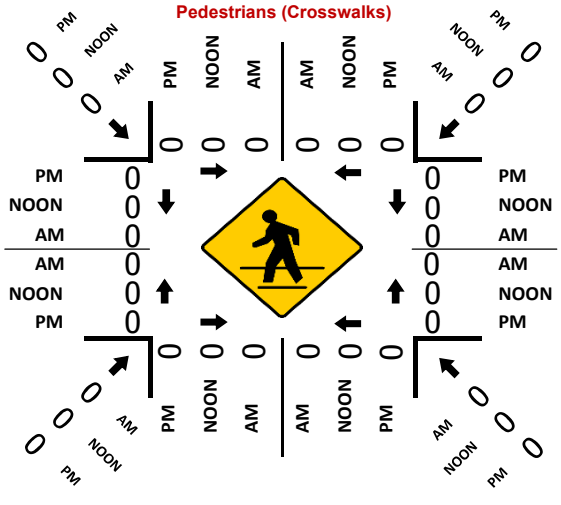
Cars (NOON)



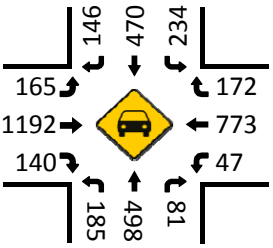
4axle (NOON)



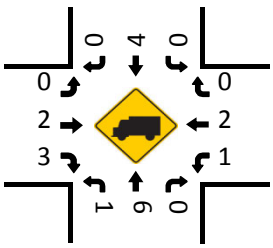
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Heacock Street
E/W: Alessandro Boulevard

Date: 1/31/2019
Day: Wednesday

PEDESTRIANS

	North Leg Heacock Street	East Leg Alessandro Boulevard	South Leg Heacock Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	4	3	0	0	7
7:15 AM	2	0	0	0	2
7:30 AM	0	0	1	0	1
7:45 AM	1	0	0	0	1
8:00 AM	1	1	3	1	6
8:15 AM	4	0	0	0	4
8:30 AM	2	2	0	0	4
8:45 AM	3	3	1	0	7
TOTAL VOLUMES:	17	9	5	1	32

	North Leg Heacock Street	East Leg Alessandro Boulevard	South Leg Heacock Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	2	2	0	6
4:15 PM	1	0	0	0	1
4:30 PM	4	4	0	0	8
4:45 PM	2	0	0	0	2
5:00 PM	1	0	0	1	2
5:15 PM	0	1	0	0	1
5:30 PM	1	2	1	0	4
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	12	9	3	1	25

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Location: Moreno Valley
N/S: Heacock Street
E/W: Alessandro Boulevard

Date: 1/31/2019
Day: Wednesday

BICYCLES

	Southbound Heacock Street			Westbound Alessandro Boulevard			Northbound Heacock Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
7:45 AM	0	4	0	0	0	0	2	0	1	0	1	0	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	3	0	5
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	6	0	0	3	2	2	0	1	1	5	0	20

	Southbound Heacock Street			Westbound Alessandro Boulevard			Northbound Heacock Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	1	0	0	0	1	0	1	2	5
4:30 PM	0	0	0	0	1	0	0	1	0	0	5	0	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	1	1	4
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	2	0	0	0	0	3
TOTAL VOLUMES:	0	0	1	0	4	0	0	6	1	0	7	3	22

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City of Moreno Valley
N/S: Heacock Street
E/W: Cactus Avenue
Weather: Clear

File Name : 14_MRV_Heacock_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

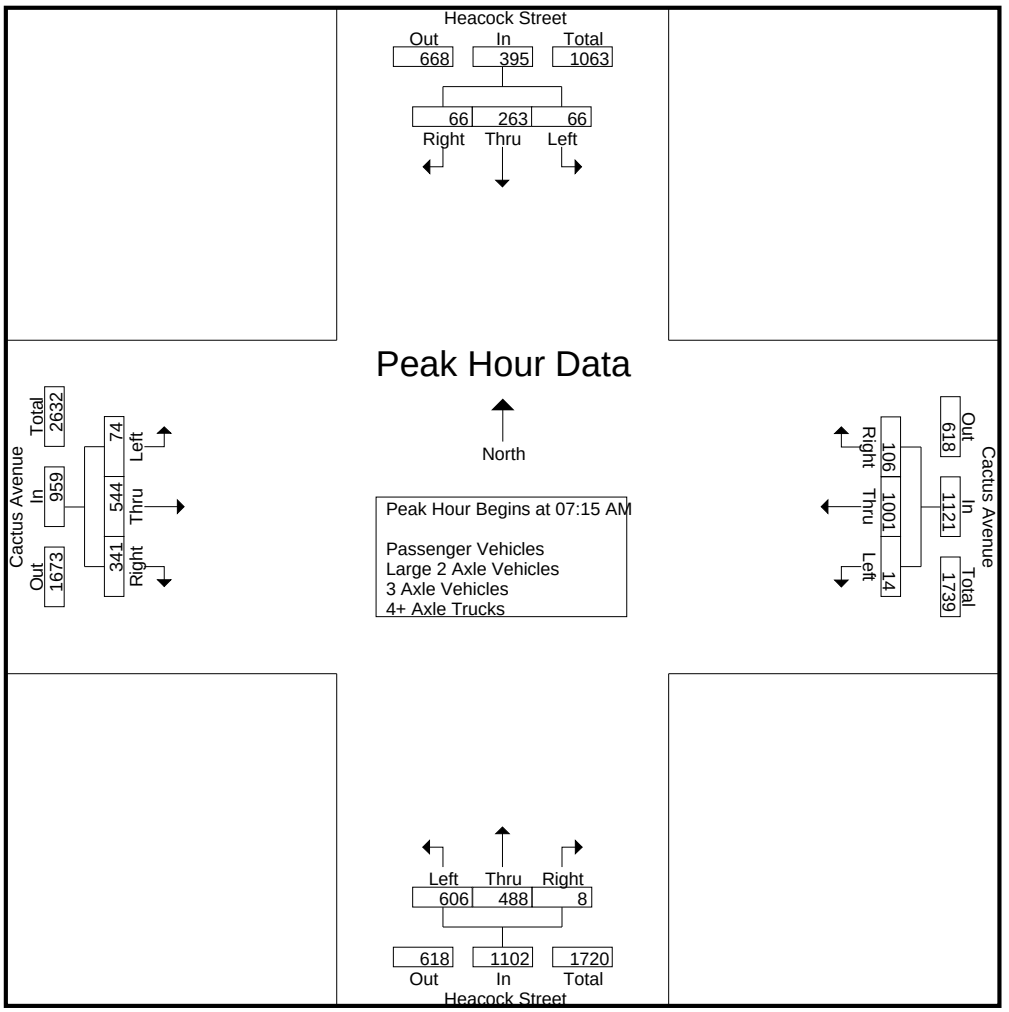
	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	57	16	79	3	239	8	250	176	70	1	247	6	111	76	193	769
07:15 AM	10	70	20	100	2	259	16	277	138	112	1	251	10	99	93	202	830
07:30 AM	13	74	20	107	3	266	28	297	164	136	1	301	18	147	79	244	949
07:45 AM	30	64	13	107	3	248	34	285	146	126	2	274	23	153	94	270	936
Total	59	265	69	393	11	1012	86	1109	624	444	5	1073	57	510	342	909	3484
08:00 AM	13	55	13	81	6	228	28	262	158	114	4	276	23	145	75	243	862
08:15 AM	9	36	20	65	3	224	16	243	129	85	2	216	23	123	62	208	732
08:30 AM	15	46	9	70	2	153	21	176	111	70	3	184	27	136	56	219	649
08:45 AM	13	48	13	74	2	188	19	209	101	84	0	185	32	122	69	223	691
Total	50	185	55	290	13	793	84	890	499	353	9	861	105	526	262	893	2934
Grand Total	109	450	124	683	24	1805	170	1999	1123	797	14	1934	162	1036	604	1802	6418
Apprch %	16	65.9	18.2		1.2	90.3	8.5		58.1	41.2	0.7		9	57.5	33.5		
Total %	1.7	7	1.9	10.6	0.4	28.1	2.6	31.1	17.5	12.4	0.2	30.1	2.5	16.1	9.4	28.1	
Passenger Vehicles	105	440	123	668	22	1773	165	1960	1058	771	14	1843	158	1008	539	1705	6176
% Passenger Vehicles	96.3	97.8	99.2	97.8	91.7	98.2	97.1	98	94.2	96.7	100	95.3	97.5	97.3	89.2	94.6	96.2
Large 2 Axle Vehicles	4	3	1	8	2	25	5	32	11	13	0	24	2	18	10	30	94
% Large 2 Axle Vehicles	3.7	0.7	0.8	1.2	8.3	1.4	2.9	1.6	1	1.6	0	1.2	1.2	1.7	1.7	1.7	1.5
3 Axle Vehicles	0	1	0	1	0	2	0	2	5	2	0	7	0	5	5	10	20
% 3 Axle Vehicles	0	0.2	0	0.1	0	0.1	0	0.1	0.4	0.3	0	0.4	0	0.5	0.8	0.6	0.3
4+ Axle Trucks	0	6	0	6	0	5	0	5	49	11	0	60	2	5	50	57	128
% 4+ Axle Trucks	0	1.3	0	0.9	0	0.3	0	0.3	4.4	1.4	0	3.1	1.2	0.5	8.3	3.2	2

	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	70	**20**	100	2	259	16	277	138	112	1	251	10	99	93	202	830
07:30 AM	13	**74**	20	**107**	3	**266**	28	**297**	**164**	**136**	1	**301**	18	147	79	244	**949**
07:45 AM	**30**	64	13	107	3	248	**34**	285	146	126	2	274	**23**	**153**	**94**	**270**	936
08:00 AM	13	55	13	81	**6**	228	28	262	158	114	**4**	276	23	145	75	243	862
Total Volume	66	263	66	395	14	1001	106	1121	606	488	8	1102	74	544	341	959	3577
% App. Total	16.7	66.6	16.7		1.2	89.3	9.5		55	44.3	0.7		7.7	56.7	35.6		
PHF	.550	.889	.825	.923	.583	.941	.779	.944	.924	.897	.500	.915	.804	.889	.907	.888	.942

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City of Moreno Valley
N/S: Heacock Street
E/W: Cactus Avenue
Weather: Clear

File Name : 14_MRV_Heacock_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	10	70	**20**	100	2	259	16	277	138	112	1	251	18	147	79	244
+15 mins.	13	**74**	20	**107**	3	**266**	28	**297**	**164**	**136**	1	**301**	**23**	**153**	**94**	**270**
+30 mins.	**30**	64	13	107	3	248	**34**	285	146	126	2	274	23	145	75	243
+45 mins.	13	55	13	81	**6**	228	28	262	158	114	**4**	276	23	123	62	208
Total Volume	66	263	66	395	14	1001	106	1121	606	488	8	1102	87	568	310	965
% App. Total	16.7	66.6	16.7		1.2	89.3	9.5		55	44.3	0.7		9	58.9	32.1	
PHF	.550	.889	.825	.923	.583	.941	.779	.944	.924	.897	.500	.915	.946	.928	.824	.894

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City of Moreno Valley
N/S: Heacock Street
E/W: Cactus Avenue
Weather: Clear

File Name : 14_MRV_Heacock_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

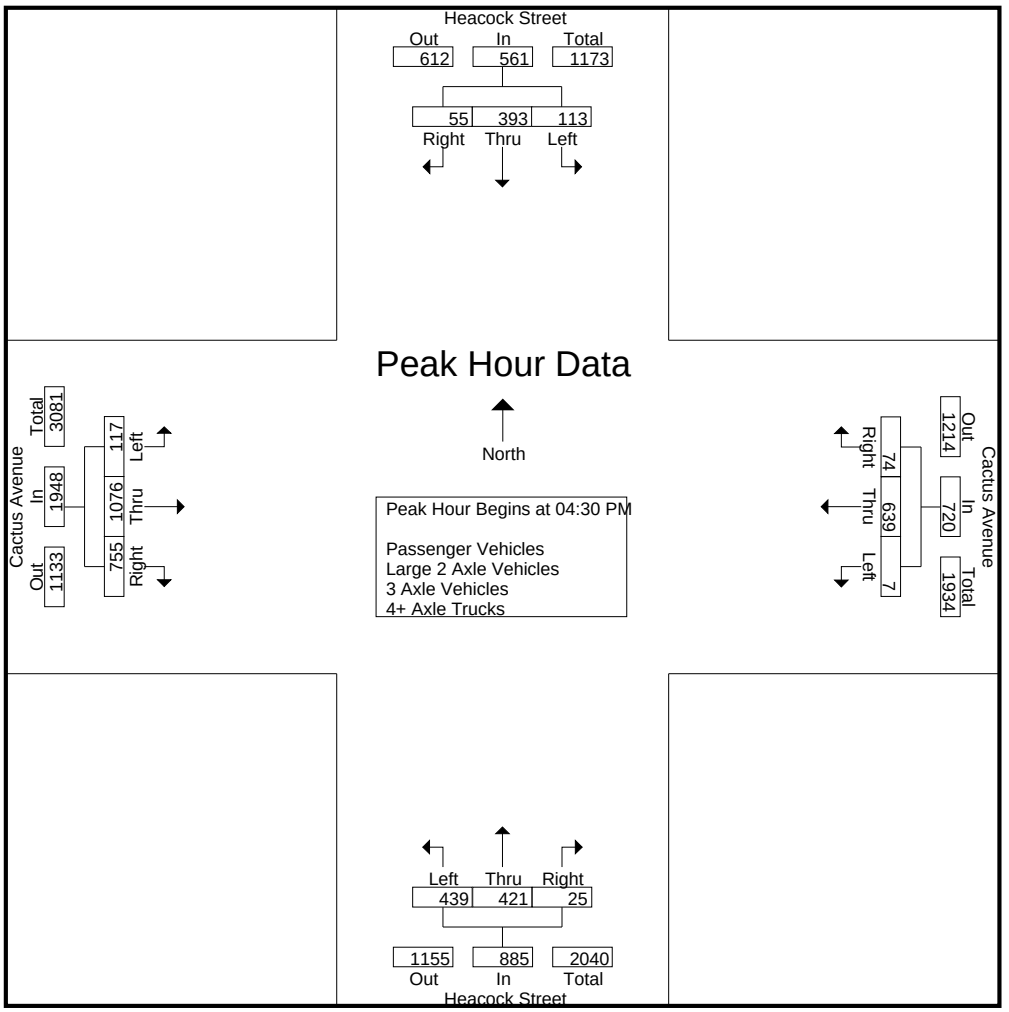
	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	76	9	106	3	164	14	181	81	80	1	162	37	264	187	488	937
04:15 PM	27	105	12	144	3	134	17	154	107	83	3	193	28	221	174	423	914
04:30 PM	25	92	12	129	2	174	20	196	114	112	12	238	25	266	188	479	1042
04:45 PM	26	112	14	152	3	157	20	180	130	141	7	278	35	237	181	453	1063
Total	99	385	47	531	11	629	71	711	432	416	23	871	125	988	730	1843	3956
05:00 PM	32	94	13	139	0	177	14	191	98	77	4	179	29	286	201	516	1025
05:15 PM	30	95	16	141	2	131	20	153	97	91	2	190	28	287	185	500	984
05:30 PM	24	104	7	135	5	143	19	167	81	114	3	198	20	325	182	527	1027
05:45 PM	38	120	8	166	1	129	20	150	87	78	1	166	23	273	194	490	972
Total	124	413	44	581	8	580	73	661	363	360	10	733	100	1171	762	2033	4008
Grand Total	223	798	91	1112	19	1209	144	1372	795	776	33	1604	225	2159	1492	3876	7964
Apprch %	20.1	71.8	8.2		1.4	88.1	10.5		49.6	48.4	2.1		5.8	55.7	38.5		
Total %	2.8	10	1.1	14	0.2	15.2	1.8	17.2	10	9.7	0.4	20.1	2.8	27.1	18.7	48.7	
Passenger Vehicles	222	788	90	1100	18	1188	139	1345	753	759	32	1544	224	2138	1429	3791	7780
% Passenger Vehicles	99.6	98.7	98.9	98.9	94.7	98.3	96.5	98	94.7	97.8	97	96.3	99.6	99	95.8	97.8	97.7
Large 2 Axle Vehicles	1	4	1	6	1	14	5	20	7	6	0	13	1	19	9	29	68
% Large 2 Axle Vehicles	0.4	0.5	1.1	0.5	5.3	1.2	3.5	1.5	0.9	0.8	0	0.8	0.4	0.9	0.6	0.7	0.9
3 Axle Vehicles	0	1	0	1	0	3	0	3	7	5	0	12	0	2	7	9	25
% 3 Axle Vehicles	0	0.1	0	0.1	0	0.2	0	0.2	0.9	0.6	0	0.7	0	0.1	0.5	0.2	0.3
4+ Axle Trucks	0	5	0	5	0	4	0	4	28	6	1	35	0	0	47	47	91
% 4+ Axle Trucks	0	0.6	0	0.4	0	0.3	0	0.3	3.5	0.8	3	2.2	0	0	3.2	1.2	1.1

	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	25	92	12	129	2	174	**20**	**196**	114	112	**12**	238	25	266	188	479	1042
04:45 PM	26	**112**	14	**152**	**3**	157	20	180	**130**	**141**	7	**278**	**35**	237	181	453	**1063**
05:00 PM	**32**	94	13	139	0	**177**	14	191	98	77	4	179	29	286	**201**	**516**	1025
05:15 PM	30	95	**16**	141	2	131	20	153	97	91	2	190	28	**287**	185	500	984
Total Volume	113	393	55	561	7	639	74	720	439	421	25	885	117	1076	755	1948	4114
% App. Total	20.1	70.1	9.8		1	88.8	10.3		49.6	47.6	2.8		6	55.2	38.8		
PHF	.883	.877	.859	.923	.583	.903	.925	.918	.844	.746	.521	.796	.836	.937	.939	.944	.968

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City of Moreno Valley
N/S: Heacock Street
E/W: Cactus Avenue
Weather: Clear

File Name : 14_MRV_Heacock_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:15 PM				05:00 PM			
+0 mins.	32	94	13	139	**3**	134	17	154	107	83	3	193	**29**	286	**201**	516
+15 mins.	30	95	**16**	141	2	174	**20**	**196**	114	112	**12**	238	28	287	185	500
+30 mins.	24	104	7	135	3	157	20	180	**130**	**141**	7	**278**	20	**325**	182	**527**
+45 mins.	**38**	**120**	8	**166**	0	**177**	14	191	98	77	4	179	23	273	194	490
Total Volume	124	413	44	581	8	642	71	721	449	413	26	888	100	1171	762	2033
% App. Total	21.3	71.1	7.6		1.1	89	9.8		50.6	46.5	2.9		4.9	57.6	37.5	
PHF	.816	.860	.688	.875	.667	.907	.888	.920	.863	.732	.542	.799	.862	.901	.948	.964

Location: Moreno Valley
N/S: Heacock Street
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Heacock Street	East Leg Cactus Avenue	South Leg Heacock Street	West Leg Cactus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

	North Leg Heacock Street	East Leg Cactus Avenue	South Leg Heacock Street	West Leg Cactus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	0	2
4:15 PM	0	0	0	0	0
4:30 PM	2	0	0	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	2	0	0	0	2
5:30 PM	0	1	0	0	1
5:45 PM	1	1	0	0	2
TOTAL VOLUMES:	7	2	0	0	9

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951-268-6268

Location: Moreno Valley
N/S: Heacock Street
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Heacock Street			Westbound Cactus Avenue			Northbound Heacock Street			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	2	0	0	0	1	0	0	1	0	0	1	0	5

	Southbound Heacock Street			Westbound Cactus Avenue			Northbound Heacock Street			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	1	0	0	0	1	0	0	0	0	1	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
TOTAL VOLUMES:	0	1	0	0	1	1	0	5	0	0	1	0	9

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City of Moreno Valley
N/S: Heacock Street
E/W: Iris Avenue
Weather: Clear

File Name : 15_MRV_Heacock_Iris AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

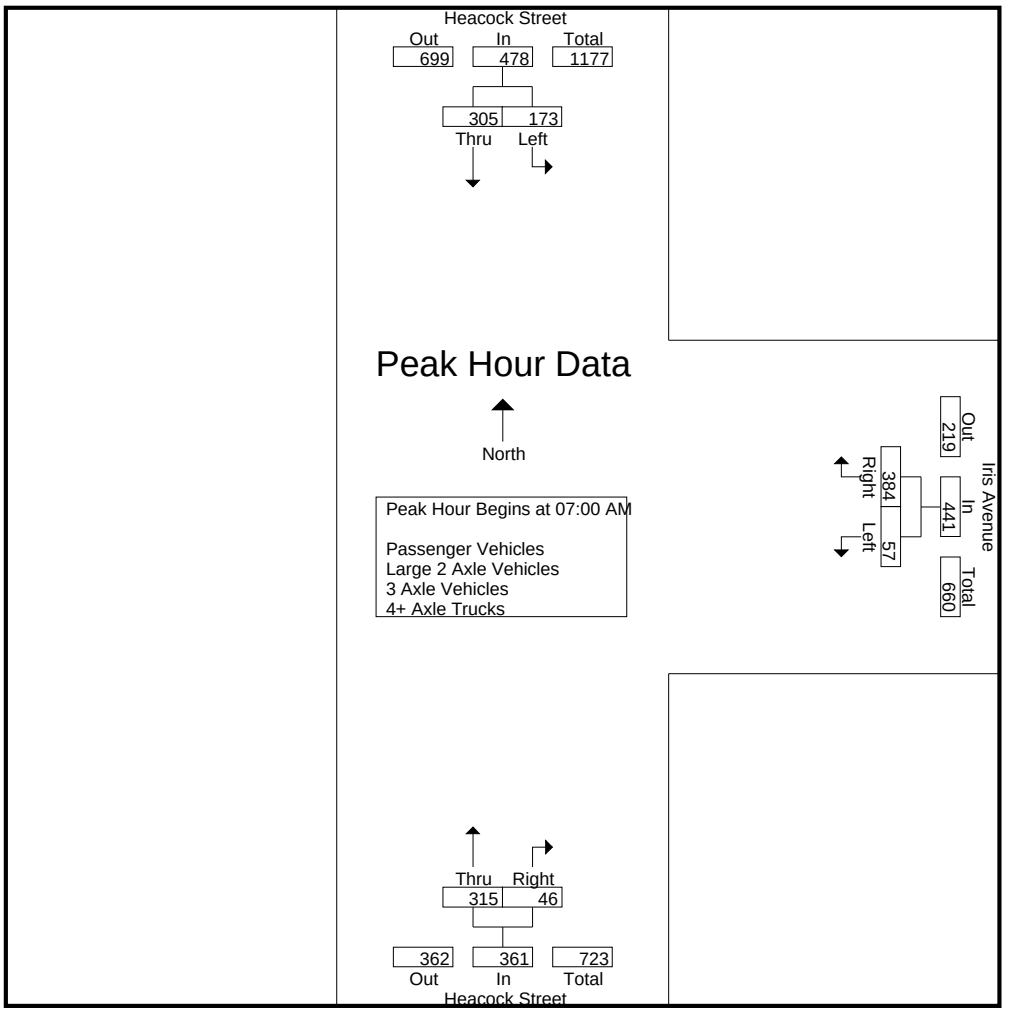
	Heacock Street Southbound			Iris Avenue Westbound			Heacock Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	35	77	112	15	104	119	46	7	53	284
07:15 AM	41	102	143	19	93	112	73	12	85	340
07:30 AM	43	58	101	13	95	108	108	14	122	331
07:45 AM	54	68	122	10	92	102	88	13	101	325
Total	173	305	478	57	384	441	315	46	361	1280
08:00 AM	40	35	75	2	97	99	52	5	57	231
08:15 AM	35	30	65	8	85	93	36	4	40	198
08:30 AM	36	34	70	5	62	67	43	2	45	182
08:45 AM	39	33	72	3	50	53	40	3	43	168
Total	150	132	282	18	294	312	171	14	185	779
Grand Total	323	437	760	75	678	753	486	60	546	2059
Apprch %	42.5	57.5		10	90		89	11		
Total %	15.7	21.2	36.9	3.6	32.9	36.6	23.6	2.9	26.5	
Passenger Vehicles	319	365	684	73	672	745	421	58	479	1908
% Passenger Vehicles	98.8	83.5	90	97.3	99.1	98.9	86.6	96.7	87.7	92.7
Large 2 Axle Vehicles	2	11	13	1	5	6	4	0	4	23
% Large 2 Axle Vehicles	0.6	2.5	1.7	1.3	0.7	0.8	0.8	0	0.7	1.1
3 Axle Vehicles	1	5	6	0	0	0	9	2	11	17
% 3 Axle Vehicles	0.3	1.1	0.8	0	0	0	1.9	3.3	2	0.8
4+ Axle Trucks	1	56	57	1	1	2	52	0	52	111
% 4+ Axle Trucks	0.3	12.8	7.5	1.3	0.1	0.3	10.7	0	9.5	5.4

	Heacock Street Southbound			Iris Avenue Westbound			Heacock Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	35	77	112	15	**104**	**119**	46	7	53	284
07:15 AM	41	**102**	**143**	**19**	93	112	73	12	85	**340**
07:30 AM	43	58	101	13	95	108	**108**	**14**	**122**	331
07:45 AM	**54**	68	122	10	92	102	88	13	101	325
Total Volume	173	305	478	57	384	441	315	46	361	1280
% App. Total	36.2	63.8		12.9	87.1		87.3	12.7		
PHF	.801	.748	.836	.750	.923	.926	.729	.821	.740	.941

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: Heacock Street
E/W: Iris Avenue
Weather: Clear

File Name : 15_MRV_Heacock_Iris AM
Site Code : 00318027
Start Date : 1/11/2018



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:15 AM		
+0 mins.	35	77	112	15	**104**	**119**	73	12	85
+15 mins.	41	**102**	**143**	**19**	93	112	**108**	**14**	**122**
+30 mins.	43	58	101	13	95	108	88	13	101
+45 mins.	**54**	68	122	10	92	102	52	5	57
Total Volume	173	305	478	57	384	441	321	44	365
% App. Total	36.2	63.8		12.9	87.1		87.9	12.1	
PHF	.801	.748	.836	.750	.923	.926	.743	.786	.748

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City of Moreno Valley
N/S: Heacock Street
E/W: Iris Avenue
Weather: Clear

File Name : 15_MRV_Heacock_Iris PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

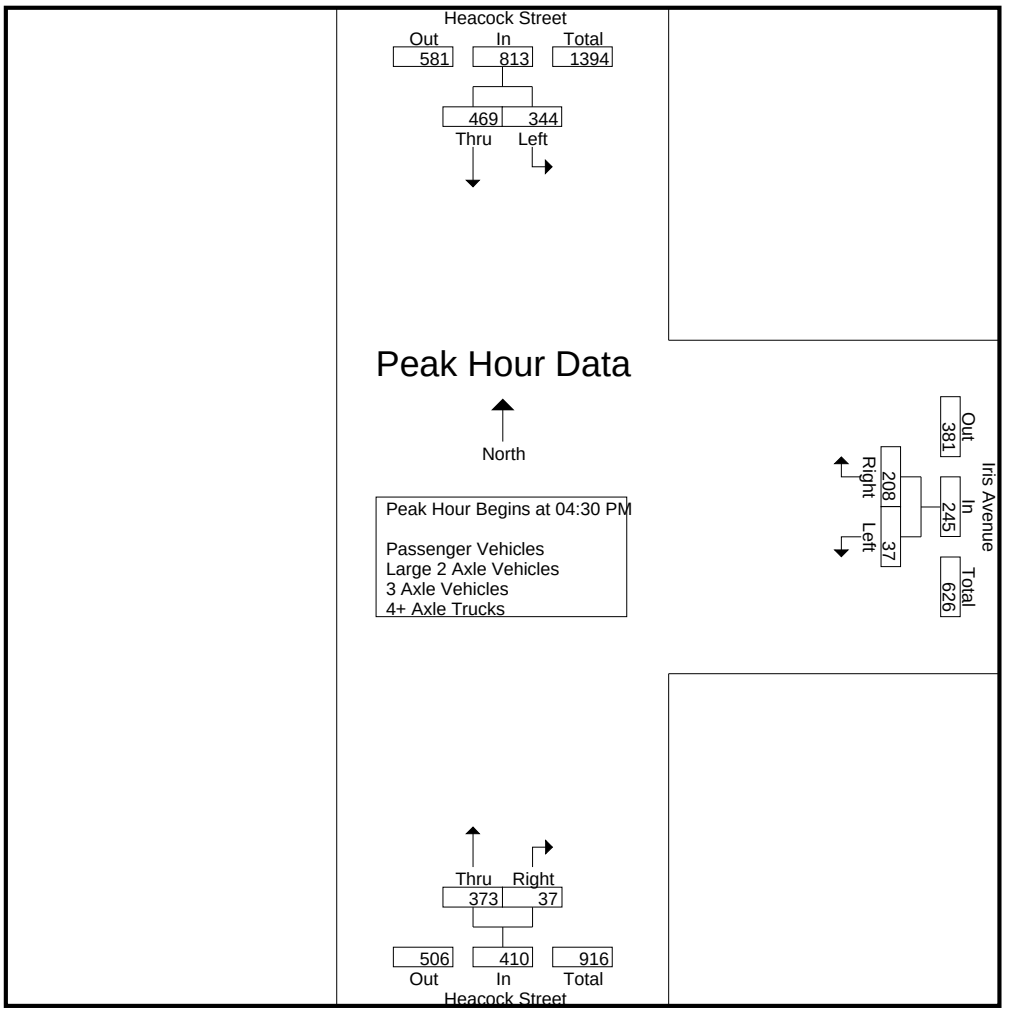
	Heacock Street Southbound			Iris Avenue Westbound			Heacock Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	92	96	188	14	47	61	51	5	56	305
04:15 PM	70	111	181	6	62	68	40	7	47	296
04:30 PM	74	115	189	11	69	80	144	10	154	423
04:45 PM	98	108	206	13	43	56	120	10	130	392
Total	334	430	764	44	221	265	355	32	387	1416
05:00 PM	77	115	192	5	52	57	66	10	76	325
05:15 PM	95	131	226	8	44	52	43	7	50	328
05:30 PM	106	132	238	8	64	72	94	8	102	412
05:45 PM	94	129	223	13	34	47	53	6	59	329
Total	372	507	879	34	194	228	256	31	287	1394
Grand Total	706	937	1643	78	415	493	611	63	674	2810
Apprch %	43	57		15.8	84.2		90.7	9.3		
Total %	25.1	33.3	58.5	2.8	14.8	17.5	21.7	2.2	24	
Passenger Vehicles	701	871	1572	75	410	485	564	61	625	2682
% Passenger Vehicles	99.3	93	95.7	96.2	98.8	98.4	92.3	96.8	92.7	95.4
Large 2 Axle Vehicles	5	4	9	0	4	4	3	1	4	17
% Large 2 Axle Vehicles	0.7	0.4	0.5	0	1	0.8	0.5	1.6	0.6	0.6
3 Axle Vehicles	0	7	7	1	1	2	11	1	12	21
% 3 Axle Vehicles	0	0.7	0.4	1.3	0.2	0.4	1.8	1.6	1.8	0.7
4+ Axle Trucks	0	55	55	2	0	2	33	0	33	90
% 4+ Axle Trucks	0	5.9	3.3	2.6	0	0.4	5.4	0	4.9	3.2

	Heacock Street Southbound			Iris Avenue Westbound			Heacock Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	74	115	189	11	**69**	**80**	**144**	**10**	**154**	**423**
04:45 PM	**98**	108	206	**13**	43	56	120	10	130	392
05:00 PM	77	115	192	5	52	57	66	10	76	325
05:15 PM	95	**131**	**226**	8	44	52	43	7	50	328
Total Volume	344	469	813	37	208	245	373	37	410	1468
% App. Total	42.3	57.7		15.1	84.9		91	9		
PHF	.878	.895	.899	.712	.754	.766	.648	.925	.666	.868

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City of Moreno Valley
N/S: Heacock Street
E/W: Iris Avenue
Weather: Clear

File Name : 15_MRV_Heacock_Iris PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:30 PM		
+0 mins.	77	115	192	**14**	47	61	**144**	**10**	**154**
+15 mins.	95	131	226	6	62	68	120	10	130
+30 mins.	**106**	**132**	**238**	11	**69**	**80**	66	10	76
+45 mins.	94	129	223	13	43	56	43	7	50
Total Volume	372	507	879	44	221	265	373	37	410
% App. Total	42.3	57.7		16.6	83.4		91	9	
PHF	.877	.960	.923	.786	.801	.828	.648	.925	.666

Location: Moreno Valley
N/S: Heacock Street
E/W: Iris Avenue

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Heacock Street	East Leg Iris Avenue	South Leg Heacock Street	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Heacock Street	East Leg Iris Avenue	South Leg Heacock Street	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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951-268-6268

Location: Moreno Valley
N/S: Heacock Street
E/W: Iris Avenue

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Heacock Street			Westbound Iris Avenue			Northbound Heacock Street			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Heacock Street			Westbound Iris Avenue			Northbound Heacock Street			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	0	0	0	0	5	0	0	0	0	7

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National Data & Surveying Services

Intersection Turning Movement Count

Location: Indian St & Alessandro Blvd
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-004
Date: 11/9/2017

Total

NS/EW Streets:	Indian St				Indian St				Alessandro Blvd				Alessandro Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	22	34	10	0	7	28	10	0	4	56	4	0	6	282	5	1	469
7:15 AM	22	42	10	0	12	33	14	0	7	69	9	0	7	287	4	0	516
7:30 AM	17	56	15	0	15	40	17	0	9	86	9	1	9	315	12	6	607
7:45 AM	34	76	22	0	29	61	17	0	5	104	9	1	17	299	11	1	686
8:00 AM	39	57	17	0	21	45	18	0	15	81	16	0	16	273	8	4	610
8:15 AM	29	57	11	0	21	51	13	0	11	101	22	2	9	177	10	4	518
8:30 AM	30	36	15	0	22	34	17	0	12	117	16	2	21	190	9	2	523
8:45 AM	45	59	24	0	27	39	17	0	14	119	15	1	3	170	13	3	549
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	238	417	124	0	154	331	123	0	77	733	100	7	88	1993	72	21	4478
APPROACH %'s :	30.55%	53.53%	15.92%	0.00%	25.33%	54.44%	20.23%	0.00%	8.40%	79.93%	10.91%	0.76%	4.05%	91.67%	3.31%	0.97%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	119	246	65	0	86	197	65	0	40	372	56	4	51	1064	41	15	2421
PEAK HR FACTOR :	0.763	0.809	0.739	0.000	0.741	0.807	0.903	0.000	0.667	0.894	0.636	0.500	0.750	0.844	0.854	0.625	0.882
	0.814				0.813				0.868				0.856				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	33	77	31	0	34	63	18	0	34	248	21	2	14	214	17	1	807
4:15 PM	32	75	20	0	31	68	18	0	28	219	23	1	27	210	21	8	781
4:30 PM	28	61	18	0	36	76	12	0	33	270	27	2	26	177	19	4	789
4:45 PM	32	83	23	0	49	94	15	0	36	246	23	3	17	195	25	7	848
5:00 PM	39	71	23	0	37	77	15	0	45	284	28	2	21	158	17	5	822
5:15 PM	22	83	27	0	40	67	15	0	40	240	47	6	23	171	20	13	814
5:30 PM	34	66	21	0	33	71	13	0	31	257	32	1	23	165	11	7	765
5:45 PM	25	70	20	0	35	87	8	0	33	258	29	2	18	187	11	3	786
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	245	586	183	0	295	603	114	0	280	2022	230	19	169	1477	141	48	6412
APPROACH %'s :	24.16%	57.79%	18.05%	0.00%	29.15%	59.58%	11.26%	0.00%	10.98%	79.26%	9.02%	0.74%	9.21%	80.49%	7.68%	2.62%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	121	298	91	0	162	314	57	0	154	1040	125	13	87	701	81	29	3273
PEAK HR FACTOR :	0.776	0.898	0.843	0.000	0.827	0.835	0.950	0.000	0.856	0.915	0.665	0.542	0.837	0.899	0.810	0.558	0.965
	0.924				0.843				0.928				0.920				

Prepared by National Data & Surveying Services

Indian St & Alessandro Blvd

Peak Hour Turning Movement Count

ID: 17-06170-004
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Indian St — SOUTHBOUND

AM	65	197	86	0	327	AM
NOON	0	0	0	0	0	NOON
PM	57	314	162	0	533	PM

Alessandro Blvd — EASTBOUND

AM	NOON	PM		
1252	0	892	⇦	
4	0	13	↶	0
40	0	154	↱	1
372	0	1040	→	3
56	0	125	↴	0
AM	NOON	PM		

CONTROL

Signalized

TEV	2421	0	3273
	AM	NOON	PM
PHF	0.88		0.96

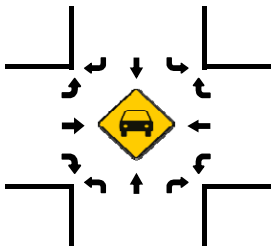
Alessandro Blvd — WESTBOUND

PM	NOON	AM		
81	0	41	↰	0
701	0	1064	←	3
87	0	51	↰	1
29	0	15	↶	0
1322	0	538	⇨	
PM	NOON	AM		

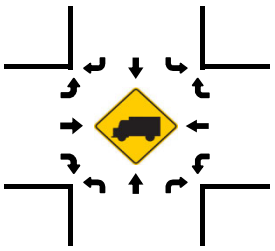
Indian St — NORTHBOUND

PM	526	0	121	298	91	PM
NOON	0	0	0	0	0	NOON
AM	304	0	119	246	65	AM

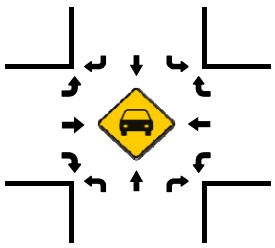
Cars (AM)



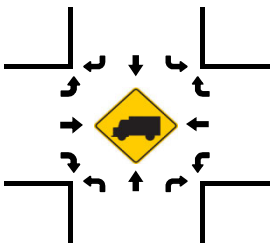
4axle (AM)



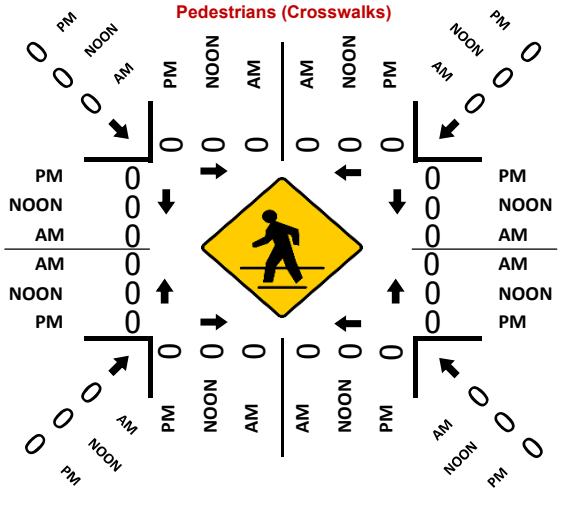
Cars (NOON)



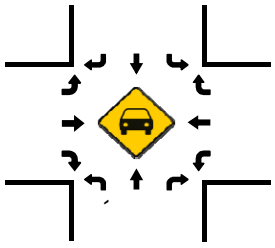
4axle (NOON)



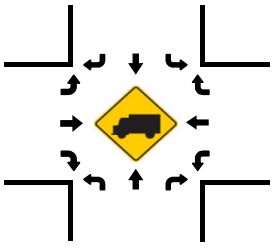
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Indian Street
E/W: Alessandro Boulevard

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Indian Street	East Leg Alessandro Boulevard	South Leg Indian Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	3	3
7:15 AM	1	0	0	1	2
7:30 AM	2	0	2	2	6
7:45 AM	1	3	0	0	4
8:00 AM	0	1	0	0	1
8:15 AM	2	1	4	1	8
8:30 AM	2	0	1	5	8
8:45 AM	1	2	2	1	6
TOTAL VOLUMES:	9	7	9	13	38

	North Leg Indian Street	East Leg Alessandro Boulevard	South Leg Indian Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	2	8	12
4:15 PM	3	1	2	8	14
4:30 PM	3	2	2	4	11
4:45 PM	1	1	0	5	7
5:00 PM	0	1	0	0	1
5:15 PM	3	0	2	3	8
5:30 PM	2	0	1	2	5
5:45 PM	2	3	1	1	7
TOTAL VOLUMES:	16	8	10	31	65

Counts Unlimited, Inc.
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Location: Moreno Valley
N/S: Indian Street
E/W: Alessandro Boulevard

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Indian Street			Westbound Alessandro Boulevard			Northbound Indian Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:15 AM	0	1	0	0	0	0	0	0	0	0	1	3	5
8:30 AM	0	2	0	0	0	0	0	0	0	0	1	0	3
8:45 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
TOTAL VOLUMES:	0	7	0	0	1	0	0	4	0	0	3	3	18

	Southbound Indian Street			Westbound Alessandro Boulevard			Northbound Indian Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	2	0	0	1	0	4
4:30 PM	0	0	0	1	1	0	0	1	0	0	0	0	3
4:45 PM	0	1	0	0	0	0	0	2	0	0	2	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	3
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	2	3
5:45 PM	1	0	0	0	1	0	0	2	0	0	0	0	4
TOTAL VOLUMES:	1	3	0	1	3	0	0	7	0	0	3	5	23

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City of Moreno Valley
N/S: Indian Street
E/W: Cactus Avenue
Weather: Clear

File Name : 17_MRV_Indian_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Total Volume

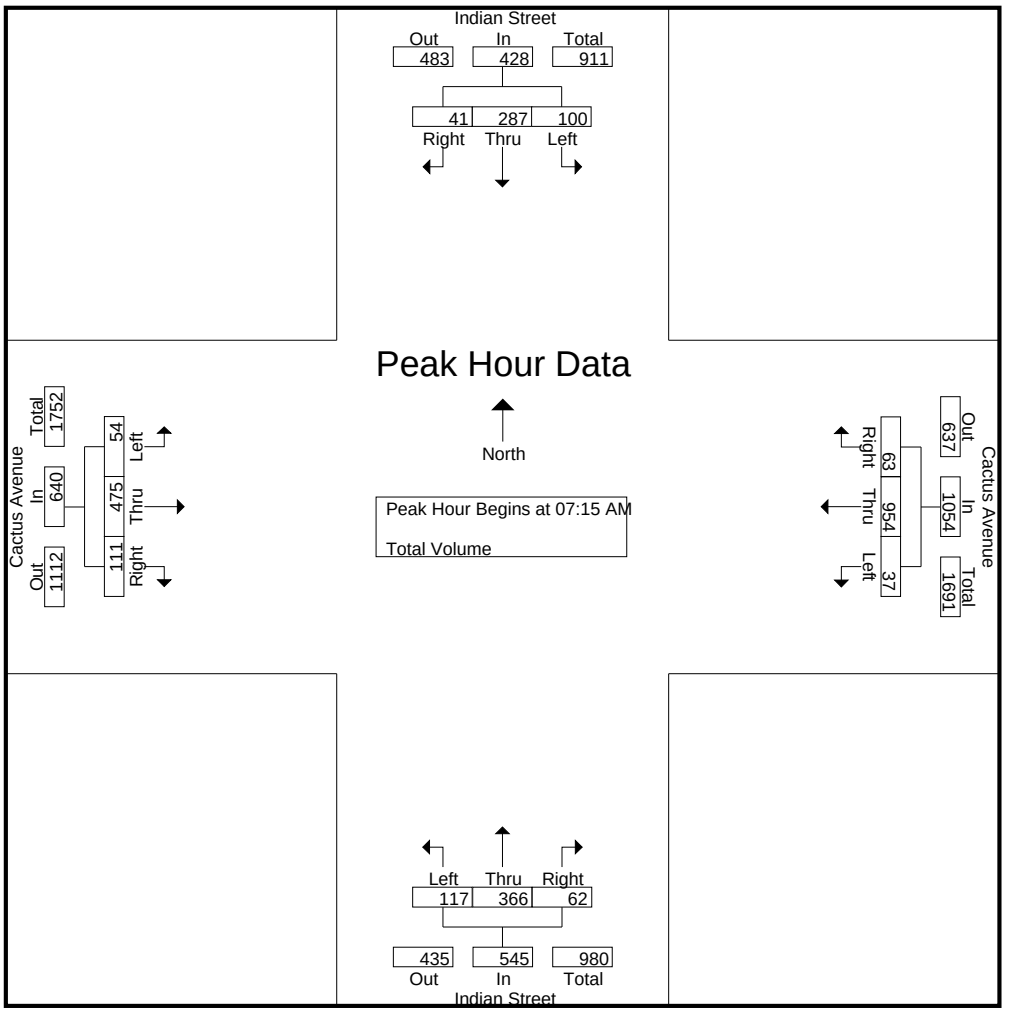
	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	26	8	36	3	248	8	259	17	35	5	57	5	95	18	118	470
07:15 AM	16	60	9	85	5	252	8	265	35	61	10	106	8	88	22	118	574
07:30 AM	28	66	7	101	11	243	9	263	20	79	17	116	23	129	23	175	655
07:45 AM	38	106	15	159	15	253	25	293	31	120	17	168	10	139	43	192	812
Total	84	258	39	381	34	996	50	1080	103	295	49	447	46	451	106	603	2511
08:00 AM	18	55	10	83	6	206	21	233	31	106	18	155	13	119	23	155	626
08:15 AM	20	52	5	77	4	171	20	195	20	65	9	94	11	116	21	148	514
08:30 AM	21	38	7	66	3	139	11	153	21	52	6	79	9	119	19	147	445
08:45 AM	22	34	6	62	6	156	24	186	43	69	12	124	10	101	18	129	501
Total	81	179	28	288	19	672	76	767	115	292	45	452	43	455	81	579	2086
Grand Total	165	437	67	669	53	1668	126	1847	218	587	94	899	89	906	187	1182	4597
Apprch %	24.7	65.3	10		2.9	90.3	6.8		24.2	65.3	10.5		7.5	76.6	15.8		
Total %	3.6	9.5	1.5	14.6	1.2	36.3	2.7	40.2	4.7	12.8	2	19.6	1.9	19.7	4.1	25.7	

	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	16	60	9	85	5	252	8	265	**35**	61	10	106	8	88	22	118	574
07:30 AM	28	66	7	101	11	243	9	263	20	79	17	116	**23**	129	23	175	655
07:45 AM	**38**	**106**	**15**	**159**	**15**	**253**	**25**	**293**	31	**120**	17	**168**	10	**139**	**43**	**192**	**812**
08:00 AM	18	55	10	83	6	206	21	233	31	106	**18**	155	13	119	23	155	626
Total Volume	100	287	41	428	37	954	63	1054	117	366	62	545	54	475	111	640	2667
% App. Total	23.4	67.1	9.6		3.5	90.5	6		21.5	67.2	11.4		8.4	74.2	17.3		
PHF	.658	.677	.683	.673	.617	.943	.630	.899	.836	.763	.861	.811	.587	.854	.645	.833	.821

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City of Moreno Valley
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Site Code : 00318027
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	16	60	9	85	3	248	8	259	**35**	61	10	106	**23**	129	23	175
+15 mins.	28	66	7	101	5	252	8	265	20	79	17	116	10	**139**	**43**	**192**
+30 mins.	**38**	**106**	**15**	**159**	11	243	9	263	31	**120**	17	**168**	13	119	23	155
+45 mins.	18	55	10	83	**15**	**253**	**25**	**293**	31	106	**18**	155	11	116	21	148
Total Volume	100	287	41	428	34	996	50	1080	117	366	62	545	57	503	110	670
% App. Total	23.4	67.1	9.6		3.1	92.2	4.6		21.5	67.2	11.4		8.5	75.1	16.4	
PHF	.658	.677	.683	.673	.567	.984	.500	.922	.836	.763	.861	.811	.620	.905	.640	.872

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City of Moreno Valley
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Weather: Clear

File Name : 17_MRV_Indian_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
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Groups Printed- Total Volume

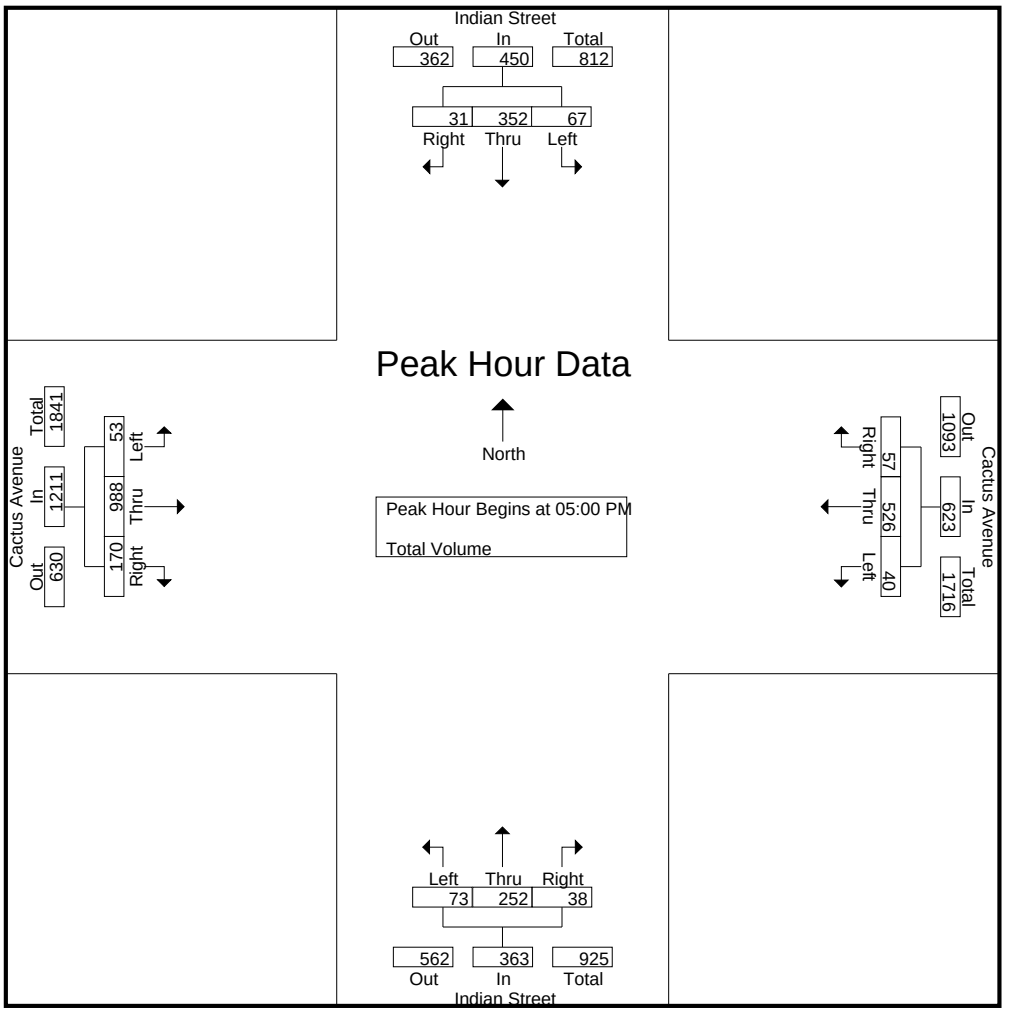
	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	17	86	9	112	4	141	12	157	15	60	3	78	17	200	20	237	584
04:15 PM	13	74	7	94	7	127	10	144	16	47	7	70	13	208	27	248	556
04:30 PM	13	76	8	97	11	168	21	200	18	60	6	84	15	232	31	278	659
04:45 PM	14	63	7	84	9	163	12	184	12	47	5	64	15	238	23	276	608
Total	57	299	31	387	31	599	55	685	61	214	21	296	60	878	101	1039	2407
05:00 PM	20	101	7	128	10	149	15	174	18	78	9	105	11	218	37	266	673
05:15 PM	14	79	3	96	10	136	16	162	14	54	6	74	15	278	44	337	669
05:30 PM	17	95	9	121	6	117	13	136	25	65	16	106	9	242	46	297	660
05:45 PM	16	77	12	105	14	124	13	151	16	55	7	78	18	250	43	311	645
Total	67	352	31	450	40	526	57	623	73	252	38	363	53	988	170	1211	2647
Grand Total	124	651	62	837	71	1125	112	1308	134	466	59	659	113	1866	271	2250	5054
Apprch %	14.8	77.8	7.4		5.4	86	8.6		20.3	70.7	9		5	82.9	12		
Total %	2.5	12.9	1.2	16.6	1.4	22.3	2.2	25.9	2.7	9.2	1.2	13	2.2	36.9	5.4	44.5	

	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**20**	**101**	7	**128**	10	**149**	15	**174**	18	**78**	9	105	11	218	37	266	**673**
05:15 PM	14	79	3	96	10	136	**16**	162	14	54	6	74	15	**278**	44	**337**	669
05:30 PM	17	95	9	121	6	117	13	136	**25**	65	**16**	**106**	9	242	**46**	297	660
05:45 PM	16	77	**12**	105	**14**	124	13	151	16	55	7	78	**18**	250	43	311	645
Total Volume	67	352	31	450	40	526	57	623	73	252	38	363	53	988	170	1211	2647
% App. Total	14.9	78.2	6.9		6.4	84.4	9.1		20.1	69.4	10.5		4.4	81.6	14		
PHF	.838	.871	.646	.879	.714	.883	.891	.895	.730	.808	.594	.856	.736	.888	.924	.898	.983

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City of Moreno Valley
N/S: Indian Street
E/W: Cactus Avenue
Weather: Clear

File Name : 17_MRV_Indian_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	**20**	**101**	7	**128**	**11**	**168**	**21**	**200**	18	**78**	9	105	11	218	37	266
+15 mins.	14	79	3	96	9	163	12	184	14	54	6	74	15	**278**	44	**337**
+30 mins.	17	95	9	121	10	149	15	174	**25**	65	**16**	**106**	9	242	**46**	297
+45 mins.	16	77	**12**	105	10	136	16	162	16	55	7	78	**18**	250	43	311
Total Volume	67	352	31	450	40	616	64	720	73	252	38	363	53	988	170	1211
% App. Total	14.9	78.2	6.9		5.6	85.6	8.9		20.1	69.4	10.5		4.4	81.6	14	
PHF	.838	.871	.646	.879	.909	.917	.762	.900	.730	.808	.594	.856	.736	.888	.924	.898

Location: Moreno Valley
N/S: Indian Street
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Indian Street Pedestrians	East Leg Cactus Avenue Pedestrians	South Leg Indian Street Pedestrians	West Leg Cactus Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	2	2	4	3	11
7:45 AM	0	6	1	1	8
8:00 AM	2	6	0	0	8
8:15 AM	0	1	0	1	2
8:30 AM	0	1	0	2	3
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	4	16	5	8	33

	North Leg Indian Street Pedestrians	East Leg Cactus Avenue Pedestrians	South Leg Indian Street Pedestrians	West Leg Cactus Avenue Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	1	2	0	2	5
5:00 PM	0	0	0	0	0
5:15 PM	1	3	1	1	6
5:30 PM	0	1	1	1	3
5:45 PM	0	0	0	2	2
TOTAL VOLUMES:	2	8	2	6	18

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Location: Moreno Valley
N/S: Indian Street
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Indian Street			Westbound Cactus Avenue			Northbound Indian Street			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	1	8	0	0	0	0	0	1	0	0	3	0	13

	Southbound Indian Street			Westbound Cactus Avenue			Northbound Indian Street			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1	0	0	2	0	0	1	0	5

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City of Moreno Valley
N/S: Indian Street
E/W: Iris Avenue
Weather: Clear

File Name : 18_MRV_Indian_Iris AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

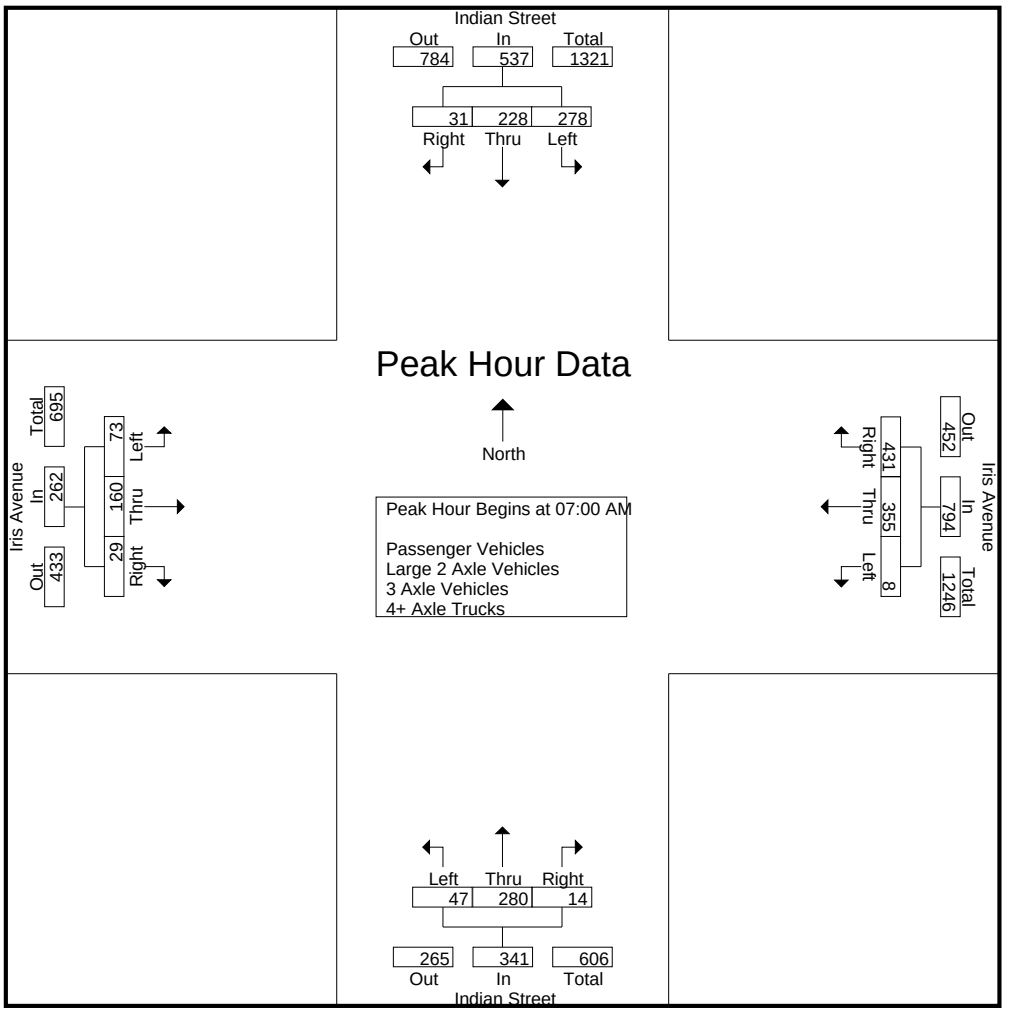
	Indian Street Southbound				Iris Avenue Westbound				Indian Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	29	24	7	60	2	97	65	164	17	29	1	47	14	47	6	67	338
07:15 AM	69	62	8	139	1	86	136	223	10	80	5	95	23	29	10	62	519
07:30 AM	74	70	11	155	4	98	127	229	9	96	4	109	21	34	6	61	554
07:45 AM	106	72	5	183	1	74	103	178	11	75	4	90	15	50	7	72	523
Total	278	228	31	537	8	355	431	794	47	280	14	341	73	160	29	262	1934
08:00 AM	53	38	3	94	2	90	45	137	10	26	4	40	7	32	13	52	323
08:15 AM	22	13	5	40	1	68	33	102	14	21	4	39	3	31	6	40	221
08:30 AM	21	16	4	41	2	56	18	76	10	12	0	22	3	28	3	34	173
08:45 AM	20	14	3	37	3	46	38	87	8	17	2	27	0	32	8	40	191
Total	116	81	15	212	8	260	134	402	42	76	10	128	13	123	30	166	908
Grand Total	394	309	46	749	16	615	565	1196	89	356	24	469	86	283	59	428	2842
Apprch %	52.6	41.3	6.1		1.3	51.4	47.2		19	75.9	5.1		20.1	66.1	13.8		
Total %	13.9	10.9	1.6	26.4	0.6	21.6	19.9	42.1	3.1	12.5	0.8	16.5	3	10	2.1	15.1	
Passenger Vehicles	389	300	46	735	16	609	552	1177	87	349	22	458	86	275	56	417	2787
% Passenger Vehicles	98.7	97.1	100	98.1	100	99	97.7	98.4	97.8	98	91.7	97.7	100	97.2	94.9	97.4	98.1
Large 2 Axle Vehicles	5	7	0	12	0	6	13	19	2	7	0	9	0	6	2	8	48
% Large 2 Axle Vehicles	1.3	2.3	0	1.6	0	1	2.3	1.6	2.2	2	0	1.9	0	2.1	3.4	1.9	1.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	1.7	0.7	0.1
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	0	2	2	0	0	0	0	4
% 4+ Axle Trucks	0	0.6	0	0.3	0	0	0	0	0	0	8.3	0.4	0	0	0	0	0.1

	Indian Street Southbound				Iris Avenue Westbound				Indian Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	29	24	7	60	2	97	65	164	**17**	29	1	47	14	47	6	67	338
07:15 AM	69	62	8	139	1	86	**136**	223	10	80	**5**	95	**23**	29	**10**	62	519
07:30 AM	74	70	**11**	155	**4**	**98**	127	**229**	9	**96**	4	**109**	21	34	6	61	**554**
07:45 AM	**106**	**72**	5	**183**	1	74	103	178	11	75	4	90	15	**50**	7	**72**	523
Total Volume	278	228	31	537	8	355	431	794	47	280	14	341	73	160	29	262	1934
% App. Total	51.8	42.5	5.8		1	44.7	54.3		13.8	82.1	4.1		27.9	61.1	11.1		
PHF	.656	.792	.705	.734	.500	.906	.792	.867	.691	.729	.700	.782	.793	.800	.725	.910	.873

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Site Code : 00318027
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	69	62	8	139	2	97	65	164	**17**	29	1	47	14	47	6	67
+15 mins.	74	70	**11**	155	1	86	**136**	223	10	80	**5**	95	**23**	29	**10**	62
+30 mins.	**106**	**72**	5	**183**	**4**	**98**	127	**229**	9	**96**	4	**109**	21	34	6	61
+45 mins.	53	38	3	94	1	74	103	178	11	75	4	90	15	**50**	7	**72**
Total Volume	302	242	27	571	8	355	431	794	47	280	14	341	73	160	29	262
% App. Total	52.9	42.4	4.7		1	44.7	54.3		13.8	82.1	4.1		27.9	61.1	11.1	
PHF	.712	.840	.614	.780	.500	.906	.792	.867	.691	.729	.700	.782	.793	.800	.725	.910

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City of Moreno Valley
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File Name : 18_MRV_Indian_Iris PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

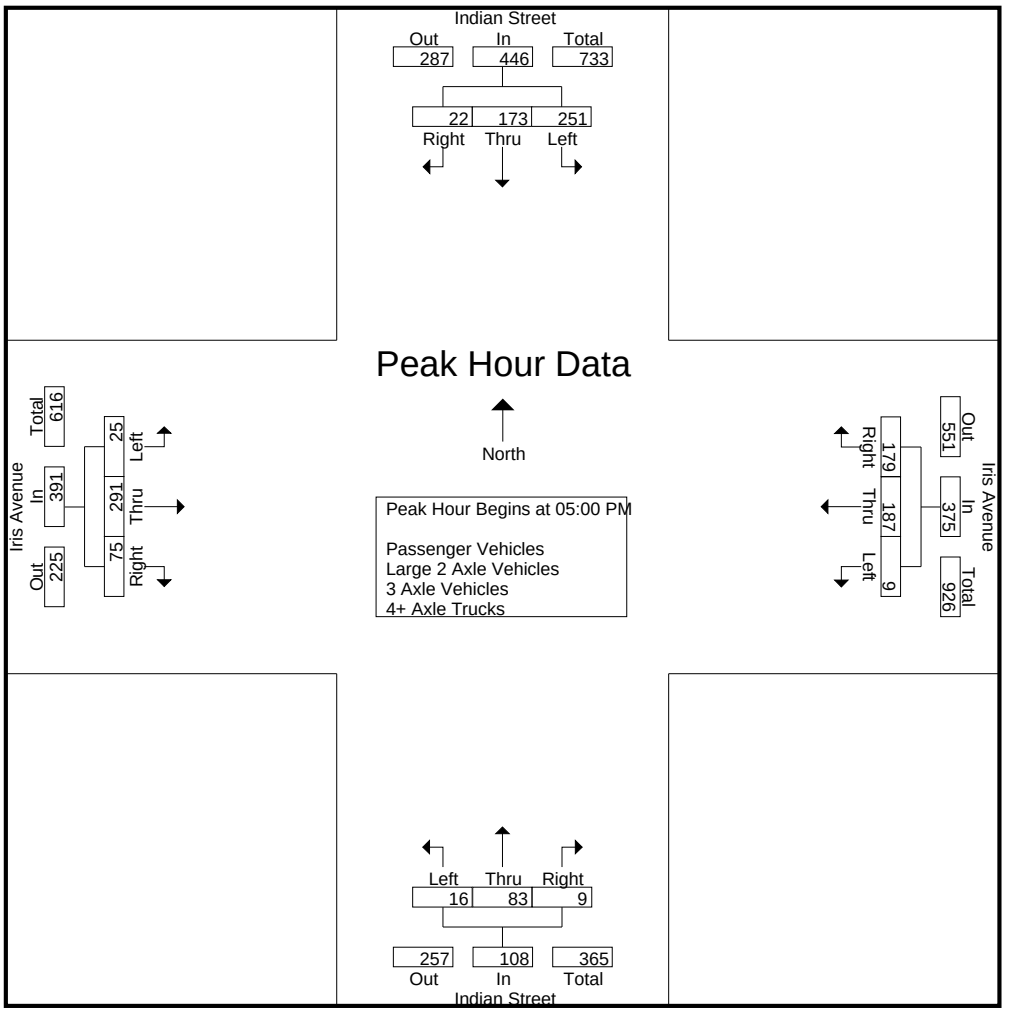
	Indian Street Southbound				Iris Avenue Westbound				Indian Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	53	38	12	103	3	48	47	98	5	16	3	24	6	82	18	106	331
04:15 PM	48	27	5	80	2	47	40	89	10	11	1	22	4	58	8	70	261
04:30 PM	59	36	6	101	3	58	37	98	7	26	4	37	5	68	21	94	330
04:45 PM	49	24	9	82	5	46	42	93	5	15	2	22	9	76	22	107	304
Total	209	125	32	366	13	199	166	378	27	68	10	105	24	284	69	377	1226
05:00 PM	58	42	2	102	0	45	35	80	5	20	3	28	8	66	13	87	297
05:15 PM	61	49	6	116	5	43	44	92	6	18	3	27	6	76	19	101	336
05:30 PM	64	42	6	112	3	58	58	119	5	24	3	32	8	78	21	107	370
05:45 PM	68	40	8	116	1	41	42	84	0	21	0	21	3	71	22	96	317
Total	251	173	22	446	9	187	179	375	16	83	9	108	25	291	75	391	1320
Grand Total	460	298	54	812	22	386	345	753	43	151	19	213	49	575	144	768	2546
Apprch %	56.7	36.7	6.7		2.9	51.3	45.8		20.2	70.9	8.9		6.4	74.9	18.8		
Total %	18.1	11.7	2.1	31.9	0.9	15.2	13.6	29.6	1.7	5.9	0.7	8.4	1.9	22.6	5.7	30.2	
Passenger Vehicles	455	291	54	800	22	379	344	745	42	149	17	208	47	567	143	757	2510
% Passenger Vehicles	98.9	97.7	100	98.5	100	98.2	99.7	98.9	97.7	98.7	89.5	97.7	95.9	98.6	99.3	98.6	98.6
Large 2 Axle Vehicles	4	7	0	11	0	3	1	4	1	2	2	5	2	7	1	10	30
% Large 2 Axle Vehicles	0.9	2.3	0	1.4	0	0.8	0.3	0.5	2.3	1.3	10.5	2.3	4.1	1.2	0.7	1.3	1.2
3 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% 3 Axle Vehicles	0	0	0	0	0	0.5	0	0.3	0	0	0	0	0	0.2	0	0.1	0.1
4+ Axle Trucks	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
% 4+ Axle Trucks	0.2	0	0	0.1	0	0.5	0	0.3	0	0	0	0	0	0	0	0	0.1

	Indian Street Southbound				Iris Avenue Westbound				Indian Street Northbound				Iris Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	58	42	2	102	0	45	35	80	5	20	**3**	28	**8**	66	13	87	297
05:15 PM	61	**49**	6	**116**	**5**	43	44	92	**6**	18	3	27	6	76	19	101	336
05:30 PM	64	42	6	112	3	**58**	**58**	**119**	5	**24**	3	**32**	8	**78**	21	**107**	**370**
05:45 PM	**68**	40	**8**	116	1	41	42	84	0	21	0	21	3	71	**22**	96	317
Total Volume	251	173	22	446	9	187	179	375	16	83	9	108	25	291	75	391	1320
% App. Total	56.3	38.8	4.9		2.4	49.9	47.7		14.8	76.9	8.3		6.4	74.4	19.2		
PHF	.923	.883	.688	.961	.450	.806	.772	.788	.667	.865	.750	.844	.781	.933	.852	.914	.892

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City of Moreno Valley
N/S: Indian Street
E/W: Iris Avenue
Weather: Clear

File Name : 18_MRV_Indian_Iris PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	58	42	2	102	**5**	46	42	93	**7**	**26**	**4**	**37**	**9**	76	**22**	**107**
+15 mins.	61	**49**	6	**116**	0	45	35	80	5	15	2	22	8	66	13	87
+30 mins.	64	42	6	112	5	43	44	92	5	20	3	28	6	76	19	101
+45 mins.	**68**	40	**8**	116	3	**58**	**58**	**119**	6	18	3	27	8	**78**	21	107
Total Volume	251	173	22	446	13	192	179	384	23	79	12	114	31	296	75	402
% App. Total	56.3	38.8	4.9		3.4	50	46.6		20.2	69.3	10.5		7.7	73.6	18.7	
PHF	.923	.883	.688	.961	.650	.828	.772	.807	.821	.760	.750	.770	.861	.949	.852	.939

Location: Moreno Valley
N/S: Indian Street
E/W: Iris Avenue

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Indian Street Pedestrians	East Leg Iris Avenue Pedestrians	South Leg Indian Street Pedestrians	West Leg Iris Avenue Pedestrians	
7:00 AM	0	4	0	0	4
7:15 AM	2	16	0	0	18
7:30 AM	9	51	4	0	64
7:45 AM	2	8	0	0	10
8:00 AM	1	2	1	0	4
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	14	81	5	0	100

	North Leg Indian Street Pedestrians	East Leg Iris Avenue Pedestrians	South Leg Indian Street Pedestrians	West Leg Iris Avenue Pedestrians	
4:00 PM	4	8	1	0	13
4:15 PM	0	0	0	1	1
4:30 PM	0	0	1	2	3
4:45 PM	0	1	2	1	4
5:00 PM	0	0	0	2	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	9	4	6	23

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Location: Moreno Valley
N/S: Indian Street
E/W: Iris Avenue

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Indian Street			Westbound Iris Avenue			Northbound Indian Street			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	0	0	0	0	0	2	0	4

	Southbound Indian Street			Westbound Iris Avenue			Northbound Indian Street			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	5	0	0	0	0	0	0	0	5

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National Data & Surveying Services

Intersection Turning Movement Count

Location: Perris Blvd & Alessandro Blvd
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-005
Date: 11/9/2017

Total

NS/EW Streets:	Perris Blvd				Perris Blvd				Alessandro Blvd				Alessandro Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	2	2	1	0	2	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	45	149	13	3	25	128	40	4	13	36	11	6	17	178	14	0	682
7:15 AM	49	139	13	4	39	94	45	4	14	55	18	7	26	218	28	4	757
7:30 AM	59	178	31	3	33	122	46	1	15	79	12	6	14	217	33	1	850
7:45 AM	57	180	36	2	41	98	59	2	24	120	18	7	28	249	29	2	952
8:00 AM	68	183	20	8	32	120	55	4	23	67	25	14	26	163	22	2	832
8:15 AM	44	115	15	8	25	83	48	3	37	59	21	14	30	139	18	3	662
8:30 AM	49	146	19	6	24	81	31	1	31	84	20	11	24	125	15	1	668
8:45 AM	57	114	10	8	24	81	34	2	38	83	33	26	32	126	25	3	696
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	428	1204	157	42	243	807	358	21	195	583	158	91	197	1415	184	16	6099
APPROACH %'s :	23.38%	65.76%	8.57%	2.29%	17.00%	56.47%	25.05%	1.47%	18.99%	56.77%	15.38%	8.86%	10.87%	78.09%	10.15%	0.88%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	233	680	100	17	145	434	205	11	76	321	73	34	94	847	112	9	3391
PEAK HR FACTOR :	0.857	0.929	0.694	0.531	0.884	0.889	0.869	0.688	0.792	0.669	0.730	0.607	0.839	0.850	0.848	0.563	0.890
	0.923				0.942				0.746				0.862				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	2	2	1	0	2	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	53	162	28	6	33	155	52	3	62	176	73	45	48	172	34	3	1105
4:15 PM	57	152	31	6	33	187	50	0	58	161	43	34	41	142	28	4	1027
4:30 PM	49	116	24	8	41	192	41	1	66	205	69	35	47	144	22	4	1064
4:45 PM	50	166	30	11	23	188	30	2	59	181	55	36	36	141	22	5	1035
5:00 PM	40	129	22	14	33	168	26	1	79	223	70	30	46	154	23	4	1062
5:15 PM	47	160	23	18	38	174	37	5	67	171	66	35	35	117	22	5	1020
5:30 PM	54	154	27	3	36	190	38	3	67	189	79	42	38	137	26	5	1088
5:45 PM	45	161	34	10	43	182	38	4	61	162	72	31	36	113	20	3	1015
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	395	1200	219	76	280	1436	312	19	519	1468	527	288	327	1120	197	33	8416
APPROACH %'s :	20.90%	63.49%	11.59%	4.02%	13.68%	70.15%	15.24%	0.93%	18.52%	52.39%	18.81%	10.28%	19.50%	66.79%	11.75%	1.97%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	209	596	113	31	130	722	173	6	245	723	240	150	172	599	106	16	4231
PEAK HR FACTOR :	0.917	0.898	0.911	0.705	0.793	0.940	0.832	0.500	0.928	0.882	0.822	0.833	0.896	0.871	0.779	0.800	0.957
	0.923				0.937				0.905				0.869				

Prepared by National Data & Surveying Services

Perris Blvd & Alessandro Blvd

Peak Hour Turning Movement Count

ID: 17-06170-005
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

	PEAK HOURS	COUNT PERIODS
AM	07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Perris Blvd — SOUTHBOUND

	Right	Through	Left	U-Turn	Northbound departures (⇧)
AM	205	434	145	11	879
NOON	0	0	0	0	0
PM	173	722	130	6	953
Lanes	1	2	1	0	

Alessandro Blvd — EASTBOUND

Movement	AM	NOON	PM	Lanes
Westbound departures (⇦)	1319	0	1131	
U-Turn	34	0	150	0
Left	76	0	245	2
Through	321	0	723	2
Right	73	0	240	1

Alessandro Blvd — WESTBOUND

Movement	PM	NOON	AM	Lanes
Right	106	0	112	0
Through	599	0	847	3
Left	172	0	94	2
U-Turn	16	0	9	0
Eastbound departures (⇨)	982	0	575	

Perris Blvd — NORTHBOUND

	Southbound departures (⇩)	U-Turn	Left	Through	Right
Lanes		0	1	2	1
PM	1165	31	209	596	113
NOON	0	0	0	0	0
AM	618	17	233	680	100

CONTROL

Signalized

	AM	NOON	PM
TEV	3391	0	4231
PHF	0.89		0.96

Cars (AM)

Approach	Left	Through	Right
Southbound	142	407	200
Eastbound	70	317	70
Westbound	92	841	110
Northbound	221	655	97

Cars (NOON)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Cars (PM)

Approach	Left	Through	Right
Southbound	127	704	165
Eastbound	244	719	236
Westbound	171	589	100
Northbound	205	573	112

4axle (AM)

Approach	Left	Through	Right
Southbound	1	6	2
Eastbound	1	1	1
Westbound	0	0	1
Northbound	9	12	1

4axle (NOON)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

4axle (PM)

Approach	Left	Through	Right
Southbound	1	7	2
Eastbound	0	0	0
Westbound	0	0	1
Northbound	1	5	0

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg (eastbound crossing)	0	0	0
North leg (westbound crossing)	0	0	0
West leg (southbound crossing)	0	0	0
West leg (northbound crossing)	0	0	0
East leg (southbound crossing)	0	0	0
East leg (northbound crossing)	0	0	0
South leg (eastbound crossing)	0	0	0
South leg (westbound crossing)	0	0	0
Diagonals (each corner)	0	0	0

Location: Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard

Date: 1/31/2019
Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg Alessandro Boulevard	South Leg Perris Boulevard	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	4	0	0	1	5
7:15 AM	2	3	0	2	7
7:30 AM	0	2	3	1	6
7:45 AM	0	2	0	2	4
8:00 AM	2	3	3	1	9
8:15 AM	2	0	1	2	5
8:30 AM	4	1	1	2	8
8:45 AM	4	3	1	4	12
TOTAL VOLUMES:	18	14	9	15	56

	North Leg Perris Boulevard	East Leg Alessandro Boulevard	South Leg Perris Boulevard	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	5	7	4	5	21
4:15 PM	1	2	4	1	8
4:30 PM	2	6	6	2	16
4:45 PM	1	4	3	4	12
5:00 PM	4	3	3	6	16
5:15 PM	6	1	3	5	15
5:30 PM	3	5	3	2	13
5:45 PM	3	4	3	6	16
TOTAL VOLUMES:	25	32	29	31	117

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Location: Moreno Valley
N/S: Perris Boulevard
E/W: Alessandro Boulevard

Date: 1/31/2019
Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Alessandro Boulevard			Northbound Perris Boulevard			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	2	0	0	1	0	0	0	0	4
8:30 AM	0	1	0	0	0	0	1	1	0	0	1	0	4
8:45 AM	0	3	0	0	2	0	0	1	0	0	0	0	6
TOTAL VOLUMES:	0	5	0	0	4	0	1	4	0	0	1	0	15

	Southbound Perris Boulevard			Westbound Alessandro Boulevard			Northbound Perris Boulevard			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
5:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
5:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	6	0	0	2	0	0	7	0	0	0	0	15

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Cactus Avenue
Weather: Clear

File Name : 20_MRV_Perris_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018

Groups Printed- Total Volume

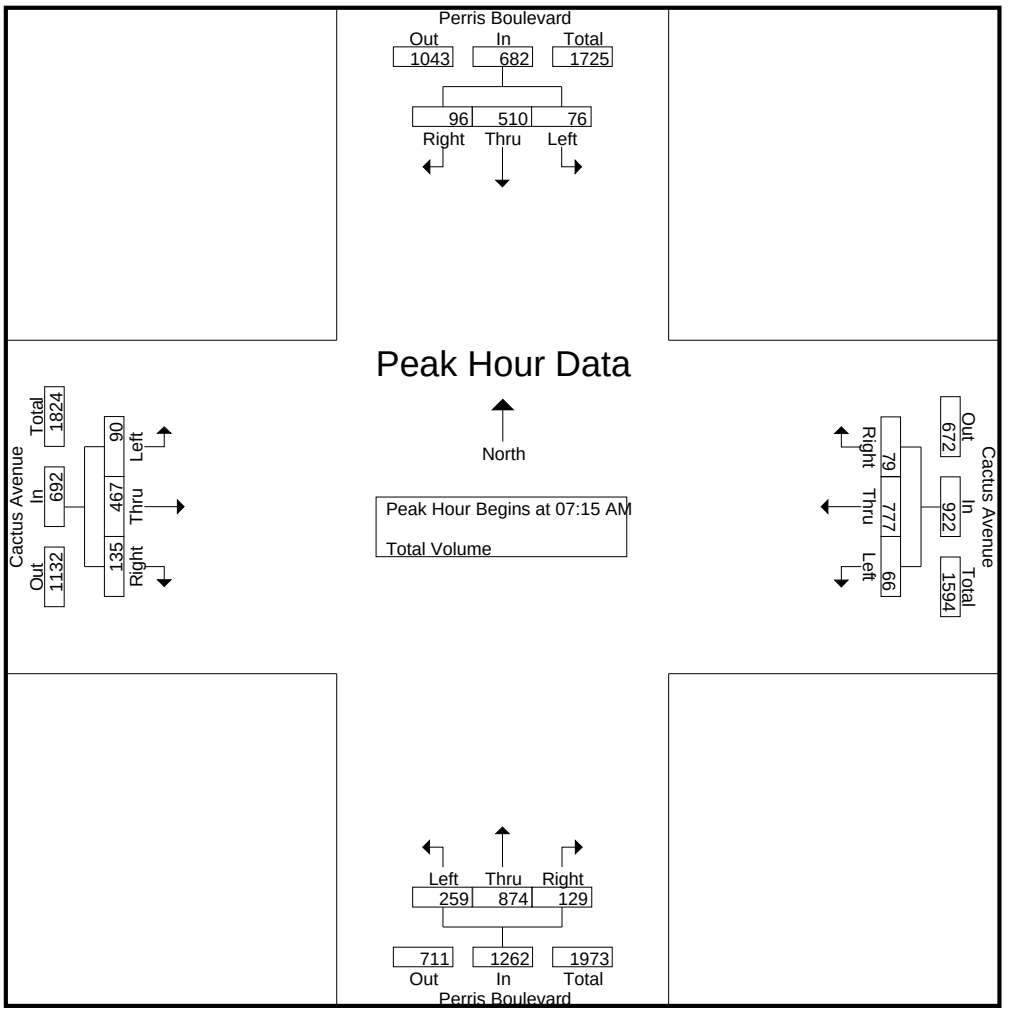
	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	98	16	121	9	164	9	182	52	174	16	242	8	76	16	100	645
07:15 AM	10	86	11	107	11	201	14	226	64	208	25	297	15	81	29	125	755
07:30 AM	20	142	23	185	13	172	20	205	60	224	28	312	21	109	22	152	854
07:45 AM	30	154	41	225	23	232	24	279	67	227	42	336	27	171	54	252	1092
Total	67	480	91	638	56	769	67	892	243	833	111	1187	71	437	121	629	3346
08:00 AM	16	128	21	165	19	172	21	212	68	215	34	317	27	106	30	163	857
08:15 AM	19	109	8	136	13	126	15	154	56	165	15	236	17	95	29	141	667
08:30 AM	12	93	14	119	19	86	12	117	48	129	14	191	12	75	41	128	555
08:45 AM	13	97	10	120	18	97	10	125	45	152	15	212	24	81	37	142	599
Total	60	427	53	540	69	481	58	608	217	661	78	956	80	357	137	574	2678
Grand Total	127	907	144	1178	125	1250	125	1500	460	1494	189	2143	151	794	258	1203	6024
Apprch %	10.8	77	12.2		8.3	83.3	8.3		21.5	69.7	8.8		12.6	66	21.4		
Total %	2.1	15.1	2.4	19.6	2.1	20.8	2.1	24.9	7.6	24.8	3.1	35.6	2.5	13.2	4.3	20	

	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	86	11	107	11	201	14	226	64	208	25	297	15	81	29	125	755
07:30 AM	20	142	23	185	13	172	20	205	60	224	28	312	21	109	22	152	854
07:45 AM	**30**	**154**	**41**	**225**	**23**	**232**	**24**	**279**	67	**227**	**42**	**336**	**27**	**171**	**54**	**252**	**1092**
08:00 AM	16	128	21	165	19	172	21	212	**68**	215	34	317	27	106	30	163	857
Total Volume	76	510	96	682	66	777	79	922	259	874	129	1262	90	467	135	692	3558
% App. Total	11.1	74.8	14.1		7.2	84.3	8.6		20.5	69.3	10.2		13	67.5	19.5		
PHF	.633	.828	.585	.758	.717	.837	.823	.826	.952	.963	.768	.939	.833	.683	.625	.687	.815

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Cactus Avenue
Weather: Clear

File Name : 20_MRV_Perris_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	20	142	23	185	11	201	14	226	64	208	25	297	21	109	22	152
+15 mins.	**30**	**154**	**41**	**225**	13	172	20	205	60	224	28	312	**27**	**171**	**54**	**252**
+30 mins.	16	128	21	165	**23**	**232**	**24**	**279**	67	**227**	**42**	**336**	27	106	30	163
+45 mins.	19	109	8	136	19	172	21	212	**68**	215	34	317	17	95	29	141
Total Volume	85	533	93	711	66	777	79	922	259	874	129	1262	92	481	135	708
% App. Total	12	75	13.1		7.2	84.3	8.6		20.5	69.3	10.2		13	67.9	19.1	
PHF	.708	.865	.567	.790	.717	.837	.823	.826	.952	.963	.768	.939	.852	.703	.625	.702

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Cactus Avenue
Weather: Clear

File Name : 20_MRV_Perris_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018

Groups Printed- Total Volume

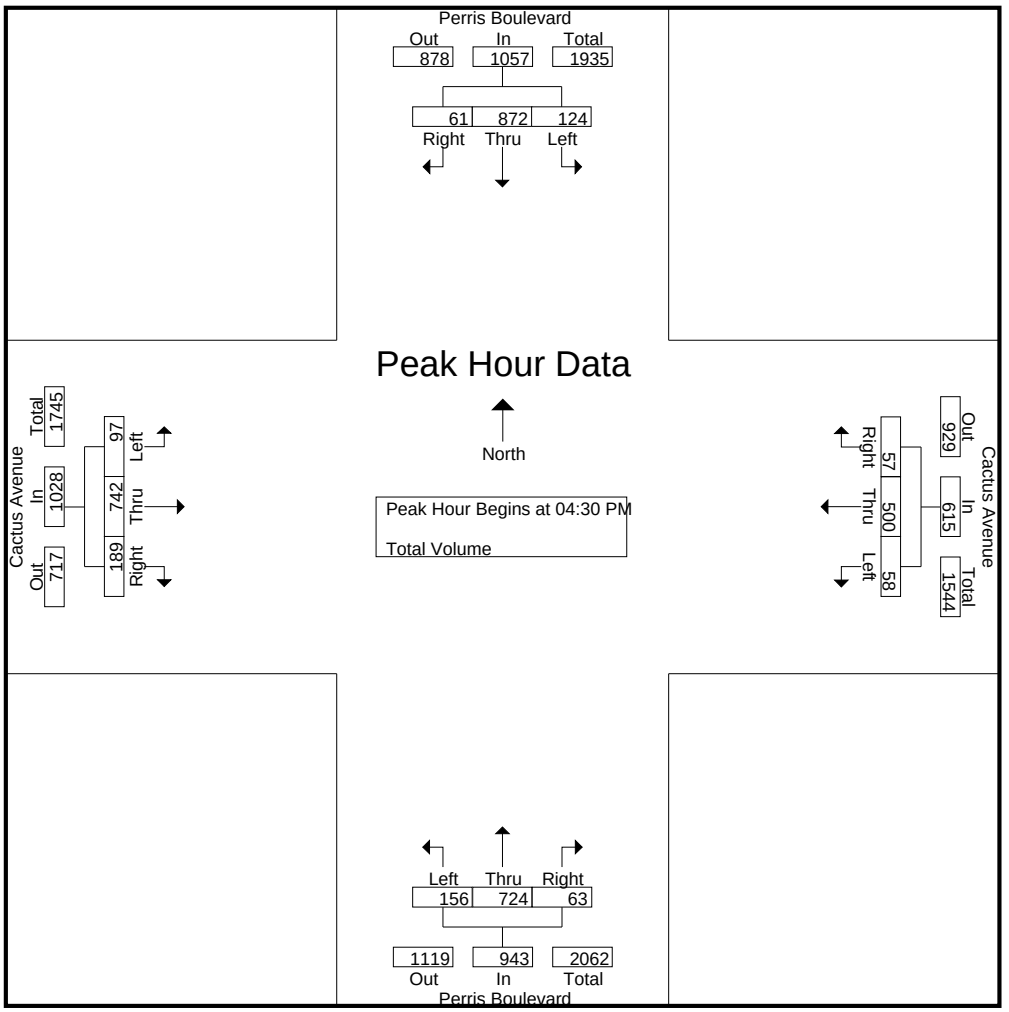
	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	29	190	14	233	18	112	22	152	33	142	16	191	21	160	39	220	796
04:15 PM	27	228	11	266	14	78	21	113	49	123	13	185	31	134	40	205	769
04:30 PM	27	231	17	275	16	149	15	180	35	174	15	224	28	183	50	261	940
04:45 PM	28	192	11	231	17	117	15	149	45	212	16	273	24	177	40	241	894
Total	111	841	53	1005	65	456	73	594	162	651	60	873	104	654	169	927	3399
05:00 PM	31	204	18	253	13	129	14	156	38	173	17	228	18	192	46	256	893
05:15 PM	38	245	15	298	12	105	13	130	38	165	15	218	27	190	53	270	916
05:30 PM	29	201	12	242	27	117	18	162	20	175	24	219	22	199	49	270	893
05:45 PM	28	213	16	257	13	88	8	109	41	162	14	217	22	178	62	262	845
Total	126	863	61	1050	65	439	53	557	137	675	70	882	89	759	210	1058	3547
Grand Total	237	1704	114	2055	130	895	126	1151	299	1326	130	1755	193	1413	379	1985	6946
Apprch %	11.5	82.9	5.5		11.3	77.8	10.9		17	75.6	7.4		9.7	71.2	19.1		
Total %	3.4	24.5	1.6	29.6	1.9	12.9	1.8	16.6	4.3	19.1	1.9	25.3	2.8	20.3	5.5	28.6	

	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	27	231	17	275	16	**149**	**15**	**180**	35	174	15	224	**28**	183	50	261	**940**
04:45 PM	28	192	11	231	**17**	117	15	149	**45**	**212**	16	**273**	24	177	40	241	894
05:00 PM	31	204	**18**	253	13	129	14	156	38	173	**17**	228	18	**192**	46	256	893
05:15 PM	**38**	**245**	15	**298**	12	105	13	130	38	165	15	218	27	190	**53**	**270**	916
Total Volume	124	872	61	1057	58	500	57	615	156	724	63	943	97	742	189	1028	3643
% App. Total	11.7	82.5	5.8		9.4	81.3	9.3		16.5	76.8	6.7		9.4	72.2	18.4		
PHF	.816	.890	.847	.887	.853	.839	.950	.854	.867	.854	.926	.864	.866	.966	.892	.952	.969

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City of Moreno Valley
N/S: Perris Boulevard
E/W: Cactus Avenue
Weather: Clear

File Name : 20_MRV_Perris_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				05:00 PM			
+0 mins.	27	231	17	275	16	**149**	**15**	**180**	35	174	15	224	18	192	46	256
+15 mins.	28	192	11	231	**17**	117	15	149	**45**	**212**	16	**273**	**27**	190	53	**270**
+30 mins.	31	204	**18**	253	13	129	14	156	38	173	**17**	228	22	**199**	49	270
+45 mins.	**38**	**245**	15	**298**	12	105	13	130	38	165	15	218	22	178	**62**	262
Total Volume	124	872	61	1057	58	500	57	615	156	724	63	943	89	759	210	1058
% App. Total	11.7	82.5	5.8		9.4	81.3	9.3		16.5	76.8	6.7		8.4	71.7	19.8	
PHF	.816	.890	.847	.887	.853	.839	.950	.854	.867	.854	.926	.864	.824	.954	.847	.980

Location: Moreno Valley
N/S: Perris Boulevard
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg Cactus Avenue	South Leg Perris Boulevard	West Leg Cactus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	1	2
7:15 AM	2	1	0	1	4
7:30 AM	2	1	0	0	3
7:45 AM	0	0	2	6	8
8:00 AM	0	0	0	0	0
8:15 AM	1	1	0	0	2
8:30 AM	0	0	1	1	2
8:45 AM	2	1	0	0	3
TOTAL VOLUMES:	8	4	3	9	24

	North Leg Perris Boulevard	East Leg Cactus Avenue	South Leg Perris Boulevard	West Leg Cactus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	2	3
4:15 PM	0	0	2	3	5
4:30 PM	0	4	1	2	7
4:45 PM	0	5	5	1	11
5:00 PM	0	1	1	1	3
5:15 PM	0	1	0	2	3
5:30 PM	0	2	1	0	3
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	0	14	11	11	36

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Location: Moreno Valley
N/S: Perris Boulevard
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Perris Boulevard			Westbound Cactus Avenue			Northbound Perris Boulevard			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	1	0	0	0	0	1	1	0	0	0	3

	Southbound Perris Boulevard			Westbound Cactus Avenue			Northbound Perris Boulevard			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
4:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	4	0	0	0	0	5
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	1	0	1	1	0	0	0	4
TOTAL VOLUMES:	0	3	1	0	0	1	0	7	1	0	2	2	17

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National Data & Surveying Services

Intersection Turning Movement Count

Location: Perris Blvd & Iris Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-007
Date: 1/10/2018

Total

NS/EW Streets:	Perris Blvd				Perris Blvd				Iris Ave				Iris Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	1	0	1	3	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	34	176	39	1	12	98	6	3	8	37	16	0	52	92	19	0	593
7:15 AM	43	215	63	0	13	86	26	1	8	57	19	0	70	145	22	0	768
7:30 AM	54	205	75	0	25	72	13	0	18	75	24	0	55	128	22	0	766
7:45 AM	47	196	77	1	27	93	11	1	10	106	28	0	69	112	28	0	806
8:00 AM	47	201	72	3	25	66	4	1	6	65	15	0	38	90	30	0	663
8:15 AM	28	156	48	2	22	77	5	4	7	37	19	0	34	70	17	0	526
8:30 AM	43	133	51	0	28	72	9	0	8	37	14	0	52	62	11	0	520
8:45 AM	24	95	34	4	22	76	5	1	4	35	7	0	40	69	17	0	433
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	320	1377	459	11	174	640	79	11	69	449	142	0	410	768	166	0	5075
APPROACH %'s :	14.77%	63.54%	21.18%	0.51%	19.25%	70.80%	8.74%	1.22%	10.45%	68.03%	21.52%	0.00%	30.51%	57.14%	12.35%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	191	817	287	4	90	317	54	3	42	303	86	0	232	475	102	0	3003
PEAK HR FACTOR :	0.884	0.950	0.932	0.333	0.833	0.852	0.519	0.750	0.583	0.715	0.768	0.000	0.829	0.819	0.850	0.000	0.931
	0.972				0.879				0.748				0.853				

NS/EW Streets:	Perris Blvd				Perris Blvd				Iris Ave				Iris Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	1	0	1	3	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	37	132	53	1	29	176	3	1	10	70	38	0	56	74	28	0	708
4:15 PM	38	141	65	3	49	135	12	0	8	74	27	0	62	74	31	0	719
4:30 PM	46	168	61	5	52	168	3	2	10	70	26	0	64	45	22	0	742
4:45 PM	43	208	103	2	43	175	10	2	9	76	27	0	53	51	15	0	817
5:00 PM	26	166	62	1	33	144	1	3	6	92	16	0	49	60	25	0	684
5:15 PM	33	114	61	0	39	167	2	2	9	74	29	0	61	53	27	0	671
5:30 PM	29	115	65	2	47	188	4	2	8	95	31	0	70	70	23	0	749
5:45 PM	38	124	60	2	47	147	11	6	9	93	31	0	62	62	27	0	719
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	290	1168	530	16	339	1300	46	18	69	644	225	0	477	489	198	0	5809
APPROACH %'s :	14.47%	58.28%	26.45%	0.80%	19.91%	76.34%	2.70%	1.06%	7.36%	68.66%	23.99%	0.00%	40.98%	42.01%	17.01%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	164	649	282	11	173	654	28	5	37	290	118	0	235	244	96	0	2986
PEAK HR FACTOR :	0.891	0.780	0.684	0.550	0.832	0.929	0.583	0.625	0.925	0.954	0.776	0.000	0.918	0.824	0.774	0.000	0.914
	0.777				0.935				0.943				0.861				

Prepared by National Data & Surveying Services

Perris Blvd & Iris Ave

Peak Hour Turning Movement Count

ID: 17-06170-007
City: Moreno Valley

Day: Wednesday
Date: 01/10/2018

	PEAK HOURS	COUNT PERIODS
AM	07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Perris Blvd — SOUTHBOUND

	Right	Thru	Left	U-Turn	Exiting (northbound side)
AM	54	317	90	3	964
NOON	0	0	0	0	0
PM	28	654	173	5	787
Red figure	0	3	1	0	

Iris Ave — EASTBOUND

	AM	NOON	PM	Red figure
Exiting (westbound side)	720	0	436	
U-Turn	0	0	0	0
Left	42	0	37	1
Thru	303	0	290	2
Right	86	0	118	0

Iris Ave — WESTBOUND

	Red figure	PM	NOON	AM
Right	0	96	0	102
Thru	2	244	0	475
Left	1	235	0	232
U-Turn	0	0	0	0
Exiting (eastbound side)		745	0	680

Perris Blvd — NORTHBOUND

	Exiting (southbound side)	U-Turn	Left	Thru	Right
Red figure		0	1	3	1
PM	1018	11	164	649	282
NOON	0	0	0	0	0
AM	639	4	191	817	287

CONTROL

Signalized

	AM	NOON	PM
TEV	3003	0	2986
PHF	0.93		0.91

Cars (AM)

Approach	Left	Thru	Right
Southbound	88	300	50
Eastbound	41	301	82
Westbound	229	472	99
Northbound	185	788	279

Cars (NOON)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Cars (PM)

Approach	Left	Thru	Right
Southbound	170	632	28
Eastbound	36	290	116
Westbound	227	241	93
Northbound	162	636	279

2axle (AM)

Approach	Left	Thru	Right
Southbound	2	9	1
Eastbound	0	2	4
Westbound	2	3	2
Northbound	5	18	7

2axle (NOON)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

2axle (PM)

Approach	Left	Thru	Right
Southbound	3	14	0
Eastbound	0	0	1
Westbound	5	2	3
Northbound	2	3	2

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg (each direction)	0 / 0	0 / 0	0 / 0
South leg (each direction)	0 / 0	0 / 0	0 / 0
West leg (each direction)	0 / 0	0 / 0	0 / 0
East leg (each direction)	0 / 0	0 / 0	0 / 0
NW corner diagonal	0	0	0
NE corner diagonal	0	0	0
SW corner diagonal	0	0	0
SE corner diagonal	0	0	0

Location: Moreno Valley
N/S: Perris Boulevard
E/W: Iris Avenue

Date: 1/30/2018
Day: Tuesday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg Iris Avenue	South Leg Perris Boulevard	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	3	3	1	7	14
7:15 AM	4	0	1	5	10
7:30 AM	4	0	0	7	11
7:45 AM	2	0	1	0	3
8:00 AM	6	0	0	2	8
8:15 AM	4	1	1	1	7
8:30 AM	2	2	0	3	7
8:45 AM	2	0	0	0	2
TOTAL VOLUMES:	27	6	4	25	62

	North Leg Perris Boulevard	East Leg Iris Avenue	South Leg Perris Boulevard	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	3	2	0	4	9
4:15 PM	1	0	0	3	4
4:30 PM	7	3	3	0	13
4:45 PM	3	0	0	2	5
5:00 PM	2	0	0	1	3
5:15 PM	5	0	4	2	11
5:30 PM	1	1	2	0	4
5:45 PM	2	0	1	0	3
TOTAL VOLUMES:	24	6	10	12	52

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Location: Moreno Valley
N/S: Perris Boulevard
E/W: Iris Avenue

Date: 1/30/2018
Day: Tuesday

BICYCLES

	Southbound Perris Boulevard			Westbound Iris Avenue			Northbound Perris Boulevard			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	3
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	2	0	0	1	0	0	2	0	0	1	0	6
7:45 AM	0	1	0	0	1	0	0	1	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	1	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	0	0	4	0	0	4	0	0	3	1	16

	Southbound Perris Boulevard			Westbound Iris Avenue			Northbound Perris Boulevard			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
4:15 PM	0	1	0	0	0	0	0	1	0	0	2	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	2	0	0	0	0	2	0	0	5
5:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
TOTAL VOLUMES:	0	4	0	0	5	0	0	1	0	2	4	0	16

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National Data & Surveying Services

Intersection Turning Movement Count

Location: Perris Blvd & Krameria Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-008
Date: 11/9/2017

Total

NS/EW Streets:	Perris Blvd				Perris Blvd				Krameria Ave				Krameria Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0.5	0.5	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	256	62	0	15	153	0	0	4	50	15	0	45	22	32	0	669
7:15 AM	30	296	70	0	16	170	1	0	5	30	20	0	55	38	46	0	777
7:30 AM	31	320	70	0	15	143	2	3	6	24	25	0	48	39	34	0	760
7:45 AM	25	261	58	0	18	142	1	2	8	47	18	0	47	30	43	0	700
8:00 AM	8	257	40	0	13	92	3	1	8	28	17	0	36	22	33	0	558
8:15 AM	4	185	24	0	5	104	10	0	3	6	5	0	19	14	21	0	400
8:30 AM	6	184	16	0	6	96	1	0	2	9	11	0	31	9	19	0	390
8:45 AM	4	165	22	0	4	122	3	2	4	9	11	0	26	14	18	0	404
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	123	1924	362	0	92	1022	21	8	40	203	122	0	307	188	246	0	4658
APPROACH %'s :	5.11%	79.87%	15.03%	0.00%	8.05%	89.41%	1.84%	0.70%	10.96%	55.62%	33.42%	0.00%	41.43%	25.37%	33.20%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	101	1133	260	0	64	608	4	5	23	151	78	0	195	129	155	0	2906
PEAK HR FACTOR :	0.815	0.885	0.929	0.000	0.889	0.894	0.500	0.417	0.719	0.755	0.780	0.000	0.886	0.827	0.842	0.000	0.935
	0.887				0.910				0.863				0.862				

NS/EW Streets:	Perris Blvd				Perris Blvd				Krameria Ave				Krameria Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0.5	0.5	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	14	194	49	0	12	180	9	3	4	20	22	0	35	18	19	0	579
4:15 PM	6	220	43	0	24	224	9	1	8	25	17	0	52	15	15	0	659
4:30 PM	15	254	45	0	30	236	8	4	5	27	23	0	62	17	24	0	750
4:45 PM	16	272	59	0	13	223	8	4	6	36	25	0	46	19	30	0	757
5:00 PM	12	190	47	0	18	208	8	5	8	43	19	0	43	20	25	0	646
5:15 PM	15	219	55	0	31	255	15	1	6	30	22	0	37	16	21	0	723
5:30 PM	13	203	50	0	16	238	7	2	4	27	22	0	34	13	27	0	656
5:45 PM	6	181	44	0	16	241	7	1	10	34	24	0	44	14	13	0	635
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	97	1733	392	0	160	1805	71	21	51	242	174	0	353	132	174	0	5405
APPROACH %'s :	4.37%	77.99%	17.64%	0.00%	7.78%	87.75%	3.45%	1.02%	10.92%	51.82%	37.26%	0.00%	53.57%	20.03%	26.40%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	58	935	206	0	92	922	39	14	25	136	89	0	188	72	100	0	2876
PEAK HR FACTOR :	0.906	0.859	0.873	0.000	0.742	0.904	0.650	0.700	0.781	0.791	0.890	0.000	0.758	0.900	0.833	0.000	0.950
	0.864				0.883				0.893				0.874				

Prepared by National Data & Surveying Services

Perris Blvd & Krameria Ave

Peak Hour Turning Movement Count

ID: 17-06170-008
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS	
AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Perris Blvd — SOUTHBOUND

AM	4	608	64	5	1316	AM
NOON	0	0	0	0	0	NOON
PM	39	922	92	14	1074	PM

Krameria Ave — EASTBOUND

AM	NOON	PM		
234	0	169	⇦	
0	0	0	↶	0
23	0	25	↱	0.5
151	0	136	→	0.5
78	0	89	↴	1
AM	NOON	PM		

WESTBOUND — Krameria Ave

PM	NOON	AM		
100	0	155	↰	1
72	0	129	←	0.5
188	0	195	↰	0.5
0	0	0	↶	0
434	0	475	⇨	
PM	NOON	AM		

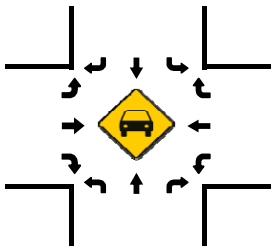
	0	3	1	0
	0	1	3	0

CONTROL			
Signalized			
TEV	2906	0	2876
	AM	NOON	PM
PHF	0.94		0.95

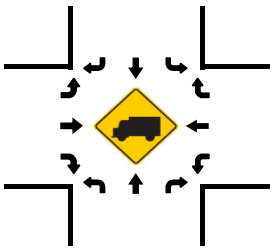
Perris Blvd — NORTHBOUND

PM	1199	0	58	935	206	PM
NOON	0	0	0	0	0	NOON
AM	881	0	101	1133	260	AM

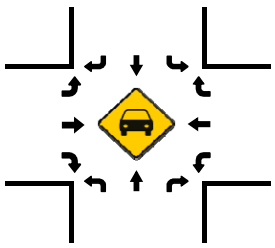
Cars (AM)



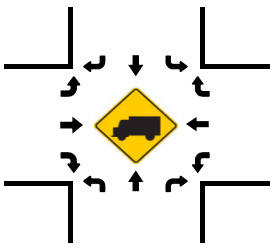
4axle (AM)



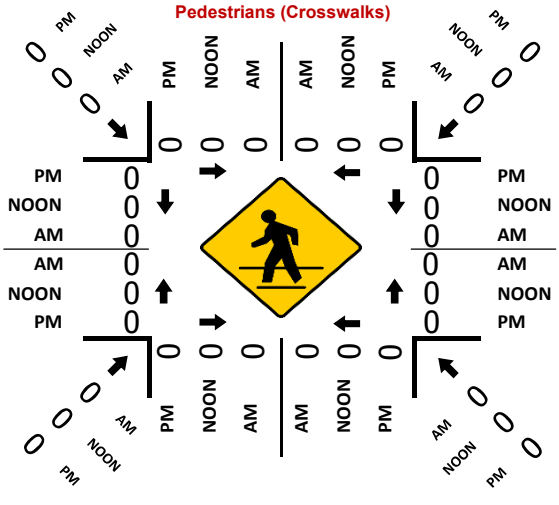
Cars (NOON)



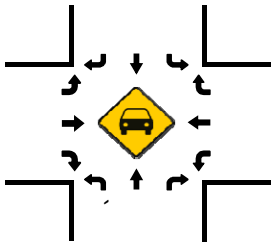
4axle (NOON)



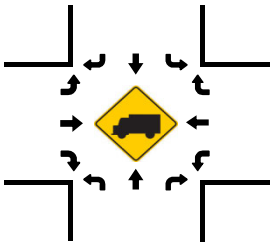
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Perris Boulevard
E/W: Krameria Avenue

Date: 1/30/2018
Day: Tuesday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg Krameria Avenue	South Leg Perris Boulevard	West Leg Krameria Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	2	0	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	3	0	0	0	3
8:00 AM	2	0	0	0	2
8:15 AM	3	0	0	0	3
8:30 AM	0	1	0	0	1
8:45 AM	3	2	1	1	7
TOTAL VOLUMES:	11	3	3	1	18

	North Leg Perris Boulevard	East Leg Krameria Avenue	South Leg Perris Boulevard	West Leg Krameria Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	5	2	0	1	8
4:15 PM	0	1	0	0	1
4:30 PM	0	1	0	0	1
4:45 PM	0	3	0	0	3
5:00 PM	1	2	0	0	3
5:15 PM	4	1	2	2	9
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	10	10	2	3	25

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Perris Boulevard
E/W: Krameria Avenue

Date: 1/30/2018
Day: Tuesday

BICYCLES

	Southbound Perris Boulevard			Westbound Krameria Avenue			Northbound Perris Boulevard			Eastbound Krameria Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	3	0	0	2	0	1	0	0	7

	Southbound Perris Boulevard			Westbound Krameria Avenue			Northbound Perris Boulevard			Eastbound Krameria Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	3	0	5

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951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Perris Blvd & San Michele Rd
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-009
Date: 11/9/2017

Total

NS/EW Streets:	Perris Blvd				Perris Blvd				San Michele Rd				San Michele Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	40	302	0	0	0	207	22	0	6	0	5	0	0	0	0	0	582
7:15 AM	52	384	0	0	0	239	26	0	20	0	5	0	0	0	0	0	726
7:30 AM	15	421	0	0	0	218	12	0	20	0	8	0	0	0	0	0	694
7:45 AM	11	321	0	0	0	211	8	0	16	0	4	0	0	0	0	0	571
8:00 AM	7	270	0	0	0	144	10	0	8	0	3	0	0	0	0	0	442
8:15 AM	7	203	0	0	0	132	8	0	8	0	3	0	0	0	0	0	361
8:30 AM	11	188	0	0	0	115	6	1	11	0	5	0	0	0	0	0	337
8:45 AM	17	169	0	0	1	139	13	0	10	0	4	0	0	0	0	0	353
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	160	2258	0	0	1	1405	105	1	99	0	37	0	0	0	0	0	4066
APPROACH %'s :	6.62%	93.38%	0.00%	0.00%	0.07%	92.92%	6.94%	0.07%	72.79%	0.00%	27.21%	0.00%					
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	118	1428	0	0	0	875	68	0	62	0	22	0	0	0	0	0	2573
PEAK HR FACTOR :	0.567	0.848	0.000	0.000	0.000	0.915	0.654	0.000	0.775	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.886
	0.886				0.890				0.750								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	12	240	0	0	0	206	16	0	14	0	11	0	0	0	0	0	499
4:15 PM	32	238	0	0	0	261	33	0	13	0	14	0	0	0	0	0	591
4:30 PM	62	248	0	0	0	290	38	0	82	0	72	0	0	0	0	0	792
4:45 PM	34	245	0	0	0	293	35	0	51	0	35	0	0	0	0	0	693
5:00 PM	10	239	0	0	0	240	15	0	36	0	17	0	0	0	0	0	557
5:15 PM	17	251	0	0	0	287	13	0	11	0	10	0	0	0	0	0	589
5:30 PM	32	220	0	0	0	271	32	0	38	0	30	0	0	0	0	0	623
5:45 PM	28	204	0	0	0	271	18	0	28	0	17	0	0	0	0	0	566
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	227	1885	0	0	0	2119	200	0	273	0	206	0	0	0	0	0	4910
APPROACH %'s :	10.75%	89.25%	0.00%	0.00%	0.00%	91.38%	8.62%	0.00%	56.99%	0.00%	43.01%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	138	970	0	0	0	1084	121	0	182	0	138	0	0	0	0	0	2633
PEAK HR FACTOR :	0.556	0.978	0.000	0.000	0.000	0.925	0.796	0.000	0.555	0.000	0.479	0.000	0.000	0.000	0.000	0.000	0.831
	0.894				0.918				0.519								

Prepared by National Data & Surveying Services

Perris Blvd & San Michele Rd

Peak Hour Turning Movement Count

ID: 17-06170-009
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS		COUNT PERIODS
07:00 AM - 08:00 AM	AM	07:00 AM - 09:00 AM
NONE	NOON	NONE
04:15 PM - 05:15 PM	PM	04:00 PM - 06:00 PM

Perris Blvd — SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	68	875	0	0	1490
NOON	0	0	0	0	0
PM	121	1084	0	0	1152
Lanes	0	3	1	0	

San Michele Rd — EASTBOUND

	AM	NOON	PM	Lanes
Departing	186	0	259	
U-Turn	0	0	0	0
Left	62	0	182	1
Through	0	0	0	1
Right	22	0	138	0

San Michele Rd — WESTBOUND

	Lanes	PM	NOON	AM
Right	1	0	0	0
Through	1	0	0	0
Left	1	0	0	0
U-Turn	0	0	0	0
Departing		0	0	0

Perris Blvd — NORTHBOUND

	Departing	U-Turn	Left	Through	Right
Lanes		0	1	3	0
PM	1222	0	138	970	0
NOON	0	0	0	0	0
AM	897	0	118	1428	0

CONTROL

Signalized

	AM	NOON	PM
TEV	2573	0	2633
PHF	0.89		0.83

Cars (AM)

Approach	Left	Through	Right / U
Southbound	0 (U)	851	65 (Right)
Eastbound	57	0	16 (Right)
Westbound	0	0	0
Northbound	115	1371	0 (U)

4axle (AM)

Approach	Left	Through	Right / U
Southbound	0 (U)	5	3 (Right)
Eastbound	5	0	5 (Right)
Westbound	0	0	0
Northbound	0	20	0 (U)

Cars (NOON)

All movements: N/A

4axle (NOON)

All movements: N/A

Cars (PM)

Approach	Left	Through	Right / U
Southbound	0 (U)	1051	118 (Right)
Eastbound	181	0	133 (Right)
Westbound	0	0	0
Northbound	136	952	0 (U)

4axle (PM)

Approach	Left	Through	Right / U
Southbound	0 (U)	6	0 (Right)
Eastbound	1	0	4 (Right)
Westbound	0	0	0
Northbound	2	1	0 (U)

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg	0	0	0
South leg	0	0	0
East leg	0	0	0
West leg	0	0	0
Diagonals	0	0	0

Location: Moreno Valley
N/S: Perris Boulevard
E/W: San Michele Road

Date: 7/25/2018
Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg San Michele Road	South Leg Perris Boulevard	West Leg San Michele Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Perris Boulevard	East Leg San Michele Road	South Leg Perris Boulevard	West Leg San Michele Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	1	1	0	2
TOTAL VOLUMES:	0	3	1	0	4

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Location: Moreno Valley
N/S: Perris Boulevard
E/W: San Michele Road

Date: 7/25/2018
Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound San Michele Road			Northbound Perris Boulevard			Eastbound San Michele Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

	Southbound Perris Boulevard			Westbound San Michele Road			Northbound Perris Boulevard			Eastbound San Michele Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	2	2	0	0	0	0	4

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National Data & Surveying Services

Intersection Turning Movement Count

Location: Perris Blvd & Nandina Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-010
Date: 11/9/2017

Total

NS/EW Streets:	Perris Blvd				Perris Blvd				Nandina Ave				Nandina Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	2	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	14	334	0	0	0	201	7	3	6	0	7	0	6	3	2	0	583
7:15 AM	13	441	4	0	0	234	7	1	4	0	5	0	2	2	3	0	716
7:30 AM	14	450	3	0	2	230	5	3	4	1	6	0	0	1	2	0	721
7:45 AM	10	343	4	0	1	218	5	2	5	0	19	0	5	1	4	0	617
8:00 AM	3	287	3	0	1	148	1	2	10	1	5	0	0	2	1	0	464
8:15 AM	6	188	0	0	3	132	1	2	2	3	2	0	0	1	1	0	341
8:30 AM	1	202	1	0	0	129	4	0	2	0	5	0	0	0	1	0	345
8:45 AM	1	178	2	0	0	133	7	6	4	3	4	0	3	1	2	0	344
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	62	2423	17	0	7	1425	37	19	37	8	53	0	16	11	16	0	4131
APPROACH %'s :	2.48%	96.84%	0.68%	0.00%	0.47%	95.77%	2.49%	1.28%	37.76%	8.16%	54.08%	0.00%	37.21%	25.58%	37.21%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	51	1568	11	0	3	883	24	9	19	1	37	0	13	7	11	0	2637
PEAK HR FACTOR :	0.911	0.871	0.688	0.000	0.375	0.943	0.857	0.750	0.792	0.250	0.487	0.000	0.542	0.583	0.688	0.000	0.914
		0.873				0.949				0.594				0.705			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	2	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	233	5	0	1	222	3	0	6	2	12	0	3	2	1	0	494
4:15 PM	7	261	2	0	2	269	9	2	10	1	16	0	5	1	3	0	588
4:30 PM	6	296	5	0	1	349	11	0	12	2	39	0	3	0	1	0	725
4:45 PM	8	254	5	0	3	310	6	1	20	5	40	0	2	0	0	0	654
5:00 PM	6	245	6	0	7	266	9	0	5	6	19	0	8	1	5	0	583
5:15 PM	1	251	23	0	8	280	7	1	4	1	24	0	1	3	2	0	606
5:30 PM	1	239	27	0	21	284	3	0	6	12	26	0	4	0	6	0	629
5:45 PM	1	212	36	0	25	257	5	0	6	11	22	0	7	3	4	0	589
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	34	1991	109	0	68	2237	53	4	69	40	198	0	33	10	22	0	4868
APPROACH %'s :	1.59%	93.30%	5.11%	0.00%	2.88%	94.71%	2.24%	0.17%	22.48%	13.03%	64.50%	0.00%	50.77%	15.38%	33.85%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	21	1046	39	0	19	1205	33	2	41	14	122	0	14	4	8	0	2568
PEAK HR FACTOR :	0.656	0.883	0.424	0.000	0.594	0.863	0.750	0.500	0.513	0.583	0.763	0.000	0.438	0.333	0.400	0.000	0.886
		0.901				0.872				0.681				0.464			

Prepared by National Data & Surveying Services

Perris Blvd & Nandina Ave

Peak Hour Turning Movement Count

ID: 17-06170-010
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Perris Blvd — SOUTHBOUND

AM	24	883	3	9	1607	AM
NOON	0	0	0	0	0	NOON
PM	33	1205	19	2	1097	PM
	1	2	1	0		

Nandina Ave — EASTBOUND

AM	NOON	PM	
82	0	58	
0	0	0	0
19	0	41	1
1	0	14	2
37	0	122	0

CONTROL

Signalized

TEV	2637	0	2568
	AM	NOON	PM
PHF	0.91		0.89

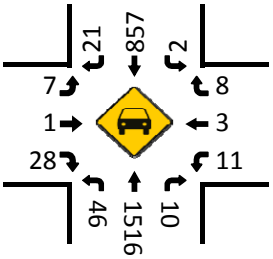
WESTBOUND — Nandina Ave

PM	NOON	AM	
8	0	11	1
4	0	7	1
14	0	13	1
0	0	0	0
72	0	15	

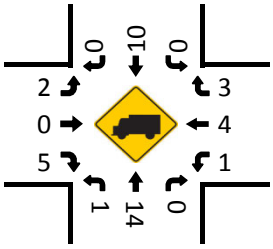
Perris Blvd — NORTHBOUND

PM	1341	0	21	1046	39	PM
NOON	0	0	0	0	0	NOON
AM	933	0	51	1568	11	AM
		0	1	3	0	

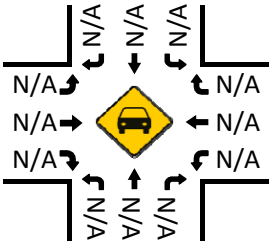
Cars (AM)



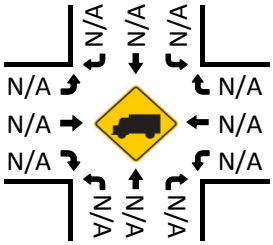
4axle (AM)



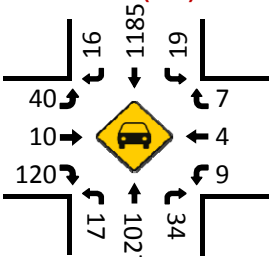
Cars (NOON)



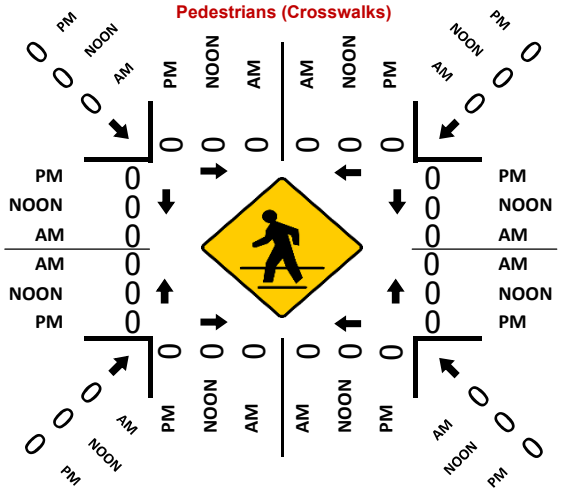
4axle (NOON)



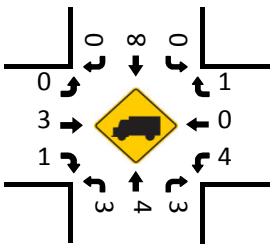
Cars (PM)



Pedestrians (Crosswalks)



4axle (PM)



Location: Moreno Valley
N/S: Perris Boulevard
E/W: Nandina Avenue

Date: 7/25/2018
Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg Nandina Avenue	South Leg Perris Boulevard	West Leg Nandina Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Perris Boulevard	East Leg Nandina Avenue	South Leg Perris Boulevard	West Leg Nandina Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	1	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	1	2

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Perris Boulevard
E/W: Nandina Avenue

Date: 7/25/2018
Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Nandina Avenue			Northbound Perris Boulevard			Eastbound Nandina Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	0	0	0	1	2

	Southbound Perris Boulevard			Westbound Nandina Avenue			Northbound Perris Boulevard			Eastbound Nandina Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Perris Blvd & Harley Knox Blvd
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-012
Date: 11/9/2017

Total

NS/EW Streets:	Perris Blvd				Perris Blvd				Harley Knox Blvd				Harley Knox Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	1	2	1	0	2	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	51	313	1	1	5	130	85	0	42	2	8	0	0	48	34	0	720
7:15 AM	64	363	2	0	12	171	48	0	51	6	14	0	0	34	57	0	822
7:30 AM	55	345	2	3	3	143	48	1	67	7	16	0	0	43	46	0	779
7:45 AM	50	300	0	0	8	170	58	1	61	11	8	0	1	37	21	0	726
8:00 AM	36	214	0	0	2	123	43	0	57	7	15	0	2	22	9	0	530
8:15 AM	33	159	0	0	4	97	29	1	34	7	11	0	1	21	6	0	403
8:30 AM	15	176	1	0	2	104	33	1	37	10	7	0	0	10	4	0	400
8:45 AM	19	146	1	0	1	101	29	2	36	7	11	0	1	10	9	0	373
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	323	2016	7	4	37	1039	373	6	385	57	90	0	5	225	186	0	4753
APPROACH %'s :	13.74%	85.79%	0.30%	0.17%	2.54%	71.41%	25.64%	0.41%	72.37%	10.71%	16.92%	0.00%	1.20%	54.09%	44.71%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	220	1321	5	4	28	614	239	2	221	26	46	0	1	162	158	0	3047
PEAK HR FACTOR :	0.859	0.910	0.625	0.333	0.583	0.898	0.703	0.500	0.825	0.591	0.719	0.000	0.250	0.844	0.693	0.000	0.927
		0.903				0.931				0.814				0.882			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	1	0	2	3	1	0	1	2	1	0	2	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	156	1	0	8	179	56	0	85	35	28	0	0	10	10	0	576
4:15 PM	5	181	0	0	28	213	61	0	81	33	21	0	1	11	19	0	654
4:30 PM	15	185	1	0	52	280	92	0	85	42	42	0	1	13	23	0	831
4:45 PM	15	179	1	0	31	313	74	1	78	30	41	0	0	17	15	0	795
5:00 PM	13	158	0	0	28	244	57	0	74	31	46	0	1	8	5	1	666
5:15 PM	10	192	0	0	15	266	52	1	79	31	21	0	0	18	21	0	706
5:30 PM	8	198	1	0	14	253	66	0	68	30	25	0	1	18	24	0	706
5:45 PM	10	165	1	0	17	229	57	0	76	26	24	0	0	6	20	1	632
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	84	1414	5	0	193	1977	515	2	626	258	248	0	4	101	137	2	5566
APPROACH %'s :	5.59%	94.08%	0.33%	0.00%	7.18%	73.58%	19.17%	0.07%	55.30%	22.79%	21.91%	0.00%	1.64%	41.39%	56.15%	0.82%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	53	714	2	0	126	1103	275	2	316	134	150	0	2	56	64	1	2998
PEAK HR FACTOR :	0.883	0.930	0.500	0.000	0.606	0.881	0.747	0.500	0.929	0.798	0.815	0.000	0.500	0.778	0.696	0.250	0.902
		0.952				0.888				0.888				0.788			

Prepared by National Data & Surveying Services

Perris Blvd & Harley Knox Blvd

Peak Hour Turning Movement Count

ID: 17-06170-012
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

	PEAK HOURS	COUNT PERIODS
AM	07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	04:00 PM - 06:00 PM

Perris Blvd — SOUTHBOUND

	Right	Thru	Left	U-Turn	Departing
AM	239	614	28	2	1702
NOON	0	0	0	0	0
PM	275	1103	126	2	1096
Lanes	1	3	2	0	

Harley Knox Blvd — EASTBOUND

	AM	NOON	PM	Lanes
Departing	621	0	384	
U-Turn	0	0	0	0
Left	221	0	316	1
Thru	26	0	134	2
Right	46	0	150	1

Harley Knox Blvd — WESTBOUND

	Lanes	PM	NOON	AM
Right	1	64	0	158
Thru	3	56	0	162
Left	2	2	0	1
U-Turn	0	1	0	0
Departing		263	0	59

Perris Blvd — NORTHBOUND

	Departing	U-Turn	Left	Thru	Right
Lanes		0	2	3	1
PM	1255	0	53	714	2
NOON	0	0	0	0	0
AM	665	4	220	1321	5

CONTROL

Signalized

	AM	NOON	PM
TEV	3047	0	2998
PHF	0.93		0.90

Cars (AM)

Approach	Left	Thru	Right
Southbound	23	582	230
Eastbound	212	22	30
Westbound	1	155	150
Northbound	202	1267	3

4axle (AM)

Approach	Left	Thru	Right
Southbound	3	17	4
Eastbound	6	3	12
Westbound	0	1	1
Northbound	12	13	0

Cars (NOON)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

4axle (NOON)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Cars (PM)

Approach	Left	Thru	Right
Southbound	125	1081	255
Eastbound	305	128	145
Westbound	2	47	62
Northbound	47	697	1

4axle (PM)

Approach	Left	Thru	Right
Southbound	1	9	14
Eastbound	5	3	2
Westbound	0	7	1
Northbound	1	8	1

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg (eastbound / westbound)	0 / 0	0 / 0	0 / 0
South leg (eastbound / westbound)	0 / 0	0 / 0	0 / 0
West leg (northbound / southbound)	0 / 0	0 / 0	0 / 0
East leg (northbound / southbound)	0 / 0	0 / 0	0 / 0
Diagonals (NW, NE, SW, SE)	0, 0, 0, 0	0, 0, 0, 0	0, 0, 0, 0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kitching St & Alessandro Blvd
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-013
Date: 11/9/2017

Total

NS/EW Streets:	Kitching St				Kitching St				Alessandro Blvd				Alessandro Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	1	0	0	1	2	0	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	36	32	2	0	1	17	29	0	6	54	19	4	2	145	6	0	353
7:15 AM	37	43	1	0	8	21	19	0	10	85	21	2	0	178	9	0	434
7:30 AM	37	47	1	0	11	34	44	0	27	114	24	4	6	191	17	0	557
7:45 AM	53	69	4	0	22	45	55	0	58	115	26	3	5	187	35	1	678
8:00 AM	28	27	5	0	14	31	43	0	16	85	20	4	2	166	21	0	462
8:15 AM	32	41	3	0	8	22	15	0	9	57	16	3	6	111	9	0	332
8:30 AM	32	33	5	0	6	15	22	0	13	94	18	3	4	104	2	0	351
8:45 AM	35	44	1	0	2	21	21	0	12	71	20	5	3	114	8	0	357
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	290	336	22	0	72	206	248	0	151	675	164	28	28	1196	107	1	3524
APPROACH %'s :	44.75%	51.85%	3.40%	0.00%	13.69%	39.16%	47.15%	0.00%	14.83%	66.31%	16.11%	2.75%	2.10%	89.79%	8.03%	0.08%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	155	186	11	0	55	131	161	0	111	399	91	13	13	722	82	1	2131
PEAK HR FACTOR :	0.731	0.674	0.550	0.000	0.625	0.728	0.732	0.000	0.478	0.867	0.875	0.813	0.542	0.945	0.586	0.250	0.786
	0.698				0.711				0.760				0.897				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	1	0	0	1	2	0	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	43	63	1	0	8	60	34	0	20	155	34	9	8	142	6	0	583
4:15 PM	32	61	8	0	10	45	28	0	19	152	50	9	5	131	22	0	572
4:30 PM	36	53	4	0	14	66	25	0	18	162	51	9	5	129	18	0	590
4:45 PM	32	57	6	0	7	49	26	0	23	179	39	8	4	142	17	0	589
5:00 PM	41	63	2	0	16	68	26	0	26	150	56	21	7	112	12	0	600
5:15 PM	32	53	5	0	5	30	20	0	18	171	49	8	3	97	6	0	497
5:30 PM	44	59	2	0	8	50	20	0	18	163	40	8	3	105	6	0	526
5:45 PM	27	44	1	0	8	53	21	0	24	161	37	11	4	116	1	0	508
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	287	453	29	0	76	421	200	0	166	1293	356	83	39	974	88	0	4465
APPROACH %'s :	37.32%	58.91%	3.77%	0.00%	10.90%	60.40%	28.69%	0.00%	8.75%	68.12%	18.76%	4.37%	3.54%	88.47%	7.99%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	141	234	20	0	47	228	105	0	86	643	196	47	21	514	69	0	2351
PEAK HR FACTOR :	0.860	0.929	0.625	0.000	0.734	0.838	0.938	0.000	0.827	0.898	0.875	0.560	0.750	0.905	0.784	0.000	0.980
	0.932				0.864				0.960				0.926				

Prepared by National Data & Surveying Services

Kitching St & Alessandro Blvd

Peak Hour Turning Movement Count

ID: 17-06170-013
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:15 PM - 05:15 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Kitching St — SOUTHBOUND

AM	161	131	55	0	379	AM
NOON	0	0	0	0	0	NOON
PM	105	228	47	0	389	PM

Alessandro Blvd — EASTBOUND

AM	NOON	PM		
1051	0	807	⇦	
13	0	47	↶	0
111	0	86	↱	1
399	0	643	→	2
91	0	196	↴	1
AM	NOON	PM		

CONTROL

Signalized

TEV	2131 AM	0 NOON	2351 PM
PHF	0.79		0.98

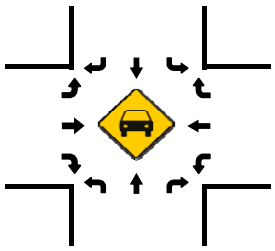
WESTBOUND — Alessandro Blvd

PM	NOON	AM		
69	0	82	↰	1
514	0	722	←	2
21	0	13	↰	1
0	0	1	↶	0
710	0	466	⇨	
PM	NOON	AM		

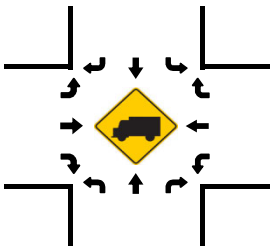
Kitching St — NORTHBOUND

PM	445	0	141	234	20	PM
NOON	0	0	0	0	0	NOON
AM	235	0	155	186	11	AM

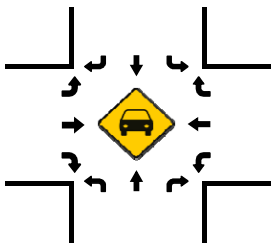
Cars (AM)



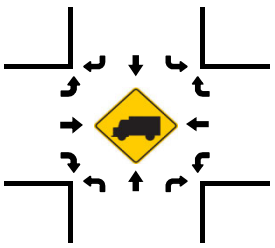
4axle (AM)



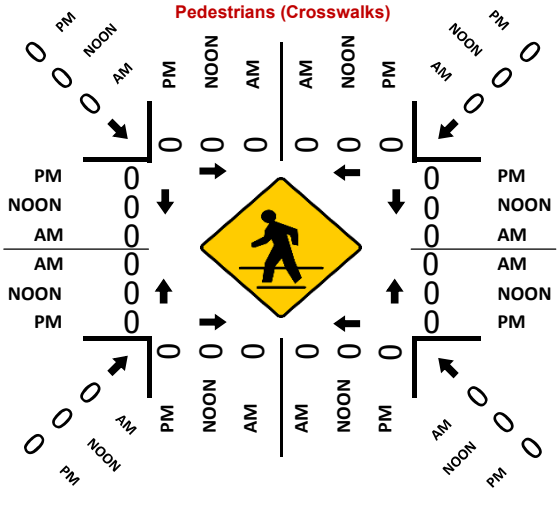
Cars (NOON)



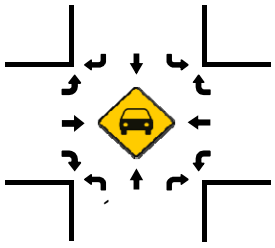
4axle (NOON)



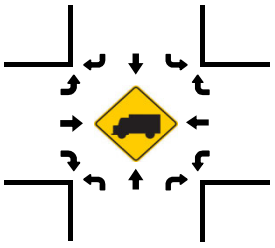
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard

Date: 1/30/2018
Day: Tuesday

PEDESTRIANS

	North Leg Kitching Street	East Leg Alessandro Boulevard	South Leg Kitching Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	2	6	2	11
7:30 AM	2	0	5	3	10
7:45 AM	0	10	5	0	15
8:00 AM	1	6	3	0	10
8:15 AM	1	0	0	0	1
8:30 AM	1	0	0	0	1
8:45 AM	2	2	0	0	4
TOTAL VOLUMES:	8	20	19	5	52

	North Leg Kitching Street	East Leg Alessandro Boulevard	South Leg Kitching Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	3	3
4:15 PM	3	1	0	0	4
4:30 PM	5	0	0	0	5
4:45 PM	5	0	1	0	6
5:00 PM	0	0	0	0	0
5:15 PM	2	0	0	0	2
5:30 PM	4	2	0	0	6
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	19	3	1	3	26

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Location: Moreno Valley
N/S: Kitching Street
E/W: Alessandro Boulevard

Date: 1/30/2018
Day: Tuesday

BICYCLES

	Southbound Kitching Street			Westbound Alessandro Boulevard			Northbound Kitching Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	3	0	0	2	0	6

	Southbound Kitching Street			Westbound Alessandro Boulevard			Northbound Kitching Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	2	0	4	0	0	0	0	0	2	0	8

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City of Moreno Valley
N/S: Kitching Street
E/W: Cactus Avenue
Weather: Clear

File Name : 27_MRV_Kitching_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Total Volume

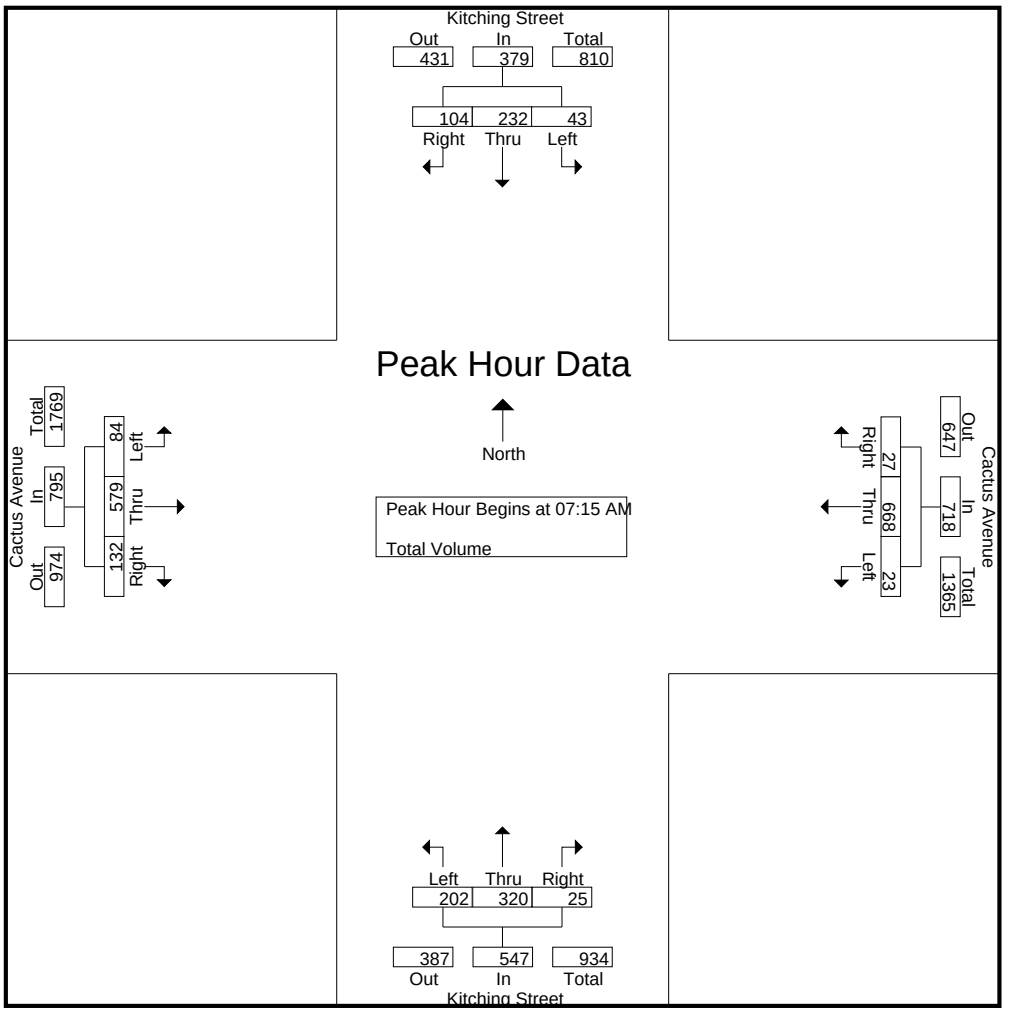
	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	20	8	31	2	126	9	137	50	48	2	100	4	93	16	113	381
07:15 AM	3	30	14	47	2	148	4	154	45	64	5	114	13	90	19	122	437
07:30 AM	8	56	24	88	8	174	8	190	43	67	4	114	21	157	35	213	605
07:45 AM	15	86	33	134	7	187	9	203	58	114	10	182	35	187	50	272	791
Total	29	192	79	300	19	635	30	684	196	293	21	510	73	527	120	720	2214
08:00 AM	17	60	33	110	6	159	6	171	56	75	6	137	15	145	28	188	606
08:15 AM	3	27	13	43	6	127	9	142	19	50	5	74	10	124	9	143	402
08:30 AM	1	23	9	33	3	85	5	93	14	28	3	45	3	89	9	101	272
08:45 AM	3	23	5	31	5	78	3	86	21	46	5	72	2	78	13	93	282
Total	24	133	60	217	20	449	23	492	110	199	19	328	30	436	59	525	1562
Grand Total	53	325	139	517	39	1084	53	1176	306	492	40	838	103	963	179	1245	3776
Apprch %	10.3	62.9	26.9		3.3	92.2	4.5		36.5	58.7	4.8		8.3	77.3	14.4		
Total %	1.4	8.6	3.7	13.7	1	28.7	1.4	31.1	8.1	13	1.1	22.2	2.7	25.5	4.7	33	

	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	30	14	47	2	148	4	154	45	64	5	114	13	90	19	122	437
07:30 AM	8	56	24	88	**8**	174	8	190	43	67	4	114	21	157	35	213	605
07:45 AM	15	**86**	**33**	**134**	7	**187**	**9**	**203**	**58**	**114**	**10**	**182**	**35**	**187**	**50**	**272**	**791**
08:00 AM	**17**	60	33	110	6	159	6	171	56	75	6	137	15	145	28	188	606
Total Volume	43	232	104	379	23	668	27	718	202	320	25	547	84	579	132	795	2439
% App. Total	11.3	61.2	27.4		3.2	93	3.8		36.9	58.5	4.6		10.6	72.8	16.6		
PHF	.632	.674	.788	.707	.719	.893	.750	.884	.871	.702	.625	.751	.600	.774	.660	.731	.771

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City of Moreno Valley
N/S: Kitching Street
E/W: Cactus Avenue
Weather: Clear

File Name : 27_MRV_Kitching_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	3	30	14	47	2	148	4	154	45	64	5	114	21	157	35	213
+15 mins.	8	56	24	88	**8**	174	8	190	43	67	4	114	**35**	**187**	**50**	**272**
+30 mins.	15	**86**	**33**	**134**	7	**187**	**9**	**203**	**58**	**114**	**10**	**182**	15	145	28	188
+45 mins.	**17**	60	33	110	6	159	6	171	56	75	6	137	10	124	9	143
Total Volume	43	232	104	379	23	668	27	718	202	320	25	547	81	613	122	816
% App. Total	11.3	61.2	27.4		3.2	93	3.8		36.9	58.5	4.6		9.9	75.1	15	
PHF	.632	.674	.788	.707	.719	.893	.750	.884	.871	.702	.625	.751	.579	.820	.610	.750

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City of Moreno Valley
N/S: Kitching Street
E/W: Cactus Avenue
Weather: Clear

File Name : 27_MRV_Kitching_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Total Volume

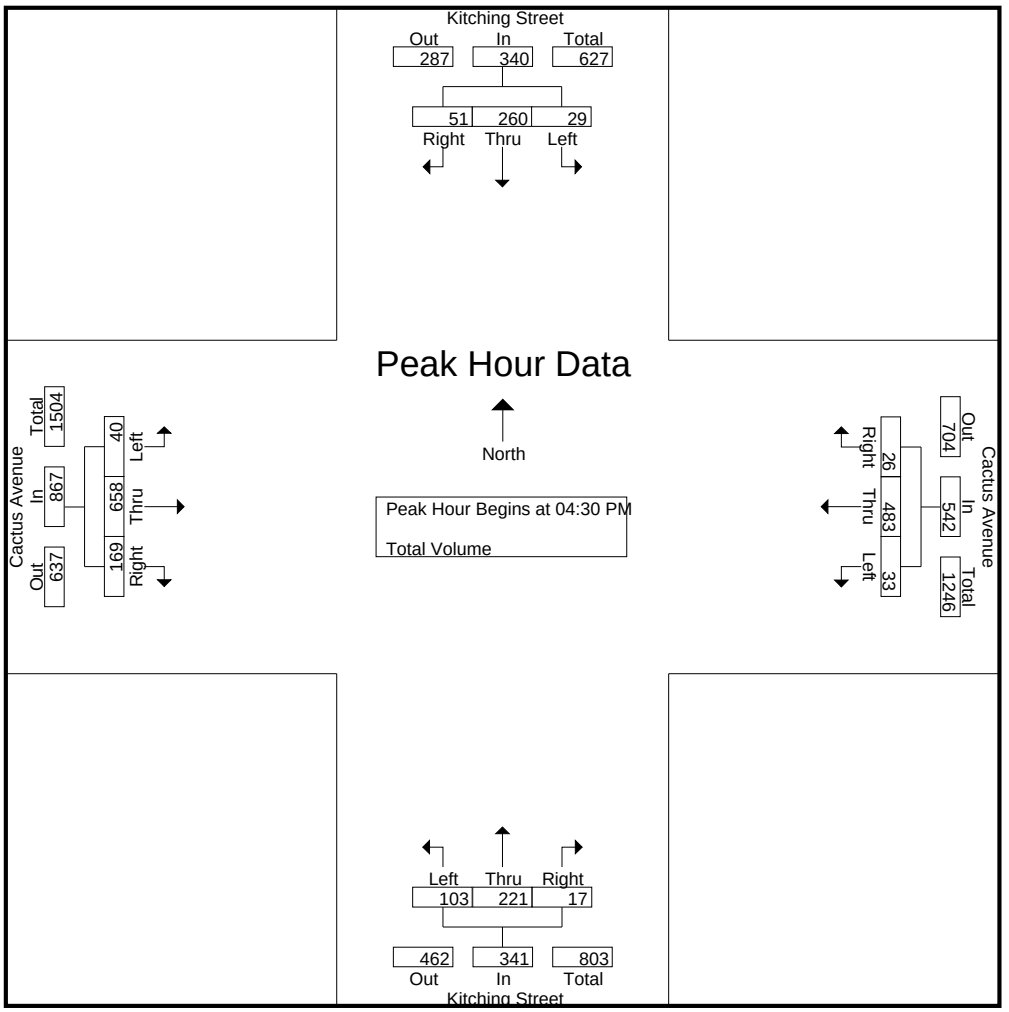
	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	38	10	59	3	112	6	121	21	53	5	79	5	143	30	178	437
04:15 PM	6	53	4	63	6	107	5	118	18	37	4	59	6	127	41	174	414
04:30 PM	7	75	9	91	9	139	4	152	25	56	3	84	10	147	36	193	520
04:45 PM	7	63	18	88	10	112	9	131	32	50	7	89	7	177	43	227	535
Total	31	229	41	301	28	470	24	522	96	196	19	311	28	594	150	772	1906
05:00 PM	11	63	13	87	7	117	7	131	18	63	4	85	11	161	40	212	515
05:15 PM	4	59	11	74	7	115	6	128	28	52	3	83	12	173	50	235	520
05:30 PM	9	69	14	92	6	118	6	130	23	46	4	73	17	174	31	222	517
05:45 PM	12	42	19	73	2	96	4	102	14	51	4	69	13	168	43	224	468
Total	36	233	57	326	22	446	23	491	83	212	15	310	53	676	164	893	2020
Grand Total	67	462	98	627	50	916	47	1013	179	408	34	621	81	1270	314	1665	3926
Apprch %	10.7	73.7	15.6		4.9	90.4	4.6		28.8	65.7	5.5		4.9	76.3	18.9		
Total %	1.7	11.8	2.5	16	1.3	23.3	1.2	25.8	4.6	10.4	0.9	15.8	2.1	32.3	8	42.4	

	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	**75**	9	**91**	9	**139**	4	**152**	25	56	3	84	10	147	36	193	520
04:45 PM	7	63	**18**	88	**10**	112	**9**	131	**32**	50	**7**	**89**	7	**177**	43	227	**535**
05:00 PM	**11**	63	13	87	7	117	7	131	18	**63**	4	85	11	161	40	212	515
05:15 PM	4	59	11	74	7	115	6	128	28	52	3	83	**12**	173	**50**	**235**	520
Total Volume	29	260	51	340	33	483	26	542	103	221	17	341	40	658	169	867	2090
% App. Total	8.5	76.5	15		6.1	89.1	4.8		30.2	64.8	5		4.6	75.9	19.5		
PHF	.659	.867	.708	.934	.825	.869	.722	.891	.805	.877	.607	.958	.833	.929	.845	.922	.977

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City of Moreno Valley
N/S: Kitching Street
E/W: Cactus Avenue
Weather: Clear

File Name : 27_MRV_Kitching_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				04:45 PM			
+0 mins.	7	63	**18**	88	9	**139**	4	**152**	25	56	3	84	7	**177**	43	227
+15 mins.	**11**	63	13	87	**10**	112	**9**	131	**32**	50	**7**	**89**	11	161	40	212
+30 mins.	4	59	11	74	7	117	7	131	18	**63**	4	85	12	173	**50**	**235**
+45 mins.	9	**69**	14	**92**	7	115	6	128	28	52	3	83	**17**	174	31	222
Total Volume	31	254	56	341	33	483	26	542	103	221	17	341	47	685	164	896
% App. Total	9.1	74.5	16.4		6.1	89.1	4.8		30.2	64.8	5		5.2	76.5	18.3	
PHF	.705	.920	.778	.927	.825	.869	.722	.891	.805	.877	.607	.958	.691	.968	.820	.953

Location: Moreno Valley
N/S: Kitching Street
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Kitching Street	East Leg Cactus Avenue	South Leg Kitching Street	West Leg Cactus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	2	3	1	1	7
7:30 AM	0	0	1	0	1
7:45 AM	0	4	1	1	6
8:00 AM	2	2	0	0	4
8:15 AM	1	1	0	0	2
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	5	11	4	2	22

	North Leg Kitching Street	East Leg Cactus Avenue	South Leg Kitching Street	West Leg Cactus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	0	2
4:15 PM	1	0	0	0	1
4:30 PM	2	0	1	0	3
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	3	0	0	0	3
TOTAL VOLUMES:	8	0	2	1	11

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951-268-6268

Location: Moreno Valley
N/S: Kitching Street
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Kitching Street			Westbound Cactus Avenue			Northbound Kitching Street			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	2	0	0	3	1	6

	Southbound Kitching Street			Westbound Cactus Avenue			Northbound Kitching Street			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	1	0	1	1	0	6

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PO Box 1178
Corona, CA 92878
951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kitching St & Iris Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-015
Date: 11/9/2017

Total

NS/EW Streets:	Kitching St				Kitching St				Iris Ave				Iris Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	24	36	30	0	3	67	21	0	2	143	19	0	45	168	10	0	568
7:15 AM	30	66	22	0	5	38	23	0	14	137	22	0	55	179	20	0	611
7:30 AM	40	48	39	0	12	37	26	0	19	163	26	0	29	184	18	0	641
7:45 AM	47	31	34	0	18	43	56	0	41	183	26	0	43	169	21	0	712
8:00 AM	33	38	27	0	10	27	26	0	20	148	14	0	22	131	14	0	510
8:15 AM	13	34	25	0	7	19	17	0	15	110	10	0	12	111	19	0	392
8:30 AM	14	18	18	0	4	20	12	0	7	113	9	0	13	109	14	0	351
8:45 AM	15	21	14	0	3	14	12	0	8	105	7	0	8	143	11	0	361
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	216	292	209	0	62	265	193	0	126	1102	133	0	227	1194	127	0	4146
APPROACH %'s :	30.13%	40.73%	29.15%	0.00%	11.92%	50.96%	37.12%	0.00%	9.26%	80.97%	9.77%	0.00%	14.66%	77.13%	8.20%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	141	181	125	0	38	185	126	0	76	626	93	0	172	700	69	0	2532
PEAK HR FACTOR :	0.750	0.686	0.801	0.000	0.528	0.690	0.563	0.000	0.463	0.855	0.894	0.000	0.782	0.951	0.821	0.000	0.889
	0.880				0.746				0.795				0.926				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	18	28	31	0	11	29	12	0	36	158	28	0	33	183	29	0	596
4:15 PM	18	30	28	0	12	32	20	0	40	199	30	0	31	176	25	0	641
4:30 PM	9	21	23	0	13	44	21	0	41	176	22	0	42	185	16	0	613
4:45 PM	19	34	24	0	11	43	32	0	39	213	20	0	34	164	36	0	669
5:00 PM	14	37	23	0	11	36	19	0	48	180	37	0	27	189	26	0	647
5:15 PM	24	27	22	0	13	28	21	0	33	172	28	0	37	163	21	0	589
5:30 PM	11	28	29	0	9	44	20	0	32	186	25	0	27	146	22	0	579
5:45 PM	15	20	24	0	10	37	20	0	16	163	29	0	32	142	30	0	538
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	128	225	204	0	90	293	165	0	285	1447	219	0	263	1348	205	0	4872
APPROACH %'s :	22.98%	40.39%	36.62%	0.00%	16.42%	53.47%	30.11%	0.00%	14.61%	74.17%	11.23%	0.00%	14.48%	74.23%	11.29%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	60	122	98	0	47	155	92	0	168	768	109	0	134	714	103	0	2570
PEAK HR FACTOR :	0.789	0.824	0.875	0.000	0.904	0.881	0.719	0.000	0.875	0.901	0.736	0.000	0.798	0.944	0.715	0.000	0.960
	0.909				0.855				0.960				0.978				

Prepared by National Data & Surveying Services

Kitching St & Iris Ave

Peak Hour Turning Movement Count

ID: 17-06170-015
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS	
AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Kitching St — SOUTHBOUND

AM	126	185	38	0	326	AM
NOON	0	0	0	0	0	NOON
PM	92	155	47	0	393	PM
	0	2	1	0		

Iris Ave — EASTBOUND

AM	NOON	PM	
967	0	866	
0	0	0	0
76	0	168	1
626	0	768	2
93	0	109	0
AM	NOON	PM	

CONTROL

Signalized

TEV	2532 AM	0 NOON	2570 PM
PHF	0.89		0.96

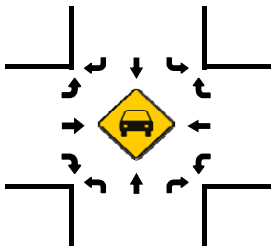
Iris Ave — WESTBOUND

PM	NOON	AM	
103	0	69	1
714	0	700	2
134	0	172	1
0	0	0	0
913	0	789	
PM	NOON	AM	

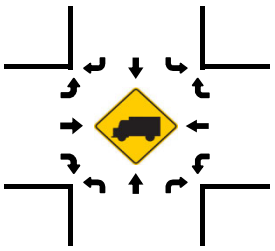
	0	1	2	0		
PM	398	0	60	122	98	PM
NOON	0	0	0	0	0	NOON
AM	450	0	141	181	125	AM

Kitching St — NORTHBOUND

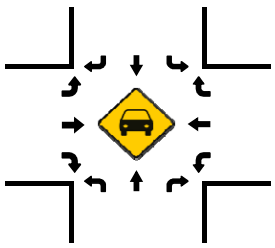
Cars (AM)



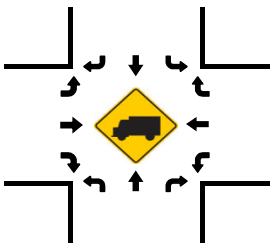
4axle (AM)



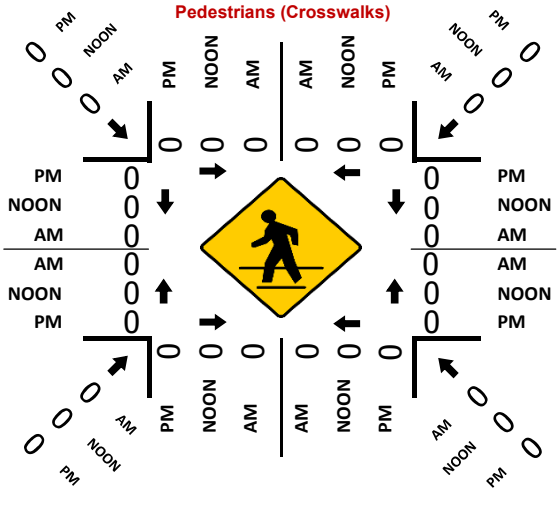
Cars (NOON)



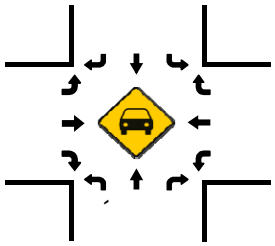
4axle (NOON)



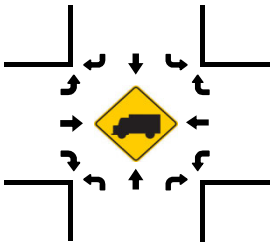
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Kitching Street
E/W: Iris Avenue

Date: 1/30/2018
Day: Tuesday

PEDESTRIANS

	North Leg Kitching Street Pedestrians	East Leg Iris Avenue Pedestrians	South Leg Kitching Street Pedestrians	West Leg Iris Avenue Pedestrians	
7:00 AM	0	1	2	1	4
7:15 AM	1	0	0	1	2
7:30 AM	0	0	2	1	3
7:45 AM	0	0	1	0	1
8:00 AM	0	1	1	0	2
8:15 AM	1	3	0	0	4
8:30 AM	0	1	0	1	2
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	2	6	7	4	19

	North Leg Kitching Street Pedestrians	East Leg Iris Avenue Pedestrians	South Leg Kitching Street Pedestrians	West Leg Iris Avenue Pedestrians	
4:00 PM	3	2	0	0	5
4:15 PM	0	1	2	1	4
4:30 PM	0	1	0	0	1
4:45 PM	3	0	0	2	5
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	4	0	5
5:45 PM	0	1	2	0	3
TOTAL VOLUMES:	7	5	8	3	23

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Kitching Street
E/W: Iris Avenue

Date: 1/30/2018
Day: Tuesday

BICYCLES

	Southbound Kitching Street			Westbound Iris Avenue			Northbound Kitching Street			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	2
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	9	0	10
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	4	11	0	16

	Southbound Kitching Street			Westbound Iris Avenue			Northbound Kitching Street			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	2	0	0	1	0	0	0	0	3
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	1	1	0	5	0	0	2	0	0	3	0	12

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lasselle St & Alessandro Blvd
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-016
Date: 11/9/2017

Total

NS/EW Streets:	Lasselle St				Lasselle St				Alessandro Blvd				Alessandro Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	62	68	22	0	4	62	12	0	3	28	23	0	17	84	1	0	386
7:15 AM	55	61	20	0	4	69	26	0	1	28	37	0	12	116	1	0	430
7:30 AM	75	89	38	0	4	76	20	0	5	49	50	0	25	126	4	0	561
7:45 AM	76	87	35	0	8	71	19	0	4	62	67	0	36	142	3	0	610
8:00 AM	56	77	26	0	1	42	12	0	7	52	36	0	20	88	1	0	418
8:15 AM	44	64	15	0	4	33	11	0	5	33	23	0	10	62	4	0	308
8:30 AM	36	67	14	0	5	28	9	0	2	63	25	0	12	67	0	0	328
8:45 AM	42	64	19	0	0	27	9	0	4	42	30	0	8	61	2	0	308
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	446	577	189	0	30	408	118	0	31	357	291	0	140	746	16	0	3349
APPROACH %'s :	36.80%	47.61%	15.59%	0.00%	5.40%	73.38%	21.22%	0.00%	4.57%	52.58%	42.86%	0.00%	15.52%	82.71%	1.77%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	262	314	119	0	17	258	77	0	17	191	190	0	93	472	9	0	2019
PEAK HR FACTOR :	0.862	0.882	0.783	0.000	0.531	0.849	0.740	0.000	0.607	0.770	0.709	0.000	0.646	0.831	0.563	0.000	0.827
	0.860				0.880				0.748				0.793				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	52	88	30	0	4	68	10	0	11	96	52	0	19	82	4	0	516
4:15 PM	38	89	25	0	2	73	13	0	19	86	56	0	20	78	3	0	502
4:30 PM	29	97	31	0	3	73	3	0	16	118	57	0	19	72	8	0	526
4:45 PM	43	97	30	0	4	84	12	0	16	107	47	0	22	73	5	0	540
5:00 PM	46	116	30	0	0	77	3	0	8	108	60	0	18	66	2	0	534
5:15 PM	39	108	35	0	5	99	4	0	16	88	52	0	21	53	5	0	525
5:30 PM	33	81	25	0	3	87	10	0	12	105	55	0	25	76	5	0	517
5:45 PM	50	90	26	0	0	94	7	0	12	82	51	0	17	59	1	0	489
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	330	766	232	0	21	655	62	0	110	790	430	0	161	559	33	0	4149
APPROACH %'s :	24.85%	57.68%	17.47%	0.00%	2.85%	88.75%	8.40%	0.00%	8.27%	59.40%	32.33%	0.00%	21.38%	74.24%	4.38%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	157	418	126	0	12	333	22	0	56	421	216	0	80	264	20	0	2125
PEAK HR FACTOR :	0.853	0.901	0.900	0.000	0.600	0.841	0.458	0.000	0.875	0.892	0.900	0.000	0.909	0.904	0.625	0.000	0.984
	0.913				0.850				0.907				0.910				

Prepared by National Data & Surveying Services

Lasselle St & Alessandro Blvd

Peak Hour Turning Movement Count

ID: 17-06170-016
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	04:00 PM - 06:00 PM

Lasselle St — SOUTHBOUND

	L	T	R	U	Total	
AM	77	258	17	0	340	AM
NOON	0	0	0	0	0	NOON
PM	22	333	12	0	494	PM

Alessandro Blvd — EASTBOUND

AM	NOON	PM	
811	0	443	
0	0	0	0
17	0	56	1
191	0	421	1
190	0	216	1

Alessandro Blvd — WESTBOUND

PM	NOON	AM	
20	0	9	1
264	0	472	1
80	0	93	1
0	0	0	0
559	0	327	

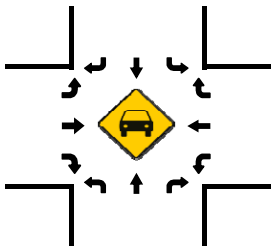
Lasselle St — NORTHBOUND

		L	T	R	U	Total
PM	629	0	157	418	126	PM
NOON	0	0	0	0	0	NOON
AM	541	0	262	314	119	AM

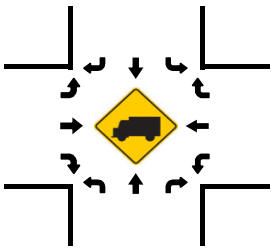
CONTROL: Signalized

		AM	NOON	PM
TEV	2019	0	2125	
PHF		0.83		0.98

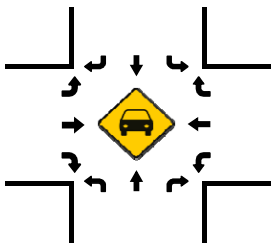
Cars (AM)



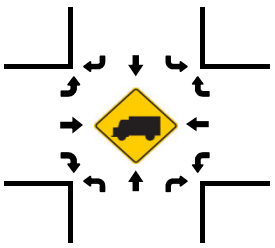
4axle (AM)



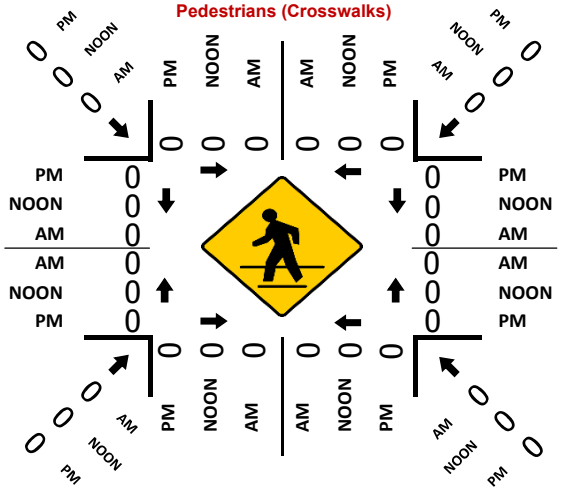
Cars (NOON)



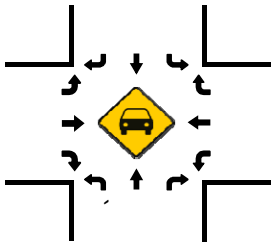
4axle (NOON)



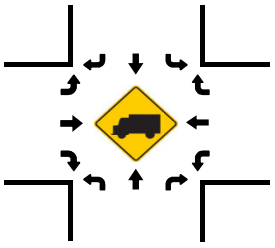
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard

Date: 1/30/2018
Day: Tuesday

PEDESTRIANS

	North Leg Lasselle Street	East Leg Alessandro Boulevard	South Leg Lasselle Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	1	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	2	0	0	0	2
TOTAL VOLUMES:	4	0	0	2	6

	North Leg Lasselle Street	East Leg Alessandro Boulevard	South Leg Lasselle Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	0	2
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	1	0	0	1	2
5:15 PM	1	0	2	0	3
5:30 PM	0	0	0	0	0
5:45 PM	3	0	0	3	6
TOTAL VOLUMES:	9	0	2	4	15

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Lasselle Street
E/W: Alessandro Boulevard

Date: 1/30/2018
Day: Tuesday

BICYCLES

	Southbound Lasselle Street			Westbound Alessandro Boulevard			Northbound Lasselle Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES:	0	2	0	1	0	0	0	1	0	0	0	2	6

	Southbound Lasselle Street			Westbound Alessandro Boulevard			Northbound Lasselle Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	2	0	0	0	0	2

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City of Moreno Valley
N/S: Lasselle Street
E/W: Cactus Avenue
Weather: Clear

File Name : 30_MRV_Lasselle_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Total Volume

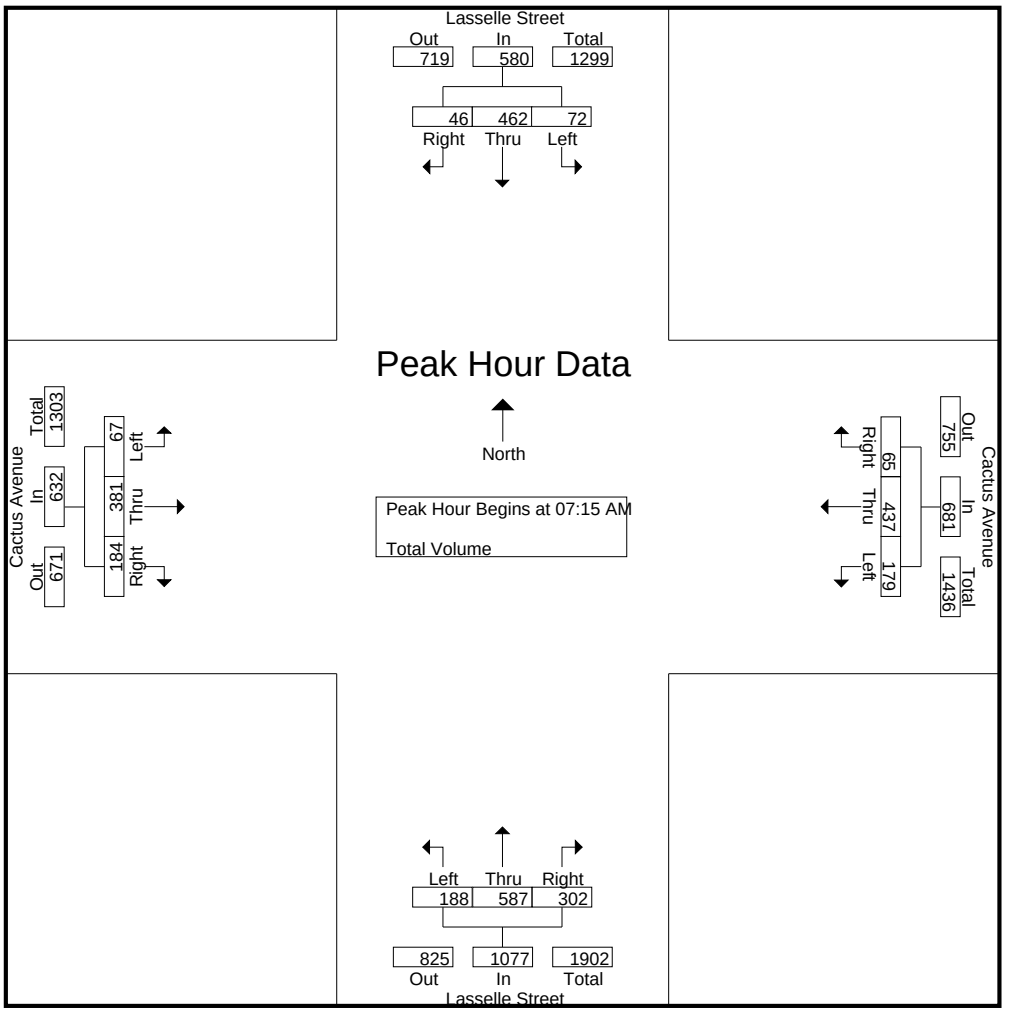
	Lasselle Street Southbound				Cactus Avenue Westbound				Lasselle Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	70	12	89	19	80	5	104	30	107	30	167	5	60	22	87	447
07:15 AM	11	72	11	94	32	92	13	137	46	154	49	249	12	66	22	100	580
07:30 AM	16	113	13	142	70	122	23	215	44	107	57	208	21	82	54	157	722
07:45 AM	23	185	14	222	45	116	20	181	46	172	96	314	17	121	73	211	928
Total	57	440	50	547	166	410	61	637	166	540	232	938	55	329	171	555	2677
08:00 AM	22	92	8	122	32	107	9	148	52	154	100	306	17	112	35	164	740
08:15 AM	14	59	8	81	30	81	14	125	23	93	33	149	8	103	20	131	486
08:30 AM	24	57	10	91	18	67	15	100	18	96	41	155	3	87	13	103	449
08:45 AM	15	60	4	79	26	72	24	122	7	92	38	137	7	67	11	85	423
Total	75	268	30	373	106	327	62	495	100	435	212	747	35	369	79	483	2098
Grand Total	132	708	80	920	272	737	123	1132	266	975	444	1685	90	698	250	1038	4775
Apprch %	14.3	77	8.7		24	65.1	10.9		15.8	57.9	26.4		8.7	67.2	24.1		
Total %	2.8	14.8	1.7	19.3	5.7	15.4	2.6	23.7	5.6	20.4	9.3	35.3	1.9	14.6	5.2	21.7	

	Lasselle Street Southbound				Cactus Avenue Westbound				Lasselle Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	72	11	94	32	92	13	137	46	154	49	249	12	66	22	100	580
07:30 AM	16	113	13	142	**70**	**122**	**23**	**215**	44	107	57	208	**21**	82	54	157	722
07:45 AM	**23**	**185**	**14**	**222**	45	116	20	181	46	**172**	96	**314**	17	**121**	**73**	**211**	**928**
08:00 AM	22	92	8	122	32	107	9	148	**52**	154	**100**	306	17	112	35	164	740
Total Volume	72	462	46	580	179	437	65	681	188	587	302	1077	67	381	184	632	2970
% App. Total	12.4	79.7	7.9		26.3	64.2	9.5		17.5	54.5	28		10.6	60.3	29.1		
PHF	.783	.624	.821	.653	.639	.895	.707	.792	.904	.853	.755	.857	.798	.787	.630	.749	.800

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City of Moreno Valley
N/S: Lasselle Street
E/W: Cactus Avenue
Weather: Clear

File Name : 30_MRV_Lasselle_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	11	72	11	94	32	92	13	137	46	154	49	249	**21**	82	54	157
+15 mins.	16	113	13	142	**70**	**122**	**23**	**215**	44	107	57	208	17	**121**	**73**	**211**
+30 mins.	**23**	**185**	**14**	**222**	45	116	20	181	46	**172**	96	**314**	17	112	35	164
+45 mins.	22	92	8	122	32	107	9	148	**52**	154	**100**	306	8	103	20	131
Total Volume	72	462	46	580	179	437	65	681	188	587	302	1077	63	418	182	663
% App. Total	12.4	79.7	7.9		26.3	64.2	9.5		17.5	54.5	28		9.5	63	27.5	
PHF	.783	.624	.821	.653	.639	.895	.707	.792	.904	.853	.755	.857	.750	.864	.623	.786

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City of Moreno Valley
N/S: Lasselle Street
E/W: Cactus Avenue
Weather: Clear

File Name : 30_MRV_Lasselle_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Total Volume

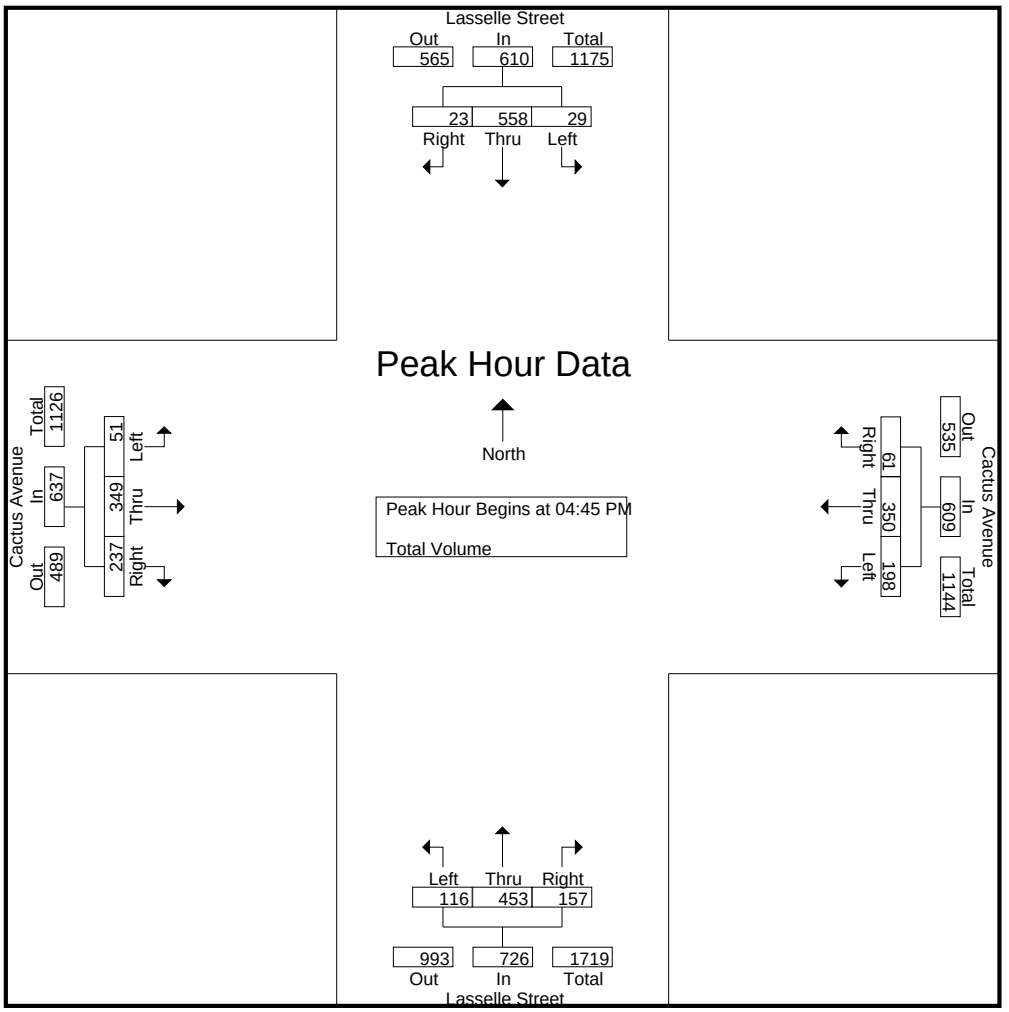
	Lasselle Street Southbound				Cactus Avenue Westbound				Lasselle Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	110	2	121	55	108	14	177	20	108	33	161	15	100	41	156	615
04:15 PM	18	114	13	145	39	71	8	118	26	121	42	189	11	70	33	114	566
04:30 PM	7	114	8	129	59	136	15	210	11	120	43	174	21	74	43	138	651
04:45 PM	8	129	9	146	46	75	19	140	28	127	38	193	15	93	53	161	640
Total	42	467	32	541	199	390	56	645	85	476	156	717	62	337	170	569	2472
05:00 PM	6	137	5	148	60	103	20	183	30	114	47	191	9	70	63	142	664
05:15 PM	9	145	3	157	56	81	9	146	25	85	36	146	14	97	64	175	624
05:30 PM	6	147	6	159	36	91	13	140	33	127	36	196	13	89	57	159	654
05:45 PM	1	162	4	167	41	56	9	106	26	97	36	159	13	94	64	171	603
Total	22	591	18	631	193	331	51	575	114	423	155	692	49	350	248	647	2545
Grand Total	64	1058	50	1172	392	721	107	1220	199	899	311	1409	111	687	418	1216	5017
Apprch %	5.5	90.3	4.3		32.1	59.1	8.8		14.1	63.8	22.1		9.1	56.5	34.4		
Total %	1.3	21.1	1	23.4	7.8	14.4	2.1	24.3	4	17.9	6.2	28.1	2.2	13.7	8.3	24.2	

	Lasselle Street Southbound				Cactus Avenue Westbound				Lasselle Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	129	**9**	146	46	75	19	140	28	**127**	38	193	**15**	93	53	161	640
05:00 PM	6	137	5	148	**60**	**103**	**20**	**183**	30	114	**47**	191	9	70	63	142	**664**
05:15 PM	**9**	145	3	157	56	81	9	146	25	85	36	146	14	**97**	**64**	**175**	624
05:30 PM	6	**147**	6	**159**	36	91	13	140	**33**	127	36	**196**	13	89	57	159	654
Total Volume	29	558	23	610	198	350	61	609	116	453	157	726	51	349	237	637	2582
% App. Total	4.8	91.5	3.8		32.5	57.5	10		16	62.4	21.6		8	54.8	37.2		
PHF	.806	.949	.639	.959	.825	.850	.763	.832	.879	.892	.835	.926	.850	.899	.926	.910	.972

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City of Moreno Valley
N/S: Lasselle Street
E/W: Cactus Avenue
Weather: Clear

File Name : 30_MRV_Lasselle_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:15 PM				05:00 PM			
+0 mins.	6	137	5	148	59	**136**	15	**210**	26	121	42	189	9	70	63	142
+15 mins.	**9**	145	3	157	46	75	19	140	11	120	43	174	**14**	**97**	**64**	**175**
+30 mins.	6	147	**6**	159	**60**	103	**20**	183	28	**127**	38	**193**	13	89	57	159
+45 mins.	1	**162**	4	**167**	56	81	9	146	**30**	114	**47**	191	13	94	64	171
Total Volume	22	591	18	631	221	395	63	679	95	482	170	747	49	350	248	647
% App. Total	3.5	93.7	2.9		32.5	58.2	9.3		12.7	64.5	22.8		7.6	54.1	38.3	
PHF	.611	.912	.750	.945	.921	.726	.788	.808	.792	.949	.904	.968	.875	.902	.969	.924

Location: Moreno Valley
N/S: Lasselle Street
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Lasselle Street	East Leg Cactus Avenue	South Leg Lasselle Street	West Leg Cactus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	4	4
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	1	2
7:45 AM	1	1	0	4	6
8:00 AM	0	3	2	2	7
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	5	2	13	21

	North Leg Lasselle Street	East Leg Cactus Avenue	South Leg Lasselle Street	West Leg Cactus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	2	3
4:15 PM	0	6	0	1	7
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	1	2
5:15 PM	0	0	1	1	2
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	6	2	6	15

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Location: Moreno Valley
N/S: Lasselle Street
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Lasselle Street			Westbound Cactus Avenue			Northbound Lasselle Street			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	0	0	0	0	0	0	1	1	5

	Southbound Lasselle Street			Westbound Cactus Avenue			Northbound Lasselle Street			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	1	0	0	1	1	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	1	0	0	1	0	0	1	1	6

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National Data & Surveying Services

Intersection Turning Movement Count

Location: Lasselle St & John F Kennedy Dr
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-017
Date: 11/9/2017

Total

NS/EW Streets:	Lasselle St				Lasselle St				John F Kennedy Dr				John F Kennedy Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	148	7	0	8	105	6	0	17	9	18	0	3	6	3	0	340
7:15 AM	15	156	12	0	39	104	20	0	21	37	14	0	5	21	26	0	470
7:30 AM	21	197	11	0	89	155	26	0	20	110	20	0	10	57	55	0	771
7:45 AM	47	198	17	0	60	148	47	0	20	158	30	0	10	102	49	0	886
8:00 AM	41	222	19	0	47	138	20	0	16	53	11	0	14	97	53	0	731
8:15 AM	18	123	9	0	9	65	9	0	12	12	15	0	4	15	11	0	302
8:30 AM	19	122	2	0	3	64	7	0	23	2	21	0	2	5	5	0	275
8:45 AM	15	120	10	0	5	81	14	0	15	9	24	0	3	1	6	0	303
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	186	1286	87	0	260	860	149	0	144	390	153	0	51	304	208	0	4078
APPROACH %'s :	11.93%	82.49%	5.58%	0.00%	20.49%	67.77%	11.74%	0.00%	20.96%	56.77%	22.27%	0.00%	9.06%	54.00%	36.94%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	124	773	59	0	235	545	113	0	77	358	75	0	39	277	183	0	2858
PEAK HR FACTOR :	0.660	0.870	0.776	0.000	0.660	0.879	0.601	0.000	0.917	0.566	0.625	0.000	0.696	0.679	0.832	0.000	0.806
	0.848				0.827				0.613				0.761				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	13	166	5	0	14	166	22	0	21	21	26	0	13	31	25	0	523
4:15 PM	32	166	15	0	15	172	16	0	19	28	42	0	11	19	15	0	550
4:30 PM	20	152	22	0	29	175	19	0	24	36	38	0	14	41	28	0	598
4:45 PM	27	161	6	0	24	202	25	0	21	29	39	0	11	34	30	0	609
5:00 PM	22	171	5	0	11	206	16	0	22	7	46	0	5	15	12	0	538
5:15 PM	25	170	5	0	13	212	12	0	29	11	44	0	7	9	20	0	557
5:30 PM	28	146	3	0	6	227	13	0	20	8	32	0	2	12	10	0	507
5:45 PM	24	149	4	0	10	197	11	0	14	10	40	0	6	4	11	0	480
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	191	1281	65	0	122	1557	134	0	170	150	307	0	69	165	151	0	4362
APPROACH %'s :	12.43%	83.34%	4.23%	0.00%	6.73%	85.88%	7.39%	0.00%	27.11%	23.92%	48.96%	0.00%	17.92%	42.86%	39.22%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	94	654	38	0	77	795	72	0	96	83	167	0	37	99	90	0	2302
PEAK HR FACTOR :	0.870	0.956	0.432	0.000	0.664	0.938	0.720	0.000	0.828	0.576	0.908	0.000	0.661	0.604	0.750	0.000	0.945
	0.983				0.940				0.883				0.681				

Prepared by National Data & Surveying Services

Lasselle St & John F Kennedy Dr

Peak Hour Turning Movement Count

ID: 17-06170-017
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	04:00 PM - 06:00 PM

Lasselle St — SOUTHBOUND

AM	113	545	235	0	1033	AM
NOON	0	0	0	0	0	NOON
PM	72	795	77	0	840	PM

John F Kennedy Dr — EASTBOUND

AM	NOON	PM	
514	0	265	
0	0	0	0
77	0	96	1
358	0	83	2
75	0	167	0
AM	NOON	PM	

John F Kennedy Dr — WESTBOUND

PM	NOON	AM	
90	0	183	0
99	0	277	2
37	0	39	1
0	0	0	0
198	0	652	
PM	NOON	AM	

CONTROL: Signalized

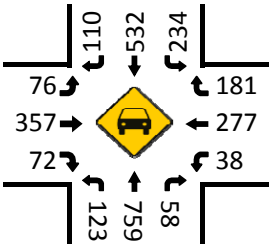
TEV	2858 AM	0 NOON	2302 PM
PHF	0.81		0.94

Lasselle St — NORTHBOUND

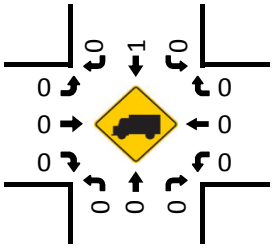
PM	999	0	94	654	38	PM
NOON	0	0	0	0	0	NOON
AM	659	0	124	773	59	AM

Lasselle St

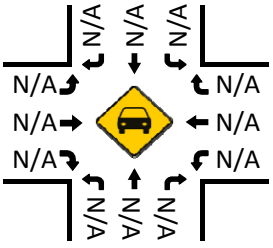
Cars (AM)



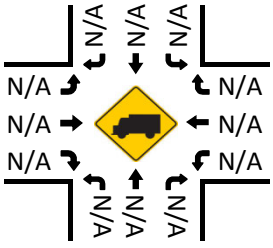
4axle (AM)



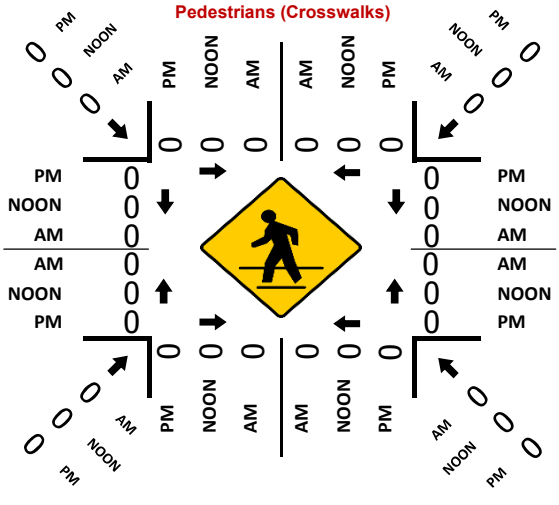
Cars (NOON)



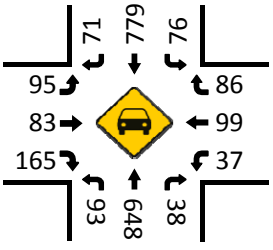
4axle (NOON)



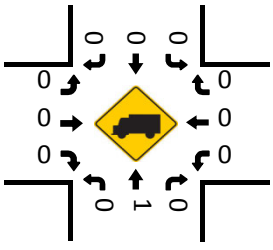
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Lasselle Street
E/W: John F Kennedy Drive

Date: 1/23/2019
Day: Wednesday

PEDESTRIANS

	North Leg Lasselle Street	East Leg John F Kennedy Drive	South Leg Lasselle Street	West Leg John F Kennedy Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	2	3	3	9
7:15 AM	5	0	4	0	9
7:30 AM	4	0	1	0	5
7:45 AM	4	0	7	0	11
8:00 AM	0	0	10	0	10
8:15 AM	2	2	12	4	20
8:30 AM	18	0	24	3	45
8:45 AM	38	9	49	11	107
TOTAL VOLUMES:	72	13	110	21	216

	North Leg Lasselle Street	East Leg John F Kennedy Drive	South Leg Lasselle Street	West Leg John F Kennedy Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	4	2	3	0	9
4:15 PM	1	0	1	1	3
4:30 PM	3	0	5	1	9
4:45 PM	6	1	3	2	12
5:00 PM	4	1	0	0	5
5:15 PM	0	0	2	2	4
5:30 PM	0	0	1	3	4
5:45 PM	1	1	1	1	4
TOTAL VOLUMES:	19	5	16	10	50

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Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Lasselle Street
E/W: John F Kennedy Drive

Date: 1/23/2019
Day: Wednesday

BICYCLES

	Southbound Lasselle Street			Westbound John F Kennedy Drive			Northbound Lasselle Street			Eastbound John F Kennedy Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	1	0	0	0	0	0	0	0	1	1	4
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	1	2	0	0	0	0	0	1	0	0	1	0	5
8:30 AM	0	1	0	0	0	0	0	0	0	0	4	0	5
8:45 AM	1	0	0	0	0	0	0	0	0	0	4	0	5
TOTAL VOLUMES:	2	8	1	0	0	0	0	1	0	0	10	1	23

	Southbound Lasselle Street			Westbound John F Kennedy Drive			Northbound Lasselle Street			Eastbound John F Kennedy Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	1	0	0	0	0	4

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951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lasselle St & Iris Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-018
Date: 11/9/2017

Total

NS/EW Streets:	Lasselle St				Lasselle St				Iris Ave				Iris Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	1	0	2	2	0	0	2	3	0	0	2	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	77	112	84	1	18	117	20	0	14	90	93	3	162	137	8	0	936
7:15 AM	105	156	110	1	18	114	19	1	27	87	61	4	139	158	17	0	1017
7:30 AM	117	180	94	0	30	129	35	1	41	95	54	1	113	144	26	0	1060
7:45 AM	61	134	120	0	49	104	22	0	47	188	78	0	121	123	51	0	1098
8:00 AM	59	151	120	0	50	110	21	0	33	119	57	1	85	85	20	0	911
8:15 AM	44	103	100	1	35	72	9	0	18	83	38	0	78	85	20	0	686
8:30 AM	39	103	76	0	42	60	14	0	21	93	31	0	73	90	15	0	657
8:45 AM	38	100	68	0	27	73	13	0	15	62	23	1	75	94	24	0	613
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	540	1039	772	3	269	779	153	2	216	817	435	10	846	916	181	0	6978
APPROACH %'s :	22.94%	44.14%	32.80%	0.13%	22.36%	64.75%	12.72%	0.17%	14.61%	55.28%	29.43%	0.68%	43.54%	47.14%	9.32%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	360	582	408	2	115	464	96	2	129	460	286	8	535	562	102	0	4111
PEAK HR FACTOR :	0.769	0.808	0.850	0.500	0.587	0.899	0.686	0.500	0.686	0.612	0.769	0.500	0.826	0.889	0.500	0.000	0.936
	0.864				0.868				0.705				0.955				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	1	0	2	2	0	0	2	3	0	0	2	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	68	142	121	0	64	130	18	1	29	123	67	0	115	133	30	0	1041
4:15 PM	60	154	106	1	57	130	16	0	35	119	68	0	157	153	22	0	1078
4:30 PM	56	165	126	1	60	171	31	0	40	79	56	2	141	145	22	0	1095
4:45 PM	55	128	115	1	46	163	25	2	43	141	66	0	143	151	25	0	1104
5:00 PM	47	150	116	0	47	165	28	0	35	104	80	1	144	179	22	0	1118
5:15 PM	66	185	136	0	69	177	18	0	49	74	73	4	140	136	20	0	1147
5:30 PM	47	146	102	0	43	202	21	1	48	99	68	2	170	149	19	0	1117
5:45 PM	60	125	91	0	50	187	19	1	30	107	94	1	168	144	22	0	1099
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	459	1195	913	3	436	1325	176	5	309	846	572	10	1178	1190	182	0	8799
APPROACH %'s :	17.86%	46.50%	35.53%	0.12%	22.45%	68.23%	9.06%	0.26%	17.79%	48.70%	32.93%	0.58%	46.20%	46.67%	7.14%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	215	609	469	1	205	707	92	3	175	418	287	7	597	615	86	0	4486
PEAK HR FACTOR :	0.814	0.823	0.862	0.250	0.743	0.875	0.821	0.375	0.893	0.741	0.897	0.438	0.878	0.859	0.860	0.000	0.978
	0.836				0.943				0.887				0.941				

Prepared by National Data & Surveying Services

Lasselle St & Iris Ave

Peak Hour Turning Movement Count

ID: 17-06170-018
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

	PEAK HOURS	COUNT PERIODS
AM	07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Lasselle St — SOUTHBOUND

	Right	Through	Left	U-Turn	Northbound Exit
AM	96	464	115	2	815
NOON	0	0	0	0	0
PM	92	707	205	3	873
Lanes	0	2	2	0	

Iris Ave — EASTBOUND

Movement	AM	NOON	PM	Lanes
Exit (westbound)	1026	0	929	
U-Turn	8	0	7	0
Left	129	0	175	2
Through	460	0	418	3
Right	286	0	287	0

Iris Ave — WESTBOUND

Movement	PM	NOON	AM	Lanes
Right	86	0	102	0
Through	615	0	562	3
Left	597	0	535	2
U-Turn	0	0	0	0
Exit (eastbound)	1092	0	983	

Lasselle St — NORTHBOUND

	Southbound Exit	U-Turn	Left	Through	Right
Lanes		0	2	2	1
PM	1592	1	215	609	469
NOON	0	0	0	0	0
AM	1287	2	360	582	408

CONTROL

Signalized

	AM	NOON	PM
TEV	4111	0	4486
PHF	0.94		0.98

Cars (AM)

Approach	Left	Through	Right
Southbound	113	456	95
Eastbound	128	449	283
Westbound	528	558	101
Northbound	356	573	404

Cars (NOON)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Cars (PM)

Approach	Left	Through	Right
Southbound	203	697	90
Eastbound	175	415	285
Westbound	591	605	86
Northbound	208	606	466

4axle (AM)

Approach	Left	Through	Right
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	1	0
Northbound	0	1	0

4axle (NOON)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

4axle (PM)

Approach	Left	Through	Right
Southbound	0	1	0
Eastbound	0	1	0
Westbound	0	2	0
Northbound	1	0	1

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg	0	0	0
South leg	0	0	0
East leg	0	0	0
West leg	0	0	0
NW corner	0	0	0
NE corner	0	0	0
SW corner	0	0	0
SE corner	0	0	0

Location: Moreno Valley
N/S: Lasselle Street
E/W: Iris Avenue

Date: 1/30/2018
Day: Tuesday

PEDESTRIANS

	North Leg Lasselle Street Pedestrians	East Leg Iris Avenue Pedestrians	South Leg Lasselle Street Pedestrians	West Leg Iris Avenue Pedestrians	
7:00 AM	8	4	0	11	23
7:15 AM	0	1	0	0	1
7:30 AM	1	0	0	1	2
7:45 AM	1	1	0	6	8
8:00 AM	3	1	3	2	9
8:15 AM	5	0	2	3	10
8:30 AM	7	0	0	3	10
8:45 AM	2	0	1	7	10
TOTAL VOLUMES:	27	7	6	33	73

	North Leg Lasselle Street Pedestrians	East Leg Iris Avenue Pedestrians	South Leg Lasselle Street Pedestrians	West Leg Iris Avenue Pedestrians	
4:00 PM	6	1	5	5	17
4:15 PM	1	5	0	2	8
4:30 PM	2	2	0	2	6
4:45 PM	3	3	2	1	9
5:00 PM	0	4	1	9	14
5:15 PM	6	3	4	5	18
5:30 PM	7	0	0	8	15
5:45 PM	7	4	0	5	16
TOTAL VOLUMES:	32	22	12	37	103

Counts Unlimited, Inc.
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951-268-6268

Location: Moreno Valley
N/S: Lasselle Street
E/W: Iris Avenue

Date: 1/30/2018
Day: Tuesday

BICYCLES

	Southbound Lasselle Street			Westbound Iris Avenue			Northbound Lasselle Street			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	1	0	0	0	0	0	0	1	0	0	11	0	13
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	1	1	0	0	0	0	0	2	0	0	14	0	18

	Southbound Lasselle Street			Westbound Iris Avenue			Northbound Lasselle Street			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	2	0	0	0	1	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	0	2	0	0	0	3	0	7

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951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lasselle St & Krameria Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-019
Date: 11/9/2017

Total

NS/EW Streets:	Lasselle St				Lasselle St				Krameria Ave				Krameria Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	2	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	86	226	30	0	12	221	41	0	51	46	146	0	10	21	17	0	907
7:15 AM	81	250	35	0	14	215	27	0	109	64	113	0	22	40	28	0	998
7:30 AM	85	271	45	0	22	131	14	0	56	31	34	0	23	34	20	0	766
7:45 AM	38	250	87	0	27	98	12	0	67	44	24	0	24	30	15	0	716
8:00 AM	27	224	55	1	26	97	13	3	56	45	29	0	58	48	46	0	728
8:15 AM	26	159	5	0	6	103	5	0	16	5	28	0	30	20	26	0	429
8:30 AM	16	160	16	0	16	97	11	0	22	3	25	0	4	7	14	0	391
8:45 AM	22	146	8	0	8	80	12	0	21	5	11	0	9	4	19	0	345
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	381	1686	281	1	131	1042	135	3	398	243	410	0	180	204	185	0	5280
APPROACH %'s :	16.22%	71.78%	11.96%	0.04%	9.99%	79.48%	10.30%	0.23%	37.87%	23.12%	39.01%	0.00%	31.63%	35.85%	32.51%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	290	997	197	0	75	665	94	0	283	185	317	0	79	125	80	0	3387
PEAK HR FACTOR :	0.843	0.920	0.566	0.000	0.694	0.752	0.573	0.000	0.649	0.723	0.543	0.000	0.823	0.781	0.714	0.000	0.848
	0.925				0.761				0.686				0.789				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	2	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	38	203	8	0	30	231	16	0	33	9	24	0	19	14	11	0	636
4:15 PM	21	206	8	0	26	272	15	1	23	14	51	0	16	10	14	0	677
4:30 PM	35	203	10	0	21	256	21	1	34	13	52	0	15	15	13	0	689
4:45 PM	37	199	7	0	20	290	22	0	42	16	47	0	14	5	9	0	708
5:00 PM	21	179	12	0	28	286	21	0	39	12	46	0	15	11	15	0	685
5:15 PM	21	214	15	0	23	282	19	0	46	14	44	0	19	13	21	0	731
5:30 PM	26	215	17	0	23	293	14	0	32	13	51	0	8	6	17	0	715
5:45 PM	21	211	37	0	27	272	16	1	38	8	54	0	15	7	9	0	716
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	220	1630	114	0	198	2182	144	3	287	99	369	0	121	81	109	0	5557
APPROACH %'s :	11.20%	82.99%	5.80%	0.00%	7.84%	86.35%	5.70%	0.12%	38.01%	13.11%	48.87%	0.00%	38.91%	26.05%	35.05%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	89	819	81	0	101	1133	70	1	155	47	195	0	57	37	62	0	2847
PEAK HR FACTOR :	0.856	0.952	0.547	0.000	0.902	0.967	0.833	0.250	0.842	0.839	0.903	0.000	0.750	0.712	0.738	0.000	0.974
	0.919				0.974				0.954				0.736				

Prepared by National Data & Surveying Services

Lasselle St & Krameria Ave

Peak Hour Turning Movement Count

ID: 17-06170-019
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Lasselle St — SOUTHBOUND

AM	94	665	75	0	1360	AM
NOON	0	0	0	0	0	NOON
PM	70	1133	101	1	1037	PM

Krameria Ave — EASTBOUND

AM	NOON	PM		
509	0	196	⇦	
0	0	0	↶	0
283	0	155	↱	2
185	0	47	→	2
317	0	195	↴	0
AM	NOON	PM		

Krameria Ave — WESTBOUND

PM	NOON	AM		
62	0	80	↰	0
37	0	125	←	2
57	0	79	↰	1
0	0	0	↶	0
229	0	457	⇨	
PM	NOON	AM		

Lasselle St — NORTHBOUND

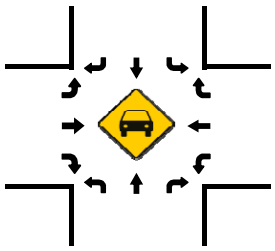
PM	1385	0	89	819	81	PM
NOON	0	0	0	0	0	NOON
AM	1061	0	290	997	197	AM

	0	2	1	0
	0	1	2	1

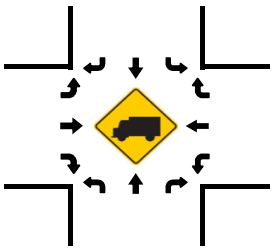
CONTROL: Signalized

TEV	3387	0	2847
	AM	NOON	PM
PHF	0.85		0.97

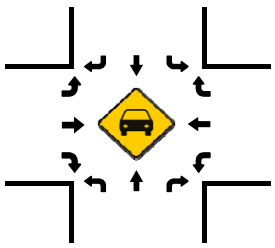
Cars (AM)



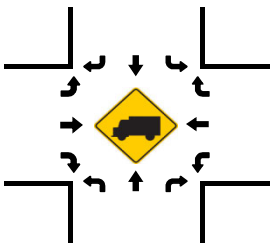
4axle (AM)



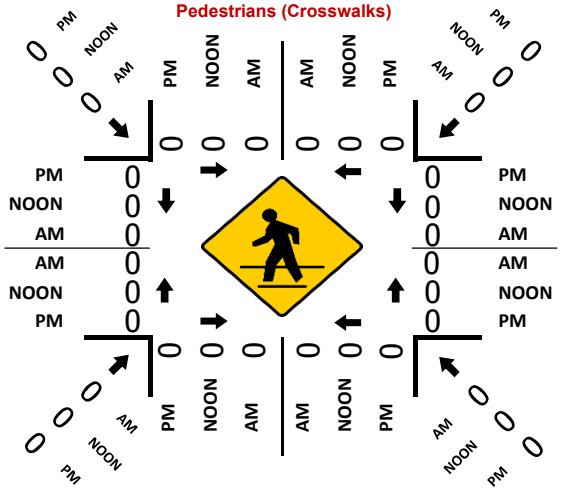
Cars (NOON)



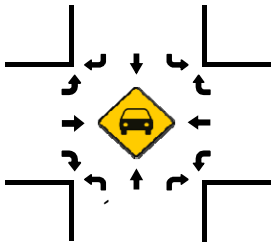
4axle (NOON)



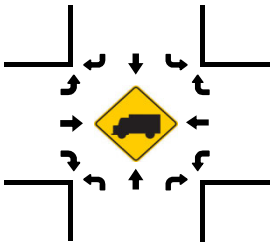
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Lasselle Street
E/W: Krameria Avenue

Date: 3/6/2018
Day: Tuesday

PEDESTRIANS

	North Leg Lasselle Street Pedestrians	East Leg Krameria Avenue Pedestrians	South Leg Lasselle Street Pedestrians	West Leg Krameria Avenue Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	3	0	3
7:30 AM	2	0	5	0	7
7:45 AM	0	1	5	1	7
8:00 AM	0	0	3	1	4
8:15 AM	0	0	3	1	4
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	2	2	20	4	28

	North Leg Lasselle Street Pedestrians	East Leg Krameria Avenue Pedestrians	South Leg Lasselle Street Pedestrians	West Leg Krameria Avenue Pedestrians	
4:00 PM	0	1	1	0	2
4:15 PM	0	0	0	1	1
4:30 PM	0	1	3	2	6
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	3	3
5:15 PM	0	0	2	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	2	1	3
TOTAL VOLUMES:	0	2	8	7	17

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Location: Moreno Valley
N/S: Lasselle Street
E/W: Krameria Avenue

Date: 3/6/2018
Day: Tuesday

BICYCLES

	Southbound Lasselle Street			Westbound Krameria Avenue			Northbound Lasselle Street			Eastbound Krameria Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	1	0	0	0	1

	Southbound Lasselle Street			Westbound Krameria Avenue			Northbound Lasselle Street			Eastbound Krameria Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	1	0	1	0	0	3
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	0	0	3	0	1	0	0	6

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City of Moreno Valley
N/S: Lasselle Street
E/W: Via Xavier
Weather: Clear

File Name : 34_MRV_Lasselle_Via Xavier AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Total Volume

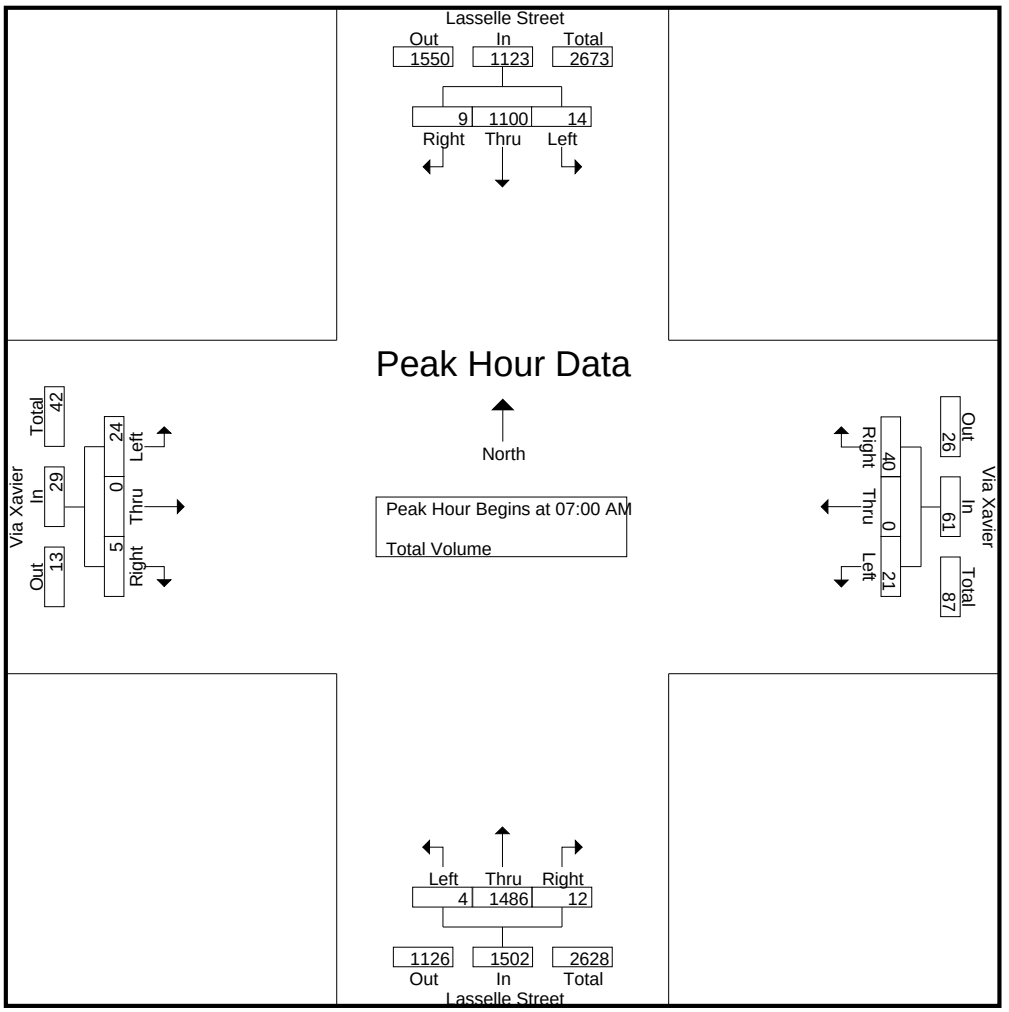
	Lasselle Street Southbound				Via Xavier Westbound				Lasselle Street Northbound				Via Xavier Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	363	1	366	9	0	10	19	3	358	0	361	3	0	0	3	749
07:15 AM	6	410	1	417	8	0	16	24	1	402	5	408	6	0	4	10	859
07:30 AM	2	171	4	177	3	0	7	10	0	410	4	414	7	0	1	8	609
07:45 AM	4	156	3	163	1	0	7	8	0	316	3	319	8	0	0	8	498
Total	14	1100	9	1123	21	0	40	61	4	1486	12	1502	24	0	5	29	2715
08:00 AM	2	181	7	190	3	0	6	9	1	248	4	253	3	1	1	5	457
08:15 AM	2	137	2	141	4	0	6	10	0	188	0	188	0	0	0	0	339
08:30 AM	4	105	2	111	3	0	3	6	0	158	0	158	3	0	0	3	278
08:45 AM	2	117	2	121	1	0	1	2	0	142	3	145	2	0	0	2	270
Total	10	540	13	563	11	0	16	27	1	736	7	744	8	1	1	10	1344
Grand Total	24	1640	22	1686	32	0	56	88	5	2222	19	2246	32	1	6	39	4059
Apprch %	1.4	97.3	1.3		36.4	0	63.6		0.2	98.9	0.8		82.1	2.6	15.4		
Total %	0.6	40.4	0.5	41.5	0.8	0	1.4	2.2	0.1	54.7	0.5	55.3	0.8	0	0.1	1	

	Lasselle Street Southbound				Via Xavier Westbound				Lasselle Street Northbound				Via Xavier Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	363	1	366	**9**	0	10	19	**3**	358	0	361	3	0	0	3	749
07:15 AM	**6**	**410**	1	**417**	8	0	**16**	**24**	1	402	**5**	408	6	0	**4**	**10**	**859**
07:30 AM	2	171	**4**	177	3	0	7	10	0	**410**	4	**414**	7	0	1	8	609
07:45 AM	4	156	3	163	1	0	7	8	0	316	3	319	**8**	0	0	8	498
Total Volume	14	1100	9	1123	21	0	40	61	4	1486	12	1502	24	0	5	29	2715
% App. Total	1.2	98	0.8		34.4	0	65.6		0.3	98.9	0.8		82.8	0	17.2		
PHF	.583	.671	.563	.673	.583	.000	.625	.635	.333	.906	.600	.907	.750	.000	.313	.725	.790

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City of Moreno Valley
N/S: Lasselle Street
E/W: Via Xavier
Weather: Clear

File Name : 34_MRV_Lasselle_Via Xavier AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	2	363	1	366	**9**	0	10	19	**3**	358	0	361	6	0	**4**	**10**
+15 mins.	**6**	**410**	1	**417**	8	0	**16**	**24**	1	402	**5**	408	7	0	1	8
+30 mins.	2	171	**4**	177	3	0	7	10	0	**410**	4	**414**	**8**	0	0	8
+45 mins.	4	156	3	163	1	0	7	8	0	316	3	319	3	**1**	1	5
Total Volume	14	1100	9	1123	21	0	40	61	4	1486	12	1502	24	1	6	31
% App. Total	1.2	98	0.8		34.4	0	65.6		0.3	98.9	0.8		77.4	3.2	19.4	
PHF	.583	.671	.563	.673	.583	.000	.625	.635	.333	.906	.600	.907	.750	.250	.375	.775

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City of Moreno Valley
N/S: Lasselle Street
E/W: Via Xavier
Weather: Clear

File Name : 34_MRV_Lasselle_Via Xavier PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Total Volume

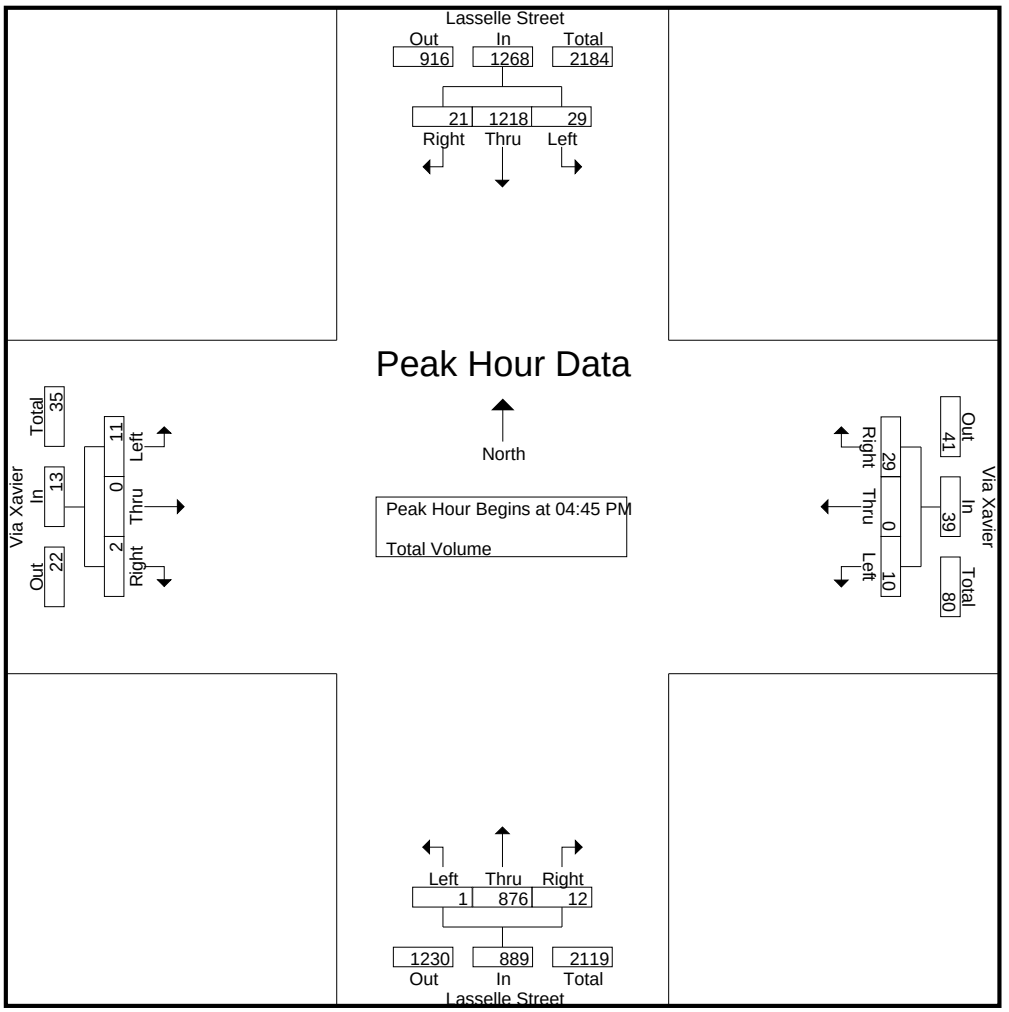
	Lasselle Street Southbound				Via Xavier Westbound				Lasselle Street Northbound				Via Xavier Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	227	5	238	6	0	4	10	0	189	4	193	3	0	0	3	444
04:15 PM	4	256	4	264	3	0	10	13	0	171	2	173	3	0	0	3	453
04:30 PM	6	248	3	257	2	0	5	7	1	220	2	223	4	0	0	4	491
04:45 PM	12	283	3	298	4	0	7	11	0	239	2	241	6	0	0	6	556
Total	28	1014	15	1057	15	0	26	41	1	819	10	830	16	0	0	16	1944
05:00 PM	3	305	4	312	2	0	7	9	0	188	1	189	1	0	2	3	513
05:15 PM	7	293	7	307	3	0	7	10	0	223	4	227	4	0	0	4	548
05:30 PM	7	337	7	351	1	0	8	9	1	226	5	232	0	0	0	0	592
05:45 PM	14	287	4	305	1	0	4	5	0	186	1	187	1	0	1	2	499
Total	31	1222	22	1275	7	0	26	33	1	823	11	835	6	0	3	9	2152
Grand Total	59	2236	37	2332	22	0	52	74	2	1642	21	1665	22	0	3	25	4096
Apprch %	2.5	95.9	1.6		29.7	0	70.3		0.1	98.6	1.3		88	0	12		
Total %	1.4	54.6	0.9	56.9	0.5	0	1.3	1.8	0	40.1	0.5	40.6	0.5	0	0.1	0.6	

	Lasselle Street Southbound				Via Xavier Westbound				Lasselle Street Northbound				Via Xavier Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**12**	283	3	298	**4**	0	7	**11**	0	**239**	2	**241**	**6**	0	0	**6**	556
05:00 PM	3	305	4	312	2	0	7	9	0	188	1	189	1	0	**2**	3	513
05:15 PM	7	293	**7**	307	3	0	7	10	0	223	4	227	4	0	0	4	548
05:30 PM	7	**337**	7	**351**	1	0	**8**	9	**1**	226	**5**	232	0	0	0	0	**592**
Total Volume	29	1218	21	1268	10	0	29	39	1	876	12	889	11	0	2	13	2209
% App. Total	2.3	96.1	1.7		25.6	0	74.4		0.1	98.5	1.3		84.6	0	15.4		
PHF	.604	.904	.750	.903	.625	.000	.906	.886	.250	.916	.600	.922	.458	.000	.250	.542	.933

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City of Moreno Valley
N/S: Lasselle Street
E/W: Via Xavier
Weather: Clear

File Name : 34_MRV_Lasselle_Via Xavier PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:45 PM				04:30 PM			
+0 mins.	3	305	4	312	**6**	0	4	10	0	**239**	2	**241**	4	0	0	4
+15 mins.	7	293	**7**	307	3	0	**10**	**13**	0	188	1	189	**6**	0	0	**6**
+30 mins.	7	**337**	7	**351**	2	0	5	7	0	223	4	227	1	0	**2**	3
+45 mins.	**14**	287	4	305	4	0	7	11	**1**	226	**5**	232	4	0	0	4
Total Volume	31	1222	22	1275	15	0	26	41	1	876	12	889	15	0	2	17
% App. Total	2.4	95.8	1.7		36.6	0	63.4		0.1	98.5	1.3		88.2	0	11.8	
PHF	.554	.907	.786	.908	.625	.000	.650	.788	.250	.916	.600	.922	.625	.000	.250	.708

Location: Moreno Valley
N/S: Lasselle Street
E/W: Via Xavier

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Lasselle Street	East Leg Via Xavier	South Leg Lasselle Street	West Leg Via Xavier	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	2	6	8
7:15 AM	0	1	1	1	3
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	1	3	10	14

	North Leg Lasselle Street	East Leg Via Xavier	South Leg Lasselle Street	West Leg Via Xavier	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	2	3	0	4	9
4:30 PM	0	1	0	4	5
4:45 PM	1	1	0	1	3
5:00 PM	0	0	0	0	0
5:15 PM	0	3	0	0	3
5:30 PM	0	0	0	2	2
5:45 PM	0	2	0	0	2
TOTAL VOLUMES:	3	10	0	11	24

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Location: Moreno Valley
N/S: Lasselle Street
E/W: Via Xavier

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Lasselle Street			Westbound Via Xavier			Northbound Lasselle Street			Eastbound Via Xavier			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
7:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	8	0	0	0	0	0	2	1	0	0	0	11

	Southbound Lasselle Street			Westbound Via Xavier			Northbound Lasselle Street			Eastbound Via Xavier			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

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City of Moreno Valley
N/S: Lasselle Street
E/W: Lasselle Park Driveway/Rojo Tierra
Weather: Clear

File Name : 35_MRV_Lasselle_Park DW_Rojo Tierra AM
Site Code : 00318027
Start Date : 1/11/2018

Groups Printed- Total Volume

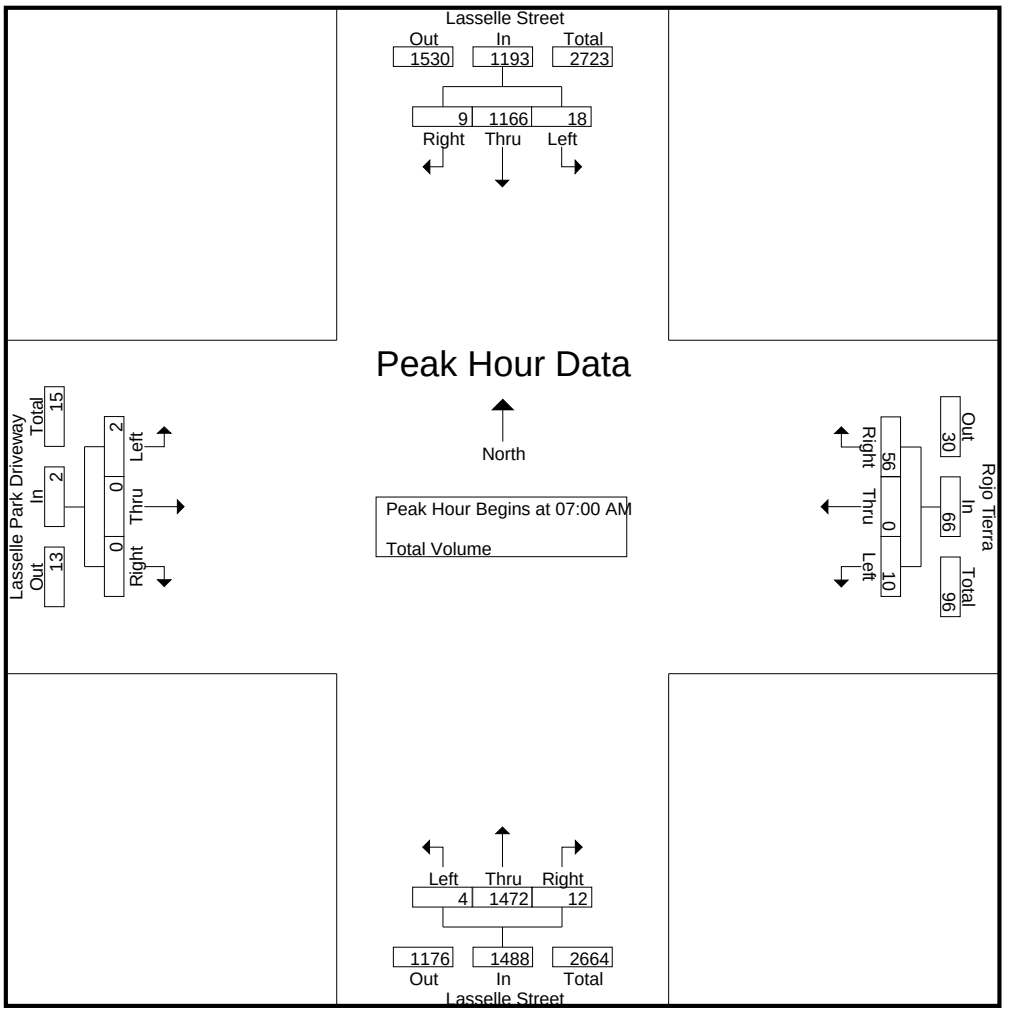
	Lasselle Street Southbound				Rojo Tierra Westbound				Lasselle Street Northbound				Lasselle Park Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	385	2	390	1	0	20	21	0	359	2	361	0	0	0	0	772
07:15 AM	8	445	3	456	6	0	14	20	3	404	6	413	0	0	0	0	889
07:30 AM	4	183	2	189	2	0	13	15	0	399	3	402	1	0	0	1	607
07:45 AM	3	153	2	158	1	0	9	10	1	310	1	312	1	0	0	1	481
Total	18	1166	9	1193	10	0	56	66	4	1472	12	1488	2	0	0	2	2749
08:00 AM	6	180	2	188	0	0	9	9	0	247	0	247	0	1	0	1	445
08:15 AM	2	134	2	138	1	0	8	9	0	183	2	185	1	0	0	1	333
08:30 AM	3	115	1	119	2	0	5	7	0	149	0	149	3	0	0	3	278
08:45 AM	5	111	0	116	0	0	3	3	1	140	0	141	3	0	1	4	264
Total	16	540	5	561	3	0	25	28	1	719	2	722	7	1	1	9	1320
Grand Total	34	1706	14	1754	13	0	81	94	5	2191	14	2210	9	1	1	11	4069
Apprch %	1.9	97.3	0.8		13.8	0	86.2		0.2	99.1	0.6		81.8	9.1	9.1		
Total %	0.8	41.9	0.3	43.1	0.3	0	2	2.3	0.1	53.8	0.3	54.3	0.2	0	0	0.3	

	Lasselle Street Southbound				Rojo Tierra Westbound				Lasselle Street Northbound				Lasselle Park Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	385	2	390	1	0	**20**	**21**	0	359	2	361	0	0	0	0	772
07:15 AM	**8**	**445**	**3**	**456**	**6**	0	14	20	**3**	**404**	**6**	**413**	0	0	0	0	**889**
07:30 AM	4	183	2	189	2	0	13	15	0	399	3	402	**1**	0	0	**1**	607
07:45 AM	3	153	2	158	1	0	9	10	1	310	1	312	1	0	0	1	481
Total Volume	18	1166	9	1193	10	0	56	66	4	1472	12	1488	2	0	0	2	2749
% App. Total	1.5	97.7	0.8		15.2	0	84.8		0.3	98.9	0.8		100	0	0		
PHF	.563	.655	.750	.654	.417	.000	.700	.786	.333	.911	.500	.901	.500	.000	.000	.500	.773

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File Name : 35_MRV_Lasselle_Park DW_Rojo Tierra AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2

City of Moreno Valley
N/S: Lasselle Street
E/W: Lasselle Park Driveway/Rojo Tierra
Weather: Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	3	385	2	390	1	0	**20**	**21**	0	359	2	361	0	**1**	0	1
+15 mins.	**8**	**445**	**3**	**456**	**6**	0	14	20	**3**	**404**	**6**	**413**	1	0	0	1
+30 mins.	4	183	2	189	2	0	13	15	0	399	3	402	**3**	0	0	3
+45 mins.	3	153	2	158	1	0	9	10	1	310	1	312	3	0	**1**	**4**
Total Volume	18	1166	9	1193	10	0	56	66	4	1472	12	1488	7	1	1	9
% App. Total	1.5	97.7	0.8		15.2	0	84.8		0.3	98.9	0.8		77.8	11.1	11.1	
PHF	.563	.655	.750	.654	.417	.000	.700	.786	.333	.911	.500	.901	.583	.250	.250	.563

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File Name : 35_MRV_Lasselle_Park DW_Rojo Tierra PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

City of Moreno Valley
N/S: Lasselle Street
E/W: Lasselle Park Driveway/Rojo Tierra
Weather: Clear

Groups Printed- Total Volume

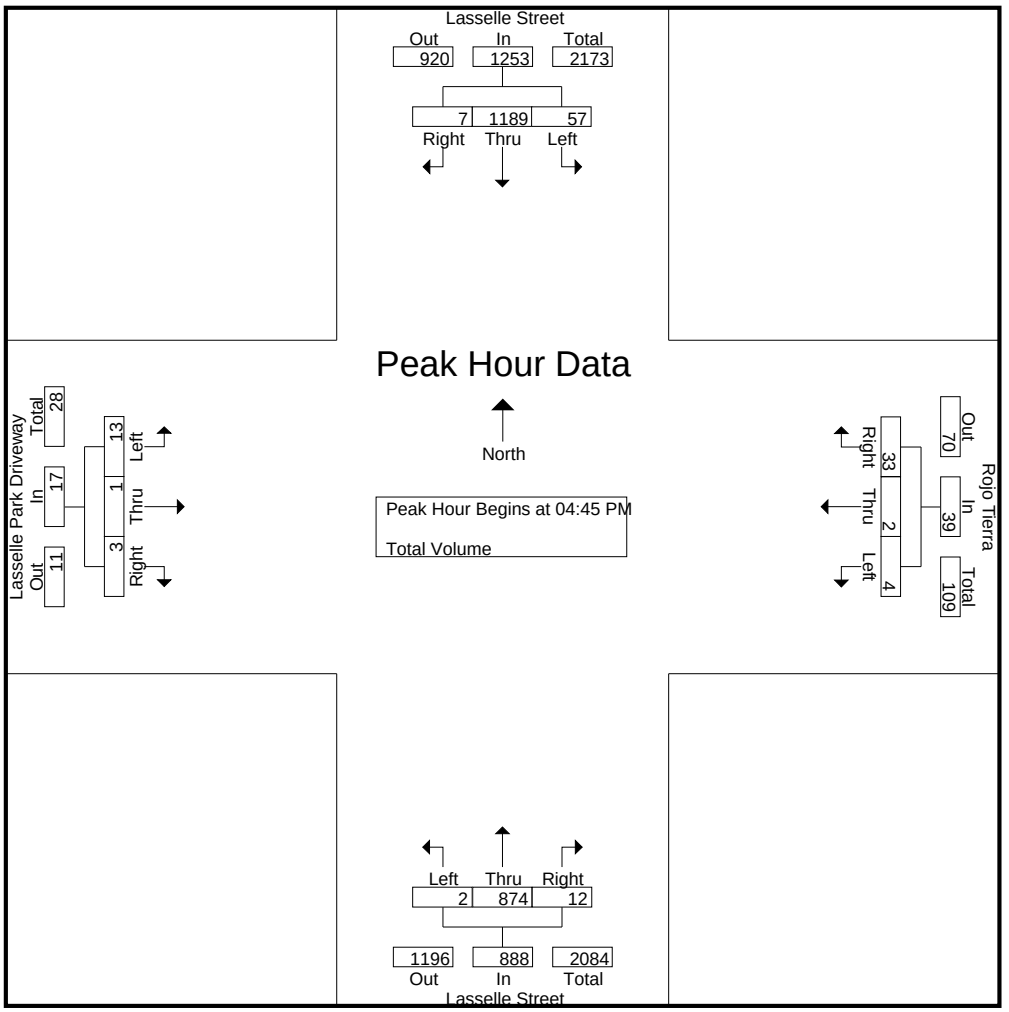
	Lasselle Street Southbound				Rojo Tierra Westbound				Lasselle Street Northbound				Lasselle Park Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	228	4	242	0	0	5	5	3	199	3	205	1	0	2	3	455
04:15 PM	9	250	0	259	0	0	3	3	0	178	2	180	1	0	1	2	444
04:30 PM	13	219	1	233	0	0	6	6	2	223	1	226	3	0	0	3	468
04:45 PM	9	298	3	310	2	1	7	10	0	234	3	237	3	0	1	4	561
Total	41	995	8	1044	2	1	21	24	5	834	9	848	8	0	4	12	1928
05:00 PM	14	297	0	311	1	1	9	11	1	191	5	197	3	0	0	3	522
05:15 PM	20	280	3	303	1	0	7	8	1	218	4	223	4	0	2	6	540
05:30 PM	14	314	1	329	0	0	10	10	0	231	0	231	3	1	0	4	574
05:45 PM	18	292	2	312	2	0	3	5	1	194	0	195	0	0	1	1	513
Total	66	1183	6	1255	4	1	29	34	3	834	9	846	10	1	3	14	2149
Grand Total	107	2178	14	2299	6	2	50	58	8	1668	18	1694	18	1	7	26	4077
Apprch %	4.7	94.7	0.6		10.3	3.4	86.2		0.5	98.5	1.1		69.2	3.8	26.9		
Total %	2.6	53.4	0.3	56.4	0.1	0	1.2	1.4	0.2	40.9	0.4	41.6	0.4	0	0.2	0.6	

	Lasselle Street Southbound				Rojo Tierra Westbound				Lasselle Street Northbound				Lasselle Park Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	9	298	**3**	310	**2**	**1**	7	10	0	**234**	3	**237**	3	0	1	4	561
05:00 PM	14	297	0	311	1	1	9	**11**	**1**	191	**5**	197	3	0	0	3	522
05:15 PM	**20**	280	3	303	1	0	7	8	1	218	4	223	**4**	0	**2**	**6**	540
05:30 PM	14	**314**	1	**329**	0	0	**10**	10	0	231	0	231	3	**1**	0	4	**574**
Total Volume	57	1189	7	1253	4	2	33	39	2	874	12	888	13	1	3	17	2197
% App. Total	4.5	94.9	0.6		10.3	5.1	84.6		0.2	98.4	1.4		76.5	5.9	17.6		
PHF	.713	.947	.583	.952	.500	.500	.825	.886	.500	.934	.600	.937	.813	.250	.375	.708	.957

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File Name : 35_MRV_Lasselle_Park DW_Rojo Tierra PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2

City of Moreno Valley
N/S: Lasselle Street
E/W: Lasselle Park Driveway/Rojo Tierra
Weather: Clear



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	14	297	0	311	**2**	**1**	7	10	0	**234**	3	**237**	3	0	1	4
+15 mins.	**20**	280	**3**	303	1	1	9	**11**	**1**	191	**5**	197	3	0	0	3
+30 mins.	14	**314**	1	**329**	1	0	7	8	1	218	4	223	**4**	0	**2**	**6**
+45 mins.	18	292	2	312	0	0	**10**	10	0	231	0	231	3	**1**	0	4
Total Volume	66	1183	6	1255	4	2	33	39	2	874	12	888	13	1	3	17
% App. Total	5.3	94.3	0.5		10.3	5.1	84.6		0.2	98.4	1.4		76.5	5.9	17.6	
PHF	.825	.942	.500	.954	.500	.500	.825	.886	.500	.934	.600	.937	.813	.250	.375	.708

Location: Moreno Valley
N/S: Lasselle Street
E/W: Rojo Tierra

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Lasselle Street	East Leg Rojo Tierra	South Leg Lasselle Street	West Leg Rojo Tierra	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	3	6	10	19
7:15 AM	0	1	0	1	2
7:30 AM	0	1	0	2	3
7:45 AM	1	1	0	1	3
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	6	6	17	30

	North Leg Lasselle Street	East Leg Rojo Tierra	South Leg Lasselle Street	West Leg Rojo Tierra	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	3	5	8
4:15 PM	2	1	0	1	4
4:30 PM	3	0	0	1	4
4:45 PM	0	1	0	1	2
5:00 PM	0	1	0	0	1
5:15 PM	0	2	0	2	4
5:30 PM	0	0	0	3	3
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	5	5	3	13	26

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Location: Moreno Valley
N/S: Lasselle Street
E/W: Rojo Tierra

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Lasselle Street			Westbound Rojo Tierra			Northbound Lasselle Street			Eastbound Rojo Tierra			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
7:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	12	0	0	0	0	0	2	0	0	0	0	14

	Southbound Lasselle Street			Westbound Rojo Tierra			Northbound Lasselle Street			Eastbound Rojo Tierra			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	2	0	0	1	0	0	1	0	0	0	0	4

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City of Moreno Valley
N/S: Lasselle Street
E/W: Avenida De Plata/Cremello Way
Weather: Clear

File Name : 36_MRV_Lasselle_Avd De Plata_Cremello AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Total Volume

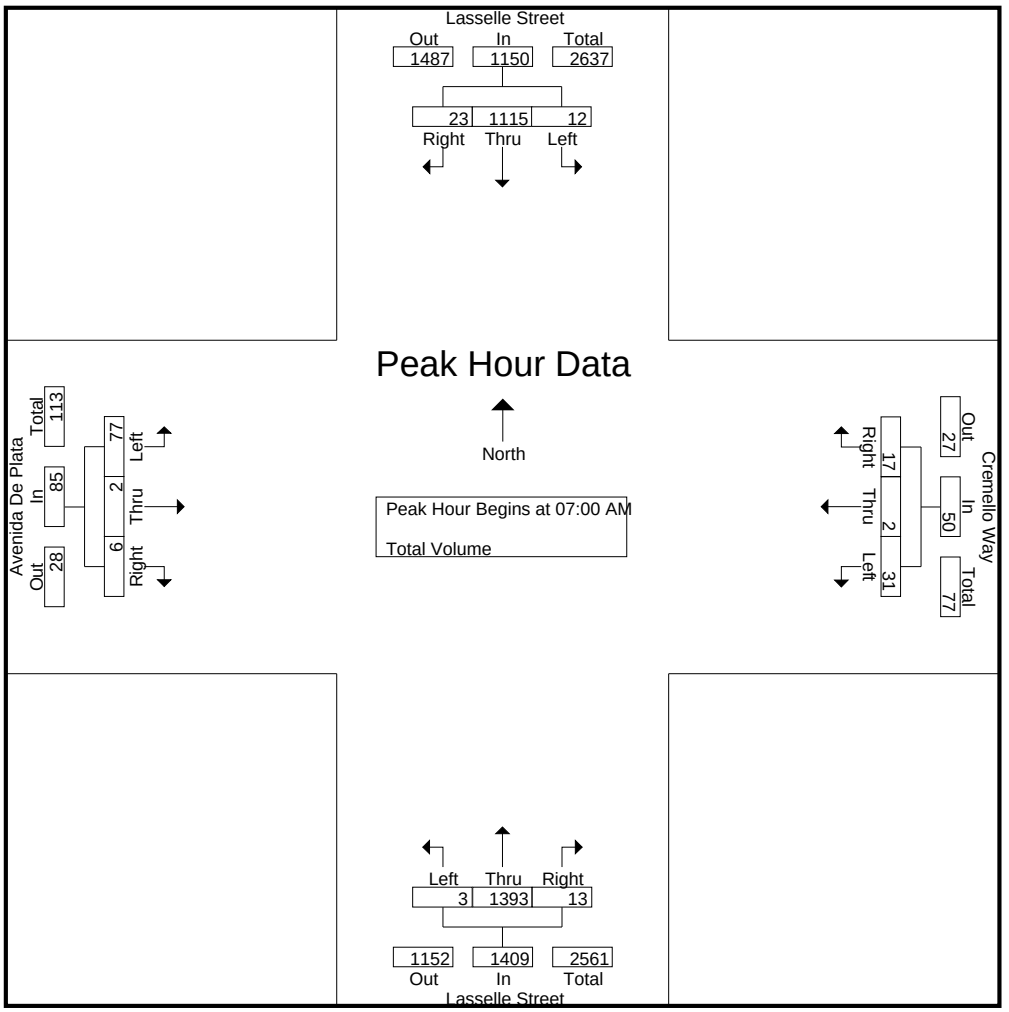
	Lasselle Street Southbound				Cremello Way Westbound				Lasselle Street Northbound				Avenida De Plata Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	374	4	379	14	1	10	25	1	327	5	333	17	1	1	19	756
07:15 AM	5	424	10	439	11	0	3	14	1	390	6	397	26	0	3	29	879
07:30 AM	0	180	4	184	4	1	2	7	1	384	0	385	25	0	2	27	603
07:45 AM	6	137	5	148	2	0	2	4	0	292	2	294	9	1	0	10	456
Total	12	1115	23	1150	31	2	17	50	3	1393	13	1409	77	2	6	85	2694
08:00 AM	0	173	2	175	0	0	4	4	1	234	1	236	6	0	0	6	421
08:15 AM	0	132	7	139	3	0	1	4	0	176	3	179	3	0	0	3	325
08:30 AM	1	113	5	119	2	0	2	4	0	156	1	157	2	0	1	3	283
08:45 AM	0	109	3	112	1	0	2	3	1	123	1	125	3	0	0	3	243
Total	1	527	17	545	6	0	9	15	2	689	6	697	14	0	1	15	1272
Grand Total	13	1642	40	1695	37	2	26	65	5	2082	19	2106	91	2	7	100	3966
Apprch %	0.8	96.9	2.4		56.9	3.1	40		0.2	98.9	0.9		91	2	7		
Total %	0.3	41.4	1	42.7	0.9	0.1	0.7	1.6	0.1	52.5	0.5	53.1	2.3	0.1	0.2	2.5	

	Lasselle Street Southbound				Cremello Way Westbound				Lasselle Street Northbound				Avenida De Plata Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	374	4	379	**14**	**1**	**10**	**25**	**1**	327	5	333	17	**1**	1	19	756
07:15 AM	5	**424**	**10**	**439**	11	0	3	14	1	**390**	**6**	**397**	**26**	0	**3**	**29**	**879**
07:30 AM	0	180	4	184	4	1	2	7	1	384	0	385	25	0	2	27	603
07:45 AM	**6**	137	5	148	2	0	2	4	0	292	2	294	9	1	0	10	456
Total Volume	12	1115	23	1150	31	2	17	50	3	1393	13	1409	77	2	6	85	2694
% App. Total	1	97	2		62	4	34		0.2	98.9	0.9		90.6	2.4	7.1		
PHF	.500	.657	.575	.655	.554	.500	.425	.500	.750	.893	.542	.887	.740	.500	.500	.733	.766

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File Name : 36_MRV_Lasselle_Avd De Plata_Cremello AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2

City of Moreno Valley
N/S: Lasselle Street
E/W: Avenida De Plata/Cremello Way
Weather: Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	374	4	379	**14**	**1**	**10**	**25**	**1**	327	5	333	17	**1**	1	19
+15 mins.	5	**424**	**10**	**439**	11	0	3	14	1	**390**	**6**	**397**	**26**	0	**3**	**29**
+30 mins.	0	180	4	184	4	1	2	7	1	384	0	385	25	0	2	27
+45 mins.	**6**	137	5	148	2	0	2	4	0	292	2	294	9	1	0	10
Total Volume	12	1115	23	1150	31	2	17	50	3	1393	13	1409	77	2	6	85
% App. Total	1	97	2		62	4	34		0.2	98.9	0.9		90.6	2.4	7.1	
PHF	.500	.657	.575	.655	.554	.500	.425	.500	.750	.893	.542	.887	.740	.500	.500	.733

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City of Moreno Valley
N/S: Lasselle Street
E/W: Avenida De Plata/Cremello Way
Weather: Clear

File Name : 36_MRV_Lasselle_Avd De Plata_Cremello PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Total Volume

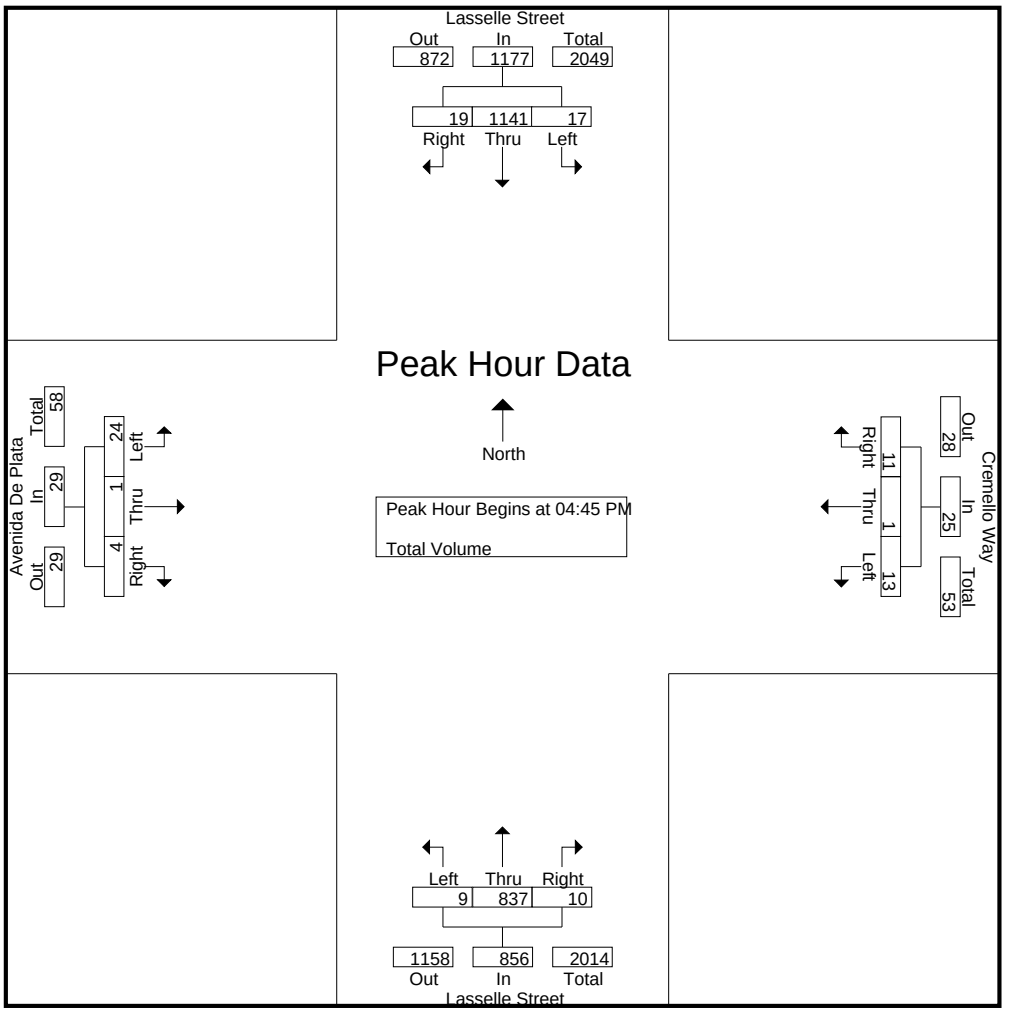
	Lasselle Street Southbound				Cremello Way Westbound				Lasselle Street Northbound				Avenida De Plata Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	219	4	228	5	1	1	7	2	195	11	208	5	0	0	5	448
04:15 PM	2	241	5	248	1	0	5	6	1	175	2	178	5	0	1	6	438
04:30 PM	6	200	8	214	4	0	2	6	2	215	4	221	7	0	0	7	448
04:45 PM	3	289	5	297	2	0	5	7	1	216	3	220	9	1	1	11	535
Total	16	949	22	987	12	1	13	26	6	801	20	827	26	1	2	29	1869
05:00 PM	5	279	3	287	0	0	1	1	5	189	0	194	6	0	1	7	489
05:15 PM	3	276	6	285	5	1	2	8	2	216	5	223	3	0	2	5	521
05:30 PM	6	297	5	308	6	0	3	9	1	216	2	219	6	0	0	6	542
05:45 PM	4	266	4	274	4	0	0	4	2	183	3	188	4	0	0	4	470
Total	18	1118	18	1154	15	1	6	22	10	804	10	824	19	0	3	22	2022
Grand Total	34	2067	40	2141	27	2	19	48	16	1605	30	1651	45	1	5	51	3891
Apprch %	1.6	96.5	1.9		56.2	4.2	39.6		1	97.2	1.8		88.2	2	9.8		
Total %	0.9	53.1	1	55	0.7	0.1	0.5	1.2	0.4	41.2	0.8	42.4	1.2	0	0.1	1.3	

	Lasselle Street Southbound				Cremello Way Westbound				Lasselle Street Northbound				Avenida De Plata Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	289	5	297	2	0	**5**	7	1	**216**	3	220	**9**	**1**	1	**11**	535
05:00 PM	5	279	3	287	0	0	1	1	**5**	189	0	194	6	0	1	7	489
05:15 PM	3	276	**6**	285	5	**1**	2	8	2	216	**5**	**223**	3	0	**2**	5	521
05:30 PM	**6**	**297**	5	**308**	**6**	0	3	**9**	1	216	2	219	6	0	0	6	**542**
Total Volume	17	1141	19	1177	13	1	11	25	9	837	10	856	24	1	4	29	2087
% App. Total	1.4	96.9	1.6		52	4	44		1.1	97.8	1.2		82.8	3.4	13.8		
PHF	.708	.960	.792	.955	.542	.250	.550	.694	.450	.969	.500	.960	.667	.250	.500	.659	.963

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City of Moreno Valley
N/S: Lasselle Street
E/W: Avenida De Plata/Cremello Way
Weather: Clear

File Name : 36_MRV_Lasselle_Avd De Plata_Cremello PM
Site Code : 00318027
Start Date : 1/11/2018



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:30 PM				04:15 PM			
+0 mins.	3	289	5	297	**5**	**1**	1	**7**	2	215	4	221	5	0	**1**	6
+15 mins.	5	279	3	287	1	0	**5**	6	1	**216**	3	220	7	0	0	7
+30 mins.	3	276	**6**	285	4	0	2	6	**5**	189	0	194	**9**	**1**	1	**11**
+45 mins.	**6**	**297**	5	**308**	2	0	5	7	2	216	**5**	**223**	6	0	1	7
Total Volume	17	1141	19	1177	12	1	13	26	10	836	12	858	27	1	3	31
% App. Total	1.4	96.9	1.6		46.2	3.8	50		1.2	97.4	1.4		87.1	3.2	9.7	
PHF	.708	.960	.792	.955	.600	.250	.650	.929	.500	.968	.600	.962	.750	.250	.750	.705

Location: Moreno Valley
N/S: Lasselle Street
E/W: Avenida De Plata/Cremello Way

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Lasselle Street	East Leg Cremello Way	South Leg Lasselle Street	West Leg Avenida De Plata	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	7	0	9	16
7:15 AM	0	2	1	1	4
7:30 AM	0	1	0	1	2
7:45 AM	0	1	1	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	11	2	11	24

	North Leg Lasselle Street	East Leg Cremello Way	South Leg Lasselle Street	West Leg Avenida De Plata	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	2	3
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	2	0	1	3
5:15 PM	0	0	0	2	2
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	1	3	0	7	11

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Location: Moreno Valley
N/S: Lasselle Street
E/W: Avenida De Plata/Cremello Way

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Lasselle Street			Westbound Cremello Way			Northbound Lasselle Street			Eastbound Avenida De Plata			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	12	0	0	0	0	0	1	0	0	0	0	13

	Southbound Lasselle Street			Westbound Cremello Way			Northbound Lasselle Street			Eastbound Avenida De Plata			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	1	0	0	0	3

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City of Moreno Valley
N/S: Lasselle Street
E/W: Avenida Classica/Kentucky Derby Dr
Weather: Clear

File Name : 37_MRV_Lasselle_Avd Classica_Kentucky Derby AM
Site Code : 00318027
Start Date : 1/11/2018

Groups Printed- Total Volume

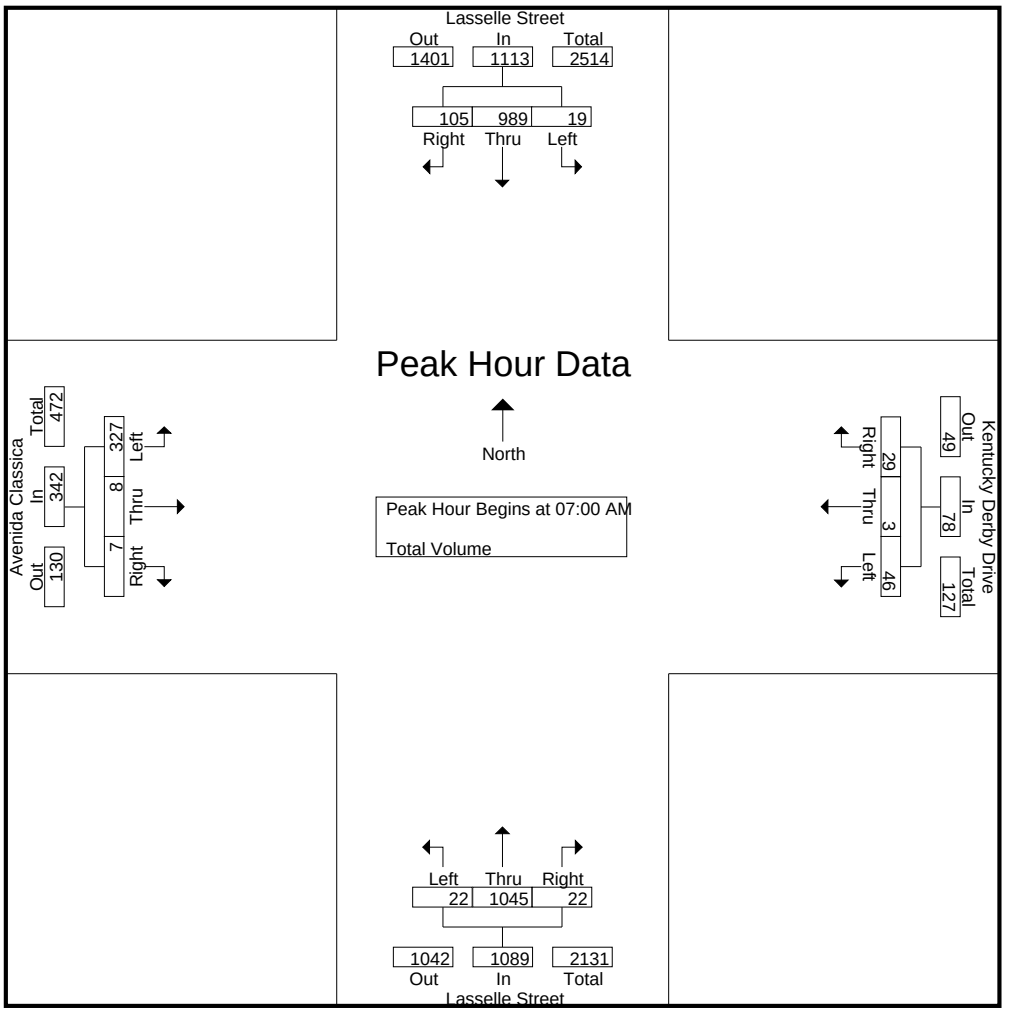
	Lasselle Street Southbound				Kentucky Derby Drive Westbound				Lasselle Street Northbound				Avenida Classica Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	318	36	360	10	1	9	20	1	266	3	270	85	1	4	90	740
07:15 AM	12	358	43	413	23	1	16	40	6	231	6	243	127	2	1	130	826
07:30 AM	0	184	16	200	11	0	2	13	15	298	11	324	86	5	2	93	630
07:45 AM	1	129	10	140	2	1	2	5	0	250	2	252	29	0	0	29	426
Total	19	989	105	1113	46	3	29	78	22	1045	22	1089	327	8	7	342	2622
08:00 AM	0	151	17	168	1	0	1	2	2	208	0	210	26	1	0	27	407
08:15 AM	0	133	9	142	1	0	0	1	0	172	2	174	13	0	1	14	331
08:30 AM	0	109	3	112	1	0	1	2	0	150	1	151	8	0	2	10	275
08:45 AM	0	106	5	111	1	0	2	3	1	115	0	116	6	0	1	7	237
Total	0	499	34	533	4	0	4	8	3	645	3	651	53	1	4	58	1250
Grand Total	19	1488	139	1646	50	3	33	86	25	1690	25	1740	380	9	11	400	3872
Apprch %	1.2	90.4	8.4		58.1	3.5	38.4		1.4	97.1	1.4		95	2.2	2.8		
Total %	0.5	38.4	3.6	42.5	1.3	0.1	0.9	2.2	0.6	43.6	0.6	44.9	9.8	0.2	0.3	10.3	

	Lasselle Street Southbound				Kentucky Derby Drive Westbound				Lasselle Street Northbound				Avenida Classica Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	6	318	36	360	10	**1**	9	20	1	266	3	270	85	1	**4**	90	740
07:15 AM	**12**	**358**	**43**	**413**	**23**	1	**16**	**40**	6	231	6	243	**127**	2	1	**130**	**826**
07:30 AM	0	184	16	200	11	0	2	13	**15**	**298**	**11**	**324**	86	**5**	2	93	630
07:45 AM	1	129	10	140	2	1	2	5	0	250	2	252	29	0	0	29	426
Total Volume	19	989	105	1113	46	3	29	78	22	1045	22	1089	327	8	7	342	2622
% App. Total	1.7	88.9	9.4		59	3.8	37.2		2	96	2		95.6	2.3	2		
PHF	.396	.691	.610	.674	.500	.750	.453	.488	.367	.877	.500	.840	.644	.400	.438	.658	.794

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City of Moreno Valley
N/S: Lasselle Street
E/W: Avenida Classica/Kentucky Derby Dr
Weather: Clear

File Name : 37_MRV_Lasselle_Avd Classica_Kentucky Derby AM
Site Code : 00318027
Start Date : 1/11/2018



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	6	318	36	360	10	**1**	9	20	1	266	3	270	85	1	**4**	90
+15 mins.	**12**	**358**	**43**	**413**	**23**	1	**16**	**40**	6	231	6	243	**127**	2	1	**130**
+30 mins.	0	184	16	200	11	0	2	13	**15**	**298**	**11**	**324**	86	**5**	2	93
+45 mins.	1	129	10	140	2	1	2	5	0	250	2	252	29	0	0	29
Total Volume	19	989	105	1113	46	3	29	78	22	1045	22	1089	327	8	7	342
% App. Total	1.7	88.9	9.4		59	3.8	37.2		2	96	2		95.6	2.3	2	
PHF	.396	.691	.610	.674	.500	.750	.453	.488	.367	.877	.500	.840	.644	.400	.438	.658

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City of Moreno Valley
N/S: Lasselle Street
E/W: Avenida Classica/Kentucky Derby Dr
Weather: Clear

File Name : 37_MRV_Lasselle_Avd Classica_Kentucky Derby PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Total Volume

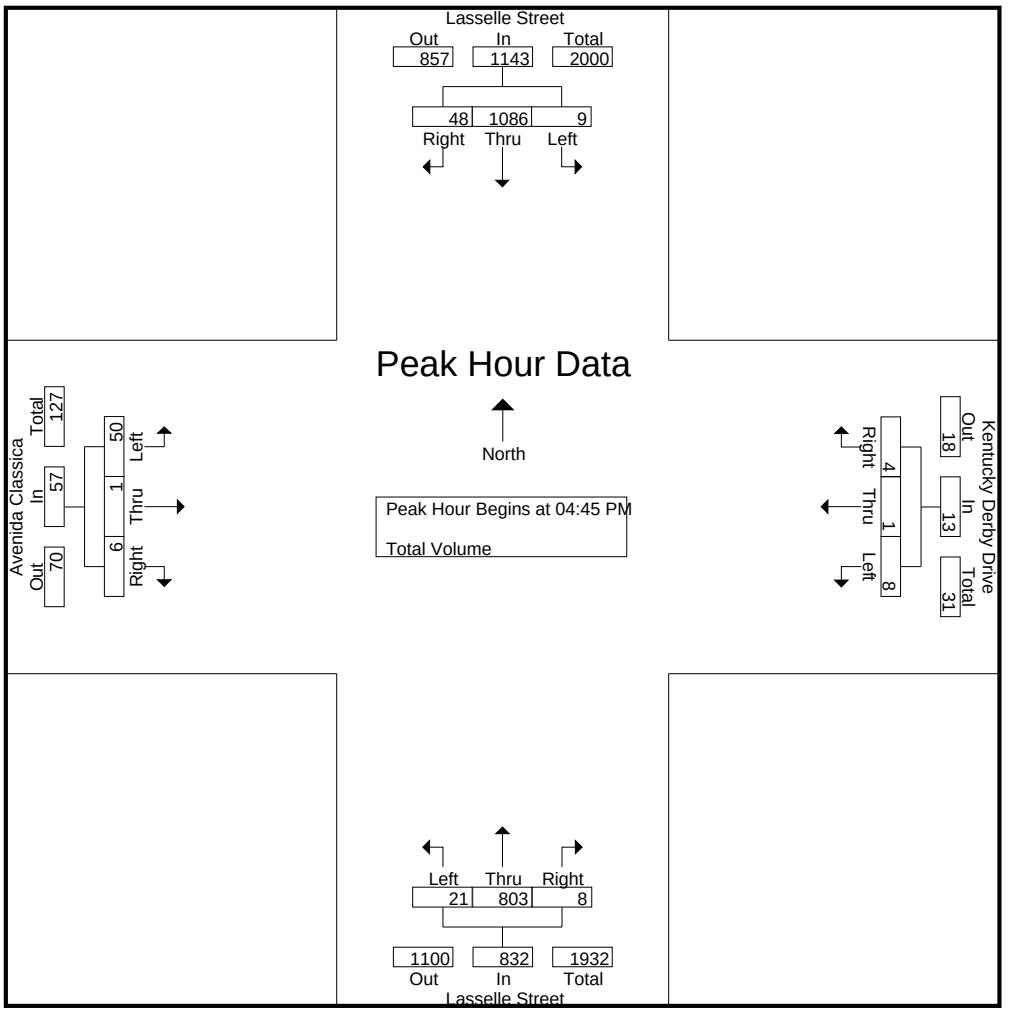
	Lasselle Street Southbound				Kentucky Derby Drive Westbound				Lasselle Street Northbound				Avenida Classica Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	220	8	229	1	0	2	3	4	178	3	185	13	2	0	15	432
04:15 PM	2	233	7	242	1	1	1	3	2	164	5	171	9	0	0	9	425
04:30 PM	2	194	7	203	2	0	0	2	7	211	1	219	13	0	3	16	440
04:45 PM	3	275	10	288	0	0	1	1	1	197	0	198	17	0	2	19	506
Total	8	922	32	962	4	1	4	9	14	750	9	773	52	2	5	59	1803
05:00 PM	1	256	12	269	2	0	0	2	6	182	2	190	12	0	0	12	473
05:15 PM	4	273	9	286	3	1	2	6	9	216	2	227	12	1	2	15	534
05:30 PM	1	282	17	300	3	0	1	4	5	208	4	217	9	0	2	11	532
05:45 PM	2	254	11	267	2	0	2	4	8	195	1	204	7	0	2	9	484
Total	8	1065	49	1122	10	1	5	16	28	801	9	838	40	1	6	47	2023
Grand Total	16	1987	81	2084	14	2	9	25	42	1551	18	1611	92	3	11	106	3826
Apprch %	0.8	95.3	3.9		56	8	36		2.6	96.3	1.1		86.8	2.8	10.4		
Total %	0.4	51.9	2.1	54.5	0.4	0.1	0.2	0.7	1.1	40.5	0.5	42.1	2.4	0.1	0.3	2.8	

	Lasselle Street Southbound				Kentucky Derby Drive Westbound				Lasselle Street Northbound				Avenida Classica Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	275	10	288	0	0	1	1	1	197	0	198	**17**	0	**2**	**19**	506
05:00 PM	1	256	12	269	2	0	0	2	6	182	2	190	12	0	0	12	473
05:15 PM	**4**	273	9	286	**3**	**1**	**2**	**6**	**9**	**216**	2	**227**	12	**1**	2	15	**534**
05:30 PM	1	**282**	**17**	**300**	3	0	1	4	5	208	**4**	217	9	0	2	11	532
Total Volume	9	1086	48	1143	8	1	4	13	21	803	8	832	50	1	6	57	2045
% App. Total	0.8	95	4.2		61.5	7.7	30.8		2.5	96.5	1		87.7	1.8	10.5		
PHF	.563	.963	.706	.953	.667	.250	.500	.542	.583	.929	.500	.916	.735	.250	.750	.750	.957

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City of Moreno Valley
N/S: Lasselle Street
E/W: Avenida Classica/Kentucky Derby Dr
Weather: Clear

File Name : 37_MRV_Lasselle_Avd Classica_Kentucky Derby PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				04:30 PM			
+0 mins.	3	275	10	288	2	0	0	2	6	182	2	190	13	0	**3**	16
+15 mins.	1	256	12	269	**3**	**1**	**2**	**6**	**9**	**216**	2	**227**	**17**	0	2	**19**
+30 mins.	**4**	273	9	286	3	0	1	4	5	208	**4**	217	12	0	0	12
+45 mins.	1	**282**	**17**	**300**	2	0	2	4	8	195	1	204	12	**1**	2	15
Total Volume	9	1086	48	1143	10	1	5	16	28	801	9	838	54	1	7	62
% App. Total	0.8	95	4.2		62.5	6.2	31.2		3.3	95.6	1.1		87.1	1.6	11.3	
PHF	.563	.963	.706	.953	.833	.250	.625	.667	.778	.927	.563	.923	.794	.250	.583	.816

Location: Moreno Valley
N/S: Lasselle Street
E/W: Avenida Classica/Kentucky Derby Drive

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Lasselle Street	East Leg Kentucky Derby Drive	South Leg Lasselle Street	West Leg Avenida Classica	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	7	2	7	17
7:15 AM	0	14	3	4	21
7:30 AM	0	2	0	1	3
7:45 AM	1	3	0	0	4
8:00 AM	0	1	0	0	1
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	2	27	6	13	48

	North Leg Lasselle Street	East Leg Kentucky Derby Drive	South Leg Lasselle Street	West Leg Avenida Classica	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	3	0	0	3
4:30 PM	0	3	0	1	4
4:45 PM	2	1	0	0	3
5:00 PM	0	1	1	1	3
5:15 PM	0	1	0	0	1
5:30 PM	1	0	0	1	2
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	3	9	1	4	17

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Location: Moreno Valley
N/S: Lasselle Street
E/W: Avenida Classica/Kentucky Derby Drive

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Lasselle Street			Westbound Kentucky Derby Drive			Northbound Lasselle Street			Eastbound Avenida Classica			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	11	0	0	0	0	0	1	0	0	0	0	12

	Southbound Lasselle Street			Westbound Kentucky Derby Drive			Northbound Lasselle Street			Eastbound Avenida Classica			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

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National Data & Surveying Services

Intersection Turning Movement Count

Location: Lasselle St & Via De Anza/Rancho Verde High School
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-020
Date: 11/9/2017

Total

NS/EW Streets:	Lasselle St				Lasselle St				Via De Anza/Rancho Verde High School				Via De Anza/Rancho Verde High School				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	164	109	7	72	128	71	0	37	22	11	0	50	0	64	0	738
7:15 AM	0	125	82	7	77	175	125	0	47	40	7	0	38	1	83	0	807
7:30 AM	7	238	80	32	48	189	50	0	20	19	10	0	47	0	71	0	811
7:45 AM	4	282	18	2	11	111	0	0	3	1	5	0	10	1	12	0	460
8:00 AM	1	185	13	1	10	121	0	0	7	0	2	0	13	0	12	1	366
8:15 AM	2	150	5	0	15	134	5	0	0	0	2	0	4	0	11	0	328
8:30 AM	1	162	12	0	11	104	0	0	1	0	2	0	5	0	11	1	310
8:45 AM	4	140	3	0	6	79	0	0	0	0	1	0	3	0	1	0	237
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	1446	322	49	250	1041	251	0	115	82	40	0	170	2	265	2	4057
APPROACH %'s :	1.20%	78.63%	17.51%	2.66%	16.21%	67.51%	16.28%	0.00%	48.52%	34.60%	16.88%	0.00%	38.72%	0.46%	60.36%	0.46%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	14	809	289	48	208	603	246	0	107	82	33	0	145	2	230	0	2816
PEAK HR FACTOR :	0.500	0.717	0.663	0.375	0.675	0.798	0.492	0.000	0.569	0.513	0.750	0.000	0.725	0.500	0.693	0.000	0.868
	0.812				0.701				0.590				0.773				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	10	182	17	5	30	194	3	0	2	0	4	0	25	3	43	0	518
4:15 PM	3	169	19	4	38	234	5	0	1	1	5	0	12	0	33	0	524
4:30 PM	6	183	15	7	30	250	1	0	3	2	4	0	21	2	36	0	560
4:45 PM	8	191	29	4	39	255	4	1	5	1	7	0	23	2	33	0	602
5:00 PM	5	187	20	9	28	257	3	0	2	2	3	0	16	2	24	0	558
5:15 PM	8	189	17	8	41	260	1	0	2	2	4	0	14	0	30	0	576
5:30 PM	10	191	10	10	32	270	1	1	0	0	5	0	15	0	27	0	572
5:45 PM	15	211	26	5	26	228	2	0	0	2	6	0	24	2	34	0	581
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	65	1503	153	52	264	1948	20	2	15	10	38	0	150	11	260	0	4491
APPROACH %'s :	3.67%	84.77%	8.63%	2.93%	11.82%	87.20%	0.90%	0.09%	23.81%	15.87%	60.32%	0.00%	35.63%	2.61%	61.76%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	31	758	76	31	140	1042	9	2	9	5	19	0	68	4	114	0	2308
PEAK HR FACTOR :	0.775	0.992	0.655	0.775	0.854	0.965	0.563	0.500	0.450	0.625	0.679	0.000	0.739	0.500	0.864	0.000	0.958
	0.966				0.981				0.635				0.802				

Prepared by National Data & Surveying Services

Lasselle St & Via De Anza/Rancho Verde High School

Peak Hour Turning Movement Count

ID: 17-06170-020
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Lasselle St — SOUTHBOUND

AM	246	603	208	0	1146	AM
NOON	0	0	0	0	0	NOON
PM	9	1042	140	2	883	PM
	0	2	1	0		

Via De Anza/Rancho Verde High — EASTBOUND

AM	NOON	PM	
262	0	44	
0	0	0	0
107	0	9	1
82	0	5	1
33	0	19	0
AM	NOON	PM	

CONTROL

Signalized

TEV	2816	0	2308
	AM	NOON	PM
PHF	0.87		0.96

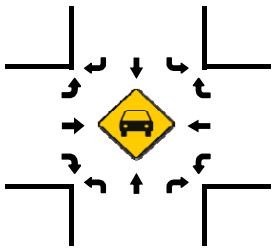
Via De Anza/Rancho Verde High — WESTBOUND

PM	NOON	AM	
114	0	230	0
4	0	2	1
68	0	145	0
0	0	0	0
221	0	579	
PM	NOON	AM	

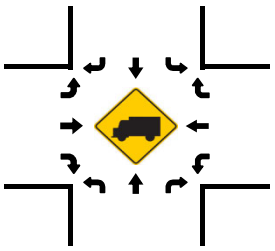
Lasselle St — NORTHBOUND

	0	1	2	0	
PM	1160	31	31	758	76	PM
NOON	0	0	0	0	0	NOON
AM	829	48	14	809	289	AM

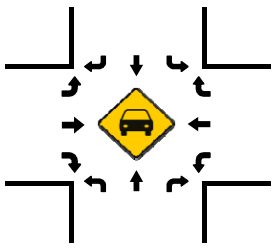
Cars (AM)



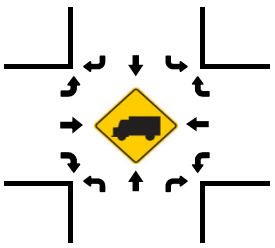
4axle (AM)



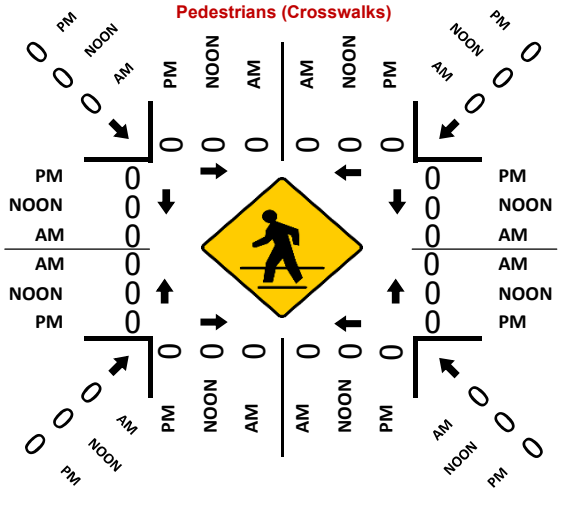
Cars (NOON)



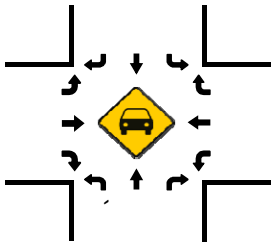
4axle (NOON)



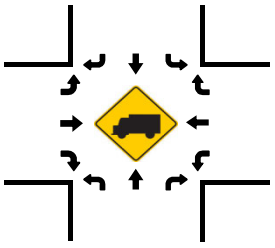
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Lasselle Street
E/W: Via de Anza

Date: 1/29/2019
Day: Tuesday

PEDESTRIANS

	North Leg Lasselle Street	East Leg Via de Anza	South Leg Lasselle Street	West Leg Via de Anza	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	95	0	2	1	98
7:15 AM	219	33	19	27	298
7:30 AM	202	2	2	5	211
7:45 AM	4	2	1	0	7
8:00 AM	1	4	2	0	7
8:15 AM	3	3	3	2	11
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	524	45	29	35	633

	North Leg Lasselle Street	East Leg Via de Anza	South Leg Lasselle Street	West Leg Via de Anza	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	4	0	1	0	5
4:15 PM	5	0	0	0	5
4:30 PM	5	1	0	0	6
4:45 PM	0	0	0	0	0
5:00 PM	3	1	0	0	4
5:15 PM	3	0	0	1	4
5:30 PM	1	0	0	0	1
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	22	2	1	1	26

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Lasselle Street
E/W: Via de Anza

Date: 1/29/2019
Day: Tuesday

BICYCLES

	Southbound Lasselle Street			Westbound Via de Anza			Northbound Lasselle Street			Eastbound Via de Anza			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	1	0	0	0	0	0	0	1	1	0	4	0	7

	Southbound Lasselle Street			Westbound Via de Anza			Northbound Lasselle Street			Eastbound Via de Anza			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	2	0	0	0	1	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	4	0	1	0	1	0	0	0	6

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Evans Rd & Ramona Expy
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-021
Date: 11/9/2017

Total

NS/EW Streets:	Evans Rd				Evans Rd				Ramona Expy				Ramona Expy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	2	2	1	0	2	3	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	82	147	8	0	39	55	102	0	86	154	52	10	2	271	83	0	1091
7:15 AM	108	175	6	0	48	101	100	0	76	98	38	4	3	274	116	0	1147
7:30 AM	123	104	9	0	76	84	129	0	59	116	59	12	7	299	65	1	1143
7:45 AM	74	93	4	0	43	100	105	1	37	100	42	7	6	280	76	0	968
8:00 AM	104	123	11	0	27	44	54	0	49	99	43	7	3	181	58	0	803
8:15 AM	69	81	1	0	24	57	45	0	43	68	31	5	5	163	34	0	626
8:30 AM	56	70	3	0	29	34	62	0	59	105	20	2	2	150	35	1	628
8:45 AM	40	84	3	0	18	31	51	0	50	86	23	4	1	147	43	0	581
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	656	877	45	0	304	506	648	1	459	826	308	51	29	1765	510	2	6987
APPROACH %'s :	41.57%	55.58%	2.85%	0.00%	20.84%	34.68%	44.41%	0.07%	27.92%	50.24%	18.73%	3.10%	1.26%	76.54%	22.12%	0.09%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	387	519	27	0	206	340	436	1	258	468	191	33	18	1124	340	1	4349
PEAK HR FACTOR :	0.787	0.741	0.750	0.000	0.678	0.842	0.845	0.250	0.750	0.760	0.809	0.688	0.643	0.940	0.733	0.250	0.948
	0.807				0.850				0.786				0.943				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	2	2	1	0	2	3	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	43	73	3	0	51	115	72	0	72	204	57	1	2	122	50	0	865
4:15 PM	58	85	3	0	60	115	65	0	93	209	80	2	6	141	46	0	963
4:30 PM	56	83	3	0	61	129	73	0	83	255	77	3	2	163	50	0	1038
4:45 PM	62	91	2	0	66	126	88	0	94	311	94	5	3	168	48	0	1158
5:00 PM	52	77	3	0	76	129	79	0	70	249	84	5	5	140	38	0	1007
5:15 PM	55	113	3	1	43	119	93	0	85	260	90	1	5	133	48	0	1049
5:30 PM	63	93	5	1	77	113	95	0	98	238	81	5	2	190	55	0	1116
5:45 PM	38	95	1	0	55	152	62	0	98	244	85	3	6	169	43	0	1051
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	427	710	23	2	489	998	627	0	693	1970	648	25	31	1226	378	0	8247
APPROACH %'s :	36.75%	61.10%	1.98%	0.17%	23.13%	47.21%	29.66%	0.00%	20.77%	59.05%	19.42%	0.75%	1.90%	74.98%	23.12%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	232	374	13	2	262	487	355	0	347	1058	349	16	15	631	189	0	4330
PEAK HR FACTOR :	0.921	0.827	0.650	0.500	0.851	0.944	0.934	0.000	0.885	0.850	0.928	0.800	0.750	0.830	0.859	0.000	0.935
	0.903				0.968				0.878				0.845				

Prepared by National Data & Surveying Services

Evans Rd & Ramona Expy

Peak Hour Turning Movement Count

ID: 17-06170-021
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

	PEAK HOURS	COUNT PERIODS
AM	07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Evans Rd – SOUTHBOUND

	Right	Thru	Left	U-Turn	Departure
AM	436	340	206	1	1118
NOON	0	0	0	0	0
PM	355	487	262	0	910
Lanes	1	2	2	0	

Ramona Expy – EASTBOUND

	AM	NOON	PM	Lanes
Departure	1980	0	1234	
U-Turn	33	0	16	0
Left	258	0	347	2
Thru	468	0	1058	3
Right	191	0	349	1

Ramona Expy – WESTBOUND

	Lanes	PM	NOON	AM
Right	1	189	0	340
Thru	2	631	0	1124
Left	1	15	0	18
U-Turn	0	0	0	1
Departure		1333	0	702

Evans Rd – NORTHBOUND

	Departure	U-Turn	Left	Thru	Right
Lanes		0	2	2	0
PM	853	2	232	374	13
NOON	0	0	0	0	0
AM	549	0	387	519	27

CONTROL

Signalized

	AM	NOON	PM
TEV	4349	0	4330
PHF	0.95		0.93

Cars (AM)

Approach	Left	Thru	Right
Southbound	204	334	430
Eastbound	253	429	188
Westbound	16	1087	337
Northbound	381	508	27

Cars (NOON)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Cars (PM)

Approach	Left	Thru	Right
Southbound	261	479	352
Eastbound	343	1036	348
Westbound	15	599	186
Northbound	228	372	13

4axle (AM)

Approach	Left	Thru	Right
Southbound	0	0	0
Eastbound	1	20	2
Westbound	0	10	0
Northbound	0	0	0

4axle (NOON)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

4axle (PM)

Approach	Left	Thru	Right
Southbound	0	0	0
Eastbound	0	12	0
Westbound	0	14	0
Northbound	0	0	0

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg	0	0	0
South leg	0	0	0
East leg	0	0	0
West leg	0	0	0
NW corner	0	0	0
NE corner	0	0	0
SW corner	0	0	0
SE corner	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Camino Flores & Iris Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-028
Date: 11/9/2017

Total

NS/EW Streets:	Camino Flores				Camino Flores				Iris Ave				Iris Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	1	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	0	0	0	12	1	17	0	7	184	1	2	0	273	7	0	507
7:15 AM	5	1	1	0	17	0	16	0	19	203	1	1	0	263	22	0	549
7:30 AM	2	0	0	0	47	1	26	0	18	204	2	5	0	266	55	0	626
7:45 AM	2	1	1	0	46	0	15	0	17	302	3	5	0	244	93	0	729
8:00 AM	1	0	0	0	23	1	19	0	29	243	0	6	0	162	37	0	521
8:15 AM	0	0	0	0	23	0	13	0	18	219	1	6	0	163	10	1	454
8:30 AM	0	0	1	0	54	1	10	0	15	179	1	9	0	140	27	0	437
8:45 AM	1	0	2	0	21	0	9	0	17	147	0	1	1	168	31	0	398
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	14	2	5	0	243	4	125	0	140	1681	9	35	1	1679	282	1	4221
APPROACH %'s :	66.67%	9.52%	23.81%	0.00%	65.32%	1.08%	33.60%	0.00%	7.51%	90.13%	0.48%	1.88%	0.05%	85.53%	14.37%	0.05%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	10	2	2	0	133	2	76	0	83	952	6	17	0	935	207	0	2425
PEAK HR FACTOR :	0.500	0.500	0.500	0.000	0.707	0.500	0.731	0.000	0.716	0.788	0.500	0.708	0.000	0.879	0.556	0.000	0.832
	0.500				0.713				0.809				0.847				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	1	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	36	0	33	0	42	252	1	7	1	251	21	0	645
4:15 PM	0	0	1	0	26	1	25	0	39	231	1	14	0	274	23	1	636
4:30 PM	2	0	0	0	27	0	32	0	41	229	0	6	1	282	35	0	655
4:45 PM	0	0	0	0	23	0	29	0	35	247	0	9	3	267	25	0	638
5:00 PM	1	0	2	0	23	1	19	0	34	231	2	4	0	270	27	0	614
5:15 PM	0	0	0	0	34	0	24	0	40	215	1	5	0	267	23	1	610
5:30 PM	1	1	0	0	23	1	32	0	31	205	0	11	2	270	30	0	607
5:45 PM	0	0	0	0	34	1	33	0	30	207	2	6	0	263	20	0	596
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	1	4	0	226	4	227	0	292	1817	7	62	7	2144	204	2	5001
APPROACH %'s :	44.44%	11.11%	44.44%	0.00%	49.45%	0.88%	49.67%	0.00%	13.41%	83.43%	0.32%	2.85%	0.30%	90.96%	8.66%	0.08%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	2	0	2	0	112	1	119	0	157	959	2	36	5	1074	104	1	2574
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.778	0.250	0.902	0.000	0.935	0.951	0.500	0.643	0.417	0.952	0.743	0.250	0.982
	0.500				0.841				0.955				0.931				

Prepared by National Data & Surveying Services

Camino Flores & Iris Ave

Peak Hour Turning Movement Count

ID: 17-06170-028
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS	
AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Camino Flores — SOUTHBOUND

AM	76	2	133	0	292	AM
NOON	0	0	0	0	0	NOON
PM	119	1	112	0	261	PM

Iris Ave — EASTBOUND

AM	NOON	PM		
1038	0	1231	⇦	
17	0	36	↶	0
83	0	157	↱	1
952	0	959	→	3
6	0	2	↴	0
AM	NOON	PM		

Iris Ave — WESTBOUND

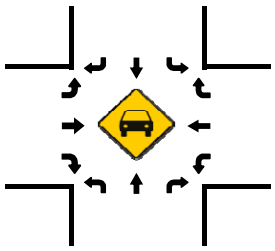
PM	NOON	AM		
104	0	207	↰	0
1074	0	935	←	3
5	0	0	↰	1
1	0	0	↶	0
1074	0	1087	⇨	
PM	NOON	AM		

Camino Flores — NORTHBOUND

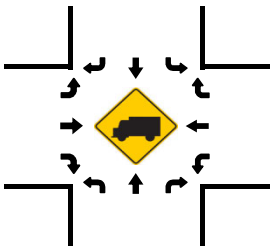
PM	8	0	2	0	2	PM
NOON	0	0	0	0	0	NOON
AM	8	0	10	2	2	AM

CONTROL			
Signalized			
TEV	2425 AM	0 NOON	2574 PM
PHF	0.83		0.98

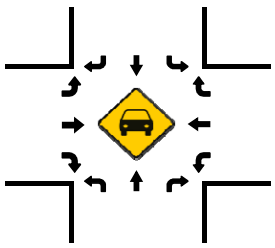
Cars (AM)



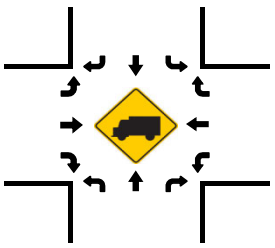
4axle (AM)



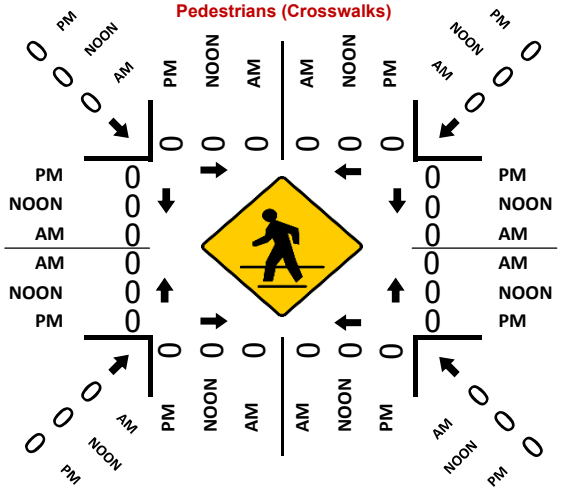
Cars (NOON)



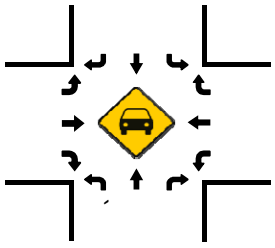
4axle (NOON)



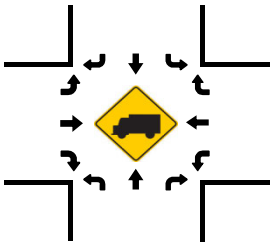
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Camino Flores/Gentian Avenue
E/W: Iris Avenue

Date: 1/23/2019
Day: Wednesday

PEDESTRIANS

	North Leg Camino Flores	East Leg Iris Avenue	South Leg Gentian Avenue	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	3	1	4
7:45 AM	1	0	2	0	3
8:00 AM	5	0	3	0	8
8:15 AM	4	0	1	0	5
8:30 AM	4	0	5	0	9
8:45 AM	5	0	2	1	8
TOTAL VOLUMES:	20	0	16	2	38

	North Leg Camino Flores	East Leg Iris Avenue	South Leg Gentian Avenue	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	3	2	6
4:15 PM	1	0	0	0	1
4:30 PM	1	0	0	0	1
4:45 PM	4	0	0	0	4
5:00 PM	3	0	5	3	11
5:15 PM	1	0	1	1	3
5:30 PM	2	0	1	1	4
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	14	0	10	7	31

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Camino Flores/Gentian Avenue
E/W: Iris Avenue

Date: 1/23/2019
Day: Wednesday

BICYCLES

	Southbound Camino Flores			Westbound Iris Avenue			Northbound Gentian Avenue			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	1	1	0	0	0	0	8	0	10
8:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
TOTAL VOLUMES:	0	0	1	0	9	1	0	0	0	0	9	0	20

	Southbound Camino Flores			Westbound Iris Avenue			Northbound Gentian Avenue			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	0	1	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	1	0	0	0	0	0	3	0	6

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Coachlight Court-Avenida De Circo & Iris Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-029
Date: 11/9/2017

Total

NS/EW Streets:	Coachlight Court-Avenida De Circo				Coachlight Court-Avenida De Circo				Iris Ave				Iris Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	46	0	3	0	1	0	21	0	9	180	7	0	0	230	1	0	498
7:15 AM	29	0	4	0	5	0	18	0	2	190	12	1	1	239	1	0	502
7:30 AM	29	0	4	0	5	0	20	0	3	200	9	1	1	262	0	2	536
7:45 AM	16	0	2	0	2	0	17	0	14	330	16	1	0	274	1	0	673
8:00 AM	13	0	2	0	1	0	11	0	6	273	11	2	0	145	0	1	465
8:15 AM	7	1	2	0	5	0	9	0	8	213	4	0	1	166	1	0	417
8:30 AM	7	0	1	0	2	0	5	0	7	231	4	1	0	160	0	1	419
8:45 AM	14	0	0	0	8	0	10	0	2	154	2	0	0	182	0	0	372
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	161	1	18	0	29	0	111	0	51	1771	65	6	3	1658	4	4	3882
APPROACH %'s :	89.44%	0.56%	10.00%	0.00%	20.71%	0.00%	79.29%	0.00%	2.69%	93.56%	3.43%	0.32%	0.18%	99.34%	0.24%	0.24%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	120	0	13	0	13	0	76	0	28	900	44	3	2	1005	3	2	2209
PEAK HR FACTOR :	0.652	0.000	0.813	0.000	0.650	0.000	0.905	0.000	0.500	0.682	0.688	0.750	0.500	0.917	0.750	0.250	0.821
	0.679				0.890				0.675				0.920				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	16	0	0	0	3	0	12	0	19	259	7	3	0	258	3	0	580
4:15 PM	12	0	2	0	2	0	9	0	11	241	13	1	1	269	0	0	561
4:30 PM	12	0	0	0	5	0	9	0	7	225	10	1	0	272	3	0	544
4:45 PM	12	0	3	0	3	0	11	0	8	250	18	0	0	290	4	1	600
5:00 PM	18	1	3	0	7	0	12	0	15	205	14	1	3	277	2	0	558
5:15 PM	16	0	0	0	6	0	9	0	15	231	13	2	1	249	1	0	543
5:30 PM	11	0	2	0	5	0	15	0	13	210	12	0	0	281	2	1	552
5:45 PM	13	0	4	0	2	0	10	0	16	195	19	1	2	246	4	1	513
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	110	1	14	0	33	0	87	0	104	1816	106	9	7	2142	19	3	4451
APPROACH %'s :	88.00%	0.80%	11.20%	0.00%	27.50%	0.00%	72.50%	0.00%	5.11%	89.24%	5.21%	0.44%	0.32%	98.66%	0.88%	0.14%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	52	0	5	0	13	0	41	0	45	975	48	5	1	1089	10	1	2285
PEAK HR FACTOR :	0.813	0.000	0.417	0.000	0.650	0.000	0.854	0.000	0.592	0.941	0.667	0.417	0.250	0.939	0.625	0.250	0.952
	0.891				0.900				0.931				0.933				

Prepared by National Data & Surveying Services

Coachlight Court-Avenida De Circo & Iris Ave

Peak Hour Turning Movement Count

ID: 17-06170-029
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Coachlight Court-Avenida De Circo — SOUTHBOUND

AM	76	0	13	0	31	AM
NOON	0	0	0	0	0	NOON
PM	41	0	13	0	55	PM

EASTBOUND — Iris Ave

AM	NOON	PM		
1204	0	1187	⇦	
3	0	5	↶	0
28	0	45	↱	1
900	0	975	→	3
44	0	48	↴	0
AM	NOON	PM		

WESTBOUND — Iris Ave

PM	NOON	AM		
10	0	3	↰	0
1089	0	1005	←	3
1	0	2	↰	1
1	0	2	↰	0
994	0	928	⇨	
PM	NOON	AM		

NORTHBOUND — Coachlight Court-Avenida De Circo

PM	49	0	52	0	5	PM
NOON	0	0	0	0	0	NOON
AM	46	0	120	0	13	AM

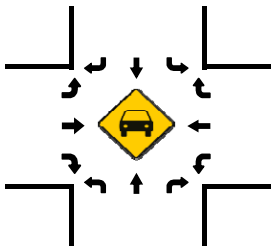
⇩	↶	↰	↑	↱
0	0	1	0	

CONTROL

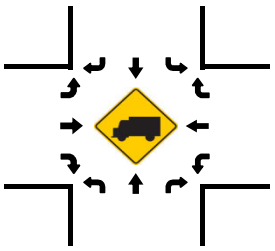
Signalized

TEV	2209 AM	0 NOON	2285 PM
PHF	0.82		0.95

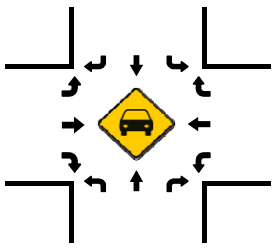
Cars (AM)



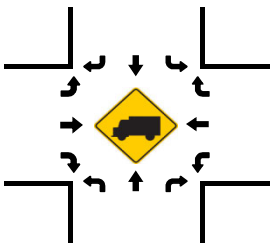
4axle (AM)



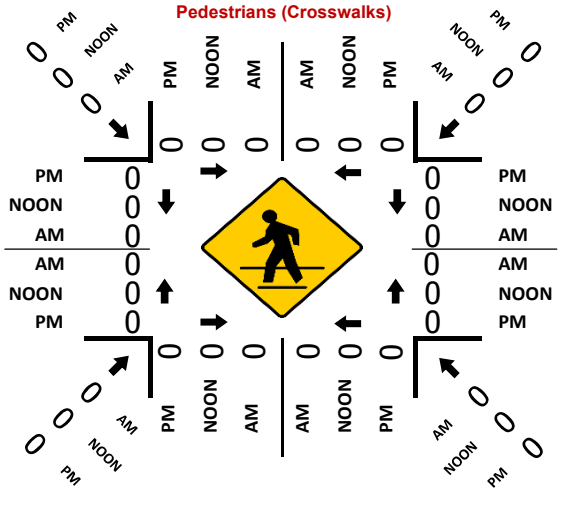
Cars (NOON)



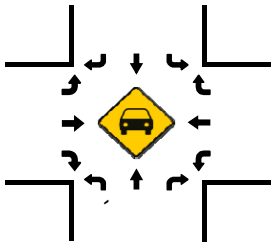
4axle (NOON)



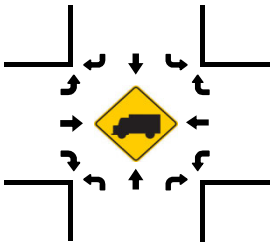
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Coachlight Court/Avendia De Circo
E/W: Iris Avenue

Date: 1/23/2019
Day: Wednesday

PEDESTRIANS

	North Leg Coachlight Court	East Leg Iris Avenue	South Leg Avenida De Circo	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	3	0	3
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	1	2
7:45 AM	1	0	0	0	1
8:00 AM	1	0	0	0	1
8:15 AM	2	3	0	1	6
8:30 AM	4	3	1	0	8
8:45 AM	3	0	2	0	5
TOTAL VOLUMES:	11	6	7	2	26

	North Leg Coachlight Court	East Leg Iris Avenue	South Leg Avenida De Circo	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	8	0	9
4:15 PM	0	0	0	0	0
4:30 PM	1	0	3	4	8
4:45 PM	0	3	1	1	5
5:00 PM	3	1	1	0	5
5:15 PM	1	0	0	0	1
5:30 PM	1	1	0	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	7	5	13	5	30

Counts Unlimited, Inc.
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951-268-6268

Location: Moreno Valley
N/S: Coachlight Court/Avendia De Circo
E/W: Iris Avenue

Date: 1/23/2019
Day: Wednesday

BICYCLES

	Southbound Coachlight Court			Westbound Iris Avenue			Northbound Avenida De Circo			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	3	0	0	0	4	0	0	0	0	0	0	0	7
8:15 AM	0	0	1	0	2	0	0	0	0	0	8	0	11
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	3	0	3	0	8	0	0	0	0	0	9	0	23

	Southbound Coachlight Court			Westbound Iris Avenue			Northbound Avenida De Circo			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	1	0	0	3	0	5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Grande Vista Dr & Iris Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-030
Date: 11/9/2017

Total

NS/EW Streets:	Grande Vista Dr				Grande Vista Dr				Iris Ave				Iris Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	39	0	11	0	0	0	0	0	0	164	11	0	1	204	0	0	430
7:15 AM	32	0	4	0	0	0	0	0	0	179	18	0	3	197	0	2	435
7:30 AM	28	0	9	0	0	0	0	0	0	208	19	0	0	232	0	0	496
7:45 AM	16	0	6	0	0	0	0	0	0	301	21	0	2	270	0	0	616
8:00 AM	6	0	5	0	0	0	0	0	0	247	10	0	1	143	0	0	412
8:15 AM	7	0	4	0	0	0	0	0	0	228	4	0	3	156	0	0	402
8:30 AM	9	0	4	0	0	0	0	0	0	216	2	0	3	150	0	0	384
8:45 AM	10	0	8	0	0	0	0	0	0	172	8	0	2	184	0	0	384
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	147	0	51	0	0	0	0	0	0	1715	93	0	15	1536	0	2	3559
APPROACH %'s :	74.24%	0.00%	25.76%	0.00%					0.00%	94.86%	5.14%	0.00%	0.97%	98.91%	0.00%	0.13%	
PEAK HR :	**07:00 AM - 08:00 AM**																TOTAL
PEAK HR VOL :	115	0	30	0	0	0	0	0	0	852	69	0	6	903	0	2	1977
PEAK HR FACTOR :	0.737	0.000	0.682	0.000	0.000	0.000	0.000	0.000	0.000	0.708	0.821	0.000	0.500	0.836	0.000	0.250	0.802
	0.725								0.715				0.837				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	16	0	2	0	0	0	0	0	0	230	9	0	11	259	0	0	527
4:15 PM	12	0	8	0	0	0	0	0	0	209	19	0	5	262	0	0	515
4:30 PM	11	0	4	0	0	0	0	0	0	202	22	0	6	272	0	0	517
4:45 PM	15	0	4	0	0	0	0	0	0	220	12	0	5	282	0	0	538
5:00 PM	16	0	8	0	0	0	0	0	0	209	7	0	10	292	0	0	542
5:15 PM	13	0	4	0	0	0	0	0	0	207	15	0	9	235	0	1	484
5:30 PM	28	0	9	0	0	0	0	0	0	208	19	0	0	246	0	0	510
5:45 PM	8	0	4	0	0	0	0	0	0	181	12	0	4	265	0	0	474
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	119	0	43	0	0	0	0	0	0	1666	115	0	50	2113	0	1	4107
APPROACH %'s :	73.46%	0.00%	26.54%	0.00%					0.00%	93.54%	6.46%	0.00%	2.31%	97.64%	0.00%	0.05%	
PEAK HR :	**04:15 PM - 05:15 PM**																TOTAL
PEAK HR VOL :	54	0	24	0	0	0	0	0	0	840	60	0	26	1108	0	0	2112
PEAK HR FACTOR :	0.844	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.955	0.682	0.000	0.650	0.949	0.000	0.000	0.974
	0.813								0.970				0.939				

Prepared by National Data & Surveying Services

Grande Vista Dr & Iris Ave

Peak Hour Turning Movement Count

ID: 17-06170-030
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Grande Vista Dr — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND — Iris Ave

AM	NOON	PM		
1018	0	1162	⇦	
0	0	0	↶	0
0	0	0	↱	0
852	0	840	→	3
69	0	60	↴	0
AM	NOON	PM		

WESTBOUND — Iris Ave

PM	NOON	AM		
0	0	0	↰	0
1108	0	903	←	3
26	0	6	↰	1
0	0	2	↰	0
864	0	884	⇨	
PM	NOON	AM		

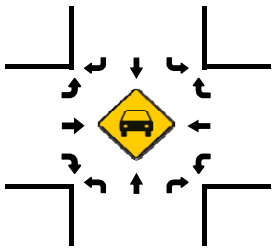
CONTROL: Signalized

TEV	1977 AM	0 NOON	2112 PM
PHF	0.80		0.97

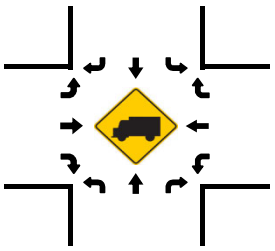
Grande Vista Dr — NORTHBOUND

PM	86	0	54	0	24	PM
NOON	0	0	0	0	0	NOON
AM	75	0	115	0	30	AM

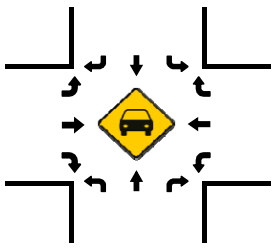
Cars (AM)



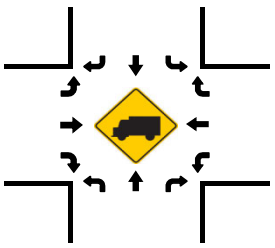
4axle (AM)



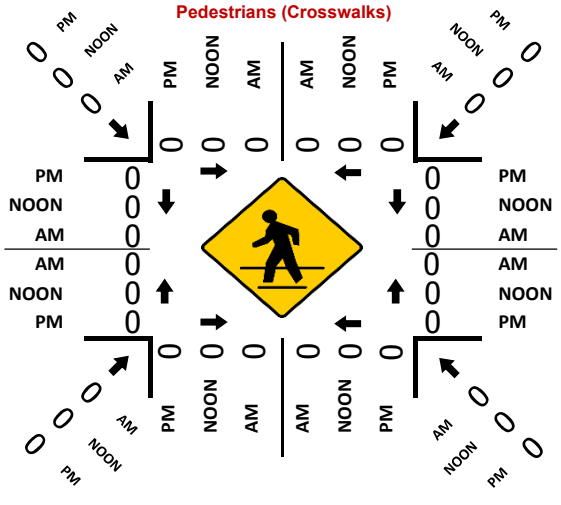
Cars (NOON)



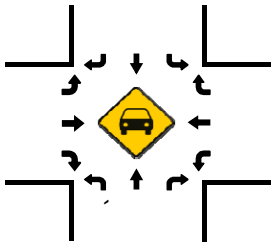
4axle (NOON)



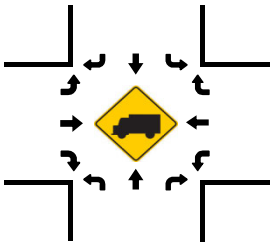
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Grande Vista Drive
E/W: Iris Avenue

Date: 1/23/2019
Day: Wednesday

PEDESTRIANS

	North Leg Grande Vista Drive	East Leg Iris Avenue	South Leg Grande Vista Drive	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	2	2
7:15 AM	0	0	1	1	2
7:30 AM	0	0	0	0	0
7:45 AM	2	0	1	0	3
8:00 AM	2	0	0	2	4
8:15 AM	0	0	4	1	5
8:30 AM	0	0	0	0	0
8:45 AM	2	0	1	2	5
TOTAL VOLUMES:	6	0	7	8	21

	North Leg Grande Vista Drive	East Leg Iris Avenue	South Leg Grande Vista Drive	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	4	1	5
4:15 PM	0	0	2	1	3
4:30 PM	1	0	4	5	10
4:45 PM	0	0	1	2	3
5:00 PM	0	0	2	1	3
5:15 PM	0	0	0	3	3
5:30 PM	0	0	2	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	15	13	29

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Grande Vista Drive
E/W: Iris Avenue

Date: 1/23/2019
Day: Wednesday

BICYCLES

	Southbound Grande Vista Drive			Westbound Iris Avenue			Northbound Grande Vista Drive			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	4	0	0	0	0	0	2	0	6
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	9	0	9
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	7	0	0	0	0	0	11	0	18

	Southbound Grande Vista Drive			Westbound Iris Avenue			Northbound Grande Vista Drive			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
5:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	4	2	9

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Nason St & Elder Ave/SR 60 WB Ramps
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-031
Date: 11/9/2017

Total

NS/EW Streets:	Nason St				Nason St				Elder Ave/SR 60 WB Ramps				Elder Ave/SR 60 WB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	52	118	0	10	60	0	0	2	11	29	0	23	3	6	0	329
7:15 AM	16	51	74	0	9	92	1	0	0	7	41	0	38	3	7	0	339
7:30 AM	35	78	103	0	7	108	1	0	2	10	68	0	35	2	7	0	456
7:45 AM	50	77	114	0	6	110	1	0	1	6	66	0	31	2	6	0	470
8:00 AM	36	45	127	0	9	31	0	0	3	5	21	0	19	2	0	0	298
8:15 AM	10	38	77	0	7	25	0	0	3	8	10	0	29	3	2	0	212
8:30 AM	13	25	76	0	6	18	1	0	1	7	20	0	20	1	5	0	193
8:45 AM	12	28	73	0	10	26	0	0	2	8	15	0	18	2	3	0	197
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	187	394	762	0	64	470	4	0	14	62	270	0	213	18	36	0	2494
APPROACH %'s :	13.92%	29.34%	56.74%	0.00%	11.90%	87.36%	0.74%	0.00%	4.05%	17.92%	78.03%	0.00%	79.78%	6.74%	13.48%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	116	258	409	0	32	370	3	0	5	34	204	0	127	10	26	0	1594
PEAK HR FACTOR :	0.580	0.827	0.867	0.000	0.800	0.841	0.750	0.000	0.625	0.773	0.750	0.000	0.836	0.833	0.929	0.000	0.848
	0.812				0.865				0.759				0.849				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	31	74	125	0	4	58	2	0	1	1	30	0	25	3	0	0	354
4:15 PM	48	87	122	0	3	54	1	0	1	4	38	0	27	11	6	0	402
4:30 PM	31	72	157	0	7	50	2	0	1	6	27	0	38	6	7	0	404
4:45 PM	45	58	143	0	7	55	3	0	3	4	28	0	29	2	6	0	383
5:00 PM	41	79	152	0	6	60	0	0	2	5	33	0	33	5	1	0	417
5:15 PM	39	67	140	0	4	51	4	0	0	7	36	0	44	8	4	0	404
5:30 PM	27	69	132	0	6	56	0	0	1	9	30	0	28	6	7	0	371
5:45 PM	34	48	110	0	4	65	0	0	2	8	21	0	33	4	3	0	332
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	296	554	1081	0	41	449	12	0	11	44	243	0	257	45	34	0	3067
APPROACH %'s :	15.33%	28.69%	55.98%	0.00%	8.17%	89.44%	2.39%	0.00%	3.69%	14.77%	81.54%	0.00%	76.49%	13.39%	10.12%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	156	276	592	0	24	216	9	0	6	22	124	0	144	21	18	0	1608
PEAK HR FACTOR :	0.867	0.873	0.943	0.000	0.857	0.900	0.563	0.000	0.500	0.786	0.861	0.000	0.818	0.656	0.643	0.000	0.964
	0.941				0.943				0.884				0.817				

Prepared by National Data & Surveying Services

Nason St & Elder Ave/SR 60 WB Ramps

Peak Hour Turning Movement Count

ID: 17-06170-031
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS	COUNT PERIODS
AM: 07:00 AM - 08:00 AM	AM: 07:00 AM - 09:00 AM
NOON: NONE	NOON: NONE
PM: 04:30 PM - 05:30 PM	PM: 04:00 PM - 06:00 PM

Nason St — SOUTHBOUND

AM	3	370	32	0	289	AM
NOON	0	0	0	0	0	NOON
PM	9	216	24	0	300	PM

Elder Ave/SR 60 WB Ramps — EASTBOUND

AM	NOON	PM		
129	0	186	⇦	
0	0	0	↶	0
5	0	6	↱	1
34	0	22	→	1
204	0	124	↷	1
AM	NOON	PM		

CONTROL

Signalized

TEV	1594 AM	0 NOON	1608 PM
PHF	0.85		0.96

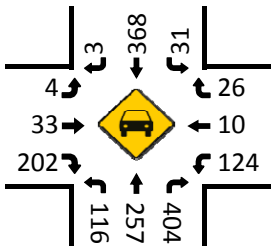
Elder Ave/SR 60 WB Ramps — WESTBOUND

PM	NOON	AM		
18	0	26	↶	1
21	0	10	←	1
144	0	127	↰	1
0	0	0	↰	0
638	0	475	⇨	
PM	NOON	AM		

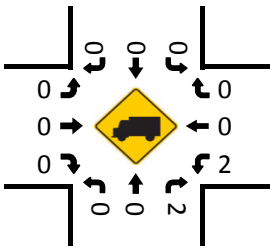
Nason St — NORTHBOUND

PM	484	0	156	276	592	PM
NOON	0	0	0	0	0	NOON
AM	701	0	116	258	409	AM

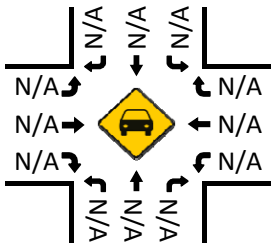
Cars (AM)



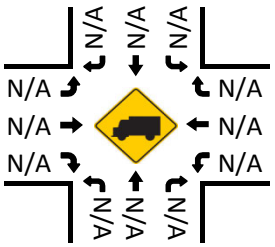
4axle (AM)



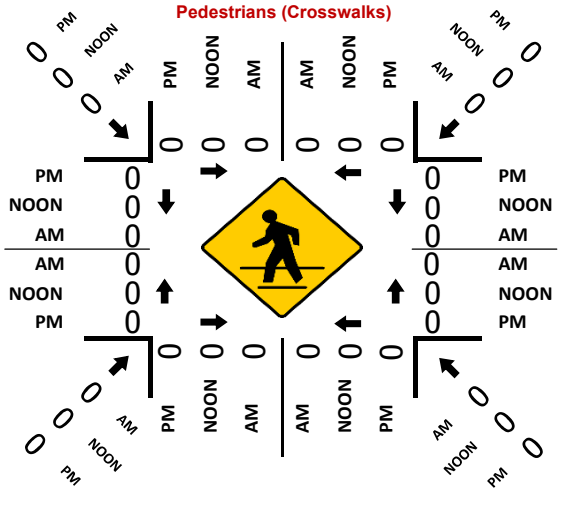
Cars (NOON)



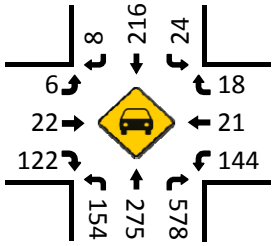
4axle (NOON)



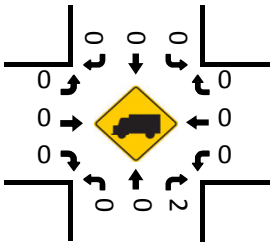
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Nason St & State Route 60 EB Ramps
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-032
Date: 11/9/2017

Total

NS/EW Streets:	Nason St				Nason St				State Route 60 EB Ramps				State Route 60 EB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	2	0	0	1	0.5	1.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	173	36	0	17	92	0	0	5	1	102	0	0	0	0	0	426
7:15 AM	0	138	33	0	20	150	0	0	7	0	139	0	0	0	0	0	487
7:30 AM	0	205	22	0	8	202	0	0	7	0	189	0	0	0	0	0	633
7:45 AM	0	232	36	0	13	201	0	0	17	1	205	0	0	0	0	0	705
8:00 AM	0	194	32	0	5	65	0	0	13	2	91	0	0	0	0	0	402
8:15 AM	0	106	28	0	5	62	0	0	13	0	102	0	0	0	0	0	316
8:30 AM	0	107	24	0	8	48	0	0	5	0	99	0	0	0	0	0	291
8:45 AM	0	108	12	0	8	50	0	0	7	1	117	0	0	0	0	0	303
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1263	223	0	84	870	0	0	74	5	1044	0	0	0	0	0	3563
APPROACH %'s :	0.00%	84.99%	15.01%	0.00%	8.81%	91.19%	0.00%	0.00%	6.59%	0.45%	92.97%	0.00%					
PEAK HR :	**07:00 AM - 08:00 AM**																TOTAL
PEAK HR VOL :	0	748	127	0	58	645	0	0	36	2	635	0	0	0	0	0	2251
PEAK HR FACTOR :	0.000	0.806	0.882	0.000	0.725	0.798	0.000	0.000	0.529	0.500	0.774	0.000	0.000	0.000	0.000	0.000	0.798
		0.816				0.821				0.754							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	2	0	0	1	0.5	1.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	190	35	0	12	106	0	0	31	0	138	0	0	0	0	0	512
4:15 PM	0	239	32	0	5	117	0	0	27	1	148	0	0	0	0	0	569
4:30 PM	0	239	32	0	8	103	0	0	22	0	162	0	0	0	0	0	566
4:45 PM	0	214	37	0	9	105	0	0	23	2	144	0	0	0	0	0	534
5:00 PM	0	244	27	0	15	112	0	0	27	2	136	0	0	0	0	0	563
5:15 PM	0	229	27	0	14	111	0	0	23	0	165	0	0	0	0	0	569
5:30 PM	0	195	36	0	7	110	0	0	21	2	172	0	0	0	0	0	543
5:45 PM	0	176	39	0	12	107	0	0	29	1	165	0	0	0	0	0	529
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1726	265	0	82	871	0	0	203	8	1230	0	0	0	0	0	4385
APPROACH %'s :	0.00%	86.69%	13.31%	0.00%	8.60%	91.40%	0.00%	0.00%	14.09%	0.56%	85.36%	0.00%					
PEAK HR :	**04:15 PM - 05:15 PM**																TOTAL
PEAK HR VOL :	0	936	128	0	37	437	0	0	99	5	590	0	0	0	0	0	2232
PEAK HR FACTOR :	0.000	0.959	0.865	0.000	0.617	0.934	0.000	0.000	0.917	0.625	0.910	0.000	0.000	0.000	0.000	0.000	0.981
		0.982				0.933				0.943							

Prepared by National Data & Surveying Services

Nason St & State Route 60 EB Ramps

Peak Hour Turning Movement Count

ID: 17-06170-032
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS	
AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Nason St — SOUTHBOUND

AM	0	645	58	0	784	AM
NOON	0	0	0	0	0	NOON
PM	0	437	37	0	1035	PM

State Route 60 EB Ramps — EASTBOUND

AM	NOON	PM		
0	0	0		
0	0	0	0	
36	0	99	1	
2	0	5	0.5	
635	0	590	1.5	
AM	NOON	PM		

State Route 60 EB Ramps — WESTBOUND

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
170	0	187	
PM	NOON	AM	

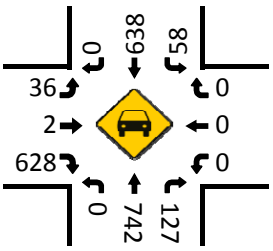
Nason St — NORTHBOUND

PM	1027	0	0	936	128	PM
NOON	0	0	0	0	0	NOON
AM	1280	0	0	748	127	AM

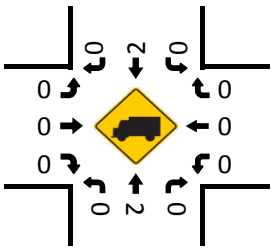
	0	2	1	0
	0	0	2	0

CONTROL			
Signalized			
TEV	2251 AM	0 NOON	2232 PM
PHF	0.80		0.98

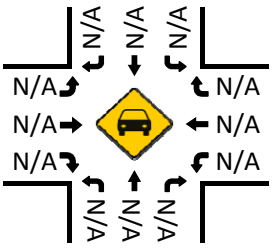
Cars (AM)



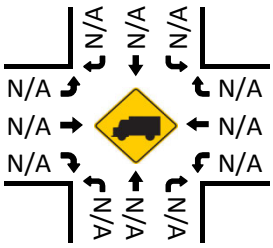
4axle (AM)



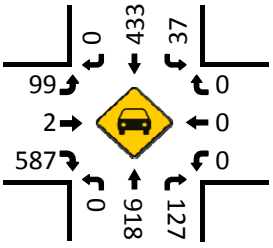
Cars (NOON)



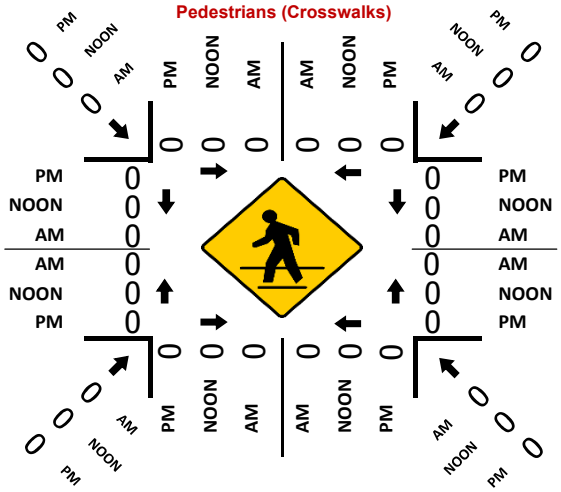
4axle (NOON)



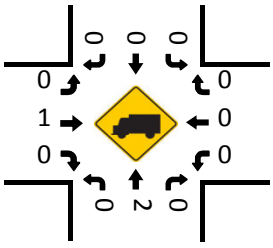
Cars (PM)



Pedestrians (Crosswalks)



4axle (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Nason St & Eucalyptus Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-033
Date: 11/9/2017

Total

NS/EW Streets:	Nason St				Nason St				Eucalyptus Ave				Eucalyptus Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	109	16	0	0	145	7	0	24	24	13	0	23	41	7	0	412
7:15 AM	7	104	20	3	1	225	23	0	26	16	22	0	16	17	4	0	484
7:30 AM	18	149	26	1	5	266	36	2	70	34	51	0	28	21	5	0	712
7:45 AM	17	170	41	9	8	310	45	0	87	80	81	0	26	42	7	0	923
8:00 AM	7	134	26	1	0	124	10	0	46	40	55	0	21	23	3	0	490
8:15 AM	3	75	27	1	1	115	11	0	15	19	10	0	15	21	1	0	314
8:30 AM	6	104	21	1	1	109	5	0	6	13	11	0	19	14	3	0	313
8:45 AM	4	91	36	0	5	134	5	0	14	17	5	0	11	10	2	0	334
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	65	936	213	16	21	1428	142	2	288	243	248	0	159	189	32	0	3982
APPROACH %'s :	5.28%	76.10%	17.32%	1.30%	1.32%	89.64%	8.91%	0.13%	36.97%	31.19%	31.84%	0.00%	41.84%	49.74%	8.42%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	49	557	113	14	14	925	114	2	229	170	209	0	91	103	19	0	2609
PEAK HR FACTOR :	0.681	0.819	0.689	0.389	0.438	0.746	0.633	0.250	0.658	0.531	0.645	0.000	0.813	0.613	0.679	0.000	0.707
	0.773				0.727				0.613				0.710				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	163	33	0	2	143	15	1	28	27	16	0	26	30	2	0	493
4:15 PM	5	173	49	1	7	147	14	1	22	25	16	0	33	43	4	0	540
4:30 PM	7	228	46	1	4	179	21	0	15	37	15	0	34	32	7	0	626
4:45 PM	8	163	59	0	3	170	15	1	7	33	14	0	36	30	6	0	545
5:00 PM	11	210	40	0	5	161	17	0	22	23	8	0	42	27	5	0	571
5:15 PM	8	195	40	0	1	186	20	0	15	32	16	0	22	35	6	0	576
5:30 PM	12	170	44	0	3	181	20	0	23	41	15	0	37	32	1	0	579
5:45 PM	5	157	47	0	2	188	15	0	12	33	12	0	34	35	3	0	543
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	63	1459	358	2	27	1355	137	3	144	251	112	0	264	264	34	0	4473
APPROACH %'s :	3.35%	77.52%	19.02%	0.11%	1.77%	89.03%	9.00%	0.20%	28.40%	49.51%	22.09%	0.00%	46.98%	46.98%	6.05%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	34	796	185	1	13	696	73	1	59	125	53	0	134	124	24	0	2318
PEAK HR FACTOR :	0.773	0.873	0.784	0.250	0.650	0.935	0.869	0.250	0.670	0.845	0.828	0.000	0.798	0.886	0.857	0.000	0.926
	0.901				0.946				0.884				0.953				

Prepared by National Data & Surveying Services

Nason St & Eucalyptus Ave

Peak Hour Turning Movement Count

ID: 17-06170-033
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Nason St — SOUTHBOUND

AM	114	925	14	2	807	AM
NOON	0	0	0	0	0	NOON
PM	73	696	13	1	880	PM

Eucalyptus Ave — EASTBOUND

AM	NOON	PM		
266	0	231	⇦	
0	0	0	↶	0
229	0	59	↱	1
170	0	125	→	2
209	0	53	↴	0
AM	NOON	PM		

CONTROL

Signalized

TEV	2609	0	2318
	AM	NOON	PM
PHF	0.71		0.93

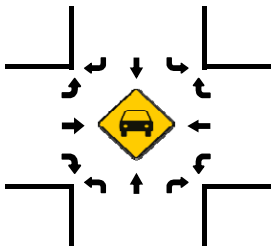
Eucalyptus Ave — WESTBOUND

PM	NOON	AM		
24	0	19	↰	0
124	0	103	←	2
134	0	91	↰	1
0	0	0	↰	0
323	0	297	⇨	
PM	NOON	AM		

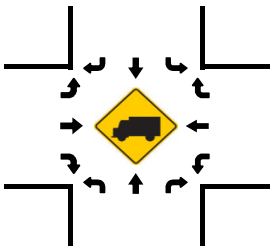
Nason St — NORTHBOUND

PM	884	1	34	796	185	PM
NOON	0	0	0	0	0	NOON
AM	1239	14	49	557	113	AM

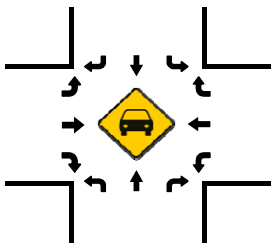
Cars (AM)



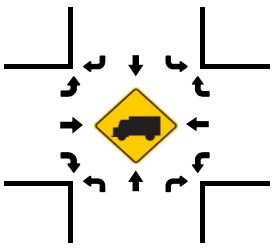
4axle (AM)



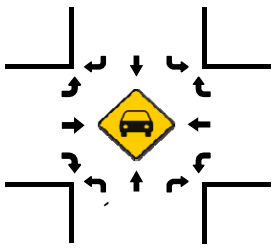
Cars (NOON)



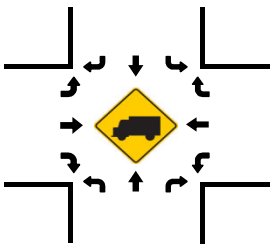
4axle (NOON)



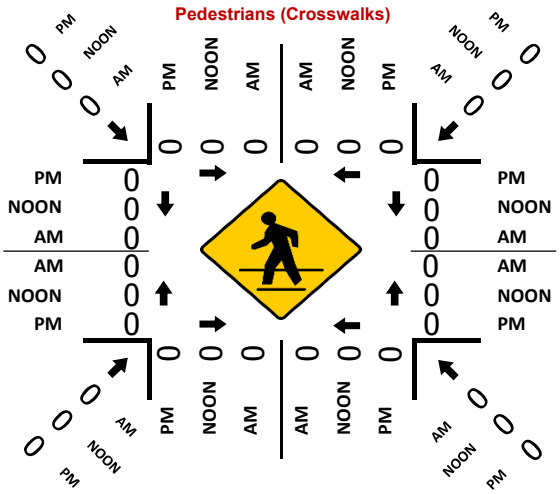
Cars (PM)



4axle (PM)



Pedestrians (Crosswalks)



Location: Moreno Valley
N/S: Nason Street
E/W: Eucalyptus Avenue

Date: 4/26/2018
Day: Thursday

PEDESTRIANS

	North Leg Nason Street	East Leg Eucalyptus Avenue	South Leg Nason Street	West Leg Eucalyptus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	4	1	6
7:15 AM	0	5	9	0	14
7:30 AM	0	6	15	5	26
7:45 AM	3	9	21	31	64
8:00 AM	0	4	10	0	14
8:15 AM	0	2	6	2	10
8:30 AM	0	1	4	0	5
8:45 AM	0	4	1	1	6
TOTAL VOLUMES:	3	32	70	40	145

	North Leg Nason Street	East Leg Eucalyptus Avenue	South Leg Nason Street	West Leg Eucalyptus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	3	6	5	16
4:15 PM	0	3	2	3	8
4:30 PM	1	6	2	2	11
4:45 PM	0	0	1	0	1
5:00 PM	7	0	0	7	14
5:15 PM	0	2	2	3	7
5:30 PM	1	1	1	1	4
5:45 PM	1	0	0	3	4
TOTAL VOLUMES:	12	15	14	24	65

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Location: Moreno Valley
N/S: Nason Street
E/W: Eucalyptus Avenue

Date: 4/26/2018
Day: Thursday

BICYCLES

	Southbound Nason Street			Westbound Eucalyptus Avenue			Northbound Nason Street			Eastbound Eucalyptus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	1	0	0	0	0	0	0	2	5

	Southbound Nason Street			Westbound Eucalyptus Avenue			Northbound Nason Street			Eastbound Eucalyptus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	1	1	0	3

Counts Unlimited, Inc.
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951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Nason St & Cottonwood Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-034
Date: ######

TOTAL VEHICLES

NS/EW Streets:	Nason St				Nason St				Cottonwood Ave				Cottonwood Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	104	1	0	8	167	10	0	12	2	6	0	0	6	11	0	328
7:15 AM	3	108	1	0	2	169	21	0	17	2	4	0	2	9	11	0	349
7:30 AM	3	187	2	0	7	211	31	0	26	9	6	0	2	14	38	0	536
7:45 AM	10	173	1	0	7	274	36	0	34	17	11	0	1	18	36	0	618
8:00 AM	7	122	1	0	5	150	25	0	19	11	1	0	0	11	2	0	354
8:15 AM	4	88	2	0	1	125	9	0	10	9	6	0	0	4	0	0	258
8:30 AM	5	98	3	0	2	110	18	0	15	7	7	0	3	4	2	0	274
8:45 AM	9	109	0	0	1	116	17	0	16	4	6	0	0	10	2	0	290
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	42	989	11	0	33	1322	167	0	149	61	47	0	8	76	102	0	3007
APPROACH %'s :	4.03%	94.91%	1.06%	0.00%	2.17%	86.86%	10.97%	0.00%	57.98%	23.74%	18.29%	0.00%	4.30%	40.86%	54.84%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	23	590	5	0	21	804	113	0	96	39	22	0	5	52	87	0	1857
PEAK HR FACTOR :	0.575	0.789	0.625	0.000	0.750	0.734	0.785	0.000	0.706	0.574	0.500	0.000	0.625	0.722	0.572	0.000	0.751
	0.805				0.740				0.633				0.655				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	167	0	0	6	129	24	0	23	14	3	0	1	2	4	0	380
4:15 PM	1	177	1	0	7	150	19	0	26	7	7	0	2	11	15	0	423
4:30 PM	7	233	1	0	7	155	28	0	22	5	9	0	0	11	5	0	483
4:45 PM	4	188	3	0	6	181	18	0	15	3	9	0	0	12	7	0	446
5:00 PM	8	211	2	0	8	141	25	0	26	10	11	0	0	8	5	0	455
5:15 PM	11	190	1	0	4	153	27	0	14	6	10	0	2	6	5	0	429
5:30 PM	9	161	2	0	2	172	39	0	24	6	6	0	0	9	5	0	435
5:45 PM	12	157	3	0	6	170	29	0	24	7	14	0	3	5	5	0	435
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	59	1484	13	0	46	1251	209	0	174	58	69	0	8	64	51	0	3486
APPROACH %'s :	3.79%	95.37%	0.84%	0.00%	3.05%	83.07%	13.88%	0.00%	57.81%	19.27%	22.92%	0.00%	6.50%	52.03%	41.46%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	30	822	7	0	25	630	98	0	77	24	39	0	2	37	22	0	1813
PEAK HR FACTOR :	0.682	0.882	0.583	0.000	0.781	0.870	0.875	0.000	0.740	0.600	0.886	0.000	0.250	0.771	0.786	0.000	0.938
	0.891				0.918				0.745				0.803				

Prepared by National Data & Surveying Services

Nason St & Cottonwood Ave

Peak Hour Turning Movement Count

ID: 17-06170-034
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	10:00 AM - 11:00 AM
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	10:00 AM - 10:00 AM
PM	04:00 PM - 06:00 PM

Nason St — SOUTHBOUND

AM	113	804	21	0	773	AM
NOON	0	0	0	0	0	NOON
PM	98	630	25	0	921	PM

Cottonwood Ave — EASTBOUND

AM	NOON	PM		
188	0	165	⇦	
0	0	0	↶	0
96	0	77	↱	1
39	0	24	→	1
22	0	39	↴	1
AM	NOON	PM		

CONTROL

Signalized

TEV	1857	0	1813
	AM	NOON	PM
PHF	0.75		0.94

Cottonwood Ave — WESTBOUND

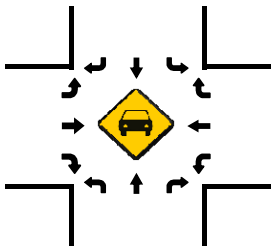
PM	NOON	AM		
22	0	87	↰	0
37	0	52	←	2
2	0	5	↰	1
0	0	0	↰	0
PM	NOON	AM		
56	0	65	⇨	

Nason St — NORTHBOUND

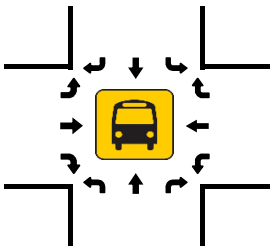
PM	671	0	30	822	7	PM
NOON	0	0	0	0	0	NOON
AM	831	0	23	590	5	AM

1	2	1	0		0	1	3	0

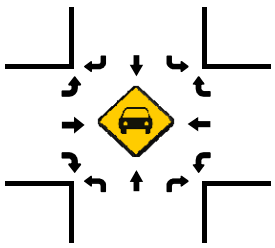
Cars (AM)



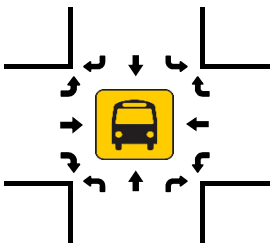
4axle (AM)



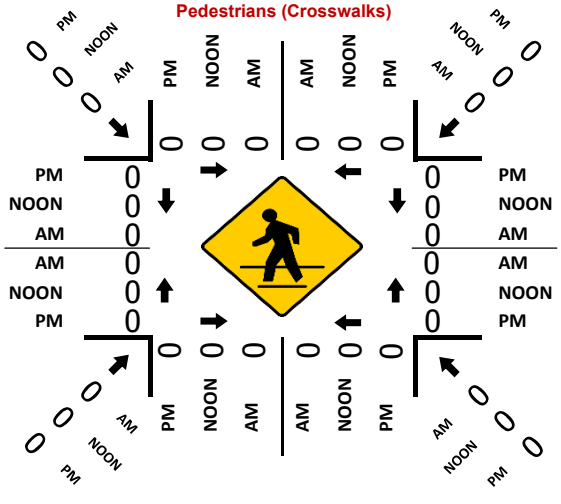
Cars (NOON)



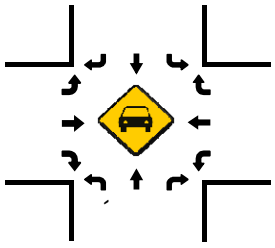
4axle (NOON)



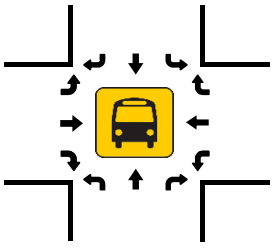
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Nason Street
E/W: Cottonwood Avenue

Date: 1/23/2019
Day: Wednesday

PEDESTRIANS

	North Leg Nason Street Pedestrians	East Leg Cottonwood Avenue Pedestrians	South Leg Nason Street Pedestrians	West Leg Cottonwood Avenue Pedestrians	
7:00 AM	1	2	1	0	4
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	1	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	3	2	0	7

	North Leg Nason Street Pedestrians	East Leg Cottonwood Avenue Pedestrians	South Leg Nason Street Pedestrians	West Leg Cottonwood Avenue Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	1	1	1	3
4:45 PM	0	1	0	2	3
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	3	2	4	9

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Location: Moreno Valley
N/S: Nason Street
E/W: Cottonwood Avenue

Date: 1/23/2019
Day: Wednesday

BICYCLES

	Southbound Nason Street			Westbound Cottonwood Avenue			Northbound Nason Street			Eastbound Cottonwood Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

	Southbound Nason Street			Westbound Cottonwood Avenue			Northbound Nason Street			Eastbound Cottonwood Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	1	2

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951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Nason St & Alessandro Blvd
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-035
Date: 11/9/2017

Total

NS/EW Streets:	Nason St				Nason St				Alessandro Blvd				Alessandro Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	3	1	0	2	2	1	0	2	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	13	70	3	0	8	139	15	0	14	22	10	0	24	54	16	0	388
7:15 AM	22	89	7	0	6	156	26	0	5	23	15	0	26	86	22	0	483
7:30 AM	20	129	10	0	10	183	26	0	18	32	22	0	31	84	45	0	610
7:45 AM	24	126	6	0	22	231	22	0	17	31	35	0	50	76	35	0	675
8:00 AM	14	103	5	0	9	126	23	0	11	34	23	0	19	52	15	0	434
8:15 AM	12	73	3	0	10	100	12	0	11	27	18	0	21	42	9	0	338
8:30 AM	8	70	3	0	7	104	11	0	21	47	20	0	19	52	17	0	379
8:45 AM	5	81	7	0	12	109	6	0	18	36	12	0	10	61	23	0	380
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	118	741	44	0	84	1148	141	0	115	252	155	0	200	507	182	0	3687
APPROACH %'s :	13.07%	82.06%	4.87%	0.00%	6.12%	83.61%	10.27%	0.00%	22.03%	48.28%	29.69%	0.00%	22.50%	57.03%	20.47%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	80	447	28	0	47	696	97	0	51	120	95	0	126	298	117	0	2202
PEAK HR FACTOR :	0.833	0.866	0.700	0.000	0.534	0.753	0.933	0.000	0.708	0.882	0.679	0.000	0.630	0.866	0.650	0.000	0.816
	0.873				0.764				0.801				0.840				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	3	1	0	2	2	1	0	2	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	23	117	13	0	11	109	14	0	20	63	16	0	4	68	22	0	480
4:15 PM	19	144	11	0	12	133	15	0	27	64	15	0	7	60	11	0	518
4:30 PM	20	197	33	1	11	134	17	0	33	80	18	0	9	45	14	0	612
4:45 PM	20	159	14	0	16	153	18	0	32	66	17	0	6	48	11	0	560
5:00 PM	21	155	16	0	10	131	18	0	37	72	19	0	3	55	20	0	557
5:15 PM	12	159	25	0	10	134	17	0	18	72	21	0	6	41	14	0	529
5:30 PM	10	144	13	1	13	124	15	2	26	66	13	0	6	63	9	0	505
5:45 PM	9	140	11	0	25	163	12	3	26	44	14	0	4	48	15	0	514
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	134	1215	136	2	108	1081	126	5	219	527	133	0	45	428	116	0	4275
APPROACH %'s :	9.01%	81.71%	9.15%	0.13%	8.18%	81.89%	9.55%	0.38%	24.91%	59.95%	15.13%	0.00%	7.64%	72.67%	19.69%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	73	670	88	1	47	552	70	0	120	290	75	0	24	189	59	0	2258
PEAK HR FACTOR :	0.869	0.850	0.667	0.250	0.734	0.902	0.972	0.000	0.811	0.906	0.893	0.000	0.667	0.859	0.738	0.000	0.922
	0.829				0.894				0.926				0.872				

Prepared by National Data & Surveying Services

Nason St & Alessandro Blvd

Peak Hour Turning Movement Count

ID: 17-06170-035
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	04:00 PM - 06:00 PM

Nason St — SOUTHBOUND

AM	97	696	47	0	615	AM
NOON	0	0	0	0	0	NOON
PM	70	552	47	0	849	PM

Alessandro Blvd — EASTBOUND

AM	NOON	PM	
475	0	332	
0	0	0	0
51	0	120	2
120	0	290	2
95	0	75	1
AM	NOON	PM	

CONTROL

Signalized

TEV	2202 AM	0 NOON	2258 PM
PHF	0.82		0.92

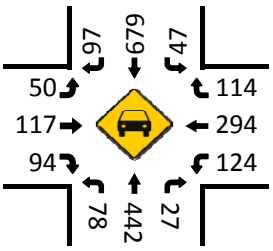
WESTBOUND — Alessandro Blvd

PM	NOON	AM	
59	0	117	1
189	0	298	1
24	0	126	2
0	0	0	0
425	0	195	
PM	NOON	AM	

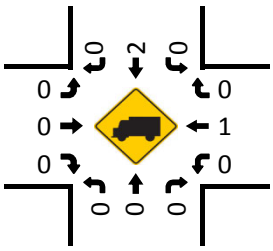
Nason St — NORTHBOUND

PM	652	1	73	670	88	PM
NOON	0	0	0	0	0	NOON
AM	917	0	80	447	28	AM

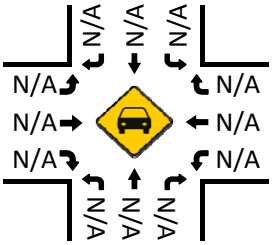
Cars (AM)



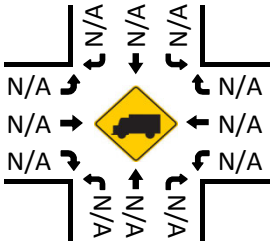
4axle (AM)



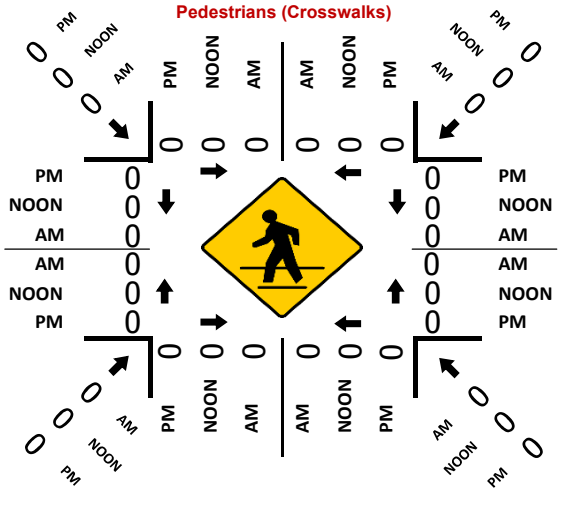
Cars (NOON)



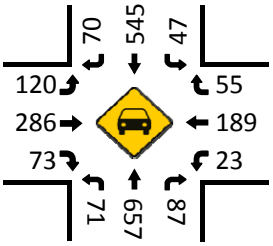
4axle (NOON)



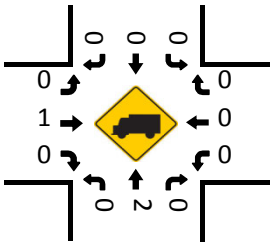
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Nason Street
E/W: Alessandro Boulevard

Date: 1/30/2018
Day: Tuesday

PEDESTRIANS

	North Leg Nason Street	East Leg Alessandro Boulevard	South Leg Nason Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	3	3

	North Leg Nason Street	East Leg Alessandro Boulevard	South Leg Nason Street	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	1	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Nason Street
E/W: Alessandro Boulevard

Date: 1/30/2018
Day: Tuesday

BICYCLES

	Southbound Nason Street			Westbound Alessandro Boulevard			Northbound Nason Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	1	1

	Southbound Nason Street			Westbound Alessandro Boulevard			Northbound Nason Street			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	1	0	0	1	1	4

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Nason St & Cactus Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-036
Date: 11/9/2017

Total

NS/EW Streets:	Nason St				Nason St				Cactus Ave				Cactus Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	1	0	1	2	1	0	1	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	22	78	4	0	6	68	31	0	12	29	7	0	0	70	12	1	340
7:15 AM	17	79	3	0	8	68	42	0	22	36	5	0	5	86	17	0	388
7:30 AM	25	99	2	0	17	91	51	0	21	58	17	0	2	97	16	0	496
7:45 AM	45	99	0	0	23	80	48	0	27	93	17	0	3	127	16	0	578
8:00 AM	21	84	4	0	7	61	41	0	20	90	30	0	1	57	7	0	423
8:15 AM	13	58	0	0	10	53	27	0	20	55	9	0	1	58	8	0	312
8:30 AM	15	50	5	0	13	62	21	0	13	95	24	0	2	77	13	0	390
8:45 AM	16	59	1	0	3	51	25	0	17	61	10	0	2	110	13	0	368
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	174	606	19	0	87	534	286	0	152	517	119	0	16	682	102	1	3295
APPROACH %'s :	21.78%	75.84%	2.38%	0.00%	9.59%	58.88%	31.53%	0.00%	19.29%	65.61%	15.10%	0.00%	2.00%	85.14%	12.73%	0.12%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	108	361	9	0	55	300	182	0	90	277	69	0	11	367	56	0	1885
PEAK HR FACTOR :	0.600	0.912	0.563	0.000	0.598	0.824	0.892	0.000	0.833	0.745	0.575	0.000	0.550	0.722	0.824	0.000	0.815
		0.830				0.844				0.779				0.743			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	1	0	1	2	1	0	1	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	77	7	0	18	97	23	0	29	108	21	0	8	82	12	0	489
4:15 PM	9	83	7	0	18	106	35	0	24	88	16	0	3	82	10	0	481
4:30 PM	13	77	3	0	30	111	34	0	32	93	20	0	8	53	8	0	482
4:45 PM	5	68	3	1	22	112	27	0	43	97	25	0	4	60	12	0	479
5:00 PM	14	93	2	0	20	109	36	0	26	64	13	0	6	60	20	0	463
5:15 PM	8	83	2	0	32	101	30	0	33	95	22	0	4	63	19	0	492
5:30 PM	10	76	2	1	21	116	23	0	32	65	23	0	6	45	12	0	432
5:45 PM	6	62	2	0	22	114	23	0	37	63	18	0	8	44	15	0	414
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	72	619	28	2	183	866	231	0	256	673	158	0	47	489	108	0	3732
APPROACH %'s :	9.99%	85.85%	3.88%	0.28%	14.30%	67.66%	18.05%	0.00%	23.55%	61.91%	14.54%	0.00%	7.30%	75.93%	16.77%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	34	305	20	1	88	426	119	0	128	386	82	0	23	277	42	0	1931
PEAK HR FACTOR :	0.654	0.919	0.714	0.250	0.733	0.951	0.850	0.000	0.744	0.894	0.820	0.000	0.719	0.845	0.875	0.000	0.987
		0.909				0.904				0.903				0.838			

Prepared by National Data & Surveying Services

Nason St & Cactus Ave

Peak Hour Turning Movement Count

ID: 17-06170-036
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Nason St — SOUTHBOUND

AM	182	300	55	0	507	AM
NOON	0	0	0	0	0	NOON
PM	119	426	88	0	475	PM

EASTBOUND — Cactus Ave

AM	NOON	PM		
657	0	430	⇦	
0	0	0	↶	0
90	0	128	↱	1
277	0	386	→	1
69	0	82	↴	1
AM	NOON	PM		

WESTBOUND — Cactus Ave

PM	NOON	AM		
42	0	56	↰	0
277	0	367	←	1
23	0	11	↰	1
0	0	0	↶	0
494	0	341	⇨	
PM	NOON	AM		

CONTROL

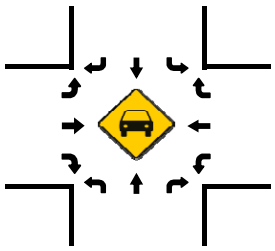
Signalized

TEV	1885	0	1931
	AM	NOON	PM
PHF	0.82		0.99

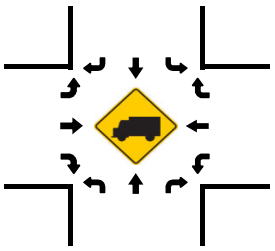
Nason St — NORTHBOUND

PM	532	1	34	305	20	PM
NOON	0	0	0	0	0	NOON
AM	380	0	108	361	9	AM

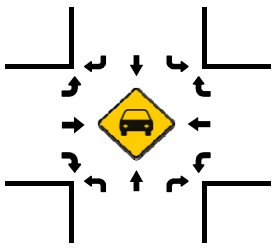
Cars (AM)



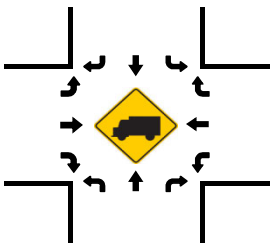
4axle (AM)



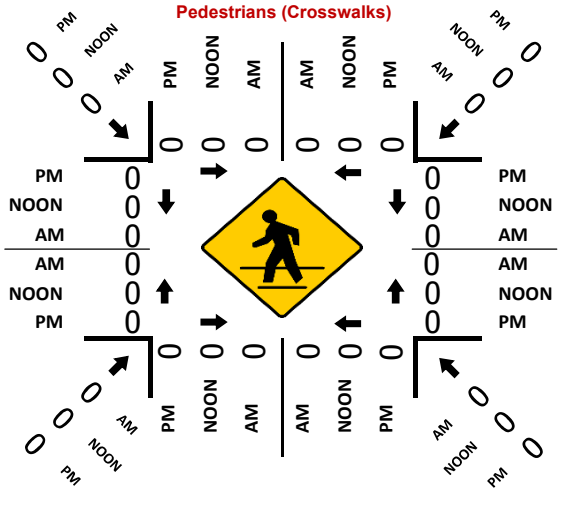
Cars (NOON)



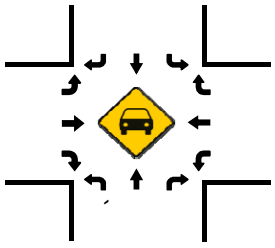
4axle (NOON)



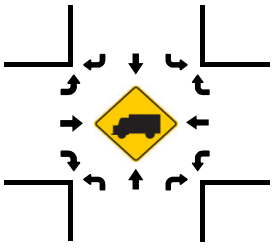
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Nason Street
E/W: Cactus Avenue

Date: 1/30/2018
Day: Tuesday

PEDESTRIANS

	North Leg Nason Street Pedestrians	East Leg Cactus Avenue Pedestrians	South Leg Nason Street Pedestrians	West Leg Cactus Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	1	2	3

	North Leg Nason Street Pedestrians	East Leg Cactus Avenue Pedestrians	South Leg Nason Street Pedestrians	West Leg Cactus Avenue Pedestrians	
4:00 PM	0	0	0	3	3
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	1	2	0	3
5:15 PM	0	0	1	0	1
5:30 PM	1	0	0	0	1
5:45 PM	1	0	1	1	3
TOTAL VOLUMES:	3	1	4	4	12

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Nason Street
E/W: Cactus Avenue

Date: 1/30/2018
Day: Tuesday

BICYCLES

	Southbound Nason Street			Westbound Cactus Avenue			Northbound Nason Street			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	9	0	0	0	0	0	0	1	0	0	10
7:45 AM	0	2	1	0	1	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	2	10	0	2	1	0	0	0	1	0	0	16

	Southbound Nason Street			Westbound Cactus Avenue			Northbound Nason Street			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	1	0	2	0	0	3	0	0	0	0	10

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Nason St-Hillrose Lane & Iris Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-038
Date: 11/9/2017

Total

NS/EW Streets:	Nason St-Hillrose Lane				Nason St-Hillrose Lane				Iris Ave				Iris Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	1	0	2	3	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	9	10	5	0	11	4	63	0	58	111	2	0	2	134	17	1	427
7:15 AM	5	11	1	0	7	3	66	0	57	117	5	0	3	131	21	1	428
7:30 AM	2	13	4	0	26	2	53	0	77	127	7	0	2	178	21	1	513
7:45 AM	5	14	0	0	30	4	99	0	107	200	7	0	0	160	32	0	658
8:00 AM	2	9	2	0	28	2	42	0	58	187	3	0	0	99	13	1	446
8:15 AM	3	3	1	0	23	1	32	0	38	185	4	0	3	125	13	0	431
8:30 AM	2	3	1	0	17	5	40	0	29	184	1	0	1	112	22	2	419
8:45 AM	2	6	1	0	17	2	38	0	40	142	1	0	1	139	16	3	408
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	30	69	15	0	159	23	433	0	464	1253	30	0	12	1078	155	9	3730
APPROACH %'s :	26.32%	60.53%	13.16%	0.00%	25.85%	3.74%	70.41%	0.00%	26.56%	71.72%	1.72%	0.00%	0.96%	85.96%	12.36%	0.72%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	12	39	7	0	107	9	226	0	280	699	21	0	5	562	79	2	2048
PEAK HR FACTOR :	0.600	0.696	0.438	0.000	0.892	0.563	0.571	0.000	0.654	0.874	0.750	0.000	0.417	0.789	0.617	0.500	0.778
	0.763				0.643				0.796				0.802				

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	1	0	0	1	1	1	0	2	3	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	9	3	0	23	9	72	0	62	182	5	0	3	184	23	0	579
4:15 PM	1	7	2	0	29	6	85	0	55	154	4	0	5	179	22	0	549
4:30 PM	3	9	2	0	31	6	86	0	46	156	6	0	1	178	34	1	559
4:45 PM	4	6	4	0	27	15	102	0	48	177	3	0	2	191	25	2	606
5:00 PM	3	12	5	0	17	17	79	0	61	149	4	0	5	211	38	4	605
5:15 PM	1	8	0	0	22	8	96	2	59	149	4	0	7	159	20	1	536
5:30 PM	4	6	0	0	24	9	95	1	44	161	4	0	4	173	22	0	547
5:45 PM	0	6	3	0	27	14	106	0	50	133	4	0	1	164	18	1	527
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	20	63	19	0	200	84	721	3	425	1261	34	0	28	1439	202	9	4508
APPROACH %'s :	19.61%	61.76%	18.63%	0.00%	19.84%	8.33%	71.53%	0.30%	24.71%	73.31%	1.98%	0.00%	1.67%	85.76%	12.04%	0.54%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	11	34	13	0	104	44	352	0	210	636	17	0	13	759	119	7	2319
PEAK HR FACTOR :	0.688	0.708	0.650	0.000	0.839	0.647	0.863	0.000	0.861	0.898	0.708	0.000	0.650	0.899	0.783	0.438	0.957
	0.725				0.868				0.946				0.870				

Prepared by National Data & Surveying Services

Nason St-Hillrose Lane & Iris Ave

Peak Hour Turning Movement Count

ID: 17-06170-038
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

Nason St-Hillrose Lane — SOUTHBOUND

AM	226	9	107	0	398	AM
NOON	0	0	0	0	0	NOON
PM	352	44	104	0	363	PM

EASTBOUND — Iris Ave

AM	NOON	PM	
800	0	1122	
0	0	0	0
280	0	210	2
699	0	636	3
21	0	17	0

WESTBOUND — Iris Ave

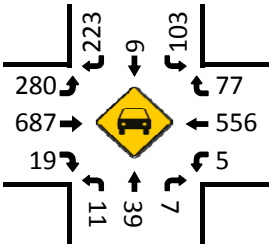
PM	NOON	AM	
119	0	79	1
759	0	562	3
13	0	5	1
7	0	2	0
760	0	815	

NORTHBOUND — Nason St-Hillrose Lane

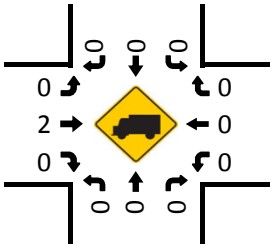
PM	74	0	11	34	13	PM
NOON	0	0	0	0	0	NOON
AM	35	0	12	39	7	AM

CONTROL			
Signalized			
TEV	2048 AM	0 NOON	2319 PM
PHF	0.78		0.96

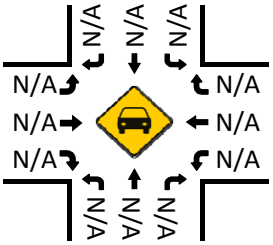
Cars (AM)



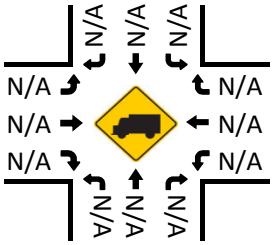
4axle (AM)



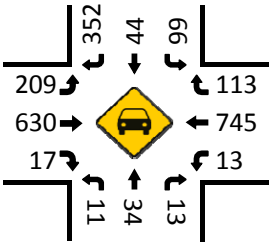
Cars (NOON)



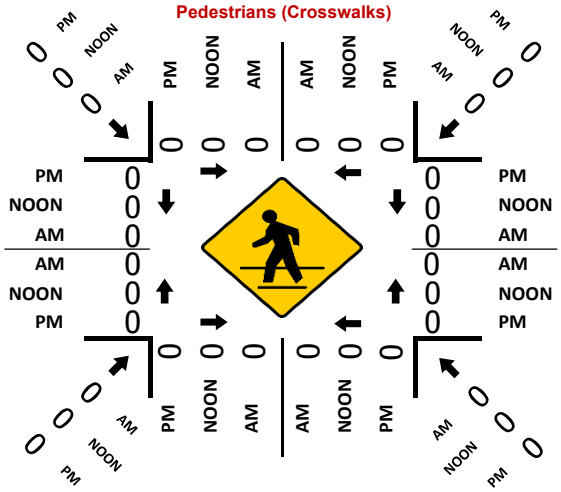
4axle (NOON)



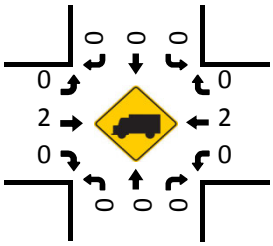
Cars (PM)



Pedestrians (Crosswalks)



4axle (PM)



Location: Moreno Valley
N/S: Nason Street/Hillrose Lane
E/W: Iris Avenue

Date: 1/30/2018
Day: Tuesday

PEDESTRIANS

	North Leg Nason Street	East Leg Iris Avenue	South Leg Hillrose Lane	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	3	0	1	5
7:15 AM	0	5	0	1	6
7:30 AM	0	1	0	2	3
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	2	2
8:15 AM	0	1	0	2	3
8:30 AM	0	2	0	0	2
8:45 AM	0	1	0	1	2
TOTAL VOLUMES:	1	13	0	10	24

	North Leg Nason Street	East Leg Iris Avenue	South Leg Hillrose Lane	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	8	0	1	9
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	1	1
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	1	2
5:30 PM	0	3	0	0	3
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	0	15	0	3	18

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Location: Moreno Valley
N/S: Nason Street/Hillrose Lane
E/W: Iris Avenue

Date: 1/30/2018
Day: Tuesday

BICYCLES

	Southbound Nason Street			Westbound Iris Avenue			Northbound Hillrose Lane			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	0	0	0	0	4	0	0	0	0	6
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	4	5	0	0	0	0	9
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	3	0	0	0	1	4	10	0	0	0	0	18

	Southbound Nason Street			Westbound Iris Avenue			Northbound Hillrose Lane			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	3	0	0	0	0	0	6	0	0	0	2	11

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File Name : 50_MRV_Pearl_Oliver_Alessandro AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

City of Moreno Valley
N/S: Pearl Lane/Oliver Street
E/W: Alessandro Boulevard
Weather: Clear

Groups Printed- Total Volume

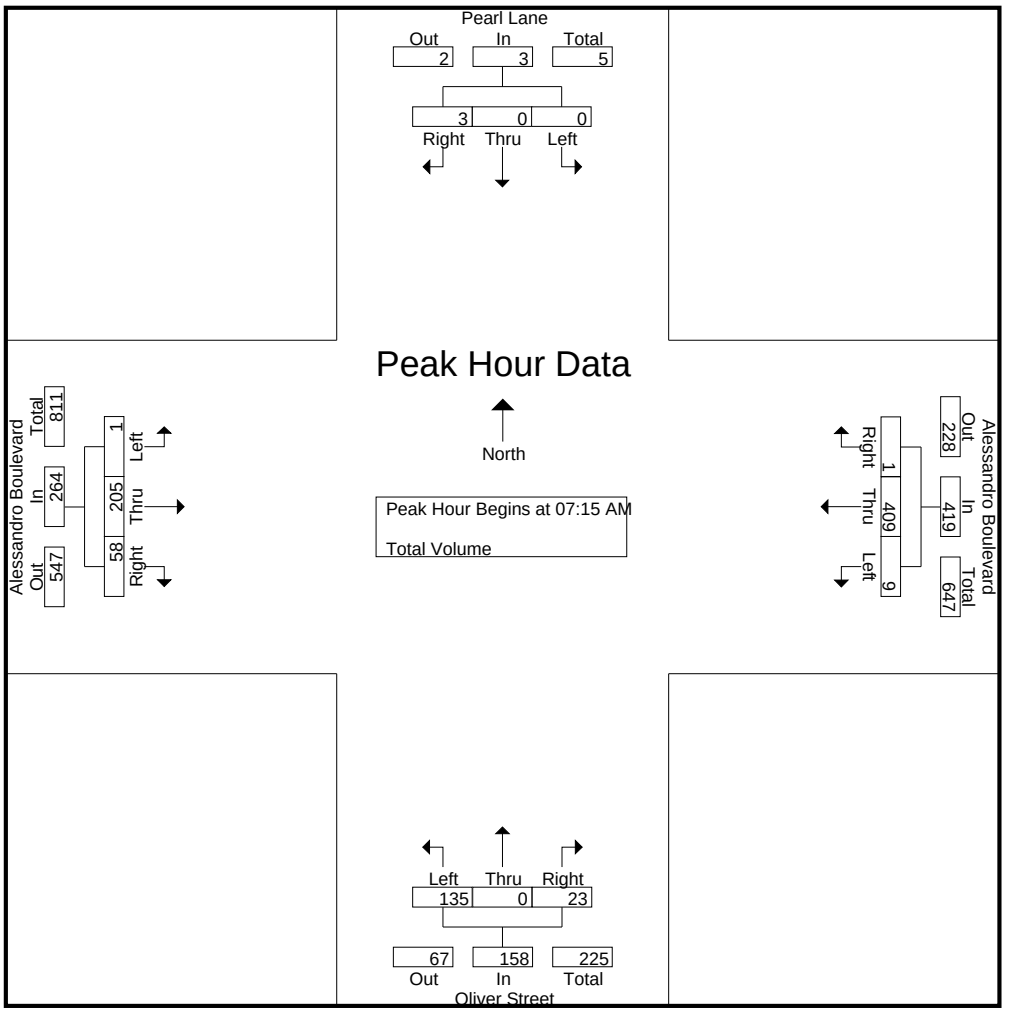
	Pearl Lane Southbound				Alessandro Boulevard Westbound				Oliver Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	3	66	1	70	16	0	6	22	0	35	4	39	132
07:15 AM	0	0	2	2	4	85	1	90	17	0	4	21	0	41	8	49	162
07:30 AM	0	0	1	1	1	122	0	123	34	0	8	42	1	47	11	59	225
07:45 AM	0	0	0	0	3	132	0	135	48	0	8	56	0	54	24	78	269
Total	0	0	4	4	11	405	2	418	115	0	26	141	1	177	47	225	788
08:00 AM	0	0	0	0	1	70	0	71	36	0	3	39	0	63	15	78	188
08:15 AM	0	0	0	0	1	60	0	61	18	0	7	25	0	40	10	50	136
08:30 AM	0	0	0	0	3	43	0	46	26	0	6	32	0	24	15	39	117
08:45 AM	0	0	1	1	0	52	0	52	42	0	7	49	0	34	4	38	140
Total	0	0	1	1	5	225	0	230	122	0	23	145	0	161	44	205	581
Grand Total	0	0	5	5	16	630	2	648	237	0	49	286	1	338	91	430	1369
Apprch %	0	0	100		2.5	97.2	0.3		82.9	0	17.1		0.2	78.6	21.2		
Total %	0	0	0.4	0.4	1.2	46	0.1	47.3	17.3	0	3.6	20.9	0.1	24.7	6.6	31.4	

	Pearl Lane Southbound				Alessandro Boulevard Westbound				Oliver Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**2**	**2**	**4**	85	**1**	90	17	0	4	21	0	41	8	49	162
07:30 AM	0	0	1	1	1	122	0	123	34	0	**8**	42	**1**	47	11	59	225
07:45 AM	0	0	0	0	3	**132**	0	**135**	**48**	0	8	**56**	0	54	**24**	**78**	**269**
08:00 AM	0	0	0	0	1	70	0	71	36	0	3	39	0	**63**	15	78	188
Total Volume	0	0	3	3	9	409	1	419	135	0	23	158	1	205	58	264	844
% App. Total	0	0	100		2.1	97.6	0.2		85.4	0	14.6		0.4	77.7	22		
PHF	.000	.000	.375	.375	.563	.775	.250	.776	.703	.000	.719	.705	.250	.813	.604	.846	.784

Counts Unlimited
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City of Moreno Valley
N/S: Pearl Lane/Oliver Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 50_MRV_Pearl_Oliver_Alessandro AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	1	1	**4**	85	**1**	90	34	0	**8**	42	**1**	47	11	59
+15 mins.	0	0	**2**	**2**	1	122	0	123	**48**	0	8	**56**	0	54	**24**	**78**
+30 mins.	0	0	1	1	3	**132**	0	**135**	36	0	3	39	0	**63**	15	78
+45 mins.	0	0	0	0	1	70	0	71	18	0	7	25	0	40	10	50
Total Volume	0	0	4	4	9	409	1	419	136	0	26	162	1	204	60	265
% App. Total	0	0	100		2.1	97.6	0.2		84	0	16		0.4	77	22.6	
PHF	.000	.000	.500	.500	.563	.775	.250	.776	.708	.000	.813	.723	.250	.810	.625	.849

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File Name : 50_MRV_Pearl_Oliver_Alessandro PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

City of Moreno Valley
N/S: Pearl Lane/Oliver Street
E/W: Alessandro Boulevard
Weather: Clear

Groups Printed- Total Volume

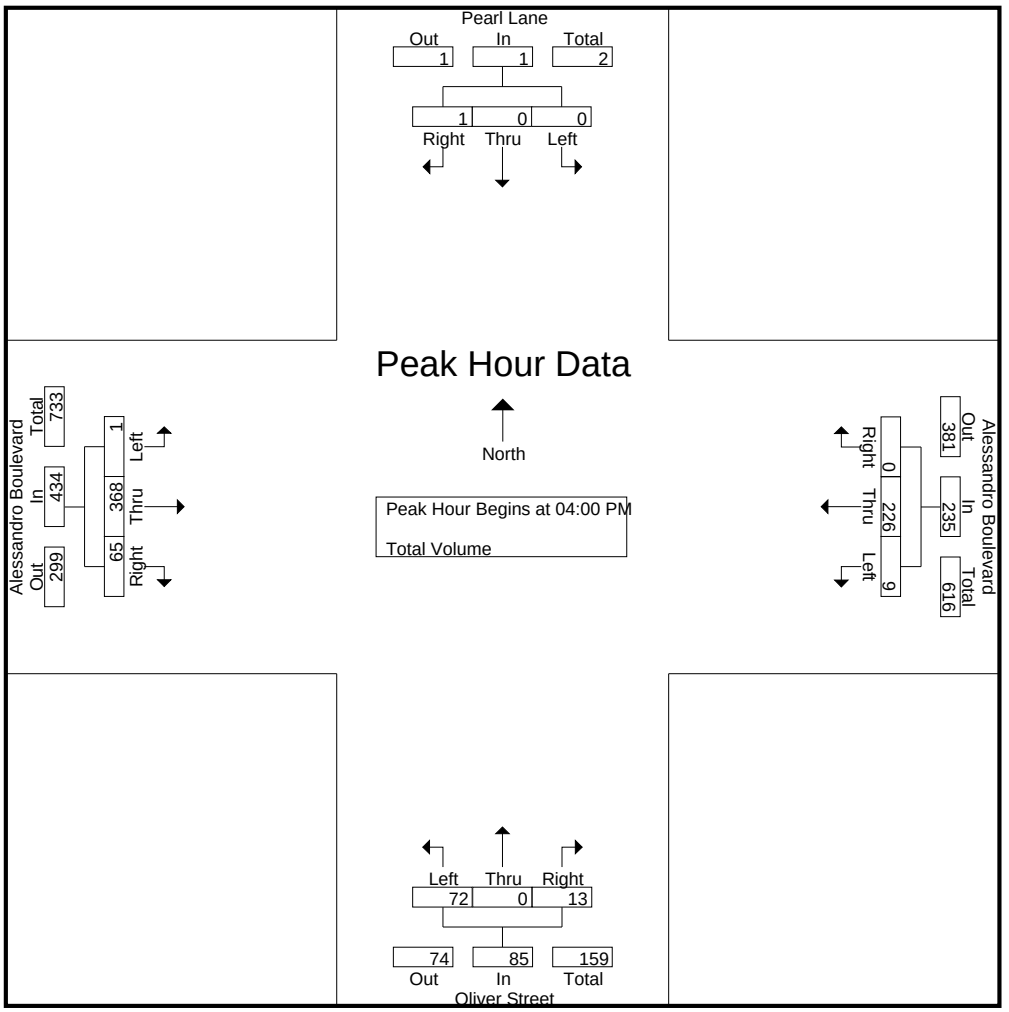
	Pearl Lane Southbound				Alessandro Boulevard Westbound				Oliver Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	3	68	0	71	19	0	2	21	0	80	21	101	194
04:15 PM	0	0	0	0	4	51	0	55	17	0	2	19	0	71	9	80	154
04:30 PM	0	0	0	0	0	47	0	47	19	0	5	24	0	111	16	127	198
04:45 PM	0	0	0	0	2	60	0	62	17	0	4	21	1	106	19	126	209
Total	0	0	1	1	9	226	0	235	72	0	13	85	1	368	65	434	755
05:00 PM	0	0	0	0	1	62	0	63	11	0	1	12	0	79	20	99	174
05:15 PM	0	0	0	0	1	65	0	66	17	0	5	22	1	73	12	86	174
05:30 PM	0	0	0	0	6	61	0	67	15	0	4	19	0	100	11	111	197
05:45 PM	0	0	0	0	2	51	0	53	15	0	5	20	0	81	10	91	164
Total	0	0	0	0	10	239	0	249	58	0	15	73	1	333	53	387	709
Grand Total	0	0	1	1	19	465	0	484	130	0	28	158	2	701	118	821	1464
Apprch %	0	0	100		3.9	96.1	0		82.3	0	17.7		0.2	85.4	14.4		
Total %	0	0	0.1	0.1	1.3	31.8	0	33.1	8.9	0	1.9	10.8	0.1	47.9	8.1	56.1	

	Pearl Lane Southbound				Alessandro Boulevard Westbound				Oliver Street Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	3	**68**	0	**71**	**19**	0	2	21	0	80	**21**	101	194
04:15 PM	0	0	0	0	**4**	51	0	55	17	0	2	19	0	71	9	80	154
04:30 PM	0	0	0	0	0	47	0	47	19	0	**5**	**24**	0	**111**	16	**127**	198
04:45 PM	0	0	0	0	2	60	0	62	17	0	4	21	**1**	106	19	126	**209**
Total Volume	0	0	1	1	9	226	0	235	72	0	13	85	1	368	65	434	755
% App. Total	0	0	100		3.8	96.2	0		84.7	0	15.3		0.2	84.8	15		
PHF	.000	.000	.250	.250	.563	.831	.000	.827	.947	.000	.650	.885	.250	.829	.774	.854	.903

Counts Unlimited
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City of Moreno Valley
N/S: Pearl Lane/Oliver Street
E/W: Alessandro Boulevard
Weather: Clear

File Name : 50_MRV_Pearl_Oliver_Alessandro PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:00 PM				04:30 PM			
+0 mins.	0	0	**1**	**1**	2	60	0	62	**19**	0	2	21	0	**111**	16	**127**
+15 mins.	0	0	0	0	1	62	0	63	17	0	2	19	**1**	106	19	126
+30 mins.	0	0	0	0	1	**65**	0	66	19	0	**5**	**24**	0	79	**20**	99
+45 mins.	0	0	0	0	**6**	61	0	**67**	17	0	4	21	1	73	12	86
Total Volume	0	0	1	1	10	248	0	258	72	0	13	85	2	369	67	438
% App. Total	0	0	100		3.9	96.1	0		84.7	0	15.3		0.5	84.2	15.3	
PHF	.000	.000	.250	.250	.417	.954	.000	.963	.947	.000	.650	.885	.500	.831	.838	.862

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File Name : 51_MRV_Oliver_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

City of Moreno Valley
N/S: Oliver Street
E/W: Cactus Avenue
Weather: Clear

Groups Printed- Total Volume

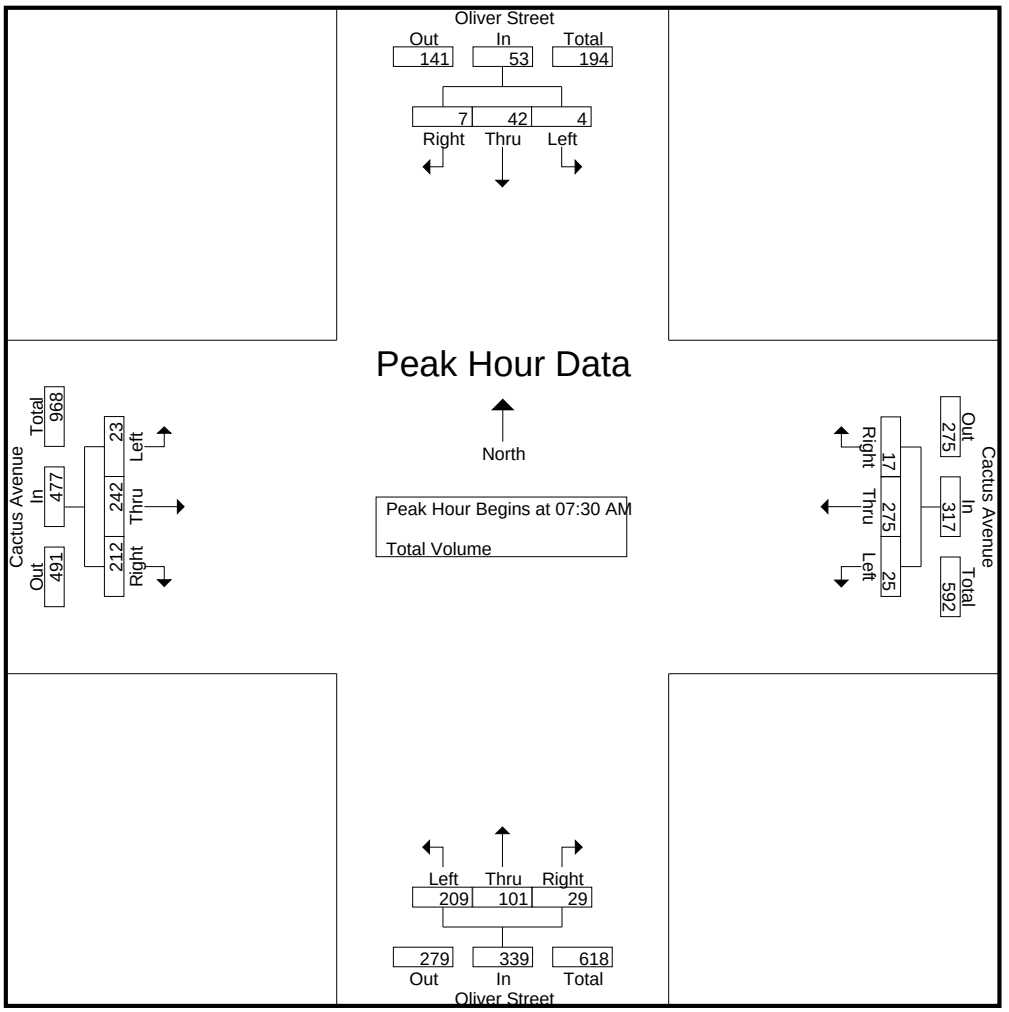
	Oliver Street Southbound				Cactus Avenue Westbound				Oliver Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	3	3	8	3	48	3	54	22	11	5	38	2	30	8	40	140
07:15 AM	0	4	3	7	3	85	3	91	28	11	2	41	4	36	10	50	189
07:30 AM	0	12	4	16	8	86	6	100	56	28	11	95	5	52	38	95	306
07:45 AM	1	15	2	18	8	100	7	115	58	31	8	97	5	79	67	151	381
Total	3	34	12	49	22	319	19	360	164	81	26	271	16	197	123	336	1016
08:00 AM	2	10	0	12	4	58	1	63	44	24	6	74	11	60	63	134	283
08:15 AM	1	5	1	7	5	31	3	39	51	18	4	73	2	51	44	97	216
08:30 AM	0	17	0	17	3	42	1	46	38	26	13	77	0	39	72	111	251
08:45 AM	0	3	0	3	9	43	3	55	78	38	12	128	2	27	32	61	247
Total	3	35	1	39	21	174	8	203	211	106	35	352	15	177	211	403	997
Grand Total	6	69	13	88	43	493	27	563	375	187	61	623	31	374	334	739	2013
Apprch %	6.8	78.4	14.8		7.6	87.6	4.8		60.2	30	9.8		4.2	50.6	45.2		
Total %	0.3	3.4	0.6	4.4	2.1	24.5	1.3	28	18.6	9.3	3	30.9	1.5	18.6	16.6	36.7	

	Oliver Street Southbound				Cactus Avenue Westbound				Oliver Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	12	**4**	16	**8**	86	6	100	56	28	**11**	95	5	52	38	95	306
07:45 AM	1	**15**	2	**18**	8	**100**	**7**	**115**	**58**	**31**	8	**97**	5	**79**	**67**	**151**	**381**
08:00 AM	**2**	10	0	12	4	58	1	63	44	24	6	74	**11**	60	63	134	283
08:15 AM	1	5	1	7	5	31	3	39	51	18	4	73	2	51	44	97	216
Total Volume	4	42	7	53	25	275	17	317	209	101	29	339	23	242	212	477	1186
% App. Total	7.5	79.2	13.2		7.9	86.8	5.4		61.7	29.8	8.6		4.8	50.7	44.4		
PHF	.500	.700	.438	.736	.781	.688	.607	.689	.901	.815	.659	.874	.523	.766	.791	.790	.778

Counts Unlimited
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City of Moreno Valley
N/S: Oliver Street
E/W: Cactus Avenue
Weather: Clear

File Name : 51_MRV_Oliver_Cactus AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				08:00 AM				07:45 AM			
+0 mins.	1	15	**2**	**18**	3	85	3	91	44	24	6	74	5	**79**	67	**151**
+15 mins.	**2**	10	0	12	**8**	86	6	100	51	18	4	73	**11**	60	63	134
+30 mins.	1	5	1	7	8	**100**	**7**	**115**	38	26	**13**	77	2	51	44	97
+45 mins.	0	**17**	0	17	4	58	1	63	**78**	**38**	12	**128**	0	39	**72**	111
Total Volume	4	47	3	54	23	329	17	369	211	106	35	352	18	229	246	493
% App. Total	7.4	87	5.6		6.2	89.2	4.6		59.9	30.1	9.9		3.7	46.5	49.9	
PHF	.500	.691	.375	.750	.719	.823	.607	.802	.676	.697	.673	.688	.409	.725	.854	.816

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File Name : 51_MRV_Oliver_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

City of Moreno Valley
N/S: Oliver Street
E/W: Cactus Avenue
Weather: Clear

Groups Printed- Total Volume

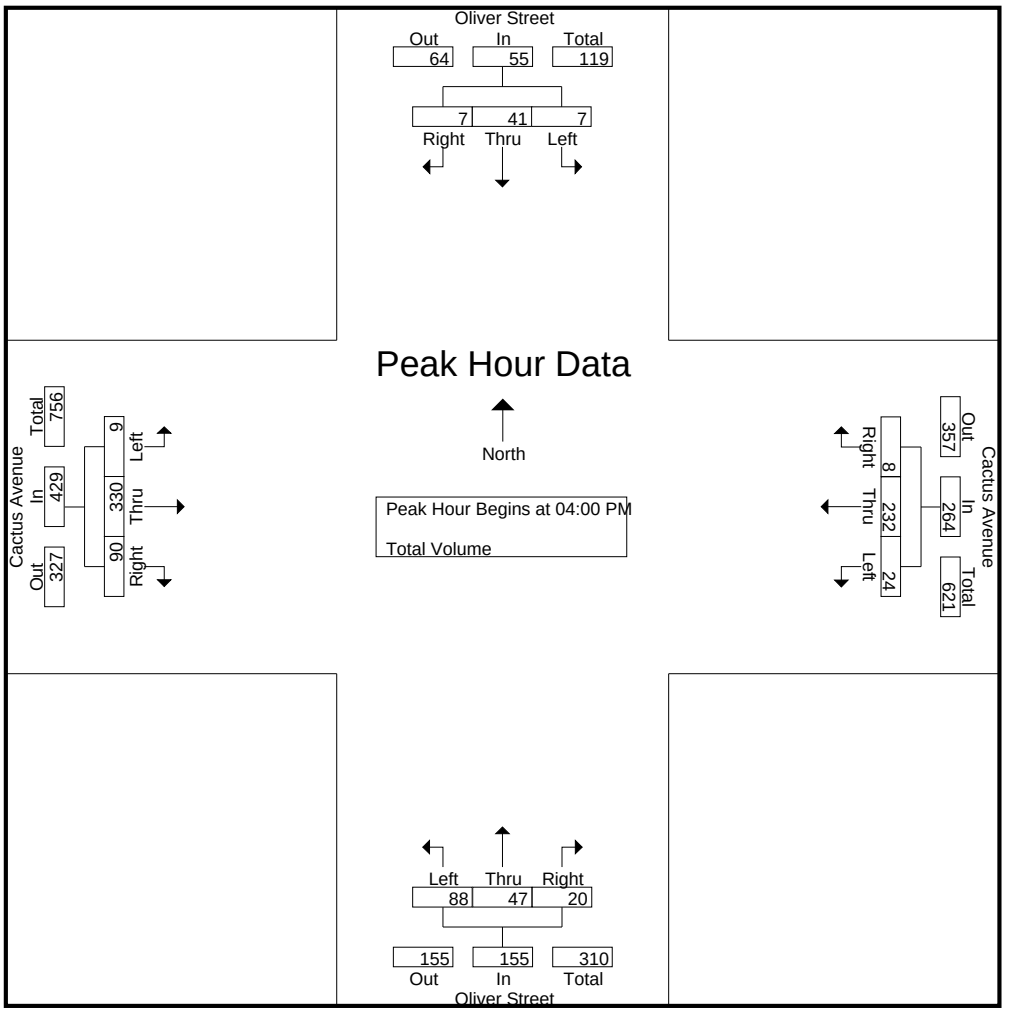
	Oliver Street Southbound				Cactus Avenue Westbound				Oliver Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	10	2	13	2	68	1	71	26	13	3	42	3	90	16	109	235
04:15 PM	1	11	2	14	8	47	2	57	22	13	4	39	2	76	24	102	212
04:30 PM	1	11	0	12	10	64	3	77	17	16	6	39	3	71	26	100	228
04:45 PM	4	9	3	16	4	53	2	59	23	5	7	35	1	93	24	118	228
Total	7	41	7	55	24	232	8	264	88	47	20	155	9	330	90	429	903
05:00 PM	2	14	0	16	5	71	2	78	15	5	7	27	0	68	33	101	222
05:15 PM	1	5	3	9	7	56	3	66	14	16	6	36	2	62	30	94	205
05:30 PM	0	9	2	11	8	64	5	77	14	11	5	30	2	76	21	99	217
05:45 PM	0	10	1	11	4	51	5	60	18	8	5	31	0	77	26	103	205
Total	3	38	6	47	24	242	15	281	61	40	23	124	4	283	110	397	849
Grand Total	10	79	13	102	48	474	23	545	149	87	43	279	13	613	200	826	1752
Apprch %	9.8	77.5	12.7		8.8	87	4.2		53.4	31.2	15.4		1.6	74.2	24.2		
Total %	0.6	4.5	0.7	5.8	2.7	27.1	1.3	31.1	8.5	5	2.5	15.9	0.7	35	11.4	47.1	

	Oliver Street Southbound				Cactus Avenue Westbound				Oliver Street Northbound				Cactus Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	10	2	13	2	**68**	1	71	**26**	13	3	**42**	**3**	90	16	109	**235**
04:15 PM	1	**11**	2	14	8	47	2	57	22	13	4	39	2	76	24	102	212
04:30 PM	1	11	0	12	**10**	64	**3**	**77**	17	**16**	6	39	3	71	**26**	100	228
04:45 PM	**4**	9	**3**	**16**	4	53	2	59	23	5	**7**	35	1	**93**	24	**118**	228
Total Volume	7	41	7	55	24	232	8	264	88	47	20	155	9	330	90	429	903
% App. Total	12.7	74.5	12.7		9.1	87.9	3		56.8	30.3	12.9		2.1	76.9	21		
PHF	.438	.932	.583	.859	.600	.853	.667	.857	.846	.734	.714	.923	.750	.887	.865	.909	.961

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City of Moreno Valley
N/S: Oliver Street
E/W: Cactus Avenue
Weather: Clear

File Name : 51_MRV_Oliver_Cactus PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	11	2	14	5	**71**	2	**78**	**26**	13	3	**42**	**3**	90	16	109
+15 mins.	1	11	0	12	7	56	3	66	22	13	4	39	2	76	24	102
+30 mins.	**4**	9	**3**	**16**	**8**	64	**5**	77	17	**16**	6	39	3	71	**26**	100
+45 mins.	2	**14**	0	16	4	51	5	60	23	5	**7**	35	1	**93**	24	**118**
Total Volume	8	45	5	58	24	242	15	281	88	47	20	155	9	330	90	429
% App. Total	13.8	77.6	8.6		8.5	86.1	5.3		56.8	30.3	12.9		2.1	76.9	21	
PHF	.500	.804	.417	.906	.750	.852	.750	.901	.846	.734	.714	.923	.750	.887	.865	.909

Location: Moreno Valley
N/S: Oliver Street
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

PEDESTRIANS

	North Leg Oliver Street Pedestrians	East Leg Cactus Avenue Pedestrians	South Leg Oliver Street Pedestrians	West Leg Cactus Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	2	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2

	North Leg Oliver Street Pedestrians	East Leg Cactus Avenue Pedestrians	South Leg Oliver Street Pedestrians	West Leg Cactus Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	0	1
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	2	0	0	2	4
TOTAL VOLUMES:	2	0	2	2	6

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951-268-6268

Location: Moreno Valley
N/S: Oliver Street
E/W: Cactus Avenue

Date: 1/11/2018
Day: Thursday

BICYCLES

	Southbound Oliver Street			Westbound Cactus Avenue			Northbound Oliver Street			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Oliver Street			Westbound Cactus Avenue			Northbound Oliver Street			Eastbound Cactus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	1	0	0	2	0	0	0	0	4

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951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oliver St & John F Kennedy Dr
City: Moreno Valley
Control: 3-Way Stop(NB/SB/WB)

Project ID: 17-06170-039
Date: 11/9/2017

Total

NS/EW Streets:	Oliver St				Oliver St				John F Kennedy Dr				John F Kennedy Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	18	2	0	4	12	0	0	0	0	0	0	2	0	14	0	52
7:15 AM	0	11	3	0	8	10	0	0	0	0	0	0	6	0	15	0	53
7:30 AM	0	40	0	0	27	8	0	0	0	0	0	0	9	0	24	0	108
7:45 AM	0	54	9	0	59	11	0	0	0	0	0	0	10	0	21	0	164
8:00 AM	0	41	5	0	48	15	0	0	0	0	0	0	4	0	13	0	126
8:15 AM	0	49	5	0	51	5	0	0	0	0	0	0	6	0	18	0	134
8:30 AM	0	79	18	0	78	21	0	0	0	0	0	0	6	0	30	0	232
8:45 AM	0	105	37	0	52	29	0	0	0	0	0	0	8	0	27	0	258
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	397	79	0	327	111	0	0	0	0	0	0	51	0	162	0	1127
APPROACH %'s :	0.00%	83.40%	16.60%	0.00%	74.66%	25.34%	0.00%	0.00%					23.94%	0.00%	76.06%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	274	65	0	229	70	0	0	0	0	0	0	24	0	88	0	750
PEAK HR FACTOR :	0.000	0.652	0.439	0.000	0.734	0.603	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.733	0.000	0.727
		0.597				0.755								0.778			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	40	12	0	41	17	0	0	0	0	0	0	6	0	11	0	127
4:15 PM	0	28	7	0	21	22	0	0	0	0	0	0	6	0	21	0	105
4:30 PM	0	17	4	0	19	11	0	0	0	0	0	0	9	0	17	0	77
4:45 PM	0	17	2	0	21	10	0	0	0	0	0	0	14	0	18	0	82
5:00 PM	0	19	5	0	20	14	0	0	0	0	0	0	6	0	14	0	78
5:15 PM	0	26	5	0	22	14	0	0	0	0	0	0	2	0	11	0	80
5:30 PM	0	12	3	0	20	10	0	0	0	0	0	0	4	0	10	0	59
5:45 PM	0	9	1	0	11	9	0	0	0	0	0	0	5	0	7	0	42
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	168	39	0	175	107	0	0	0	0	0	0	52	0	109	0	650
APPROACH %'s :	0.00%	81.16%	18.84%	0.00%	62.06%	37.94%	0.00%	0.00%					32.30%	0.00%	67.70%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	102	25	0	102	60	0	0	0	0	0	0	35	0	67	0	391
PEAK HR FACTOR :	0.000	0.638	0.521	0.000	0.622	0.682	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.798	0.000	0.770
		0.611				0.698								0.797			

Prepared by National Data & Surveying Services

Oliver St & John F Kennedy Dr

Peak Hour Turning Movement Count

ID: 17-06170-039
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

	PEAK HOURS	COUNT PERIODS
AM	08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Oliver St — SOUTHBOUND

	U-turn	Left	Thru	Right	Approach out (⇧)
AM	0	70	229	0	362
NOON	0	0	0	0	0
PM	0	60	102	0	169
Lanes	0	0	1	0	

(Columns in printed order, left to right: 0 / 70 / 229 / 0; lanes under the arrows: 0, 1, 0, 0.)

John F Kennedy Dr — EASTBOUND

Movement	Lanes	AM	NOON	PM
Out (⇦)		0	0	0
U-turn	0	0	0	0
Left	0	0	0	0
Thru	0	0	0	0
Right	0	0	0	0

John F Kennedy Dr — WESTBOUND

Movement	Lanes	PM	NOON	AM
Right	1	67	0	88
Thru	0	0	0	0
Left	1	35	0	24
U-turn	0	0	0	0
Out (⇨)		127	0	294

Oliver St — NORTHBOUND

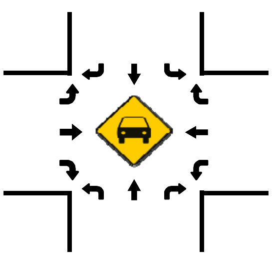
	Out (⇩)	U-turn	Left	Thru	Right
Lanes		0	0	2	0
PM	95	0	0	102	25
NOON	0	0	0	0	0
AM	94	0	0	274	65

CONTROL

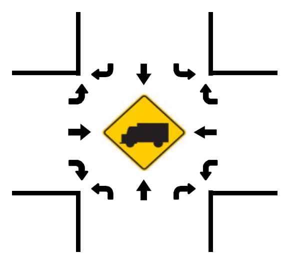
3-Way Stop(NB/SB/WB)

	AM	NOON	PM
TEV	750	0	391
PHF	0.73		0.77

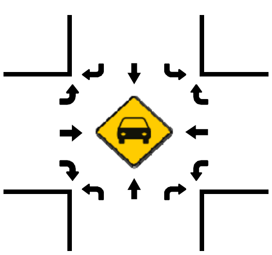
Cars (AM)



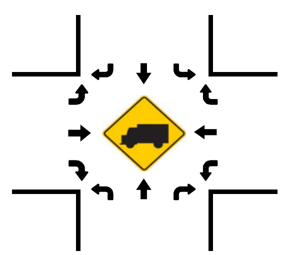
4axle (AM)



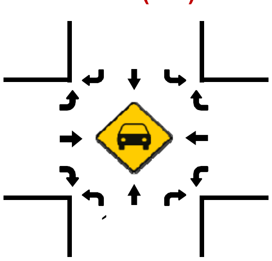
Cars (NOON)



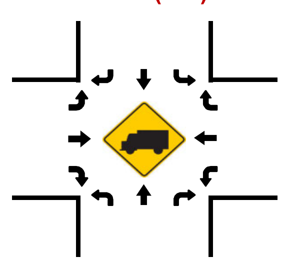
4axle (NOON)



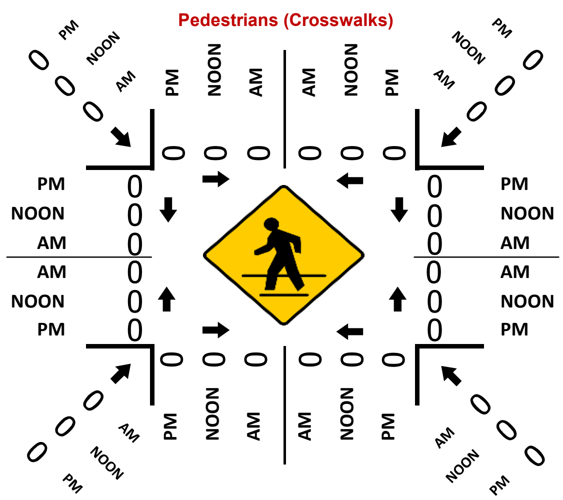
Cars (PM)



4axle (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Oliver St & Iris Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-040
Date: 11/9/2017

Total

NS/EW Streets:	Oliver St				Oliver St				Iris Ave				Iris Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0.5	0.5	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	20	5	6	0	0	0	16	0	14	109	2	0	1	96	1	1	271
7:15 AM	17	3	2	0	0	0	16	0	7	112	3	0	4	113	3	0	280
7:30 AM	20	8	9	0	2	2	34	0	21	87	4	0	10	152	1	0	350
7:45 AM	24	10	2	0	1	7	40	0	29	148	7	0	4	120	2	1	395
8:00 AM	11	1	8	0	1	5	21	0	32	115	6	0	6	76	2	0	284
8:15 AM	17	7	2	0	1	3	40	0	41	129	7	1	8	87	2	0	345
8:30 AM	10	15	9	0	0	7	45	0	74	91	3	0	4	69	0	0	327
8:45 AM	4	5	2	0	4	5	65	0	56	88	3	0	9	83	5	0	329
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	123	54	40	0	9	29	277	0	274	879	35	1	46	796	16	2	2581
APPROACH %'s :	56.68%	24.88%	18.43%	0.00%	2.86%	9.21%	87.94%	0.00%	23.04%	73.93%	2.94%	0.08%	5.35%	92.56%	1.86%	0.23%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	72	26	21	0	5	17	135	0	123	479	24	1	28	435	7	1	1374
PEAK HR FACTOR :	0.750	0.650	0.583	0.000	0.625	0.607	0.844	0.000	0.750	0.809	0.857	0.250	0.700	0.715	0.875	0.250	0.870
	0.804				0.818				0.852				0.722				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0.5	0.5	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	10	6	4	0	0	6	37	0	31	128	5	1	4	119	1	1	353
4:15 PM	7	2	8	0	2	6	30	0	23	132	7	0	4	119	2	1	343
4:30 PM	11	3	3	0	1	4	23	0	9	156	13	0	10	126	1	0	360
4:45 PM	8	4	5	0	2	2	27	0	12	166	14	0	10	141	1	1	393
5:00 PM	6	4	4	0	2	6	27	0	16	130	8	0	9	145	1	1	359
5:15 PM	9	7	9	0	0	5	10	0	21	119	9	0	14	129	1	0	333
5:30 PM	15	3	7	0	0	3	18	0	13	113	11	2	12	135	0	0	332
5:45 PM	9	1	8	0	0	4	10	0	9	113	7	0	10	150	1	0	322
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	75	30	48	0	7	36	182	0	134	1057	74	3	73	1064	8	4	2795
APPROACH %'s :	49.02%	19.61%	31.37%	0.00%	3.11%	16.00%	80.89%	0.00%	10.57%	83.36%	5.84%	0.24%	6.35%	92.60%	0.70%	0.35%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	32	13	20	0	7	18	107	0	60	584	42	0	33	531	5	3	1455
PEAK HR FACTOR :	0.727	0.813	0.625	0.000	0.875	0.750	0.892	0.000	0.652	0.880	0.750	0.000	0.825	0.916	0.625	0.750	0.926
	0.956				0.868				0.893				0.917				

Prepared by National Data & Surveying Services

Oliver St & Iris Ave

Peak Hour Turning Movement Count

ID: 17-06170-040
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS	
AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Oliver St — SOUTHBOUND

AM	135	17	5	0	156	AM
NOON	0	0	0	0	0	NOON
PM	107	18	7	0	78	PM
	1	0.5	0.5	0		

Iris Ave — EASTBOUND

AM	NOON	PM		
643	0	670		
1	0	0	0	
123	0	60	1	
479	0	584	3	
24	0	42	0	
AM	NOON	PM		

CONTROL

Signalized

TEV	1374 AM	0 NOON	1455 PM
PHF	0.87		0.93

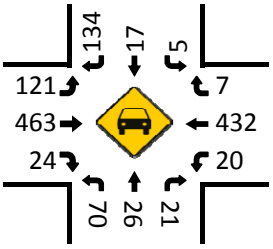
WESTBOUND — Iris Ave

	PM	NOON	AM
0	5	0	7
3	531	0	435
1	33	0	28
0	3	0	1
	614	0	506
	PM	NOON	AM

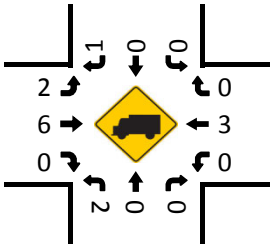
Oliver St — NORTHBOUND

	0	0	1	1		
PM	93	0	32	13	20	PM
NOON	0	0	0	0	0	NOON
AM	69	0	72	26	21	AM

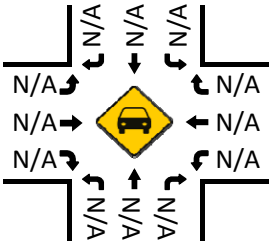
Cars (AM)



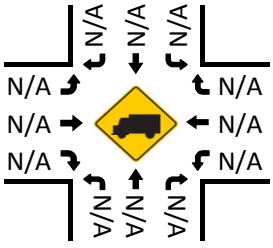
2axle (AM)



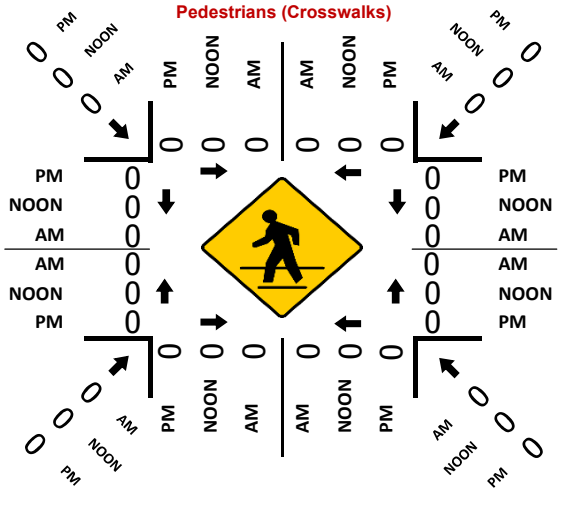
Cars (NOON)



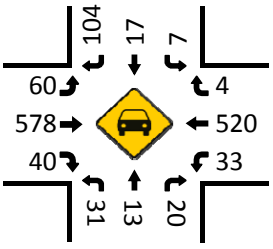
2axle (NOON)



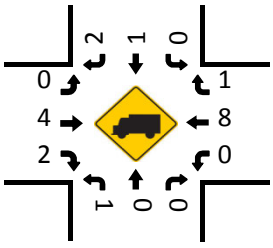
Pedestrians (Crosswalks)



Cars (PM)



2axle (PM)



Location: Moreno Valley
N/S: Oliver Street
E/W: Iris Avenue

Date: 1/30/2018
Day: Tuesday

PEDESTRIANS

	North Leg Oliver Street Pedestrians	East Leg Iris Avenue Pedestrians	South Leg Oliver Street Pedestrians	West Leg Iris Avenue Pedestrians	
7:00 AM	3	1	0	0	4
7:15 AM	3	1	0	0	4
7:30 AM	3	1	0	1	5
7:45 AM	1	0	0	0	1
8:00 AM	6	0	1	0	7
8:15 AM	4	1	0	1	6
8:30 AM	2	0	0	0	2
8:45 AM	1	1	0	0	2
TOTAL VOLUMES:	23	5	1	2	31

	North Leg Oliver Street Pedestrians	East Leg Iris Avenue Pedestrians	South Leg Oliver Street Pedestrians	West Leg Iris Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	1	2	0	1	4
4:30 PM	0	2	1	0	3
4:45 PM	0	0	1	0	1
5:00 PM	5	6	0	0	11
5:15 PM	1	0	0	0	1
5:30 PM	0	2	0	0	2
5:45 PM	0	1	1	2	4
TOTAL VOLUMES:	7	13	3	3	26

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Oliver Street
E/W: Iris Avenue

Date: 1/30/2018
Day: Tuesday

BICYCLES

	Southbound Oliver Street			Westbound Iris Avenue			Northbound Oliver Street			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	3
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	1	0	2	0	3	0	0	0	0	0	6

	Southbound Oliver Street			Westbound Iris Avenue			Northbound Oliver Street			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1	0	0	0	0	0	1	0	3

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Via Del Lago & Iris Ave/Moreno Beach Dr
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-041
Date: 11/9/2017

Total

NS/EW Streets:	Via Del Lago				Via Del Lago				Iris Ave/Moreno Beach Dr				Iris Ave/Moreno Beach Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	0	10	0	2	0	7	0	1	106	2	1	8	91	0	0	235
7:15 AM	7	0	6	0	0	0	11	0	3	107	3	1	5	94	0	0	237
7:30 AM	6	2	7	0	2	0	7	0	2	91	5	0	5	158	1	0	286
7:45 AM	10	0	10	0	2	0	17	0	6	138	10	0	1	92	3	0	289
8:00 AM	4	0	5	0	0	0	4	0	6	112	4	0	4	77	2	0	218
8:15 AM	6	1	5	0	1	0	6	0	2	125	4	1	5	86	0	0	242
8:30 AM	3	2	6	0	3	0	8	0	4	89	3	0	4	67	0	0	189
8:45 AM	11	1	2	0	1	1	5	0	2	88	4	0	2	74	2	0	193
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	54	6	51	0	11	1	65	0	26	856	35	3	34	739	8	0	1889
APPROACH %'s :	48.65%	5.41%	45.95%	0.00%	14.29%	1.30%	84.42%	0.00%	2.83%	93.04%	3.80%	0.33%	4.35%	94.62%	1.02%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	30	2	33	0	6	0	42	0	12	442	20	2	19	435	4	0	1047
PEAK HR FACTOR :	0.750	0.250	0.825	0.000	0.750	0.000	0.618	0.000	0.500	0.801	0.500	0.500	0.594	0.688	0.333	0.000	0.906
	0.813				0.632				0.773				0.698				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	2	4	0	0	0	5	0	4	120	6	0	12	115	0	0	272
4:15 PM	4	0	7	0	2	0	4	0	4	126	14	0	9	118	8	0	296
4:30 PM	3	1	6	0	1	0	5	0	14	142	4	0	6	133	4	0	319
4:45 PM	4	0	7	0	9	1	5	0	9	162	3	0	11	144	3	0	358
5:00 PM	6	0	4	0	1	1	3	0	4	120	9	0	14	146	2	0	310
5:15 PM	2	0	13	0	1	0	6	0	5	123	3	0	16	135	10	0	314
5:30 PM	4	0	9	0	3	0	4	0	7	108	4	0	6	141	6	0	292
5:45 PM	2	0	5	0	2	0	5	0	2	114	5	0	13	148	2	0	298
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	29	3	55	0	19	2	37	0	49	1015	48	0	87	1080	35	0	2459
APPROACH %'s :	33.33%	3.45%	63.22%	0.00%	32.76%	3.45%	63.79%	0.00%	4.41%	91.28%	4.32%	0.00%	7.24%	89.85%	2.91%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	15	1	30	0	12	2	19	0	32	547	19	0	47	558	19	0	1301
PEAK HR FACTOR :	0.625	0.250	0.577	0.000	0.333	0.500	0.792	0.000	0.571	0.844	0.528	0.000	0.734	0.955	0.475	0.000	0.909
	0.767				0.550				0.859				0.963				

Prepared by National Data & Surveying Services

Via Del Lago & Iris Ave/Moreno Beach Dr

Peak Hour Turning Movement Count

ID: 17-06170-041
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS	
AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SOUTHBOUND — Via Del Lago

AM	42	0	6	0	18	AM
NOON	0	0	0	0	0	NOON
PM	19	2	12	0	52	PM

EASTBOUND — Iris Ave/Moreno Beach Dr

AM	NOON	PM	
509	0	592	
2	0	0	0
12	0	32	1
442	0	547	3
20	0	19	0
AM	NOON	PM	

WESTBOUND — Iris Ave/Moreno Beach Dr

PM	NOON	AM	
19	0	4	0
558	0	435	3
47	0	19	1
0	0	0	0
589	0	481	
PM	NOON	AM	

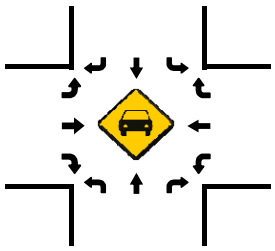
NORTHBOUND — Via Del Lago

PM	68	0	15	1	30	PM
NOON	0	0	0	0	0	NOON
AM	39	0	30	2	33	AM

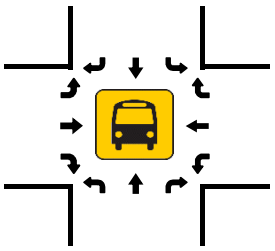
CONTROL			
Signalized			
TEV	1047 AM	0 NOON	1301 PM
PHF	0.91		0.91

	EB	NB	WB
Left	0	0	0
Thru	1	1	3
Right	1	1	0
U-Turn	0	0	1

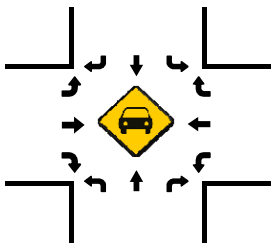
Total Vehicles (AM)



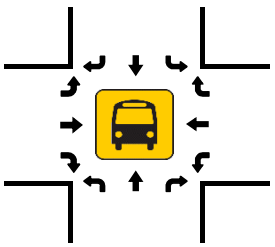
Total Vehicles (AM)



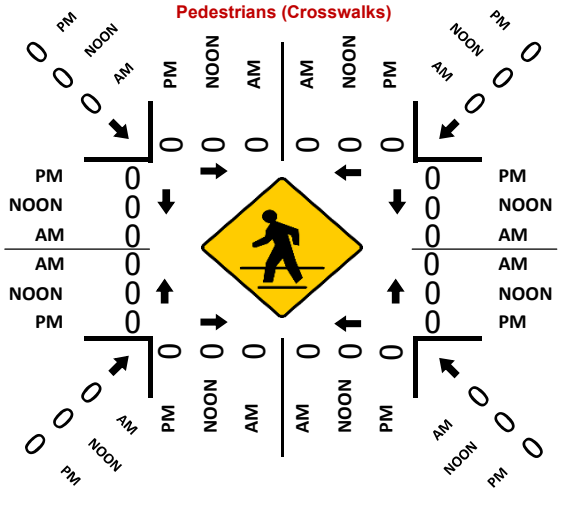
Total Vehicles (NOON)



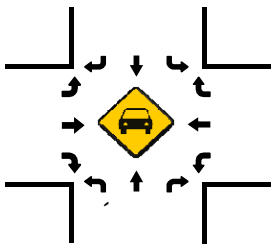
Total Vehicles (NOON)



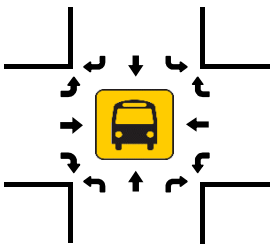
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Location: Moreno Valley
N/S: Via Del Lago
E/W: Iris Avenue/Moreno Beach Dr

Date: 1/30/2018
Day: Tuesday

PEDESTRIANS

	North Leg Via Del Lago	East Leg Moreno Beach Drive	South Leg Via Del Lago	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	1	1	2	0	4
7:30 AM	0	2	0	0	2
7:45 AM	0	2	0	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	1	1	2
8:45 AM	0	1	1	2	4
TOTAL VOLUMES:	1	7	5	3	16

	North Leg Via Del Lago	East Leg Moreno Beach Drive	South Leg Via Del Lago	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	1	2
4:30 PM	0	0	0	0	0
4:45 PM	0	1	1	0	2
5:00 PM	0	1	0	0	1
5:15 PM	0	1	0	0	1
5:30 PM	0	1	0	0	1
5:45 PM	0	3	0	0	3
TOTAL VOLUMES:	0	8	1	1	10

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Via Del Lago
E/W: Iris Avenue/Moreno Beach Dr

Date: 1/30/2018
Day: Tuesday

BICYCLES

	Southbound Via Del Lago			Westbound Moreno Beach Drive			Northbound Via Del Lago			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Via Del Lago			Westbound Moreno Beach Drive			Northbound Via Del Lago			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	2	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	1	0	0	0	0	0	0	1	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	1	1	2	0	0	0	0	1	0	7

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City of Moreno Valley
N/S: Moreno Beach Drive
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 55_MRV_Moreno Beach_60W AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

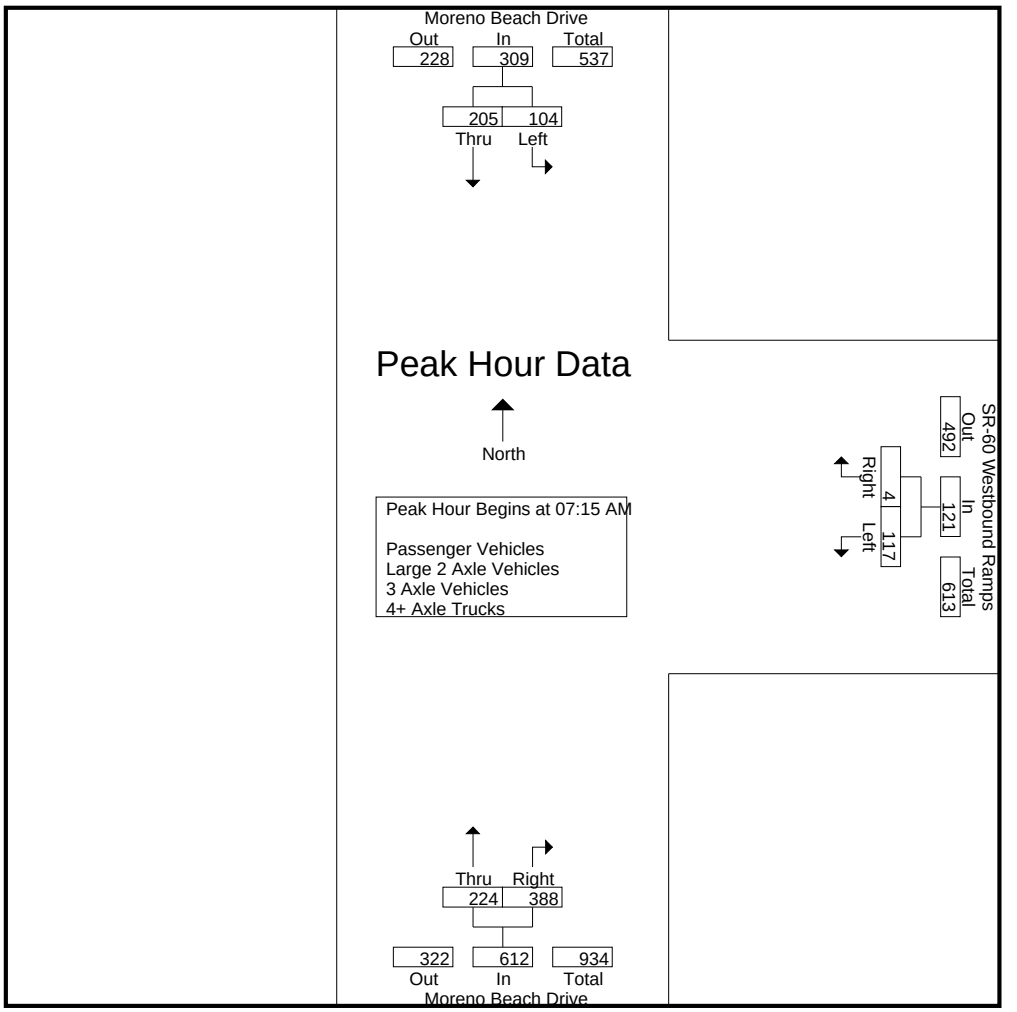
	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	18	28	46	34	0	34	25	98	123	203
07:15 AM	26	34	60	14	1	15	48	100	148	223
07:30 AM	32	54	86	35	2	37	55	84	139	262
07:45 AM	21	64	85	42	0	42	81	88	169	296
Total	97	180	277	125	3	128	209	370	579	984
08:00 AM	25	53	78	26	1	27	40	116	156	261
08:15 AM	22	38	60	28	1	29	26	84	110	199
08:30 AM	13	27	40	24	0	24	28	81	109	173
08:45 AM	18	31	49	36	0	36	28	90	118	203
Total	78	149	227	114	2	116	122	371	493	836
Grand Total	175	329	504	239	5	244	331	741	1072	1820
Apprch %	34.7	65.3		98	2		30.9	69.1		
Total %	9.6	18.1	27.7	13.1	0.3	13.4	18.2	40.7	58.9	
Passenger Vehicles	172	325	497	226	5	231	324	720	1044	1772
% Passenger Vehicles	98.3	98.8	98.6	94.6	100	94.7	97.9	97.2	97.4	97.4
Large 2 Axle Vehicles	3	4	7	8	0	8	6	15	21	36
% Large 2 Axle Vehicles	1.7	1.2	1.4	3.3	0	3.3	1.8	2	2	2
3 Axle Vehicles	0	0	0	0	0	0	0	2	2	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0.3	0.2	0.1
4+ Axle Trucks	0	0	0	5	0	5	1	4	5	10
% 4+ Axle Trucks	0	0	0	2.1	0	2	0.3	0.5	0.5	0.5

	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	26	34	60	14	1	15	48	100	148	223
07:30 AM	**32**	54	**86**	35	**2**	37	55	84	139	262
07:45 AM	21	**64**	85	**42**	0	**42**	**81**	88	**169**	**296**
08:00 AM	25	53	78	26	1	27	40	**116**	156	261
Total Volume	104	205	309	117	4	121	224	388	612	1042
% App. Total	33.7	66.3		96.7	3.3		36.6	63.4		
PHF	.813	.801	.898	.696	.500	.720	.691	.836	.905	.880

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City of Moreno Valley
N/S: Moreno Beach Drive
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 55_MRV_Moreno Beach_60W AM
Site Code : 00318027
Start Date : 1/11/2018



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:15 AM		
+0 mins.	26	34	60	35	**2**	37	48	100	148
+15 mins.	**32**	54	**86**	**42**	0	**42**	55	84	139
+30 mins.	21	**64**	85	26	1	27	**81**	88	**169**
+45 mins.	25	53	78	28	1	29	40	**116**	156
Total Volume	104	205	309	131	4	135	224	388	612
% App. Total	33.7	66.3		97	3		36.6	63.4	
PHF	.813	.801	.898	.780	.500	.804	.691	.836	.905

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City of Moreno Valley
N/S: Moreno Beach Drive
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 55_MRV_Moreno Beach_60W PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

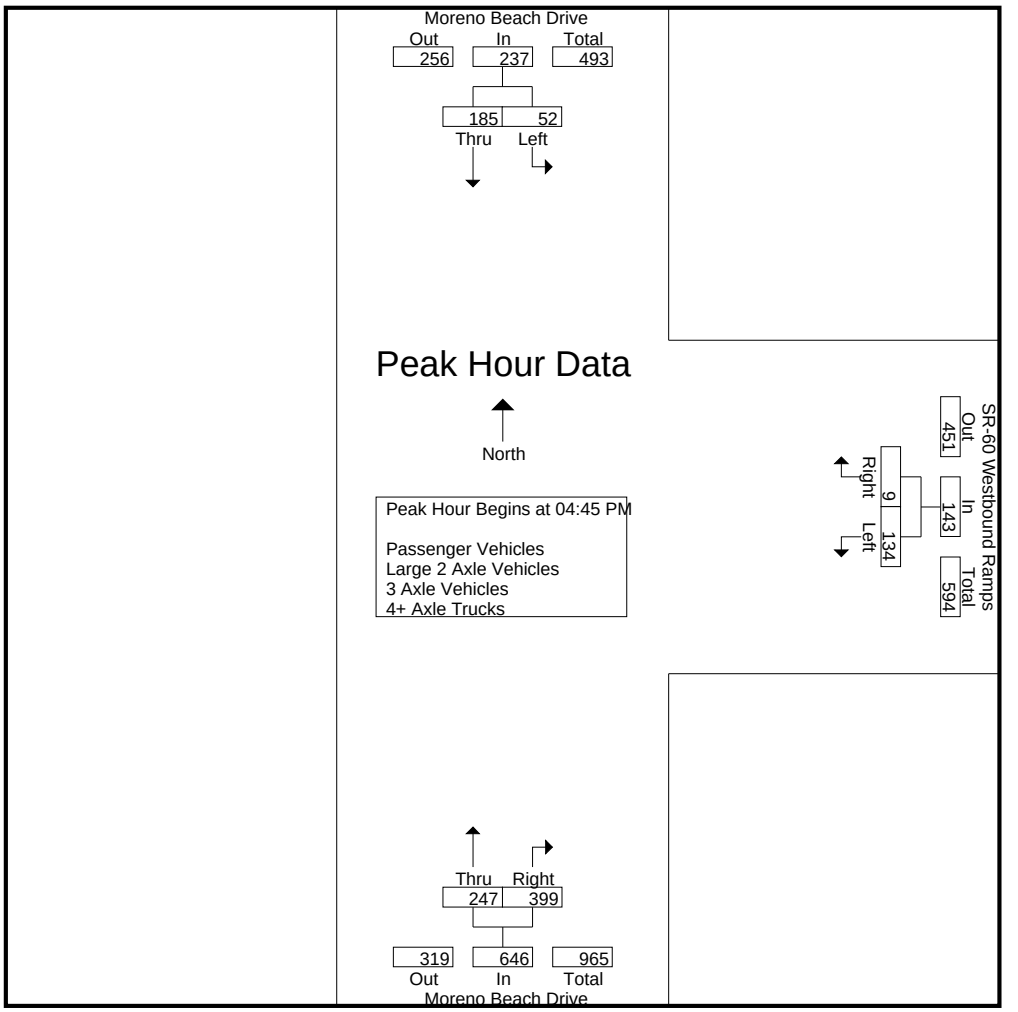
	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	12	49	61	31	3	34	57	117	174	269
04:15 PM	9	40	49	31	4	35	62	95	157	241
04:30 PM	18	49	67	28	2	30	52	99	151	248
04:45 PM	10	48	58	37	4	41	72	90	162	261
Total	49	186	235	127	13	140	243	401	644	1019
05:00 PM	13	46	59	35	0	35	52	98	150	244
05:15 PM	10	47	57	38	3	41	59	87	146	244
05:30 PM	19	44	63	24	2	26	64	124	188	277
05:45 PM	15	42	57	40	1	41	49	104	153	251
Total	57	179	236	137	6	143	224	413	637	1016
Grand Total	106	365	471	264	19	283	467	814	1281	2035
Apprch %	22.5	77.5		93.3	6.7		36.5	63.5		
Total %	5.2	17.9	23.1	13	0.9	13.9	22.9	40	62.9	
Passenger Vehicles	104	364	468	253	18	271	460	794	1254	1993
% Passenger Vehicles	98.1	99.7	99.4	95.8	94.7	95.8	98.5	97.5	97.9	97.9
Large 2 Axle Vehicles	2	1	3	6	1	7	6	14	20	30
% Large 2 Axle Vehicles	1.9	0.3	0.6	2.3	5.3	2.5	1.3	1.7	1.6	1.5
3 Axle Vehicles	0	0	0	0	0	0	1	1	2	2
% 3 Axle Vehicles	0	0	0	0	0	0	0.2	0.1	0.2	0.1
4+ Axle Trucks	0	0	0	5	0	5	0	5	5	10
% 4+ Axle Trucks	0	0	0	1.9	0	1.8	0	0.6	0.4	0.5

	Moreno Beach Drive Southbound			SR-60 Westbound Ramps Westbound			Moreno Beach Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	10	**48**	58	37	**4**	**41**	**72**	90	162	261
05:00 PM	13	46	59	35	0	35	52	98	150	244
05:15 PM	10	47	57	**38**	3	41	59	87	146	244
05:30 PM	**19**	44	**63**	24	2	26	64	**124**	**188**	**277**
Total Volume	52	185	237	134	9	143	247	399	646	1026
% App. Total	21.9	78.1		93.7	6.3		38.2	61.8		
PHF	.684	.964	.940	.882	.563	.872	.858	.804	.859	.926

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City of Moreno Valley
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Weather: Clear

File Name : 55_MRV_Moreno Beach_60W PM
Site Code : 00318027
Start Date : 1/11/2018



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:45 PM		
+0 mins.	**18**	**49**	**67**	28	2	30	**72**	90	162
+15 mins.	10	48	58	37	**4**	**41**	52	98	150
+30 mins.	13	46	59	35	0	35	59	87	146
+45 mins.	10	47	57	**38**	3	41	64	**124**	**188**
Total Volume	51	190	241	138	9	147	247	399	646
% App. Total	21.2	78.8		93.9	6.1		38.2	61.8	
PHF	.708	.969	.899	.908	.563	.896	.858	.804	.859

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City of Moreno Valley
N/S: Moreno Beach Drive
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 56_MRV_Moreno Beach_60E AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

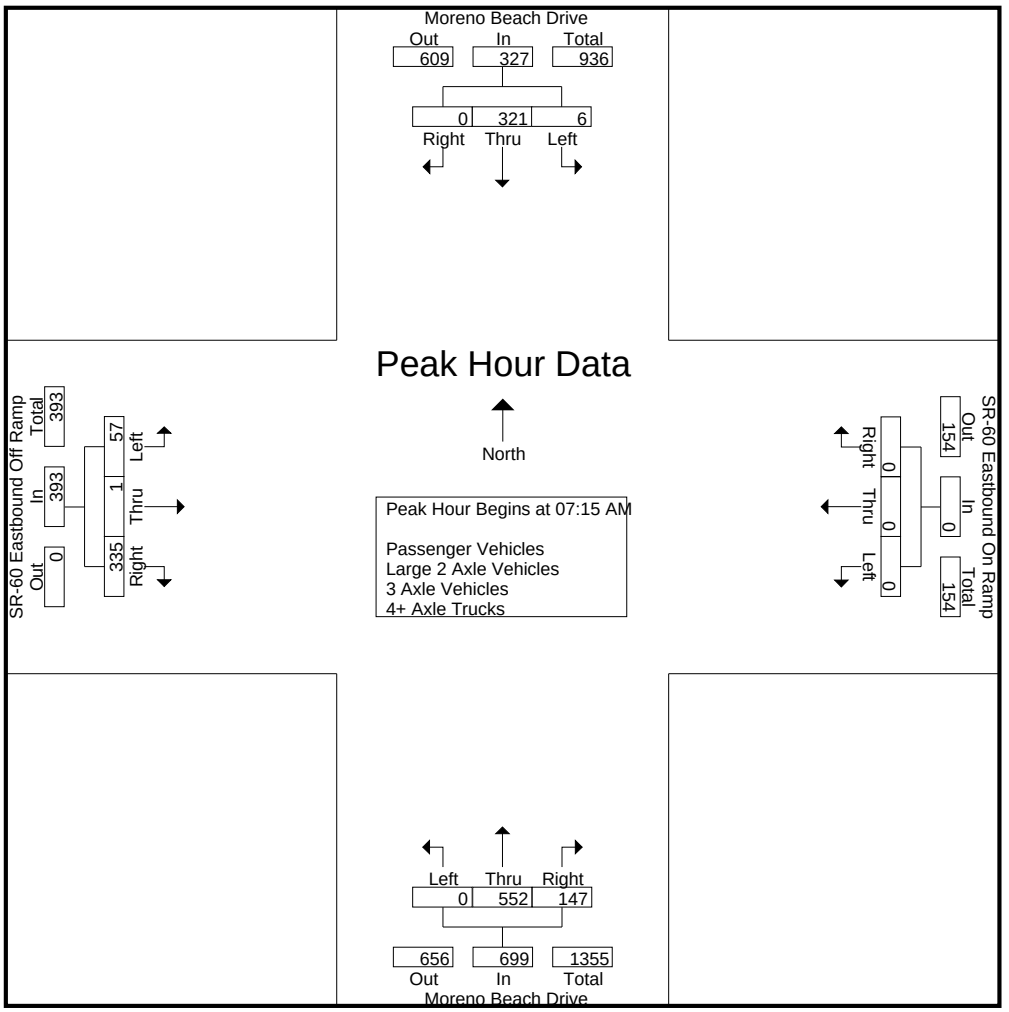
	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	56	0	59	0	0	0	0	0	122	36	158	4	0	64	68	285
07:15 AM	2	52	0	54	0	0	0	0	0	137	32	169	6	0	76	82	305
07:30 AM	1	83	0	84	0	0	0	0	0	134	42	176	14	0	74	88	348
07:45 AM	2	103	0	105	0	0	0	0	0	149	37	186	27	0	91	118	409
Total	8	294	0	302	0	0	0	0	0	542	147	689	51	0	305	356	1347
08:00 AM	1	83	0	84	0	0	0	0	0	132	36	168	10	1	94	105	357
08:15 AM	2	65	0	67	0	0	0	0	0	105	24	129	4	0	94	98	294
08:30 AM	1	49	0	50	0	0	0	0	0	101	43	144	9	1	86	96	290
08:45 AM	2	63	0	65	0	0	0	0	0	109	34	143	8	1	84	93	301
Total	6	260	0	266	0	0	0	0	0	447	137	584	31	3	358	392	1242
Grand Total	14	554	0	568	0	0	0	0	0	989	284	1273	82	3	663	748	2589
Apprch %	2.5	97.5	0		0	0	0		0	77.7	22.3		11	0.4	88.6		
Total %	0.5	21.4	0	21.9	0	0	0	0	0	38.2	11	49.2	3.2	0.1	25.6	28.9	
Passenger Vehicles	12	541	0	553	0	0	0	0	0	967	270	1237	80	2	642	724	2514
% Passenger Vehicles	85.7	97.7	0	97.4	0	0	0	0	0	97.8	95.1	97.2	97.6	66.7	96.8	96.8	97.1
Large 2 Axle Vehicles	1	9	0	10	0	0	0	0	0	15	5	20	2	0	15	17	47
% Large 2 Axle Vehicles	7.1	1.6	0	1.8	0	0	0	0	0	1.5	1.8	1.6	2.4	0	2.3	2.3	1.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	2	0	2	0	0	3	3	5
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.2	0	0.2	0	0	0.5	0.4	0.2
4+ Axle Trucks	1	4	0	5	0	0	0	0	0	5	9	14	0	1	3	4	23
% 4+ Axle Trucks	7.1	0.7	0	0.9	0	0	0	0	0	0.5	3.2	1.1	0	33.3	0.5	0.5	0.9

	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	52	0	54	0	0	0	0	0	137	32	169	6	0	76	82	305
07:30 AM	1	83	0	84	0	0	0	0	0	134	**42**	176	14	0	74	88	348
07:45 AM	2	**103**	0	**105**	0	0	0	0	0	**149**	37	**186**	**27**	0	91	**118**	**409**
08:00 AM	1	83	0	84	0	0	0	0	0	132	36	168	10	**1**	**94**	105	357
Total Volume	6	321	0	327	0	0	0	0	0	552	147	699	57	1	335	393	1419
% App. Total	1.8	98.2	0		0	0	0		0	79	21		14.5	0.3	85.2		
PHF	.750	.779	.000	.779	.000	.000	.000	.000	.000	.926	.875	.940	.528	.250	.891	.833	.867

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E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 56_MRV_Moreno Beach_60E AM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	1	83	0	84	0	0	0	0	0	137	32	169	**27**	0	91	**118**
+15 mins.	**2**	**103**	0	**105**	0	0	0	0	0	134	**42**	176	10	**1**	**94**	105
+30 mins.	1	83	0	84	0	0	0	0	0	**149**	37	**186**	4	0	94	98
+45 mins.	2	65	0	67	0	0	0	0	0	132	36	168	9	1	86	96
Total Volume	6	334	0	340	0	0	0	0	0	552	147	699	50	2	365	417
% App. Total	1.8	98.2	0		0	0	0		0	79	21		12	0.5	87.5	
PHF	.750	.811	.000	.810	.000	.000	.000	.000	.000	.926	.875	.940	.463	.500	.971	.883

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City of Moreno Valley
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E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 56_MRV_Moreno Beach_60E PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

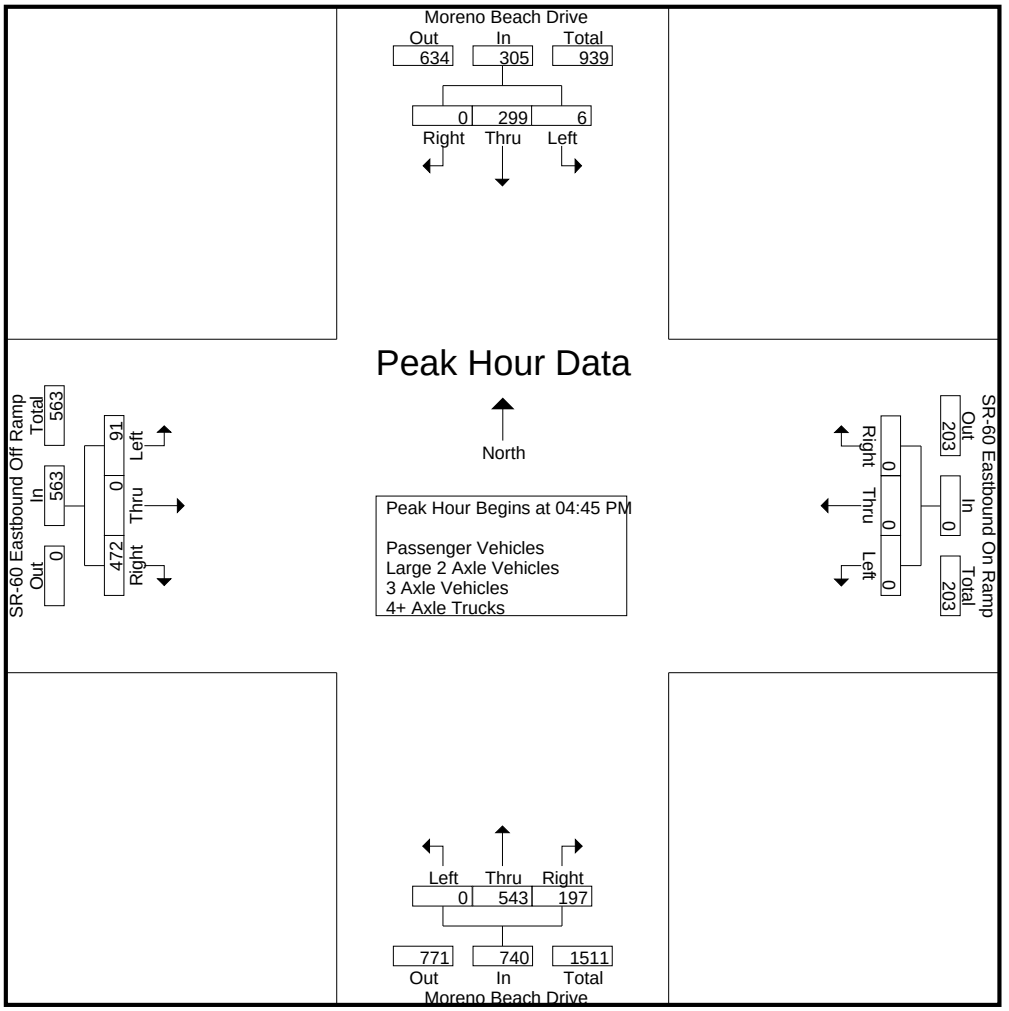
	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	76	0	78	0	0	0	0	0	159	38	197	17	0	119	136	411
04:15 PM	1	72	0	73	0	0	0	0	0	129	40	169	17	0	99	116	358
04:30 PM	1	73	0	74	0	0	0	0	0	132	45	177	15	0	118	133	384
04:45 PM	2	79	0	81	0	0	0	0	0	128	60	188	30	0	103	133	402
Total	6	300	0	306	0	0	0	0	0	548	183	731	79	0	439	518	1555
05:00 PM	3	72	0	75	0	0	0	0	0	131	41	172	14	0	138	152	399
05:15 PM	1	82	0	83	0	0	0	0	0	129	35	164	20	0	107	127	374
05:30 PM	0	66	0	66	0	0	0	0	0	155	61	216	27	0	124	151	433
05:45 PM	1	88	0	89	0	0	0	0	0	124	32	156	19	0	134	153	398
Total	5	308	0	313	0	0	0	0	0	539	169	708	80	0	503	583	1604
Grand Total	11	608	0	619	0	0	0	0	0	1087	352	1439	159	0	942	1101	3159
Apprch %	1.8	98.2	0		0	0	0		0	75.5	24.5		14.4	0	85.6		
Total %	0.3	19.2	0	19.6	0	0	0	0	0	34.4	11.1	45.6	5	0	29.8	34.9	
Passenger Vehicles	11	595	0	606	0	0	0	0	0	1072	350	1422	155	0	934	1089	3117
% Passenger Vehicles	100	97.9	0	97.9	0	0	0	0	0	98.6	99.4	98.8	97.5	0	99.2	98.9	98.7
Large 2 Axle Vehicles	0	7	0	7	0	0	0	0	0	10	1	11	3	0	5	8	26
% Large 2 Axle Vehicles	0	1.2	0	1.1	0	0	0	0	0	0.9	0.3	0.8	1.9	0	0.5	0.7	0.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.1	0
4+ Axle Trucks	0	6	0	6	0	0	0	0	0	5	1	6	0	0	3	3	15
% 4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0.5	0.3	0.4	0	0	0.3	0.3	0.5

	Moreno Beach Drive Southbound				SR-60 Eastbound On Ramp Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	79	0	81	0	0	0	0	0	128	60	188	**30**	0	103	133	402
05:00 PM	**3**	72	0	75	0	0	0	0	0	131	41	172	14	0	**138**	**152**	399
05:15 PM	1	**82**	0	**83**	0	0	0	0	0	129	35	164	20	0	107	127	374
05:30 PM	0	66	0	66	0	0	0	0	0	**155**	**61**	**216**	27	0	124	151	**433**
Total Volume	6	299	0	305	0	0	0	0	0	543	197	740	91	0	472	563	1608
% App. Total	2	98	0		0	0	0		0	73.4	26.6		16.2	0	83.8		
PHF	.500	.912	.000	.919	.000	.000	.000	.000	.000	.876	.807	.856	.758	.000	.855	.926	.928

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City of Moreno Valley
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E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 56_MRV_Moreno Beach_60E PM
Site Code : 00318027
Start Date : 1/11/2018
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	1	73	0	74	0	0	0	0	0	128	60	188	14	0	**138**	152
+15 mins.	2	79	0	81	0	0	0	0	0	131	41	172	20	0	107	127
+30 mins.	**3**	72	0	75	0	0	0	0	0	129	35	164	**27**	0	124	151
+45 mins.	1	**82**	0	**83**	0	0	0	0	0	**155**	**61**	**216**	19	0	134	**153**
Total Volume	7	306	0	313	0	0	0	0	0	543	197	740	80	0	503	583
% App. Total	2.2	97.8	0		0	0	0		0	73.4	26.6		13.7	0	86.3	
PHF	.583	.933	.000	.943	.000	.000	.000	.000	.000	.876	.807	.856	.741	.000	.911	.953

National Data & Surveying Services

Intersection Turning Movement Count

Location: Moreno Beach Dr & Eucalyptus Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-042
Date: 11/9/2017

Total

NS/EW Streets:	Moreno Beach Dr				Moreno Beach Dr				Eucalyptus Ave				Eucalyptus Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	2	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	101	2	2	15	80	28	0	50	6	6	0	1	0	1	0	299
7:15 AM	11	93	3	0	7	77	22	0	41	6	4	1	1	2	4	0	272
7:30 AM	17	86	1	0	21	92	35	0	44	7	8	1	2	1	4	0	319
7:45 AM	15	81	4	0	36	87	26	0	37	11	19	0	1	2	7	0	326
8:00 AM	10	81	6	1	24	73	15	0	43	10	22	3	1	6	12	0	307
8:15 AM	9	70	4	0	22	76	26	0	34	11	11	1	4	7	13	0	288
8:30 AM	15	98	4	0	20	90	31	0	34	10	11	2	3	1	5	0	324
8:45 AM	14	66	4	0	21	52	33	0	41	11	9	0	4	7	17	0	279
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	98	676	28	3	166	627	216	0	324	72	90	8	17	26	63	0	2414
APPROACH %'s :	12.17%	83.98%	3.48%	0.37%	16.45%	62.14%	21.41%	0.00%	65.59%	14.57%	18.22%	1.62%	16.04%	24.53%	59.43%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	49	330	18	1	102	326	98	0	148	42	63	6	9	16	37	0	1245
PEAK HR FACTOR :	0.817	0.842	0.750	0.250	0.708	0.906	0.790	0.000	0.860	0.955	0.716	0.500	0.563	0.571	0.712	0.000	0.955
	0.850				0.883				0.830				0.646				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	2	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	23	82	2	0	10	126	48	0	53	4	22	2	5	15	15	0	407
4:15 PM	22	97	6	0	13	140	51	0	63	8	31	2	7	5	21	0	466
4:30 PM	23	94	6	0	14	151	52	0	67	4	32	5	7	5	19	0	479
4:45 PM	26	106	5	0	12	106	58	0	68	6	31	3	10	5	23	0	459
5:00 PM	18	79	3	1	7	130	57	0	74	5	24	3	11	11	41	0	464
5:15 PM	16	75	3	1	9	123	63	0	62	6	41	1	5	6	28	0	439
5:30 PM	34	74	3	0	8	165	57	0	72	2	34	3	2	7	38	0	499
5:45 PM	24	64	1	1	10	144	57	0	70	2	35	4	2	3	18	0	435
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	186	671	29	3	83	1085	443	0	529	37	250	23	49	57	203	0	3648
APPROACH %'s :	20.92%	75.48%	3.26%	0.34%	5.15%	67.35%	27.50%	0.00%	63.05%	4.41%	29.80%	2.74%	15.86%	18.45%	65.70%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	89	376	20	1	46	527	218	0	272	23	118	13	35	26	104	0	1868
PEAK HR FACTOR :	0.856	0.887	0.833	0.250	0.821	0.873	0.940	0.000	0.919	0.719	0.922	0.650	0.795	0.591	0.634	0.000	0.975
	0.887				0.911				0.986				0.655				

Prepared by National Data & Surveying Services

Moreno Beach Dr & Eucalyptus Ave

Peak Hour Turning Movement Count

ID: 17-06170-042
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	AM 07:00 AM - 09:00 AM
NOON	NONE	NOON NONE
PM	04:15 PM - 05:15 PM	PM 04:00 PM - 06:00 PM

Moreno Beach Dr — SOUTHBOUND

AM	98	326	102	0	515	AM
NOON	0	0	0	0	0	NOON
PM	218	527	46	0	752	PM
	1	2	1	0		

Eucalyptus Ave — EASTBOUND

AM	NOON	PM		
169	0	346	⇦	
6	0	13	↶	0
148	0	272	↱	2
42	0	23	→	2
63	0	118	↷	0
AM	NOON	PM		

CONTROL

Signalized

TEV	1245 AM	0 NOON	1868 PM
PHF	0.95		0.97

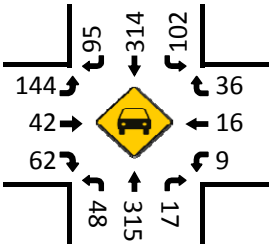
Eucalyptus Ave — WESTBOUND

PM	NOON	AM		
104	0	37	↶	0
26	0	16	←	2
35	0	9	↰	1
0	0	0	↷	0
89	0	162	⇨	
PM	NOON	AM		

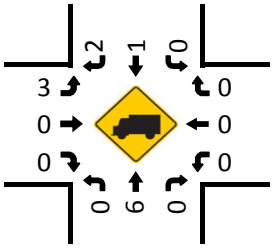
Moreno Beach Dr — NORTHBOUND

PM	681	1	89	376	20	PM
NOON	0	0	0	0	0	NOON
AM	399	1	49	330	18	AM
		0	1	2	1	

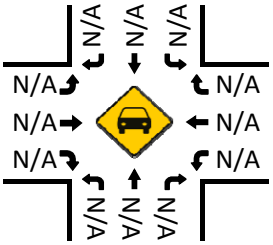
Cars (AM)



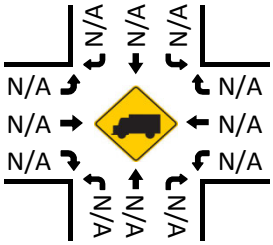
4axle (AM)



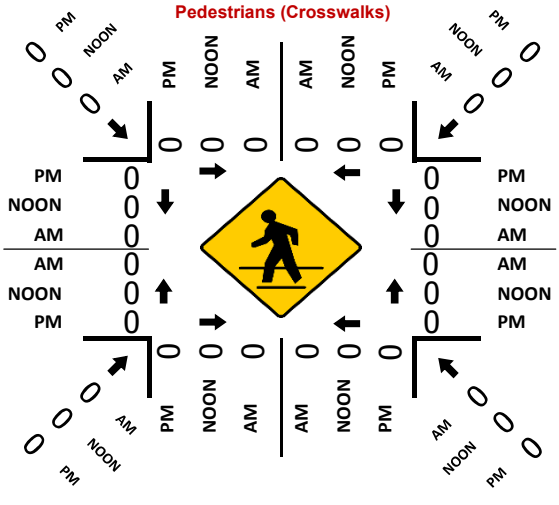
Cars (NOON)



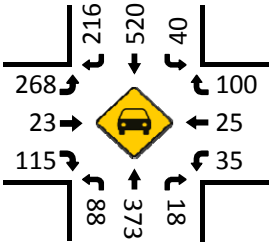
4axle (NOON)



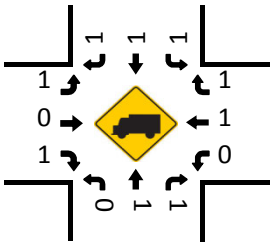
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Moreno Beach
E/W: Eucalyptus Avenue

Date: 7/25/2018
Day: Wednesday

PEDESTRIANS

	North Leg Moreno Beach	East Leg Eucalyptus Avenue	South Leg Moreno Beach	West Leg Eucalyptus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	0	0	0	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	6	0	6
TOTAL VOLUMES:	3	0	7	0	10

	North Leg Moreno Beach	East Leg Eucalyptus Avenue	South Leg Moreno Beach	West Leg Eucalyptus Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	1	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	1	3

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Moreno Beach
E/W: Eucalyptus Avenue

Date: 7/25/2018
Day: Wednesday

BICYCLES

	Southbound Moreno Beach			Westbound Eucalyptus Avenue			Northbound Moreno beach			Eastbound Eucalyptus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	1	0	1	0	0	0	0	3

	Southbound Moreno Beach			Westbound Eucalyptus Avenue			Northbound Moreno beach			Eastbound Eucalyptus Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Moreno Beach Dr & Cottonwood Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-043
Date: 11/9/2017

Total

NS/EW Streets:	Moreno Beach Dr				Moreno Beach Dr				Cottonwood Ave				Cottonwood Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	111	6	0	1	77	0	0	1	4	0	0	10	10	15	0	236
7:15 AM	4	108	1	0	2	77	2	0	3	5	1	0	8	12	10	0	233
7:30 AM	1	98	3	0	4	84	4	0	2	3	0	0	11	33	15	0	258
7:45 AM	1	107	6	0	8	104	2	0	4	19	1	0	8	22	7	0	289
8:00 AM	1	127	8	0	15	79	2	0	3	8	2	0	7	7	9	0	268
8:15 AM	1	118	8	0	0	89	2	0	1	6	1	0	7	4	10	0	247
8:30 AM	0	110	3	0	4	69	2	0	3	3	2	0	12	2	16	0	226
8:45 AM	2	104	8	0	8	83	0	0	2	4	0	0	11	5	11	0	238
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	883	43	0	42	662	14	0	19	52	7	0	74	95	93	0	1995
APPROACH %'s :	1.17%	94.24%	4.59%	0.00%	5.85%	92.20%	1.95%	0.00%	24.36%	66.67%	8.97%	0.00%	28.24%	36.26%	35.50%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	4	450	25	0	27	356	10	0	10	36	4	0	33	66	41	0	1062
PEAK HR FACTOR :	1.000	0.886	0.781	0.000	0.450	0.856	0.625	0.000	0.625	0.474	0.500	0.000	0.750	0.500	0.683	0.000	0.919
	0.881				0.862				0.521				0.593				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	119	15	0	13	143	0	0	2	11	2	0	8	4	16	0	334
4:15 PM	3	151	11	0	11	152	7	0	2	9	2	0	12	9	16	0	385
4:30 PM	2	108	18	0	21	160	4	0	2	5	4	0	9	8	13	0	354
4:45 PM	1	172	10	0	13	140	4	0	4	2	1	0	10	11	20	0	388
5:00 PM	0	107	12	0	14	153	5	0	3	7	3	0	6	3	20	0	333
5:15 PM	3	131	16	0	22	161	2	0	1	8	0	0	6	4	16	0	370
5:30 PM	0	115	5	0	13	181	3	0	2	4	0	0	10	7	17	0	357
5:45 PM	0	122	6	0	21	162	3	0	4	5	0	0	6	8	8	0	345
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	1025	93	0	128	1252	28	0	20	51	12	0	67	54	126	0	2866
APPROACH %'s :	0.89%	90.87%	8.24%	0.00%	9.09%	88.92%	1.99%	0.00%	24.10%	61.45%	14.46%	0.00%	27.13%	21.86%	51.01%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	7	550	54	0	58	595	15	0	10	27	9	0	39	32	65	0	1461
PEAK HR FACTOR :	0.583	0.799	0.750	0.000	0.690	0.930	0.536	0.000	0.625	0.614	0.563	0.000	0.813	0.727	0.813	0.000	0.941
	0.835				0.903				0.767				0.829				

Prepared by National Data & Surveying Services

Moreno Beach Dr & Cottonwood Ave

Peak Hour Turning Movement Count

ID: 17-06170-043
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Moreno Beach Dr — SOUTHBOUND

AM	10	356	27	0	501	AM
NOON	0	0	0	0	0	NOON
PM	15	595	58	0	625	PM

Cottonwood Ave — EASTBOUND

AM	NOON	PM		
80	0	54	⇦	
0	0	0	↶	0
10	0	10	↱	0
36	0	27	→	1
4	0	9	↳	0
AM	NOON	PM		

CONTROL

Signalized

TEV	1062 AM	0 NOON	1461 PM
PHF	0.92		0.94

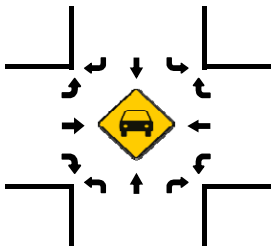
WESTBOUND — Cottonwood Ave

PM	NOON	AM		
65	0	41	↰	0
32	0	66	←	1
39	0	33	↰	0
0	0	0	↰	0
139	0	88	⇨	
PM	NOON	AM		

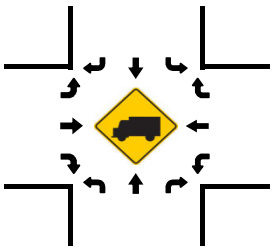
Moreno Beach Dr — NORTHBOUND

PM	643	0	7	550	54	PM
NOON	0	0	0	0	0	NOON
AM	393	0	4	450	25	AM

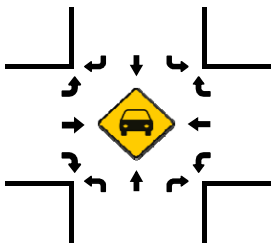
Cars (AM)



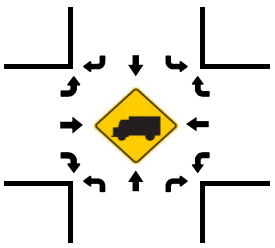
4axle (AM)



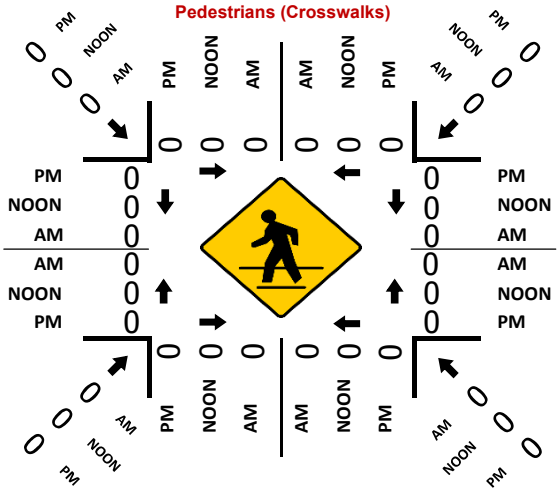
Cars (NOON)



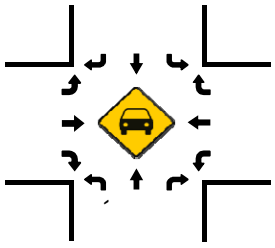
4axle (NOON)



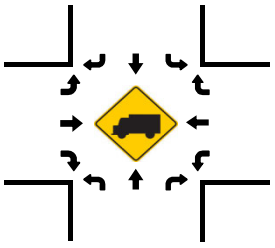
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Moreno Beach Drive
E/W: Cottonwood Avenue

Date: 1/23/2019
Day: Wednesday

PEDESTRIANS

	North Leg Moreno Beach Drive	East Leg Cottonwood Avenue	South Leg Moreno Beach Drive	West Leg Cottonwood Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Moreno Beach Drive	East Leg Cottonwood Avenue	South Leg Moreno Beach Drive	West Leg Cottonwood Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Moreno Beach Drive
E/W: Cottonwood Avenue

Date: 1/23/2019
Day: Wednesday

BICYCLES

	Southbound Moreno Beach Drive			Westbound Cottonwood Avenue			Northbound Moreno Beach Drive			Eastbound Cottonwood Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Moreno Beach Drive			Westbound Cottonwood Avenue			Northbound Moreno Beach Drive			Eastbound Cottonwood Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Moreno Beach Dr & Alessandro Blvd
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-044
Date: 11/9/2017

Total

NS/EW Streets:	Moreno Beach Dr				Moreno Beach Dr				Alessandro Blvd				Alessandro Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	97	6	0	1	69	19	0	7	18	7	0	11	43	3	0	296
7:15 AM	19	89	5	0	0	57	26	0	16	14	7	0	16	62	6	0	317
7:30 AM	18	99	7	0	0	86	23	0	8	23	7	0	17	70	2	0	360
7:45 AM	15	108	8	0	2	77	26	0	8	18	14	0	11	72	2	0	361
8:00 AM	22	119	12	0	6	169	12	0	10	32	18	0	15	24	4	0	443
8:15 AM	5	112	6	0	1	85	12	0	15	27	11	0	7	36	3	0	320
8:30 AM	4	105	5	0	2	78	15	0	18	12	8	0	9	30	3	0	289
8:45 AM	11	97	3	0	3	70	10	0	15	21	11	0	15	38	3	0	297
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	109	826	52	0	15	691	143	0	97	165	83	0	101	375	26	0	2683
APPROACH %'s :	11.04%	83.69%	5.27%	0.00%	1.77%	81.39%	16.84%	0.00%	28.12%	47.83%	24.06%	0.00%	20.12%	74.70%	5.18%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	60	438	33	0	9	417	73	0	41	100	50	0	50	202	11	0	1484
PEAK HR FACTOR :	0.682	0.920	0.688	0.000	0.375	0.617	0.702	0.000	0.683	0.781	0.694	0.000	0.735	0.701	0.688	0.000	0.837
	0.868				0.667				0.796				0.739				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	10	97	6	0	0	79	16	0	12	22	12	0	10	37	2	0	303
4:15 PM	12	103	13	0	8	117	17	0	28	30	19	0	17	32	8	0	404
4:30 PM	25	121	17	0	5	141	20	0	29	51	12	0	12	25	7	0	465
4:45 PM	11	106	12	0	7	147	13	0	33	68	10	0	15	25	5	0	452
5:00 PM	20	143	17	0	2	143	13	0	29	41	24	0	14	21	5	0	472
5:15 PM	13	104	10	0	1	138	15	0	18	45	21	0	6	28	5	0	404
5:30 PM	12	133	9	0	9	150	15	0	22	49	18	0	12	18	4	0	451
5:45 PM	21	99	11	0	2	142	16	0	22	49	23	0	22	31	2	0	440
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	124	906	95	0	34	1057	125	0	193	355	139	0	108	217	38	0	3391
APPROACH %'s :	11.02%	80.53%	8.44%	0.00%	2.80%	86.92%	10.28%	0.00%	28.09%	51.67%	20.23%	0.00%	29.75%	59.78%	10.47%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	68	473	59	0	22	548	63	0	119	190	65	0	58	103	25	0	1793
PEAK HR FACTOR :	0.680	0.827	0.868	0.000	0.688	0.932	0.788	0.000	0.902	0.699	0.677	0.000	0.853	0.805	0.781	0.000	0.950
	0.833				0.948				0.842				0.816				

Prepared by National Data & Surveying Services

Moreno Beach Dr & Alessandro Blvd

Peak Hour Turning Movement Count

ID: 17-06170-044
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:15 PM - 05:15 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Moreno Beach Dr — SOUTHBOUND

AM	73	417	9	0	490	AM
NOON	0	0	0	0	0	NOON
PM	63	548	22	0	617	PM

Alessandro Blvd — EASTBOUND

AM	NOON	PM	
335	0	234	⇦
0	0	0	0
41	0	119	1
100	0	190	1
50	0	65	0
AM	NOON	PM	

CONTROL

Signalized

TEV	1484	0	1793
	AM	NOON	PM
PHF	0.84		0.95

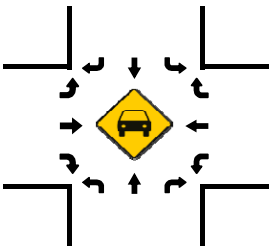
Alessandro Blvd — WESTBOUND

PM	NOON	AM	
25	0	11	0
103	0	202	1
58	0	50	1
0	0	0	0
271	0	142	⇨
PM	NOON	AM	

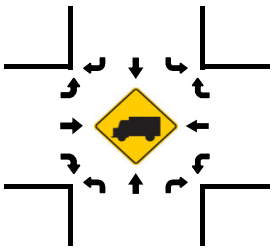
Moreno Beach Dr — NORTHBOUND

PM	671	0	68	473	59	PM
NOON	0	0	0	0	0	NOON
AM	517	0	60	438	33	AM

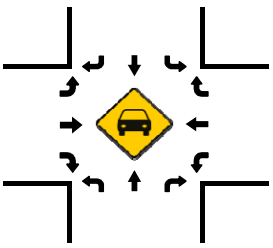
Cars (AM)



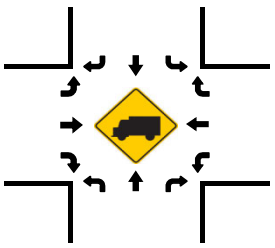
4axle (AM)



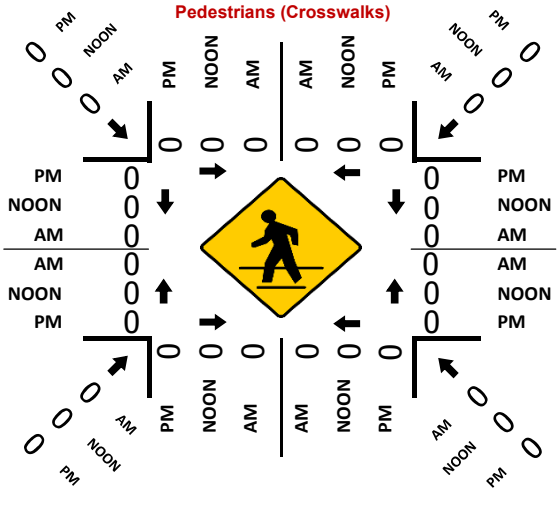
Cars (NOON)



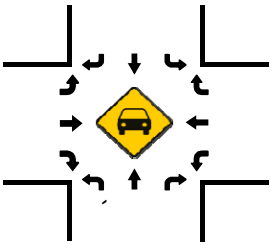
4axle (NOON)



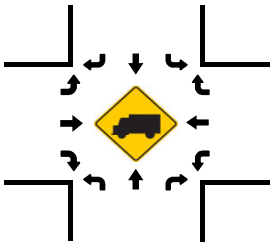
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Moreno Beach Drive
E/W: Alessandro Boulevard

Date: 1/30/2018
Day: Tuesday

PEDESTRIANS

	North Leg Moreno Beach Drive	East Leg Alessandro Boulevard	South Leg Moreno Beach Drive	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	1	1
8:30 AM	1	0	0	0	1
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	1	3	0	2	6

	North Leg Moreno Beach Drive	East Leg Alessandro Boulevard	South Leg Moreno Beach Drive	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	1	0	2
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	1	2
5:30 PM	0	0	1	1	2
5:45 PM	0	0	0	2	2
TOTAL VOLUMES:	2	1	2	4	9

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Moreno Beach Drive
E/W: Alessandro Boulevard

Date: 1/30/2018
Day: Tuesday

BICYCLES

	Southbound Moreno Beach Drive			Westbound Alessandro Boulevard			Northbound Moreno Beach Drive			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

	Southbound Moreno Beach Drive			Westbound Alessandro Boulevard			Northbound Moreno Beach Drive			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	0	0	1	0	0	2	0	5

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951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Moreno Beach Dr & Cactus Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-045
Date: 11/9/2017

Total

NS/EW Streets:	Moreno Beach Dr				Moreno Beach Dr				Cactus Ave				Cactus Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	3	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	82	4	0	1	57	18	0	14	17	12	0	3	17	10	0	250
7:15 AM	19	82	13	0	1	60	21	0	23	14	9	0	5	33	8	0	288
7:30 AM	27	82	9	1	1	75	21	0	20	17	17	0	3	25	3	0	301
7:45 AM	25	117	10	0	3	67	20	0	16	21	25	0	7	39	4	0	354
8:00 AM	14	99	6	0	3	74	15	0	24	23	20	0	4	13	4	0	299
8:15 AM	15	91	5	2	2	88	11	0	14	21	9	0	3	16	1	0	278
8:30 AM	14	96	6	1	1	64	15	0	20	12	18	0	6	14	6	0	273
8:45 AM	27	78	7	0	5	56	23	0	22	12	6	0	3	12	5	0	256
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	156	727	60	4	17	541	144	0	153	137	116	0	34	169	41	0	2299
APPROACH %'s :	16.47%	76.77%	6.34%	0.42%	2.42%	77.07%	20.51%	0.00%	37.68%	33.74%	28.57%	0.00%	13.93%	69.26%	16.80%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	85	380	38	1	8	276	77	0	83	75	71	0	19	110	19	0	1242
PEAK HR FACTOR :	0.787	0.812	0.731	0.250	0.667	0.920	0.917	0.000	0.865	0.815	0.710	0.000	0.679	0.705	0.594	0.000	0.877
	0.829				0.930				0.854				0.740				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	3	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	21	73	9	0	10	89	31	0	29	43	33	0	3	21	6	0	368
4:15 PM	20	119	6	0	8	117	23	0	15	43	26	0	1	28	10	0	416
4:30 PM	18	100	9	0	5	121	26	0	27	42	27	0	5	32	6	0	418
4:45 PM	25	116	11	1	11	110	34	0	36	47	38	0	7	22	6	0	464
5:00 PM	28	88	4	0	10	112	24	0	18	27	29	0	5	16	8	0	369
5:15 PM	29	96	8	4	15	125	24	0	30	34	40	0	3	31	2	0	441
5:30 PM	24	98	4	0	8	117	33	0	22	44	27	0	4	18	4	0	403
5:45 PM	28	100	2	0	11	138	17	0	16	20	33	0	2	20	5	0	392
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	193	790	53	5	78	929	212	0	193	300	253	0	30	188	47	0	3271
APPROACH %'s :	18.54%	75.89%	5.09%	0.48%	6.40%	76.21%	17.39%	0.00%	25.87%	40.21%	33.91%	0.00%	11.32%	70.94%	17.74%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	100	400	32	5	41	468	108	0	111	150	134	0	20	101	22	0	1692
PEAK HR FACTOR :	0.862	0.862	0.727	0.313	0.683	0.936	0.794	0.000	0.771	0.798	0.838	0.000	0.714	0.789	0.688	0.000	0.912
	0.877				0.941				0.816				0.831				

Prepared by National Data & Surveying Services

Moreno Beach Dr & Cactus Ave

Peak Hour Turning Movement Count

ID: 17-06170-045
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	04:00 PM - 06:00 PM

Moreno Beach Dr — SOUTHBOUND

AM	77	276	8	0	482	AM
NOON	0	0	0	0	0	NOON
PM	108	468	41	0	533	PM

Cactus Ave — EASTBOUND

AM	NOON	PM	
272	0	309	
0	0	0	0
83	0	111	1
75	0	150	2
71	0	134	0
AM	NOON	PM	

CONTROL

Signalized

TEV	1242 AM	0 NOON	1692 PM
PHF	0.88		0.91

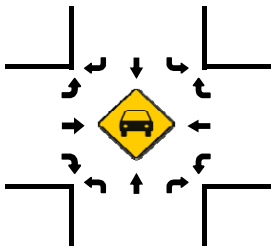
Cactus Ave — WESTBOUND

PM	NOON	AM	
22	0	19	0
101	0	110	2
20	0	19	1
0	0	0	0
223	0	121	
PM	NOON	AM	

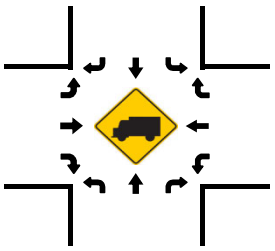
Moreno Beach Dr — NORTHBOUND

PM	627	5	100	400	32	PM
NOON	0	0	0	0	0	NOON
AM	367	1	85	380	38	AM

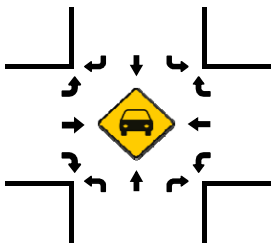
Cars (AM)



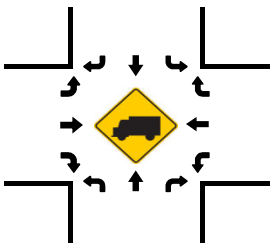
4axle (AM)



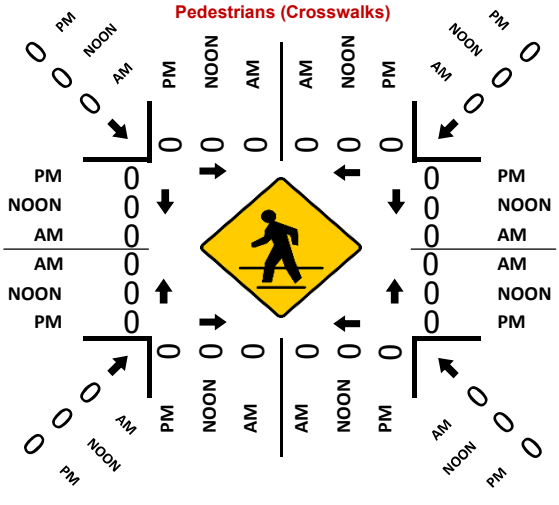
Cars (NOON)



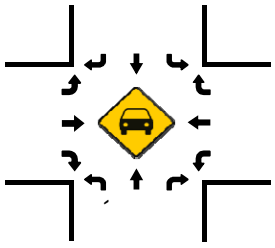
4axle (NOON)



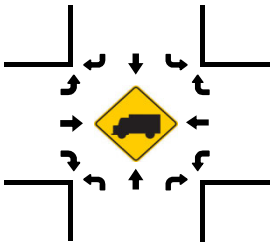
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



Location: Moreno Valley
N/S: Moreno Beach Drive
E/W: Cactus Avenue

Date: 1/30/2018
Day: Tuesday

PEDESTRIANS

	North Leg Moreno Beach Drive	East Leg Cactus Avenue	South Leg Moreno Beach Drive	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	1	2	3
7:45 AM	2	1	1	0	4
8:00 AM	0	0	0	2	2
8:15 AM	0	2	1	4	7
8:30 AM	0	0	1	1	2
8:45 AM	1	1	2	2	6
TOTAL VOLUMES:	3	4	6	12	25

	North Leg Moreno Beach Drive	East Leg Cactus Avenue	South Leg Moreno Beach Drive	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	1	1	1	1	4
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	2	2
5:00 PM	0	0	6	6	12
5:15 PM	0	2	1	0	3
5:30 PM	0	0	0	2	2
5:45 PM	0	0	2	0	2
TOTAL VOLUMES:	1	3	10	12	26

Counts Unlimited, Inc.
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Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Moreno Beach Drive
E/W: Cactus Avenue

Date: 1/30/2018
Day: Tuesday

BICYCLES

	Southbound Moreno Beach Drive			Westbound Cactus Avenue			Northbound Moreno Beach Drive			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:30 AM	0	3	0	0	0	0	0	0	1	0	0	0	4
8:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
TOTAL VOLUMES:	0	4	0	0	1	0	0	2	2	0	0	0	9

	Southbound Moreno Beach Drive			Westbound Cactus Avenue			Northbound Moreno Beach Drive			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	1	0	0	0	0	1	1	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	2	0	1	1	0	2	0	2	10

Counts Unlimited, Inc.
PO Box 1178
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951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Moreno Beach Dr & John F Kennedy Dr
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-046
Date: 11/9/2017

Total

NS/EW Streets:	Moreno Beach Dr				Moreno Beach Dr				John F Kennedy Dr				John F Kennedy Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	1	0	1	3	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	62	63	2	13	54	5	3	7	3	1	0	43	5	18	0	280
7:15 AM	0	76	50	2	13	60	4	1	14	3	3	0	46	4	22	0	298
7:30 AM	2	66	44	5	8	80	16	6	17	4	0	0	62	5	20	0	335
7:45 AM	3	94	51	3	19	55	26	2	18	8	1	0	36	11	19	0	346
8:00 AM	2	78	43	2	18	62	20	5	18	12	3	0	27	12	20	0	322
8:15 AM	2	74	59	3	10	60	29	2	14	10	3	0	40	17	13	0	336
8:30 AM	5	56	48	0	12	39	39	2	29	12	8	0	28	30	20	0	328
8:45 AM	2	64	33	0	5	48	18	2	24	22	2	0	32	14	18	0	284
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	570	391	17	98	458	157	23	141	74	21	0	314	98	150	0	2529
APPROACH %'s :	1.71%	57.29%	39.30%	1.71%	13.32%	62.23%	21.33%	3.13%	59.75%	31.36%	8.90%	0.00%	55.87%	17.44%	26.69%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	9	312	197	13	55	257	91	15	67	34	7	0	165	45	72	0	1339
PEAK HR FACTOR :	0.750	0.830	0.835	0.650	0.724	0.803	0.784	0.625	0.931	0.708	0.583	0.000	0.665	0.662	0.900	0.000	0.967
	0.879				0.950				0.818				0.810				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	1	0	1	3	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	72	43	1	19	72	20	4	18	5	6	0	48	3	10	0	322
4:15 PM	3	99	49	0	24	90	23	1	22	8	2	0	54	15	17	0	407
4:30 PM	2	98	53	0	21	105	17	2	15	7	1	0	51	13	15	0	400
4:45 PM	2	118	72	1	22	103	18	5	10	4	2	0	75	6	15	0	453
5:00 PM	2	77	46	1	16	104	14	2	12	6	2	0	67	8	22	0	379
5:15 PM	1	90	45	2	17	101	20	4	17	3	4	0	63	9	20	0	396
5:30 PM	2	81	38	1	26	96	17	6	18	4	2	0	73	6	15	0	385
5:45 PM	2	89	29	1	29	105	22	5	13	4	0	0	66	8	9	0	382
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	724	375	7	174	776	151	29	125	41	19	0	497	68	123	0	3124
APPROACH %'s :	1.34%	64.59%	33.45%	0.62%	15.40%	68.67%	13.36%	2.57%	67.57%	22.16%	10.27%	0.00%	72.24%	9.88%	17.88%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	9	392	220	2	83	402	72	10	59	25	7	0	247	42	69	0	1639
PEAK HR FACTOR :	0.750	0.831	0.764	0.500	0.865	0.957	0.783	0.500	0.670	0.781	0.875	0.000	0.823	0.700	0.784	0.000	0.905
	0.807				0.958				0.711				0.923				

Prepared by National Data & Surveying Services

Moreno Beach Dr & John F Kennedy Dr

Peak Hour Turning Movement Count

ID: 17-06170-046
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Moreno Beach Dr — SOUTHBOUND

AM	91	257	55	15	466	AM
NOON	0	0	0	0	0	NOON
PM	72	402	83	10	530	PM

John F Kennedy Dr — EASTBOUND

AM	NOON	PM		
145	0	123	⇦	
0	0	0	↶	0
67	0	59	↱	1
34	0	25	→	1
7	0	7	↳	0
AM	NOON	PM		

0 3 1 0

CONTROL

Signalized

TEV	1339	0	1639
	AM	NOON	PM
PHF	0.97		0.90

John F Kennedy Dr — WESTBOUND

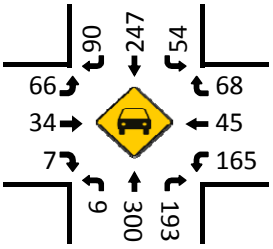
PM	NOON	AM		
69	0	72	↰	1
42	0	45	←	1
247	0	165	↰	1
0	0	0	↶	0
328	0	286	⇨	
PM	NOON	AM		

0 1 3 1

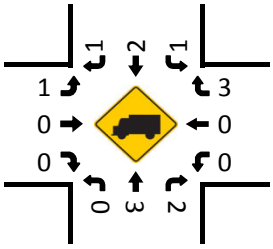
Moreno Beach Dr — NORTHBOUND

PM	658	2	9	392	220	PM
NOON	0	0	0	0	0	NOON
AM	442	13	9	312	197	AM

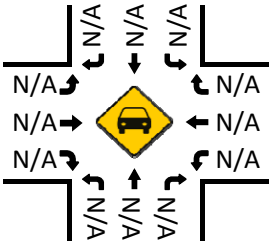
Cars (AM)



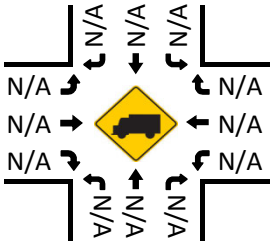
2axle (AM)



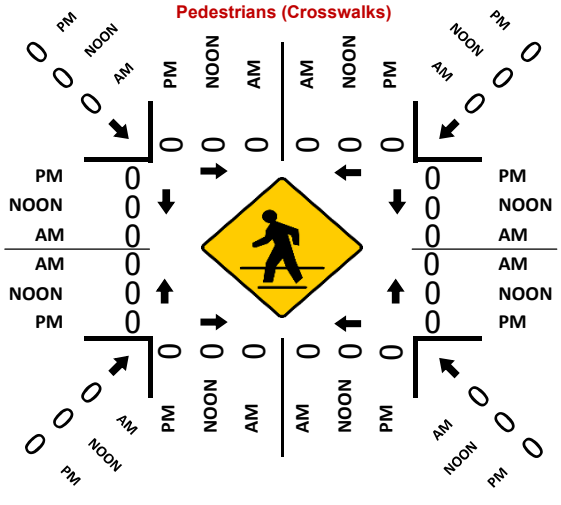
Cars (NOON)



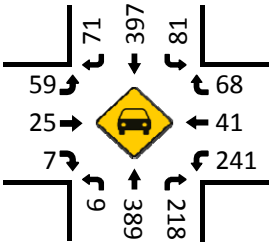
2axle (NOON)



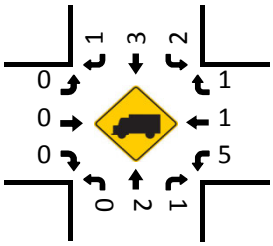
Pedestrians (Crosswalks)



Cars (PM)



2axle (PM)



Location: Moreno Valley
N/S: Moreno Beach Drive
E/W: John F Kennedy Drive

Date: 1/30/2018
Day: Tuesday

PEDESTRIANS

	North Leg Moreno Beach Drive	East Leg John F Kennedy Drive	South Leg Moreno Beach Drive	West Leg John F Kennedy Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	3	0	4
7:30 AM	0	3	1	0	4
7:45 AM	1	1	2	0	4
8:00 AM	0	3	3	1	7
8:15 AM	2	0	3	0	5
8:30 AM	0	3	2	1	6
8:45 AM	0	2	0	0	2
TOTAL VOLUMES:	3	13	14	2	32

	North Leg Moreno Beach Drive	East Leg John F Kennedy Drive	South Leg Moreno Beach Drive	West Leg John F Kennedy Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	1	0	0	2
4:15 PM	0	1	2	0	3
4:30 PM	0	0	3	2	5
4:45 PM	0	1	1	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	1	3	8	2	14

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Moreno Beach Drive
E/W: John F Kennedy Drive

Date: 1/30/2018
Day: Tuesday

BICYCLES

	Southbound Moreno Beach Drive			Westbound John F Kennedy Drive			Northbound Moreno Beach Drive			Eastbound John F Kennedy Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	1	0	0	0	1	0	0	3
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	2	0	0	0	0	1	0	0	0	0	0	0	3
TOTAL VOLUMES:	2	1	1	0	0	2	0	1	0	1	0	0	8

	Southbound Moreno Beach Drive			Westbound John F Kennedy Drive			Northbound Moreno Beach Drive			Eastbound John F Kennedy Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	3	0	0	0	2	0	0	0	6
4:45 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	2	0	0	0	0	0	0	0	1	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	2	0	3	0	0	1	2	0	2	0	14

Counts Unlimited, Inc.
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Corona, CA 92878
951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Dwy 1 & Iris Ave
City: Moreno Valley
Control: 1-Way Stop(SB)

Project ID: 17-06170-054
Date: 11/9/2017

Total

NS/EW Streets:	Dwy 1				Dwy 1				Iris Ave				Iris Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	1	0	0	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	138	0	0	0	146	0	0	285
7:15 AM	0	0	0	0	0	0	1	0	0	136	0	0	0	156	1	0	294
7:30 AM	0	0	0	0	0	0	4	0	0	162	0	0	0	214	1	0	381
7:45 AM	0	0	0	0	0	0	2	0	0	233	0	0	0	179	1	0	415
8:00 AM	0	0	0	0	0	0	1	0	0	222	0	0	0	112	1	0	336
8:15 AM	0	0	0	0	0	0	5	0	0	208	0	0	0	132	2	0	347
8:30 AM	0	0	0	0	0	0	6	0	0	208	0	0	0	134	1	0	349
8:45 AM	0	0	0	0	0	0	6	0	0	164	0	0	0	157	1	0	328
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	26	0	0	1471	0	0	0	1230	8	0	2735
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	99.35%	0.65%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	12	0	0	825	0	0	0	637	5	0	1479
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.000	0.885	0.000	0.000	0.000	0.744	0.625	0.000	0.891
					0.600				0.885				0.747				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	1	0	0	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	20	0	0	210	0	0	0	190	0	0	420
4:15 PM	0	0	0	0	0	0	26	0	0	190	0	0	0	186	0	0	402
4:30 PM	0	0	0	0	0	0	30	0	0	195	0	0	0	191	0	0	416
4:45 PM	0	0	0	0	0	0	31	0	0	217	0	0	0	200	0	0	448
5:00 PM	0	0	0	0	0	0	30	0	0	161	0	0	0	201	0	0	392
5:15 PM	0	0	0	0	0	0	16	0	0	175	0	0	0	168	0	0	359
5:30 PM	0	0	0	0	0	0	21	0	0	183	0	0	0	190	0	0	394
5:45 PM	0	0	0	0	0	0	14	0	0	157	0	0	0	179	2	0	352
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	188	0	0	1488	0	0	0	1505	2	0	3183
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	99.87%	0.13%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	107	0	0	812	0	0	0	767	0	0	1686
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.863	0.000	0.000	0.935	0.000	0.000	0.000	0.959	0.000	0.000	0.941
					0.863				0.935				0.959				

Prepared by National Data & Surveying Services

Dwy 1 & Iris Ave

Peak Hour Turning Movement Count

ID: 17-06170-054
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

SOUTHBOUND (Dwy 1)

	L	T	R	U	
AM	12	0	0	0	5 AM
NOON	0	0	0	0	0 NOON
PM	107	0	0	0	0 PM
	1	0	0	0	

EASTBOUND (Iris Ave)

AM	NOON	PM	
649	0	874	⇦
0	0	0	0
0	0	0	0
825	0	812	3
0	0	0	0
AM	NOON	PM	

WESTBOUND (Iris Ave)

PM	NOON	AM	
0	0	5	0
767	0	637	3
0	0	0	0
0	0	0	0
812	0	825	⇨
PM	NOON	AM	

NORTHBOUND (Dwy 1)

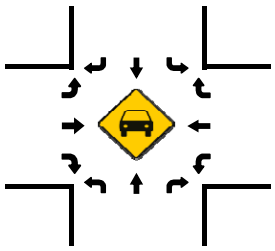
	L	T	R	U	
PM	0	0	0	0	0 PM
NOON	0	0	0	0	0 NOON
AM	0	0	0	0	0 AM
	0	0	0	0	

CONTROL

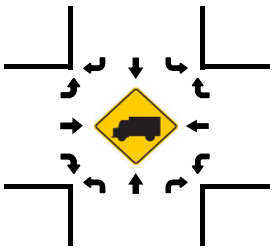
1-Way Stop(SB)

TEV	1479 AM	0 NOON	1686 PM
PHF	0.89		0.94

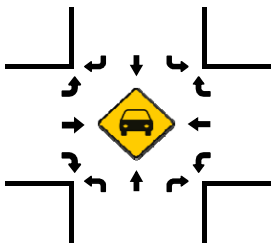
Cars (AM)



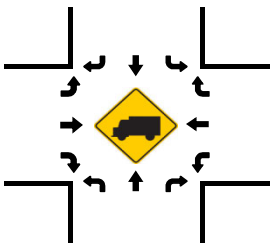
4axle (AM)



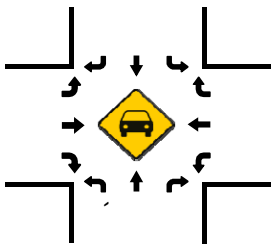
Cars (NOON)



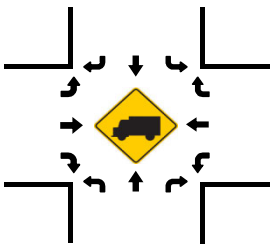
4axle (NOON)



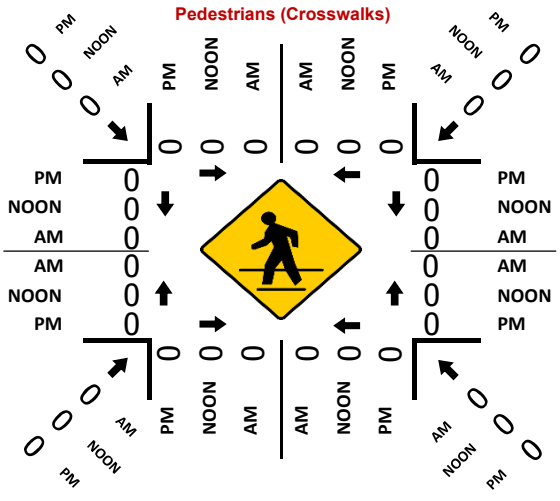
Cars (PM)



4axle (PM)



Pedestrians (Crosswalks)



Location: Moreno Valley
N/S: Kaiser Permanente Hospital Driveway
E/W: Iris Avenue

Date: 1/23/2019
Day: Wednesday

PEDESTRIANS

	North Leg Kaiser Hospital Driveway	East Leg Iris Avenue	South Leg Dead End	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	2	0	0	0	2
8:00 AM	2	0	0	0	2
8:15 AM	1	0	0	1	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	6	0	0	1	7

	North Leg Kaiser Hospital Driveway	East Leg Iris Avenue	South Leg Dead End	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	3	0	0	0	3

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Moreno Valley
N/S: Kaiser Permanente Hospital Driveway
E/W: Iris Avenue

Date: 1/23/2019
Day: Wednesday

BICYCLES

	Southbound Kaiser Hospital Driveway			Westbound Iris Avenue			Northbound Dead End			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	8	0	11

	Southbound Kaiser Hospital Driveway			Westbound Iris Avenue			Northbound Dead End			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	1	0	0	3	0	5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: Dwy 2 & Iris Ave
City: Moreno Valley
Control: Signalized

Project ID: 17-06170-055
Date: 11/9/2017

Total

NS/EW Streets:	Dwy 2				Dwy 2				Iris Ave				Iris Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	11	130	0	14	0	133	0	0	288
7:15 AM	0	0	0	0	0	0	1	0	6	121	0	24	0	135	3	0	290
7:30 AM	0	0	0	0	0	0	2	0	16	126	0	15	0	198	6	0	363
7:45 AM	0	0	0	0	1	0	3	0	34	186	0	24	0	154	10	0	412
8:00 AM	0	0	0	0	2	0	4	0	43	160	0	7	0	100	11	0	327
8:15 AM	0	0	0	0	7	0	5	0	42	177	0	6	0	124	19	0	380
8:30 AM	0	0	0	0	1	0	2	0	21	183	0	15	0	119	12	0	353
8:45 AM	0	0	0	0	1	0	9	0	22	141	0	8	0	141	9	0	331
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	12	0	26	0	195	1224	0	113	0	1104	70	0	2744
APPROACH %'s :					31.58%	0.00%	68.42%	0.00%	12.73%	79.90%	0.00%	7.38%	0.00%	94.04%	5.96%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	10	0	14	0	135	649	0	52	0	576	46	0	1482
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.357	0.000	0.700	0.000	0.785	0.872	0.000	0.542	0.000	0.727	0.605	0.000	0.899
					0.500				0.857				0.762				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	13	0	10	0	17	170	0	9	0	170	5	0	394
4:15 PM	0	0	0	0	8	0	7	0	20	147	0	22	0	158	5	0	367
4:30 PM	0	0	0	0	19	0	13	0	22	137	0	16	0	161	6	0	374
4:45 PM	0	0	0	0	9	0	9	0	15	180	0	18	0	177	3	0	411
5:00 PM	0	0	0	0	8	0	7	0	17	135	0	8	0	188	2	0	365
5:15 PM	0	0	0	0	5	0	8	0	17	139	0	5	0	153	6	0	333
5:30 PM	0	0	0	0	6	0	12	0	22	131	0	11	0	171	8	0	361
5:45 PM	0	0	0	0	3	0	10	0	22	127	0	6	0	170	1	0	339
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	71	0	76	0	152	1166	0	95	0	1348	36	0	2944
APPROACH %'s :					48.30%	0.00%	51.70%	0.00%	10.76%	82.52%	0.00%	6.72%	0.00%	97.40%	2.60%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	49	0	39	0	74	634	0	65	0	666	19	0	1546
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.645	0.000	0.750	0.000	0.841	0.881	0.000	0.739	0.000	0.941	0.792	0.000	0.940
					0.688				0.907				0.951				

Prepared by National Data & Surveying Services

Dwy 2 & Iris Ave

Peak Hour Turning Movement Count

ID: 17-06170-055
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

SOUTHBOUND — Dwy 2

AM	14	0	10	0	181	AM
NOON	0	0	0	0	0	NOON
PM	39	0	49	0	93	PM
	1	0	1	0		

EASTBOUND — Iris Ave

AM	NOON	PM	
642	0	770	⇦
52	0	65	0
135	0	74	1
649	0	634	3
0	0	0	0
AM	NOON	PM	

WESTBOUND — Iris Ave

PM	NOON	AM	
19	0	46	0
666	0	576	3
0	0	0	0
0	0	0	0
683	0	659	⇨
PM	NOON	AM	

CONTROL

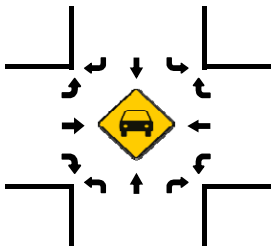
Signalized

TEV	1482 AM	0 NOON	1546 PM
PHF	0.90		0.94

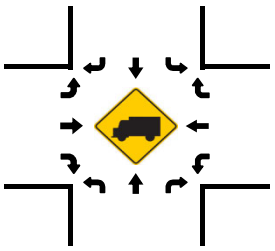
NORTHBOUND — Dwy 2

	0	0	0	0		
PM	0	0	0	0	PM	
NOON	0	0	0	0	NOON	
AM	0	0	0	0	AM	

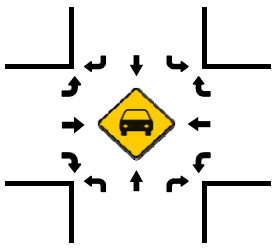
Cars (AM)



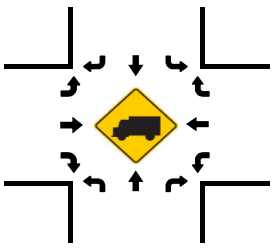
4axle (AM)



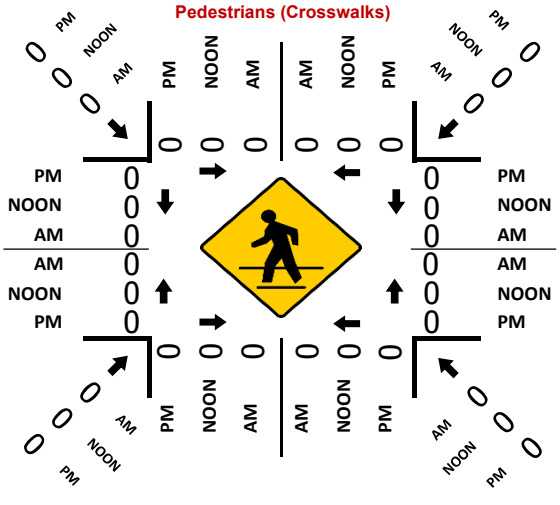
Cars (NOON)



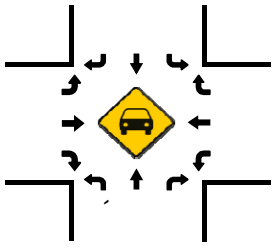
4axle (NOON)



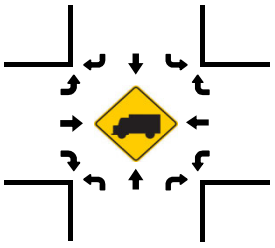
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Dwy 3 & Iris Ave
City: Moreno Valley
Control: 1-Way Stop(SB)

Project ID: 17-06170-056
Date: 11/9/2017

Total

NS/EW Streets:	Dwy 3				Dwy 3				Iris Ave				Iris Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	3	0	5	125	0	1	0	130	5	0	270
7:15 AM	0	0	0	0	3	0	3	0	3	118	0	0	0	134	10	0	271
7:30 AM	0	0	0	0	6	0	6	0	7	118	0	0	0	197	13	0	347
7:45 AM	0	0	0	0	1	0	4	0	15	171	0	0	0	161	18	0	370
8:00 AM	0	0	0	0	2	0	7	0	8	158	0	0	0	101	7	0	283
8:15 AM	0	0	0	0	0	0	6	0	3	177	0	1	0	138	8	0	333
8:30 AM	0	0	0	0	1	0	6	0	5	177	0	0	0	122	1	0	312
8:45 AM	0	0	0	0	1	0	2	0	6	136	0	0	0	152	1	0	298
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	15	0	37	0	52	1180	0	2	0	1135	63	0	2484
APPROACH %'s :					28.85%	0.00%	71.15%	0.00%	4.21%	95.62%	0.00%	0.16%	0.00%	94.74%	5.26%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	9	0	23	0	33	624	0	1	0	597	46	0	1333
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.821	0.000	0.550	0.881	0.000	0.250	0.000	0.758	0.639	0.000	0.901
					0.667				0.884				0.765				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	3	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	2	0	10	0	3	177	0	1	0	168	1	0	362
4:15 PM	0	0	0	0	8	0	11	0	3	156	0	0	0	152	4	0	334
4:30 PM	0	0	0	0	13	0	15	0	0	158	0	1	0	157	3	0	347
4:45 PM	0	0	0	0	6	0	7	0	0	190	0	0	0	169	4	0	376
5:00 PM	0	0	0	0	5	0	18	0	1	144	0	0	0	181	0	0	349
5:15 PM	0	0	0	0	4	0	8	0	2	144	0	0	0	143	2	0	303
5:30 PM	0	0	0	0	5	0	13	0	4	127	0	0	0	171	2	0	322
5:45 PM	0	0	0	0	2	0	2	0	4	124	0	0	0	160	2	0	294
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	45	0	84	0	17	1220	0	2	0	1301	18	0	2687
APPROACH %'s :					34.88%	0.00%	65.12%	0.00%	1.37%	98.47%	0.00%	0.16%	0.00%	98.64%	1.36%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	29	0	43	0	6	681	0	2	0	646	12	0	1419
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.558	0.000	0.717	0.000	0.500	0.896	0.000	0.500	0.000	0.956	0.750	0.000	0.943
					0.643				0.907				0.951				

Prepared by National Data & Surveying Services

Dwy 3 & Iris Ave

Peak Hour Turning Movement Count

ID: 17-06170-056
City: Moreno Valley

Day: Thursday
Date: 11/09/2017

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

SOUTHBOUND (Dwy 3)

	L	T	R	U	Total	
AM	23	0	9	0	79	AM
NOON	0	0	0	0	0	NOON
PM	43	0	29	0	18	PM

EASTBOUND (Iris Ave)

	L	T	R	U	Total	
AM	1	621	0	691	0	AM
NOON	0	0	0	0	0	NOON
PM	1	0	1	0	2	PM

WESTBOUND (Iris Ave)

	L	T	R	U	Total	
PM	0	12	0	46	0	PM
NOON	3	646	0	597	0	NOON
AM	0	710	0	633	0	AM

NORTHBOUND (Dwy 3)

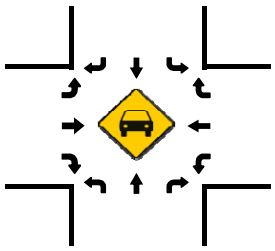
	L	T	R	U	Total	
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL

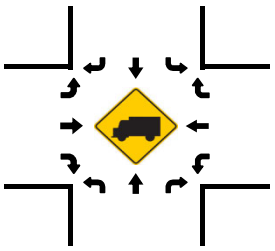
1-Way Stop(SB)

TEV	1333 AM	0 NOON	1419 PM
PHF	0.90		0.94

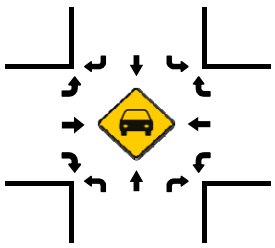
Cars (AM)



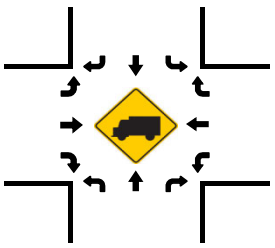
4axle (AM)



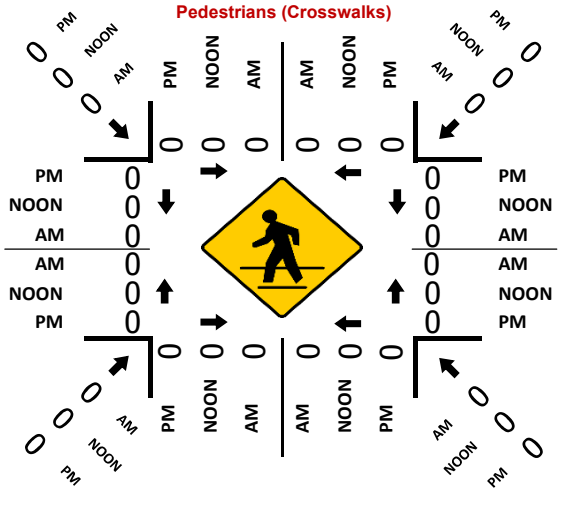
Cars (NOON)



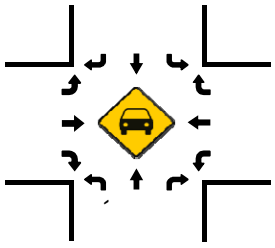
4axle (NOON)



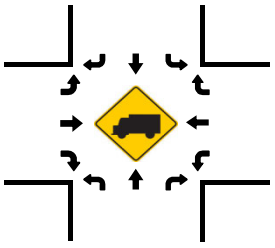
Pedestrians (Crosswalks)



Cars (PM)



4axle (PM)



APPENDIX C:

VOLUME DEVELOPMENT WORKSHEETS

LSA

Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
1 I-215 Southbound Ramps/Alessandro Boulevard												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	147	8	5	5	37	184	176	3	1	10	37	213
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	209	4	2	2	16	225	303	4	1	6	26	329
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	655	10	0	0	15	670	1,338	12	1	6	38	1,376
EBR	271	10	1	1	20	291	418	8	1	1	17	435
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	1,971	17	4	4	46	2,017	1,210	16	4	4	44	1,254
WBR	163	6	3	3	24	187	110	3	0	0	5	115
North Leg												
Approach	356	12	7	7	53	409	479	7	2	16	63	542
Departure	163	6	3	3	24	187	110	3	0	0	5	115
Total	519	18	10	10	77	596	589	10	2	16	67	657
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	271	10	1	1	20	291	418	8	1	1	17	435
Total	271	10	1	1	20	291	418	8	1	1	17	435
East Leg												
Approach	2,134	23	7	7	70	2,204	1,320	19	4	4	49	1,369
Departure	802	18	5	5	52	854	1,514	15	2	16	75	1,589
Total	2,936	41	12	12	122	3,058	2,834	34	6	20	123	2,958
West Leg												
Approach	926	20	1	1	35	961	1,756	20	2	7	55	1,811
Departure	2,180	21	6	6	62	2,242	1,513	20	5	10	70	1,583
Total	3,106	41	7	7	97	3,203	3,269	40	7	17	125	3,394
Total Approaches												
Approach	3,416	55	15	15	158	3,574	3,555	46	8	27	166	3,722
Departure	3,416	55	15	15	158	3,574	3,555	46	8	27	166	3,722
Total	6,832	110	30	30	315	7,148	7,110	92	16	54	332	7,444

LSA

Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

		AM Peak Hour						PM Peak Hour					
		Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
2	**I-215 Northbound Ramps/Alessandro Boulevard**												
NBL		772	10	1	8	41	813	412	13	2	2	30	442
NBT		1	0	0	0	0	1	0	0	0	0	0	0
NBR		114	4	0	1	9	123	193	3	0	2	11	204
SBL		0	0	0	0	0	0	0	0	0	0	0	0
SBT		0	0	0	0	0	0	0	0	0	0	0	0
SBR		0	0	0	0	0	0	0	0	0	0	0	0
EBL		45	4	0	5	21	66	219	4	1	6	26	245
EBT		767	18	4	14	77	844	1,377	21	1	14	76	1,453
EBR		0	0	0	0	0	0	0	0	0	0	0	0
WBL		0	0	0	0	0	0	0	0	0	0	0	0
WBT		1,357	25	5	1	51	1,408	819	13	1	0	22	841
WBR		85	5	2	5	27	112	167	8	1	11	47	214
North Leg													
	Approach	0	0	0	0	0	0	0	0	0	0	0	0
	Departure	131	9	2	10	48	179	386	12	2	17	73	459
	Total	131	9	2	10	48	179	386	12	2	17	73	459
South Leg													
	Approach	887	14	1	9	50	937	605	16	2	4	40	646
	Departure	0	0	0	0	0	0	0	0	0	0	0	0
	Total	887	14	1	9	50	937	605	16	2	4	40	646
East Leg													
	Approach	1,442	30	7	6	77	1,520	986	21	2	11	69	1,055
	Departure	881	22	4	15	86	967	1,570	24	1	16	86	1,657
	Total	2,323	52	11	21	163	2,487	2,556	45	3	27	155	2,712
West Leg													
	Approach	812	22	4	19	98	910	1,596	25	2	20	102	1,698
	Departure	2,129	35	6	9	92	2,221	1,231	26	3	2	51	1,283
	Total	2,941	57	10	28	190	3,131	2,827	51	5	22	153	2,981
Total Approaches													
	Approach	3,141	66	12	34	225	3,367	3,187	62	6	35	210	3,399
	Departure	3,141	66	12	34	225	3,367	3,187	62	6	35	210	3,399
	Total	6,282	132	24	68	450	6,734	6,374	124	12	70	420	6,798

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
3 I-215 Southbound Ramps/Cactus Avenue												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	449	8	1	34	116	565	493	7	1	22	79	572
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	165	7	2	17	66	231	77	0	0	5	15	92
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	261	5	1	15	55	316	599	6	3	5	30	629
EBR	11	0	0	2	6	17	177	0	1	0	2	179
WBL	438	4	2	7	31	469	560	7	0	1	14	574
WBT	1,143	7	0	5	26	1,169	569	3	3	4	23	592
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	165	7	2	17	66	231	77	0	0	5	15	92
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	165	7	2	17	66	231	77	0	0	5	15	92
South Leg												
Approach	449	8	1	34	116	565	493	7	1	22	79	572
Departure	449	4	2	9	37	486	737	7	1	1	16	753
Total	898	12	3	43	153	1,051	1,230	14	2	23	94	1,325
East Leg												
Approach	1,581	11	2	12	57	1,638	1,129	10	3	5	36	1,166
Departure	710	13	2	49	171	881	1,092	13	4	27	109	1,201
Total	2,291	24	4	61	227	2,519	2,221	23	7	32	145	2,367
West Leg												
Approach	272	5	1	17	61	333	776	6	4	5	32	808
Departure	1,308	14	2	22	91	1,400	646	3	3	9	38	684
Total	1,580	19	3	39	152	1,733	1,422	9	7	14	70	1,492
Total Approaches												
Approach	2,467	31	6	80	299	2,767	2,475	23	8	37	162	2,638
Departure	2,467	31	6	80	299	2,767	2,475	23	8	37	162	2,638
Total	4,934	62	12	160	597	5,534	4,950	46	16	74	323	5,276

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
4 I-215 Northbound Ramps/Cactus Avenue												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	710	13	2	49	171	881	1,092	13	4	27	109	1,201
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	1,581	11	2	12	57	1,638	1,129	10	3	5	36	1,165
WBR	189	12	5	40	148	337	481	5	6	12	56	537
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	189	12	5	40	148	337	481	5	6	12	56	537
Total	189	12	5	40	148	337	481	5	6	12	56	537
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	1,770	23	7	52	205	1,975	1,610	15	9	17	92	1,702
Departure	710	13	2	49	171	881	1,092	13	4	27	109	1,201
Total	2,480	36	9	101	375	2,856	2,702	28	13	44	200	2,903
West Leg												
Approach	710	13	2	49	171	881	1,092	13	4	27	109	1,201
Departure	1,581	11	2	12	57	1,638	1,129	10	3	5	36	1,165
Total	2,291	24	4	61	227	2,519	2,221	23	7	32	145	2,366
Total Approaches												
Approach	2,480	36	9	101	375	2,856	2,702	28	13	44	200	2,903
Departure	2,480	36	9	101	375	2,856	2,702	28	13	44	200	2,903
Total	4,960	72	18	202	750	5,712	5,404	56	26	88	400	5,806

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue												
NBL	279	1	1	2	10	289	42	1	3	2	14	56
NBT	256	1	0	1	5	261	57	5	2	5	27	84
NBR	702	3	0	5	20	722	609	10	0	2	21	630
SBL	16	0	1	0	2	18	206	1	0	3	11	217
SBT	0	1	0	0	2	2	1	0	0	1	3	4
SBR	19	3	1	5	22	41	106	3	0	1	8	114
EBL	6	0	0	1	3		18	0	0	0	0	18
EBT	705	15	2	34	129	834	1,017	17	1	25	103	1,120
EBR	3	3	1	14	49	52	58	0	2	3	13	71
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	1,472	19	5	45	174	1,646	1,462	11	6	14	71	1,533
WBR	272	3	3	4	23	295	110	1	0	0	2	112
North Leg												
Approach	35	4	2	5	25	61	313	4	0	5	21	335
Departure	534	4	3	6	30	556	185	6	2	5	28	214
Total	569	8	5	11	55	617	498	10	2	10	49	549
South Leg												
Approach	1,237	5	1	8	34	1,272	708	16	5	9	61	770
Departure	3	4	1	14	50	54	59	0	2	4	16	75
Total	1,240	9	2	22	84	1,326	767	16	7	13	77	845
East Leg												
Approach	1,744	22	8	49	196	1,941	1,572	12	6	14	72	1,645
Departure	1,423	18	3	39	150	1,574	1,832	28	1	30	134	1,967
Total	3,167	40	11	88	346	3,515	3,404	40	7	44	206	3,612
West Leg												
Approach	714	18	3	49	180	886	1,093	17	3	28	116	1,209
Departure	1,770	23	7	52	205	1,976	1,610	15	9	17	92	1,703
Total	2,484	41	10	101	385	2,862	2,703	32	12	45	207	2,912
Total Approaches												
Approach	3,730	49	14	111	435	4,160	3,686	49	14	56	270	3,959
Departure	3,730	49	14	111	435	4,160	3,686	49	14	56	270	3,959
Total	7,460	98	28	222	869	8,320	7,372	98	28	112	539	7,918

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
7 Elsworth Street/Alessandro Boulevard												
NBL	65	0	0	2	6	71	139	0	0	0	0	139
NBT	87	2	0	0	3	90	171	2	0	0	3	174
NBR	48	1	0	1	5	53	133	0	0	0	0	133
SBL	44	0	0	0	0	44	60	0	0	0	0	60
SBT	113	0	0	0	0	113	128	0	0	0	0	128
SBR	56	1	1	0	4	60	55	1	0	0	2	57
EBL	38	1	1	0	4	42	85	0	0	0	0	85
EBT	444	11	1	9	46	490	1,212	16	2	4	40	1,252
EBR	89	1	1	1	7	96	71	0	0	1	3	74
WBL	75	1	0	0	2	77	86	2	0	0	3	89
WBT	1,085	15	5	3	42	1,127	759	16	2	3	37	796
WBR	50	3	0	0	5	55	64	2	0	0	3	67
North Leg												
Approach	213	1	1	0	4	217	243	1	0	0	2	245
Departure	175	6	1	0	11	187	320	4	0	0	6	326
Total	388	7	2	0	15	404	563	5	0	0	8	571
South Leg												
Approach	200	3	0	3	14	214	443	2	0	0	3	446
Departure	277	2	1	1	8	286	285	2	0	1	6	291
Total	477	5	1	4	22	500	728	4	0	1	9	737
East Leg												
Approach	1,210	19	5	3	48	1,259	909	20	2	3	43	952
Departure	536	12	1	10	50	587	1,405	16	2	4	40	1,445
Total	1,746	31	6	13	98	1,846	2,314	36	4	7	83	2,397
West Leg												
Approach	571	13	3	10	56	628	1,368	16	2	5	43	1,411
Departure	1,206	16	6	5	51	1,258	953	17	2	3	39	992
Total	1,777	29	9	15	107	1,886	2,321	33	4	8	82	2,403
Total Approaches												
Approach	2,194	36	9	16	120	2,318	2,963	39	4	8	91	3,054
Departure	2,194	36	9	16	120	2,318	2,963	39	4	8	91	3,054
Total	4,388	72	18	32	240	4,636	5,926	78	8	16	181	6,108

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
8 Elsworth Street/Cactus Avenue												
NBL	38	2	0	1	6	44	204	0	2	0	4	208
NBT	13	1	0	0	2	15	64	0	0	0	0	64
NBR	28	0	0	0	0	28	98	0	0	0	0	98
SBL	70	0	1	0	2	72	193	3	0	1	8	201
SBT	72	1	0	0	2	74	24	0	0	0	0	24
SBR	93	3	0	5	20	113	158	1	1	1	7	165
EBL	118	1	0	4	14	132	98	0	0	2	6	104
EBT	989	20	3	28	120	1,109	1,546	25	1	25	115	1,661
EBR	237	2	0	0	3	240	25	0	0	0	0	25
WBL	90	0	0	0	0	90	18	0	0	0	0	18
WBT	1,517	16	8	34	142	1,659	1,085	6	3	13	54	1,139
WBR	71	2	0	1	6	77	95	0	0	1	3	98
North Leg												
Approach	235	4	1	5	23	259	375	4	1	2	14	390
Departure	202	4	0	5	21	224	257	0	0	3	9	266
Total	437	8	1	10	44	483	632	4	1	5	23	656
South Leg												
Approach	79	3	0	1	8	87	366	0	2	0	4	370
Departure	399	3	0	0	5	404	67	0	0	0	0	67
Total	478	6	0	1	12	491	433	0	2	0	4	437
East Leg												
Approach	1,678	18	8	35	148	1,826	1,198	6	3	14	57	1,255
Departure	1,087	20	4	28	122	1,209	1,837	28	1	26	122	1,960
Total	2,765	38	12	63	270	3,035	3,035	34	4	40	179	3,215
West Leg												
Approach	1,344	23	3	32	137	1,481	1,669	25	1	27	121	1,790
Departure	1,648	21	8	40	168	1,816	1,447	7	6	14	65	1,512
Total	2,992	44	11	72	304	3,297	3,116	32	7	41	185	3,302
Total Approaches												
Approach	3,336	48	12	73	315	3,653	3,608	35	7	43	196	3,805
Departure	3,336	48	12	73	315	3,653	3,608	35	7	43	196	3,805
Total	6,672	96	24	146	630	7,306	7,216	70	14	86	391	7,610

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
9	**Frederick Street/Alessandro Boulevard**											
NBL	68	1	0	0	2	70	72	1	1	0	4	76
NBT	224	2	0	1	6	230	320	1	0	2	8	328
NBR	15	0	0	0	0	15	75	1	0	0	2	77
SBL	111	0	0	0	0	111	257	0	0	0	0	257
SBT	246	6	0	2	15	261	305	4	1	1	11	316
SBR	141	5	0	2	14	155	154	2	1	0	5	159
EBL	100	2	0	1	6	106	267	3	0	0	5	272
EBT	360	11	2	6	39	399	1,282	7	0	7	32	1,314
EBR	78	0	0	1	3	81	99	2	0	1	6	105
WBL	93	0	0	1	3	96	50	3	0	0	5	55
WBT	1,332	17	5	18	90	1,422	840	4	1	4	20	860
WBR	97	1	0	0	2	99	190	2	0	1	6	196
North Leg												
Approach	498	11	0	4	29	527	716	6	2	1	16	732
Departure	421	5	0	2	14	435	777	6	0	3	18	796
Total	919	16	0	6	42	962	1,493	12	2	4	34	1,528
South Leg												
Approach	307	3	0	1	8	315	467	3	1	2	13	481
Departure	417	6	0	4	21	438	454	9	1	2	22	476
Total	724	9	0	5	29	753	921	12	2	4	34	957
East Leg												
Approach	1,522	18	5	19	94	1,617	1,080	9	1	5	31	1,111
Departure	486	11	2	6	39	525	1,614	8	0	7	33	1,648
Total	2,008	29	7	25	133	2,142	2,694	17	1	12	64	2,759
West Leg												
Approach	538	13	2	8	48	586	1,648	12	0	8	42	1,691
Departure	1,541	23	5	20	105	1,647	1,066	7	3	4	29	1,095
Total	2,079	36	7	28	152	2,233	2,714	19	3	12	71	2,786
Total Approaches												
Approach	2,865	45	7	32	178	3,045	3,911	30	4	16	101	4,015
Departure	2,865	45	7	32	178	3,045	3,911	30	4	16	101	4,015
Total	5,730	90	14	64	355	6,090	7,822	60	8	32	202	8,030

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
10 Frederick Street/Cactus Avenue												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	138	4	1	1	11	149	338	1	1	3	13	351
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	104	1	0	3	11	115	151	2	0	0	3	154
EBL	124	2	0	2	9	133	81	0	0	1	3	84
EBT	938	11	5	33	126	1,064	1,901	17	2	26	108	2,009
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	1,655	18	14	33	154	1,809	1,064	6	3	14	57	1,121
WBR	133	5	0	4	20	153	160	1	2	2	12	172
North Leg												
Approach	242	5	1	4	22	264	489	3	1	3	16	505
Departure	257	7	0	6	29	286	241	1	2	3	15	256
Total	499	12	1	10	50	550	730	4	3	6	30	761
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	1,788	23	14	37	174	1,962	1,224	7	5	16	69	1,293
Departure	1,076	15	6	34	137	1,213	2,239	18	3	29	120	2,360
Total	2,864	38	20	71	310	3,175	3,463	25	8	45	189	3,653
West Leg												
Approach	1,062	13	5	35	135	1,197	1,982	17	2	27	111	2,093
Departure	1,759	19	14	36	165	1,924	1,215	8	3	14	60	1,275
Total	2,821	32	19	71	299	3,121	3,197	25	5	41	171	3,368
Total Approaches												
Approach	3,092	41	20	76	330	3,423	3,695	27	8	46	195	3,891
Departure	3,092	41	20	76	330	3,423	3,695	27	8	46	195	3,891
Total	6,184	82	40	152	659	6,846	7,390	54	16	92	389	7,782

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
12 Graham Street - Riverside Drive/Cactus Avenue												
NBL	162	4	8	0	22	184	154	1	0	0	2	156
NBT	48	1	0	0	2	50	57	1	0	0	2	59
NBR	7	0	0	0	0	7	15	0	0	0	0	15
SBL	85	0	2	0	4	89	129	2	0	0	3	132
SBT	51	0	0	0	0	51	111	0	0	0	0	111
SBR	83	4	2	2	16	99	74	1	0	2	8	82
EBL	84	0	0	3	9	93	71	2	0	3	12	83
EBT	806	11	5	32	123	929	1,796	24	3	25	117	1,913
EBR	160	6	1	0	11	171	336	3	0	0	5	341
WBL	15	1	0	0	2	17	11	0	0	0	0	11
WBT	1,507	18	5	35	142	1,649	995	7	5	14	63	1,058
WBR	90	2	0	0	3	93	91	1	0	0	2	93
North Leg												
Approach	219	4	4	2	20	239	314	3	0	2	11	325
Departure	222	3	0	3	14	236	219	4	0	3	15	235
Total	441	7	4	5	34	475	533	7	0	5	26	560
South Leg												
Approach	217	5	8	0	24	241	226	2	0	0	3	230
Departure	226	7	1	0	13	239	458	3	0	0	5	463
Total	443	12	9	0	36	480	684	5	0	0	8	693
East Leg												
Approach	1,612	21	5	35	147	1,759	1,097	8	5	14	64	1,162
Departure	898	11	7	32	127	1,025	1,940	26	3	25	120	2,060
Total	2,510	32	12	67	273	2,784	3,037	34	8	39	184	3,222
West Leg												
Approach	1,050	17	6	35	143	1,193	2,203	29	3	28	134	2,337
Departure	1,752	26	15	37	180	1,932	1,223	9	5	16	72	1,296
Total	2,802	43	21	72	323	3,125	3,426	38	8	44	205	3,633
Total Approaches												
Approach	3,098	47	23	72	333	3,432	3,840	42	8	44	211	4,054
Departure	3,098	47	23	72	333	3,432	3,840	42	8	44	211	4,054
Total	6,196	94	46	144	665	6,864	7,680	84	16	88	422	8,108

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
13 Heacock Street/Alessandro Boulevard												
NBL	184	1	3	4	20	204	185	0	0	1	3	188
NBT	400	4	4	4	26	426	498	2	0	6	21	519
NBR	37	0	0	0	0	37	81	1	0	0	2	83
SBL	118	1	1	1	7	125	234	2	1	0	5	239
SBT	252	3	1	3	16	268	470	2	2	4	19	489
SBR	160	2	0	4	15	175	146	1	0	0	2	148
EBL	87	2	1	0	5	92	165	3	0	0	5	170
EBT	339	5	0	1	11	350	1,192	7	0	2	17	1,209
EBR	46	0	0	2	6	52	140	1	0	3	11	151
WBL	21	2	0	0	3	24	57	0	1	1	5	62
WBT	1,215	13	0	11	53	1,268	773	13	1	2	28	801
WBR	134	4	0	0	6	140	172	4	0	0	6	178
North Leg												
Approach	530	6	2	8	37	568	850	5	3	4	26	876
Departure	621	10	5	4	37	658	835	9	0	6	32	867
Total	1,151	16	7	12	74	1,226	1,685	14	3	10	57	1,743
South Leg												
Approach	621	5	7	8	46	667	764	3	0	7	26	790
Departure	319	5	1	5	25	344	667	3	3	8	35	702
Total	940	10	8	13	70	1,011	1,431	6	3	15	60	1,492
East Leg												
Approach	1,370	19	0	11	62	1,432	1,002	17	2	3	39	1,041
Departure	494	6	1	2	17	512	1,507	10	1	2	23	1,531
Total	1,864	25	1	13	79	1,944	2,509	27	3	5	62	2,572
West Leg												
Approach	472	7	1	3	22	494	1,497	11	0	5	32	1,530
Departure	1,559	16	3	19	87	1,647	1,104	14	1	3	32	1,137
Total	2,031	23	4	22	109	2,141	2,601	25	1	8	64	2,667
Total Approaches												
Approach	2,993	37	10	30	166	3,161	4,113	36	5	19	121	4,237
Departure	2,993	37	10	30	166	3,161	4,113	36	5	19	121	4,237
Total	5,986	74	20	60	331	6,322	8,226	72	10	38	242	8,474

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
14 Heacock Street/Cactus Avenue												
NBL	569	4	3	30	102	671	419	4	3	13	51	470
NBT	476	9	1	2	22	498	414	4	1	2	14	428
NBR	8	0	0	0	0	8	24	0	0	1	3	27
SBL	63	3	0	0	5	68	112	1	0	0	2	114
SBT	256	3	1	3	16	272	388	2	1	2	11	399
SBR	66	0	0	0	0	66	54	1	0	0	2	56
EBL	73	0	0	1	3	76	116	1	0	0	2	118
EBT	532	6	3	3	24	556	1,065	11	0	0	17	1,082
EBR	307	3	3	28	95	402	720	6	2	27	94	814
WBL	14	0	0	0	0	14	7	0	0	0	0	7
WBT	985	12	1	3	29	1,014	627	8	2	2	22	649
WBR	102	4	0	0	6	108	72	2	0	0	3	75
North Leg												
Approach	385	6	1	3	20	406	554	4	1	2	14	569
Departure	651	13	1	3	31	682	602	7	1	2	19	621
Total	1,036	19	2	6	51	1,088	1,156	11	2	4	33	1,190
South Leg												
Approach	1,053	13	4	32	124	1,177	857	8	4	16	68	925
Departure	577	6	4	31	110	688	1,115	8	3	29	105	1,220
Total	1,630	19	8	63	234	1,865	1,972	16	7	45	173	2,145
East Leg												
Approach	1,101	16	1	3	35	1,136	706	10	2	2	25	731
Departure	603	9	3	3	29	632	1,201	12	0	1	21	1,223
Total	1,704	25	4	6	64	1,768	1,907	22	2	3	46	1,954
West Leg												
Approach	912	9	6	32	122	1,034	1,901	18	2	27	112	2,014
Departure	1,620	16	4	33	131	1,751	1,100	13	5	15	75	1,175
Total	2,532	25	10	65	253	2,785	3,001	31	7	42	187	3,189
Total Approaches												
Approach	3,451	44	12	70	300	3,753	4,018	40	9	47	219	4,239
Departure	3,451	44	12	70	300	3,753	4,018	40	9	47	219	4,239
Total	6,902	88	24	140	600	7,506	8,036	80	18	94	438	8,478

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
15 Heacock Street/Iris Avenue												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	280	3	6	26	95	375	354	3	4	12	49	403
NBR	44	0	2	0	4	48	35	1	1	0	4	39
SBL	171	1	1	0	4	175	341	3	0	0	5	346
SBT	274	4	2	25	85	359	434	2	3	30	99	533
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	57	0	0	0	0	57	34	0	1	2	8	42
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	379	4	0	1	9	388	204	3	1	0	7	211
North Leg												
Approach	445	5	3	25	89	534	775	5	3	30	104	879
Departure	659	7	6	27	104	763	558	6	5	12	55	614
Total	1,104	12	9	52	192	1,297	1,333	11	8	42	159	1,493
South Leg												
Approach	324	3	8	26	99	423	389	4	5	12	52	442
Departure	331	4	2	25	85	416	468	2	4	32	107	575
Total	655	7	10	51	184	839	857	6	9	44	159	1,017
East Leg												
Approach	436	4	0	1	9	445	238	3	2	2	15	253
Departure	215	1	3	0	8	223	376	4	1	0	8	385
Total	651	5	3	1	17	668	614	7	3	2	23	638
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	1,205	12	11	52	196	1,402	1,402	12	10	44	170	1,574
Departure	1,205	12	11	52	196	1,402	1,402	12	10	44	170	1,574
Total	2,410	24	22	104	392	2,804	2,804	24	20	88	340	3,148

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
18 Indian Street/Iris Avenue												
NBL	45	2	0	0	3	48	15	1	0	0	2	17
NBT	273	7	0	0	11	284	81	2	0	0	3	84
NBR	13	0	0	1	3	16	9	0	0	0	0	9
SBL	274	4	0	0	6	280	249	2	0	0	3	252
SBT	222	4	0	2	12	234	168	5	0	0	8	176
SBR	31	0	0	0	0	31	22	0	0	0	0	22
EBL	73	0	0	0	0	73	24	1	0	0	2	26
EBT	153	5	2	0	12	165	287	4	0	0	6	293
EBR	26	2	1	0	5	31	75	0	0	0	0	75
WBL	8	0	0	0	0	8	9	0	0	0	0	9
WBT	351	4	0	0	6	357	183	2	1	1	8	191
WBR	422	9	0	0	14	436	179	0	0	0	0	179
North Leg												
Approach	527	8	0	2	18	545	439	7	0	0	11	450
Departure	768	16	0	0	24	793	284	3	0	0	5	289
Total	1,295	24	0	2	42	1,338	723	10	0	0	15	739
South Leg												
Approach	331	9	0	1	17	348	105	3	0	0	5	110
Departure	256	6	1	2	17	273	252	5	0	0	8	260
Total	587	15	1	3	34	621	357	8	0	0	12	370
East Leg												
Approach	781	13	0	0	20	801	371	2	1	1	8	379
Departure	440	9	2	1	21	461	545	6	0	0	9	554
Total	1,221	22	2	1	40	1,262	916	8	1	1	17	933
West Leg												
Approach	252	7	3	0	17	269	386	5	0	0	8	394
Departure	427	6	0	0	9	436	220	3	1	1	10	230
Total	679	13	3	0	26	705	606	8	1	1	17	624
Total Approaches												
Approach	1,891	37	3	3	71	1,963	1,301	17	1	1	31	1,333
Departure	1,891	37	3	3	71	1,963	1,301	17	1	1	31	1,333
Total	3,782	74	6	6	141	3,926	2,602	34	2	2	61	2,666

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

		AM Peak Hour						PM Peak Hour					
		Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
19	**Perris Boulevard/Alessandro Boulevard**												
NBL		237	3	1	9	34	271	236	3	0	1	8	244
NBT		655	12	1	12	56	711	573	12	6	5	45	618
NBR		97	2	0	1	6	103	112	1	0	0	2	114
SBL		153	2	0	1	6	159	133	2	0	1	6	139
SBT		407	18	0	9	54	461	704	8	3	7	39	743
SBR		200	3	0	2	11	211	165	6	0	2	15	180
EBL		104	5	0	1	11	115	394	1	0	0	2	396
EBT		317	3	0	1	8	325	719	3	1	0	7	726
EBR		70	2	0	1	6	76	236	4	0	0	6	242
WBL		101	2	0	0	3	104	187	1	0	0	2	189
WBT		841	6	0	0	9	850	589	10	0	0	15	604
WBR		110	1	0	1	5	115	100	5	0	1	11	111
North Leg													
	Approach	760	23	0	12	71	831	1,002	16	3	10	60	1,062
	Departure	869	18	1	14	71	941	1,067	18	6	6	57	1,125
	Total	1,629	41	1	26	142	1,772	2,069	34	9	16	117	2,187
South Leg													
	Approach	989	17	2	22	96	1,085	921	16	6	6	54	976
	Departure	578	22	0	10	63	641	1,127	13	3	7	47	1,174
	Total	1,567	39	2	32	159	1,726	2,048	29	9	13	101	2,150
East Leg													
	Approach	1,052	9	0	1	17	1,069	876	16	0	1	27	904
	Departure	567	7	0	3	20	587	964	6	1	1	14	979
	Total	1,619	16	0	4	36	1,656	1,840	22	1	2	41	1,883
West Leg													
	Approach	491	10	0	3	24	516	1,349	8	1	0	14	1,364
	Departure	1,278	12	1	11	53	1,332	990	19	0	3	38	1,028
	Total	1,769	22	1	14	77	1,848	2,339	27	1	3	52	2,392
Total Approaches													
	Approach	3,292	59	2	38	207	3,501	4,148	56	10	17	155	4,306
	Departure	3,292	59	2	38	207	3,501	4,148	56	10	17	155	4,306
	Total	6,584	118	4	76	413	7,002	8,296	112	20	34	310	8,612

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
21 Perris Boulevard/Iris Avenue												
NBL	189	5	1	0	10	199	173	2	0	0	3	176
NBT	788	18	2	9	58	846	636	3	3	7	32	668
NBR	279	7	0	1	14	293	279	2	1	0	5	284
SBL	91	2	0	0	3	94	174	4	0	0	6	180
SBT	300	6	0	11	42	342	632	14	2	6	43	675
SBR	50	1	0	3	11	61	28	0	0	0	0	28
EBL	41	0	0	1	3	44	36	0	0	1	3	39
EBT	301	2	0	0	3	304	290	0	0	0	0	290
EBR	82	4	0	0	6	88	116	1	1	0	4	120
WBL	229	2	1	0	5	234	227	5	0	3	17	244
WBT	472	3	0	0	5	477	241	2	1	0	5	246
WBR	99	2	0	1	6	105	93	3	0	0	5	98
North Leg												
Approach	441	9	0	14	56	497	834	18	2	6	49	883
Departure	928	20	2	11	67	995	765	6	3	8	39	805
Total	1,369	29	2	25	123	1,492	1,599	24	5	14	88	1,688
South Leg												
Approach	1,256	30	3	10	81	1,338	1,088	7	4	7	40	1,128
Departure	611	12	1	11	53	664	975	20	3	9	63	1,039
Total	1,867	42	4	21	134	2,002	2,063	27	7	16	103	2,167
East Leg												
Approach	800	7	1	1	16	816	561	10	1	3	26	588
Departure	671	11	0	1	20	691	743	6	1	0	11	754
Total	1,471	18	1	2	35	1,507	1,304	16	2	3	37	1,342
West Leg												
Approach	424	6	0	1	12	436	442	1	1	1	7	449
Departure	711	9	1	3	25	737	442	4	1	0	8	450
Total	1,135	15	1	4	37	1,173	884	5	2	1	15	899
Total Approaches												
Approach	2,921	52	4	26	164	3,087	2,925	36	8	17	121	3,048
Departure	2,921	52	4	26	164	3,087	2,925	36	8	17	121	3,048
Total	5,842	104	8	52	328	6,174	5,850	72	16	34	242	6,096

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
23 Perris Boulevard/San Michele Road												
NBL	115	0	3	0	6	121	136	0	0	2	6	142
NBT	1,371	28	9	20	120	1,491	952	14	3	1	30	982
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	851	18	1	5	44	895	1,051	9	18	6	68	1,119
SBR	65	0	0	3	9	74	118	0	3	0	6	124
EBL	57	0	0	5	15	72	181	0	0	1	3	184
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	16	0	1	5	17	33	133	0	1	4	14	147
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	916	18	1	8	53	969	1,169	9	21	6	74	1,243
Departure	1,428	28	9	25	135	1,563	1,133	14	3	2	33	1,166
Total	2,344	46	10	33	188	2,532	2,302	23	24	8	107	2,409
South Leg												
Approach	1,486	28	12	20	126	1,612	1,088	14	3	3	36	1,124
Departure	867	18	2	10	61	928	1,184	9	19	10	82	1,266
Total	2,353	46	14	30	187	2,540	2,272	23	22	13	118	2,390
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	73	0	1	10	32	105	314	0	1	5	17	331
Departure	180	0	3	3	15	195	254	0	3	2	12	266
Total	253	0	4	13	47	300	568	0	4	7	29	597
Total Approaches												
Approach	2,475	46	14	38	211	2,686	2,571	23	25	14	127	2,698
Departure	2,475	46	14	38	211	2,686	2,571	23	25	14	127	2,698
Total	4,950	92	28	76	422	5,372	5,142	46	50	28	253	5,396

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
24 Perris Boulevard/Nandina Avenue												
NBL	46	1	3	1	11	57	17	1	0	3	11	28
NBT	1,516	29	9	14	104	1,620	1,027	13	2	4	36	1,063
NBR	10	1	0	0	2	12	34	2	0	3	12	46
SBL	10	2	0	0	3	13	21	0	0	0	0	21
SBT	857	15	1	10	55	912	1,185	8	4	8	44	1,229
SBR	21	2	1	0	5	26	16	3	14	0	33	49
EBL	7	6	4	2	23	30	40	0	1	0	2	42
EBT	1	0	0	0	0	1	10	0	1	3	11	21
EBR	28	2	2	5	22	50	120	0	1	1	5	125
WBL	11	1	0	1	5	16	9	1	0	4	14	23
WBT	3	0	0	4	12	15	4	0	0	0	0	4
WBR	8	0	0	3	9	17	7	0	0	1	3	10
North Leg												
Approach	888	19	2	10	63	951	1,222	11	18	8	77	1,299
Departure	1,531	35	13	19	136	1,667	1,074	13	3	5	41	1,115
Total	2,419	54	15	29	198	2,618	2,296	24	21	13	117	2,414
South Leg												
Approach	1,572	31	12	15	116	1,689	1,078	16	2	10	58	1,137
Departure	896	18	3	16	81	978	1,314	9	5	13	63	1,377
Total	2,468	49	15	31	197	2,667	2,392	25	7	23	121	2,514
East Leg												
Approach	22	1	0	8	26	48	20	1	0	5	17	37
Departure	21	3	0	0	5	26	65	2	1	6	23	88
Total	43	4	0	8	30	74	85	3	1	11	40	125
West Leg												
Approach	36	8	6	7	45	81	170	0	3	4	18	188
Departure	70	3	4	5	28	98	37	4	14	3	43	81
Total	106	11	10	12	73	179	207	4	17	7	61	269
Total Approaches												
Approach	2,518	59	20	40	249	2,769	2,490	28	23	27	169	2,661
Departure	2,518	59	20	40	249	2,769	2,490	28	23	27	169	2,661
Total	5,036	118	40	80	497	5,538	4,980	56	46	54	338	5,322

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
25 Perris Boulevard/Harley Knox Boulevard												
NBL	205	6	1	12	47	252	47	1	4	1	13	60
NBT	1,267	35	6	13	104	1,371	697	6	3	8	39	736
NBR	3	1	1	0	4	7	1	0	0	1	3	4
SBL	25	2	0	3	12	37	127	0	0	1	3	130
SBT	582	12	3	17	75	657	1,081	10	3	9	48	1,129
SBR	230	4	1	4	20	250	255	3	3	14	53	308
EBL	212	1	2	6	24	236	305	3	3	5	26	331
EBT	22	1	0	3	11	33	128	1	2	3	15	143
EBR	30	4	0	12	42	72	145	1	2	2	12	157
WBL	1	0	0	0	0	1	3	0	0	0	0	3
WBT	155	1	5	1	15	170	47	0	2	7	25	72
WBR	150	1	6	1	17	167	62	0	1	1	5	67
North Leg												
Approach	837	18	4	24	107	944	1,463	13	6	24	104	1,567
Departure	1,629	37	14	20	144	1,774	1,064	9	7	14	70	1,134
Total	2,466	55	18	44	251	2,718	2,527	22	13	38	173	2,701
South Leg												
Approach	1,475	42	8	25	154	1,630	745	7	7	10	55	800
Departure	613	16	3	29	117	730	1,229	11	5	11	60	1,289
Total	2,088	58	11	54	271	2,360	1,974	18	12	21	114	2,089
East Leg												
Approach	306	2	11	2	31	338	112	0	3	8	30	142
Departure	50	4	1	6	26	77	256	1	2	5	21	277
Total	356	6	12	8	57	415	368	1	5	13	51	419
West Leg												
Approach	264	6	2	21	76	341	578	5	7	10	52	631
Departure	590	11	7	17	82	672	349	4	9	22	90	440
Total	854	17	9	38	158	1,013	927	9	16	32	142	1,071
Total Approaches												
Approach	2,882	68	25	72	368	3,253	2,898	25	23	52	240	3,140
Departure	2,882	68	25	72	368	3,253	2,898	25	23	52	240	3,140
Total	5,764	136	50	144	736	6,506	5,796	50	46	104	479	6,280

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
31 Lasselle Street/John F Kennedy Drive												
NBL	123	1	0	0	2	125	93	1	0	0	2	95
NBT	759	14	0	0	21	780	648	5	0	1	11	659
NBR	58	0	1	0	2	60	38	0	0	0	0	38
SBL	234	0	1	0	2	236	76	1	0	0	2	78
SBT	532	12	0	1	21	553	779	12	4	0	26	805
SBR	110	3	0	0	5	115	71	1	0	0	2	73
EBL	76	1	0	0	2	78	95	1	0	0	2	97
EBT	357	1	0	0	2	359	83	0	0	0	0	83
EBR	72	3	0	0	5	77	165	2	0	0	3	168
WBL	38	0	1	0	2	40	37	0	0	0	0	37
WBT	277	0	0	0	0	277	99	0	0	0	0	99
WBR	181	1	1	0	4	185	86	4	0	0	6	92
North Leg												
Approach	876	15	1	1	28	904	926	14	4	0	29	956
Departure	1,016	16	1	0	26	1,043	829	10	0	1	18	848
Total	1,892	31	2	1	54	1,947	1,755	24	4	1	47	1,804
South Leg												
Approach	940	15	1	0	25	965	779	6	0	1	12	792
Departure	642	15	1	1	28	670	981	14	4	0	29	1,010
Total	1,582	30	2	1	52	1,635	1,760	20	4	1	41	1,802
East Leg												
Approach	496	1	2	0	6	502	222	4	0	0	6	228
Departure	649	1	2	0	6	655	197	1	0	0	2	199
Total	1,145	2	4	0	11	1,157	419	5	0	0	8	427
West Leg												
Approach	505	5	0	0	8	514	343	3	0	0	5	348
Departure	510	4	0	0	6	517	263	2	0	0	3	267
Total	1,015	9	0	0	14	1,031	606	5	0	0	8	615
Total Approaches												
Approach	2,817	36	4	1	65	2,885	2,270	27	4	1	52	2,324
Departure	2,817	36	4	1	65	2,885	2,270	27	4	1	52	2,324
Total	5,634	72	8	2	130	5,770	4,540	54	8	2	103	4,648

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
32 Lasselle Street/Iris Avenue												
NBL	358	4	0	0	6	364	209	6	0	1	12	221
NBT	573	7	1	1	16	589	606	3	0	0	5	611
NBR	404	4	0	0	6	410	466	2	0	1	6	472
SBL	115	2	0	0	3	118	206	2	0	0	3	209
SBT	456	8	0	0	12	468	697	9	0	1	17	714
SBR	95	1	0	0	2	97	90	1	1	0	4	94
EBL	136	1	0	0	2	138	182	0	0	0	0	182
EBT	449	10	1	0	17	466	415	2	0	1	6	421
EBR	283	3	0	0	5	288	285	2	0	0	3	288
WBL	528	7	0	0	11	539	591	6	0	0	9	600
WBT	558	3	0	1	8	566	605	7	1	2	19	624
WBR	101	1	0	0	2	103	86	0	0	0	0	86
North Leg												
Approach	666	11	0	0	17	683	993	12	1	1	23	1,017
Departure	810	9	1	1	19	830	874	3	0	0	5	879
Total	1,476	20	1	1	35	1,513	1,867	15	1	1	28	1,896
South Leg												
Approach	1,335	15	1	1	28	1,363	1,281	11	0	2	23	1,304
Departure	1,267	18	0	0	27	1,295	1,573	17	0	1	29	1,602
Total	2,602	33	1	1	55	2,658	2,854	28	0	3	51	2,906
East Leg												
Approach	1,187	11	0	1	20	1,208	1,282	13	1	2	28	1,310
Departure	968	16	1	0	26	994	1,087	6	0	2	15	1,102
Total	2,155	27	1	1	46	2,202	2,369	19	1	4	43	2,412
West Leg												
Approach	868	14	1	0	23	892	882	4	0	1	9	891
Departure	1,011	8	0	1	15	1,027	904	14	2	3	34	939
Total	1,879	22	1	1	38	1,919	1,786	18	2	4	43	1,830
Total Approaches												
Approach	4,056	51	2	2	87	4,146	4,438	40	2	6	82	4,522
Departure	4,056	51	2	2	87	4,146	4,438	40	2	6	82	4,522
Total	8,112	102	4	4	173	8,292	8,876	80	4	12	164	9,044

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
39 Evans Road/Ramona Expressway												
NBL	381	6	0	0	9	390	230	3	1	0	7	237
NBT	508	11	0	0	17	525	372	2	0	0	3	375
NBR	27	0	0	0	0	27	13	0	0	0	0	13
SBL	205	2	0	0	3	208	261	1	0	0	2	263
SBT	334	6	0	0	9	343	479	8	0	0	12	491
SBR	430	5	1	0	10	440	352	3	0	0	5	357
EBL	285	4	0	1	9	294	359	3	1	0	7	366
EBT	429	15	4	20	91	520	1,036	6	4	12	53	1,089
EBR	188	1	0	2	8	196	348	1	0	0	2	350
WBL	17	3	0	0	5	22	15	0	0	0	0	15
WBT	1,087	14	13	10	77	1,164	599	11	7	14	73	672
WBR	337	3	0	0	5	342	186	3	0	0	5	191
North Leg												
Approach	969	13	1	0	22	991	1,092	12	0	0	18	1,111
Departure	1,130	18	0	1	30	1,161	917	8	1	0	14	932
Total	2,099	31	1	1	52	2,152	2,009	20	1	0	32	2,043
South Leg												
Approach	916	17	0	0	26	942	615	5	1	0	10	625
Departure	539	10	0	2	21	561	842	9	0	0	14	856
Total	1,455	27	0	2	47	1,503	1,457	14	1	0	23	1,481
East Leg												
Approach	1,441	20	13	10	86	1,528	800	14	7	14	77	878
Departure	661	17	4	20	94	755	1,310	7	4	12	55	1,365
Total	2,102	37	17	30	180	2,283	2,110	21	11	26	132	2,243
West Leg												
Approach	902	20	4	23	107	1,010	1,743	10	5	12	61	1,805
Departure	1,898	25	14	10	96	1,994	1,181	17	8	14	84	1,266
Total	2,800	45	18	33	203	3,004	2,924	27	13	26	145	3,071
Total Approaches												
Approach	4,228	70	18	33	240	4,471	4,250	41	13	26	166	4,419
Departure	4,228	70	18	33	240	4,471	4,250	41	13	26	166	4,419
Total	8,456	140	36	66	480	8,942	8,500	82	26	52	331	8,838

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps												
NBL	116	0	0	0	0	116	154	2	0	0	3	157
NBT	257	1	0	0	2	259	275	1	0	0	2	277
NBR	404	2	1	2	11	415	578	12	0	2	24	602
SBL	31	1	0	0	2	33	24	0	0	0	0	24
SBT	368	2	0	0	3	371	216	0	0	0	0	216
SBR	3	0	0	0	0	3	8	1	0	0	2	10
EBL	4	1	0	0	2	6	6	0	0	0	0	6
EBT	33	1	0	0	2	35	22	0	0	0	0	22
EBR	202	2	0	0	3	205	122	2	0	0	3	125
WBL	124	1	0	2	8	132	144	0	0	0	0	144
WBT	10	0	0	0	0	10	21	0	0	0	0	21
WBR	26	0	0	0	0	26	18	0	0	0	0	18
North Leg												
Approach	402	3	0	0	5	407	248	1	0	0	2	250
Departure	287	2	0	0	3	291	299	1	0	0	2	301
Total	689	5	0	0	8	698	547	2	0	0	3	551
South Leg												
Approach	777	3	1	2	13	790	1,007	15	0	2	29	1,036
Departure	694	5	0	2	14	708	482	2	0	0	3	485
Total	1,471	8	1	4	26	1,498	1,489	17	0	2	32	1,521
East Leg												
Approach	160	1	0	2	8	168	183	0	0	0	0	183
Departure	468	4	1	2	14	483	624	12	0	2	24	648
Total	628	5	1	4	22	651	807	12	0	2	24	831
West Leg												
Approach	239	4	0	0	6	246	150	2	0	0	3	153
Departure	129	0	0	0	0	129	183	3	0	0	5	188
Total	368	4	0	0	6	375	333	5	0	0	8	341
Total Approaches												
Approach	1,578	11	1	4	31	1,611	1,588	18	0	2	33	1,622
Departure	1,578	11	1	4	31	1,611	1,588	18	0	2	33	1,622
Total	3,156	22	2	8	61	3,222	3,176	36	0	4	66	3,244

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
44 Nason Street/SR-60 Eastbound Ramps												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	742	3	1	2	13	755	918	16	0	2	30	948
NBR	127	0	0	0	0	127	127	1	0	0	2	129
SBL	58	0	0	0	0	58	37	0	0	0	0	37
SBT	638	5	0	2	14	652	433	4	0	0	6	439
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	36	0	0	0	0	36	99	0	0	0	0	99
EBT	2	0	0	0	0	2	2	2	0	1	6	8
EBR	628	5	2	0	12	640	587	3	0	0	5	592
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	696	5	0	2	14	710	470	4	0	0	6	476
Departure	778	3	1	2	13	791	1,017	16	0	2	30	1,047
Total	1,474	8	1	4	26	1,501	1,487	20	0	2	36	1,523
South Leg												
Approach	869	3	1	2	13	882	1,045	17	0	2	32	1,077
Departure	1,266	10	2	2	25	1,292	1,020	7	0	0	11	1,031
Total	2,135	13	3	4	38	2,174	2,065	24	0	2	42	2,108
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	187	0	0	0	0	187	166	3	0	1	8	174
Total	187	0	0	0	0	187	166	3	0	1	8	174
West Leg												
Approach	666	5	2	0	12	678	688	5	0	1	11	699
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	666	5	2	0	12	678	688	5	0	1	11	699
Total Approaches												
Approach	2,231	13	3	4	38	2,270	2,203	26	0	3	48	2,252
Departure	2,231	13	3	4	38	2,270	2,203	26	0	3	48	2,252
Total	4,462	26	6	8	75	4,540	4,406	52	0	6	96	4,504

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

		AM Peak Hour						PM Peak Hour					
		Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
47	**Nason Street/Alessandro Boulevard**												
NBL		78	2	0	0	3	81	72	2	0	0	3	75
NBT		442	5	0	0	8	450	657	11	0	2	23	680
NBR		27	1	0	0	2	29	87	1	0	0	2	89
SBL		47	0	0	0	0	47	47	0	0	0	0	47
SBT		679	14	1	2	29	708	545	7	0	0	11	556
SBR		97	0	0	0	0	97	70	0	0	0	0	70
EBL		50	1	0	0	2	52	120	0	0	0	0	120
EBT		117	3	0	0	5	122	286	2	1	1	8	294
EBR		94	1	0	0	2	96	73	2	0	0	3	76
WBL		124	2	0	0	3	127	23	1	0	0	2	25
WBT		294	3	0	1	8	302	189	0	0	0	0	189
WBR		114	2	1	0	5	119	55	4	0	0	6	61
North Leg													
	Approach	823	14	1	2	29	852	662	7	0	0	11	673
	Departure	606	8	1	0	14	621	832	15	0	2	29	861
	Total	1,429	22	2	2	43	1,473	1,494	22	0	2	39	1,534
South Leg													
	Approach	547	8	0	0	12	560	816	14	0	2	27	844
	Departure	897	17	1	2	34	931	641	10	0	0	15	657
	Total	1,444	25	1	2	46	1,491	1,457	24	0	2	42	1,501
East Leg													
	Approach	532	7	1	1	16	548	267	5	0	0	8	275
	Departure	191	4	0	0	6	198	420	3	1	1	10	430
	Total	723	11	1	1	22	746	687	8	1	1	17	705
West Leg													
	Approach	261	5	0	0	8	270	479	4	1	1	11	490
	Departure	469	5	0	1	11	480	331	2	0	0	3	334
	Total	730	10	0	1	18	750	810	6	1	1	14	824
Total Approaches													
	Approach	2,163	34	2	3	64	2,230	2,224	30	1	3	56	2,282
	Departure	2,163	34	2	3	64	2,230	2,224	30	1	3	56	2,282
	Total	4,326	68	4	6	128	4,460	4,448	60	2	6	112	4,564

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
49 Nason Street-Hillrose Lane/Iris Avenue												
NBL	11	1	0	0	2	13	11	0	0	0	0	11
NBT	39	0	0	0	0	39	34	0	0	0	0	34
NBR	7	0	0	0	0	7	13	0	0	0	0	13
SBL	103	4	0	0	6	109	99	5	0	0	8	107
SBT	9	0	0	0	0	9	44	0	0	0	0	44
SBR	223	3	0	0	5	228	352	0	0	0	0	352
EBL	280	0	0	0	0	280	209	1	0	0	2	211
EBT	687	8	2	2	22	709	630	4	0	2	12	642
EBR	19	2	0	0	3	22	17	0	0	0	0	17
WBL	7	0	0	0	0	7	20	0	0	0	0	20
WBT	556	6	0	0	9	565	745	9	3	2	26	771
WBR	77	1	1	0	4	81	113	6	0	0	9	122
North Leg												
Approach	335	7	0	0	11	346	495	5	0	0	8	503
Departure	396	1	1	0	4	400	356	7	0	0	11	367
Total	731	8	1	0	14	746	851	12	0	0	18	870
South Leg												
Approach	57	1	0	0	2	59	58	0	0	0	0	58
Departure	35	2	0	0	3	38	81	0	0	0	0	81
Total	92	3	0	0	5	97	139	0	0	0	0	139
East Leg												
Approach	640	7	1	0	13	653	878	15	3	2	35	913
Departure	797	12	2	2	28	825	742	9	0	2	20	762
Total	1,437	19	3	2	41	1,478	1,620	24	3	4	54	1,675
West Leg												
Approach	986	10	2	2	25	1,011	856	5	0	2	14	870
Departure	790	10	0	0	15	806	1,108	9	3	2	26	1,134
Total	1,776	20	2	2	40	1,817	1,964	14	3	4	39	2,004
Total Approaches												
Approach	2,018	25	3	2	50	2,069	2,287	25	3	4	56	2,344
Departure	2,018	25	3	2	50	2,069	2,287	25	3	4	56	2,344
Total	4,036	50	6	4	99	4,138	4,574	50	6	8	111	4,688

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
53 Oliver Street/Iris Avenue												
NBL	70	2	0	0	3	73	31	1	0	0	2	33
NBT	26	0	0	0	0	26	13	0	0	0	0	13
NBR	21	0	0	0	0	21	20	0	0	0	0	20
SBL	5	0	0	0	0	5	7	0	0	0	0	7
SBT	17	0	0	0	0	17	17	1	0	0	2	19
SBR	134	1	0	0	2	136	104	2	0	1	6	110
EBL	122	2	0	0	3	125	60	0	0	0	0	60
EBT	463	6	7	3	32	495	578	4	0	2	12	590
EBR	24	0	0	0	0	24	40	2	0	0	3	43
WBL	21	0	8	0	16	37	36	0	0	0	0	36
WBT	432	3	0	0	5	437	520	8	0	3	21	541
WBR	7	0	0	0	0	7	4	1	0	0	2	6
North Leg												
Approach	156	1	0	0	2	158	128	3	0	1	8	136
Departure	155	2	0	0	3	158	77	1	0	0	2	79
Total	311	3	0	0	5	316	205	4	0	1	9	215
South Leg												
Approach	117	2	0	0	3	120	64	1	0	0	2	66
Departure	62	0	8	0	16	78	93	3	0	0	5	98
Total	179	2	8	0	19	198	157	4	0	0	6	164
East Leg												
Approach	460	3	8	0	21	481	560	9	0	3	23	583
Departure	489	6	7	3	32	521	605	4	0	2	12	617
Total	949	9	15	3	53	1,002	1,165	13	0	5	35	1,200
West Leg												
Approach	609	8	7	3	35	644	678	6	0	2	15	693
Departure	636	6	0	0	9	646	655	11	0	4	29	684
Total	1,245	14	7	3	44	1,290	1,333	17	0	6	44	1,377
Total Approaches												
Approach	1,342	14	15	3	60	1,403	1,430	19	0	6	47	1,478
Departure	1,342	14	15	3	60	1,403	1,430	19	0	6	47	1,478
Total	2,684	28	30	6	120	2,806	2,860	38	0	12	93	2,956

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
55 Moreno Beach Drive/SR-60 Westbound Ramps												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	220	3	0	1	8	228	243	3	1	0	7	250
NBR	378	8	0	2	18	396	389	7	0	3	20	409
SBL	102	2	0	0	3	105	51	1	0	0	2	53
SBT	204	1	0	0	2	206	185	0	0	0	0	185
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	114	2	0	1	6	120	127	4	0	3	15	142
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	4	0	0	0	0	4	9	0	0	0	0	9
North Leg												
Approach	306	3	0	0	5	311	236	1	0	0	2	238
Departure	224	3	0	1	8	232	252	3	1	0	7	259
Total	530	6	0	1	12	543	488	4	1	0	8	497
South Leg												
Approach	598	11	0	3	26	624	632	10	1	3	26	659
Departure	318	3	0	1	8	326	312	4	0	3	15	327
Total	916	14	0	4	33	950	944	14	1	6	41	986
East Leg												
Approach	118	2	0	1	6	124	136	4	0	3	15	151
Departure	480	10	0	2	21	501	440	8	0	3	21	462
Total	598	12	0	3	27	625	576	12	0	6	36	613
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	1,022	16	0	4	36	1,059	1,004	15	1	6	43	1,048
Departure	1,022	16	0	4	36	1,059	1,004	15	1	6	43	1,048
Total	2,044	32	0	8	72	2,118	2,008	30	2	12	85	2,096

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Passenger Vehicles	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
56 Moreno Beach Drive/SR-60 Eastbound Ramps												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	542	7	0	3	20	562	535	5	0	3	17	552
NBR	139	2	0	6	21	160	195	1	0	1	5	200
SBL	6	0	0	0	0	6	6	0	0	0	0	6
SBT	318	2	0	1	6	324	291	5	0	3	17	308
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	57	0	0	0	0	57	88	2	1	0	5	93
EBT	0	0	0	1	3	3	0	0	0	0	0	0
EBR	329	5	1	0	10	339	468	2	0	2	9	477
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	324	2	0	1	6	330	297	5	0	3	17	314
Departure	599	7	0	3	20	619	623	7	1	3	22	645
Total	923	9	0	4	26	949	920	12	1	6	38	959
South Leg												
Approach	681	9	0	9	41	722	730	6	0	4	21	752
Departure	647	7	1	1	16	663	759	7	0	5	26	785
Total	1,328	16	1	10	56	1,385	1,489	13	0	9	47	1,537
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	145	2	0	7	24	169	201	1	0	1	5	206
Total	145	2	0	7	24	169	201	1	0	1	5	206
West Leg												
Approach	386	5	1	1	13	399	556	4	1	2	14	570
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	386	5	1	1	13	399	556	4	1	2	14	570
Total Approaches												
Approach	1,391	16	1	11	59	1,451	1,583	15	1	9	52	1,636
Departure	1,391	16	1	11	59	1,451	1,583	15	1	9	52	1,636
Total	2,782	32	2	22	118	2,902	3,166	30	2	18	103	3,272

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
57 Moreno Beach Drive/Eucalyptus Avenue												
NBL	49	1	0	0	2	51	89	1	0	0	2	91
NBT	315	6	0	9	36	351	373	2	0	1	6	379
NBR	17	1	0	0	2	19	18	1	0	1	5	23
SBL	102	0	0	0	0	102	40	5	0	1	11	51
SBT	314	4	7	1	23	337	520	6	0	1	12	532
SBR	95	1	0	2	8	103	216	1	0	1	5	221
EBL	150	1	0	3	11	161	281	3	0	1	8	289
EBT	42	0	0	0	0	42	23	0	0	0	0	23
EBR	62	1	0	0	2	64	115	2	0	1	6	121
WBL	9	0	0	0	0	9	35	0	0	0	0	35
WBT	16	0	0	0	0	16	25	0	0	1	3	28
WBR	36	1	0	0	2	38	100	2	1	1	8	108
North Leg												
Approach	511	5	7	3	31	542	776	12	0	3	27	804
Departure	501	8	0	12	48	550	754	7	1	3	22	776
Total	1,012	13	7	15	79	1,092	1,530	19	1	6	49	1,580
South Leg												
Approach	381	8	0	9	39	421	480	4	0	2	12	493
Departure	385	5	7	1	25	410	670	8	0	2	18	688
Total	766	13	7	10	64	831	1,150	12	0	4	30	1,181
East Leg												
Approach	61	1	0	0	2	63	160	2	1	2	11	171
Departure	161	1	0	0	2	163	81	6	0	2	15	97
Total	222	2	0	0	3	226	241	8	1	4	26	268
West Leg												
Approach	254	2	0	3	12	267	419	5	0	2	14	433
Departure	160	2	0	2	9	170	330	2	0	2	9	340
Total	414	4	0	5	21	437	749	7	0	4	23	773
Total Approaches												
Approach	1,207	16	7	15	83	1,293	1,835	23	1	9	64	1,901
Departure	1,207	16	7	15	83	1,293	1,835	23	1	9	64	1,901
Total	2,414	32	14	30	166	2,586	3,670	46	2	18	127	3,802

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Table C-1 - Existing Peak Hour PCE Volumes
(Intersections with Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Passenger Vehicles	Trucks				Total PCE Volume	Passenger Vehicles	Trucks				Total PCE Volume
		2 Axle	3 Axle	4 Axle	PCE			2 Axle	3 Axle	4 Axle	PCE	
61	**Moreno Beach Drive/John F Kennedy Drive**											
NBL	22	0	0	0	0	22	11	0	0	0	0	11
NBT	300	3	7	2	25	325	389	2	0	1	6	395
NBR	193	2	1	1	8	201	218	1	0	1	5	223
SBL	69	1	0	0	2	71	91	2	0	0	3	94
SBT	247	2	8	0	19	266	397	3	1	1	10	407
SBR	90	1	0	0	2	92	71	1	0	0	2	73
EBL	66	1	0	0	2	68	59	0	0	0	0	59
EBT	34	0	0	0	0	34	25	0	0	0	0	25
EBR	7	0	0	0	0	7	7	0	0	0	0	7
WBL	165	0	0	0	0	165	241	5	1	0	10	251
WBT	45	0	0	0	0	45	41	1	0	0	2	43
WBR	68	3	1	0	7	75	68	1	0	0	2	70
North Leg												
Approach	406	4	8	0	22	429	559	6	1	1	14	574
Departure	434	7	8	2	33	468	516	3	0	1	8	524
Total	840	11	16	2	55	897	1,075	9	1	2	22	1,098
South Leg												
Approach	515	5	8	3	33	548	618	3	0	2	11	629
Departure	419	2	8	0	19	438	645	8	2	1	19	665
Total	934	7	16	3	52	986	1,263	11	2	3	30	1,294
East Leg												
Approach	278	3	1	0	7	285	350	7	1	0	13	364
Departure	296	3	1	1	10	306	334	3	0	1	8	342
Total	574	6	2	1	16	591	684	10	1	1	20	706
West Leg												
Approach	107	1	0	0	2	109	91	0	0	0	0	91
Departure	157	1	0	0	2	159	123	2	0	0	3	127
Total	264	2	0	0	3	268	214	2	0	0	3	218
Total Approaches												
Approach	1,306	13	17	3	63	1,371	1,618	16	2	3	37	1,658
Departure	1,306	13	17	3	63	1,371	1,618	16	2	3	37	1,658
Total	2,612	26	34	6	125	2,742	3,236	32	4	6	74	3,316

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Table C-2 - Existing Peak Hour Truck Percentages

		AM Peak Hour				PM Peak Hour			
		Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
1	**I-215 Southbound Ramps/Alessandro Boulevard**								
NBL		0	0	0		0	0	0	
NBT		0	0	0		0	0	0	
NBR		0	0	0		0	0	0	
SBL		147	18	165		176	14	190	
SBT		0	0	0		0	0	0	
SBR		209	8	217		303	11	314	
EBL		0	0	0		0	0	0	
EBT		655	10	665		1,338	19	1,357	
EBR		271	12	283		418	10	428	
WBL		0	0	0		0	0	0	
WBT		1,971	25	1,996		1,210	24	1,234	
WBR		163	12	175		110	3	113	
North Leg									
	Approach	356	26	382		479	25	504	
	Departure	163	12	175		110	3	113	
	Total	519	38	557	6.8%	589	28	617	4.5%
South Leg									
	Approach	0	0	0		0	0	0	
	Departure	271	12	283		418	10	428	
	Total	271	12	283	4.2%	418	10	428	2.3%
East Leg									
	Approach	2,134	37	2,171		1,320	27	1,347	
	Departure	802	28	830		1,514	33	1,547	
	Total	2,936	65	3,001	2.2%	2,834	60	2,894	2.1%
West Leg									
	Approach	926	22	948		1,756	29	1,785	
	Departure	2,180	33	2,213		1,513	35	1,548	
	Total	3,106	55	3,161	1.7%	3,269	64	3,333	1.9%
Total Approaches									
	Approach	3,416	85	3,501		3,555	81	3,636	
	Departure	3,416	85	3,501		3,555	81	3,636	
	Total	6,832	170	7,002	2.4%	7,110	162	7,272	2.2%

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Table C-2 - Existing Peak Hour Truck Percentages

		AM Peak Hour				PM Peak Hour			
		Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
2	**I-215 Northbound Ramps/Alessandro Boulevard**								
NBL		772	19	791		412	17	429	
NBT		1	0	1		0	0	0	
NBR		114	5	119		193	5	198	
SBL		0	0	0		0	0	0	
SBT		0	0	0		0	0	0	
SBR		0	0	0		0	0	0	
EBL		45	9	54		219	11	230	
EBT		767	36	803		1,377	36	1,413	
EBR		0	0	0		0	0	0	
WBL		0	0	0		0	0	0	
WBT		1,357	31	1,388		819	14	833	
WBR		85	12	97		167	20	187	
North Leg									
	Approach	0	0	0		0	0	0	
	Departure	131	21	152		386	31	417	
	Total	131	21	152	13.8%	386	31	417	7.4%
South Leg									
	Approach	887	24	911		605	22	627	
	Departure	0	0	0		0	0	0	
	Total	887	24	911	2.6%	605	22	627	3.5%
East Leg									
	Approach	1,442	43	1,485		986	34	1,020	
	Departure	881	41	922		1,570	41	1,611	
	Total	2,323	84	2,407	3.5%	2,556	75	2,631	2.9%
West Leg									
	Approach	812	45	857		1,596	47	1,643	
	Departure	2,129	50	2,179		1,231	31	1,262	
	Total	2,941	95	3,036	3.1%	2,827	78	2,905	2.7%
Total Approaches									
	Approach	3,141	112	3,253		3,187	103	3,290	
	Departure	3,141	112	3,253		3,187	103	3,290	
	Total	6,282	224	6,506	3.4%	6,374	206	6,580	3.1%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
3 I-215 Southbound Ramps/Cactus Avenue								
NBL	0	0	0		0	0	0	
NBT	0	0	0		0	0	0	
NBR	449	43	492		493	30	523	
SBL	0	0	0		0	0	0	
SBT	0	0	0		0	0	0	
SBR	165	26	191		77	5	82	
EBL	0	0	0		0	0	0	
EBT	261	21	282		599	14	613	
EBR	11	2	13		177	1	178	
WBL	438	13	451		560	8	568	
WBT	1,143	12	1,155		569	10	579	
WBR	0	0	0		0	0	0	
North Leg								
Approach	165	26	191		77	5	82	
Departure	0	0	0		0	0	0	
Total	165	26	191	13.6%	77	5	82	6.1%
South Leg								
Approach	449	43	492		493	30	523	
Departure	449	15	464		737	9	746	
Total	898	58	956	6.1%	1,230	39	1,269	3.1%
East Leg								
Approach	1,581	25	1,606		1,129	18	1,147	
Departure	710	64	774		1,092	44	1,136	
Total	2,291	89	2,380	3.7%	2,221	62	2,283	2.7%
West Leg								
Approach	272	23	295		776	15	791	
Departure	1,308	38	1,346		646	15	661	
Total	1,580	61	1,641	3.7%	1,422	30	1,452	2.1%
Total Approaches								
Approach	2,467	117	2,584		2,475	68	2,543	
Departure	2,467	117	2,584		2,475	68	2,543	
Total	4,934	234	5,168	4.5%	4,950	136	5,086	2.7%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
4 I-215 Northbound Ramps/Cactus Avenue								
NBL	0	0	0		0	0	0	
NBT	0	0	0		0	0	0	
NBR	0	0	0		0	0	0	
SBL	0	0	0		0	0	0	
SBT	0	0	0		0	0	0	
SBR	0	0	0		0	0	0	
EBL	0	0	0		0	0	0	
EBT	710	64	774		1,092	44	1,136	
EBR	0	0	0		0	0	0	
WBL	0	0	0		0	0	0	
WBT	1,581	25	1,606		1,129	18	1,147	
WBR	189	57	246		481	23	504	
North Leg								
Approach	0	0	0		0	0	0	
Departure	189	57	246		481	23	504	
Total	189	57	246	23.2%	481	23	504	4.6%
South Leg								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%
East Leg								
Approach	1,770	82	1,852		1,610	41	1,651	
Departure	710	64	774		1,092	44	1,136	
Total	2,480	146	2,626	5.6%	2,702	85	2,787	3.0%
West Leg								
Approach	710	64	774		1,092	44	1,136	
Departure	1,581	25	1,606		1,129	18	1,147	
Total	2,291	89	2,380	3.7%	2,221	62	2,283	2.7%
Total Approaches								
Approach	2,480	146	2,626		2,702	85	2,787	
Departure	2,480	146	2,626		2,702	85	2,787	
Total	4,960	292	5,252	5.6%	5,404	170	5,574	3.0%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue								
NBL	279	4	283		42	6	48	
NBT	256	2	258		57	12	69	
NBR	702	8	710		609	12	621	
SBL	16	1	17		206	4	210	
SBT	0	1	1		1	1	2	
SBR	19	9	28		106	4	110	
EBL	6	1	7		18	0	18	
EBT	705	51	756		1,017	43	1,060	
EBR	3	18	21		58	5	63	
WBL	0	0	0		0	0	0	
WBT	1,472	69	1,541		1,462	31	1,493	
WBR	272	10	282		110	1	111	
North Leg								
Approach	35	11	46		313	9	322	
Departure	534	13	547		185	13	198	
Total	569	24	593	4.0%	498	22	520	4.2%
South Leg								
Approach	1,237	14	1,251		708	30	738	
Departure	3	19	22		59	6	65	
Total	1,240	33	1,273	2.6%	767	36	803	4.5%
East Leg								
Approach	1,744	79	1,823		1,572	32	1,604	
Departure	1,423	60	1,483		1,832	59	1,891	
Total	3,167	139	3,306	4.2%	3,404	91	3,495	2.6%
West Leg								
Approach	714	70	784		1,093	48	1,141	
Departure	1,770	82	1,852		1,610	41	1,651	
Total	2,484	152	2,636	5.8%	2,703	89	2,792	3.2%
Total Approaches								
Approach	3,730	174	3,904		3,686	119	3,805	
Departure	3,730	174	3,904		3,686	119	3,805	
Total	7,460	348	7,808	4.5%	7,372	238	7,610	3.1%

Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
7 Elsworth Street/Alessandro Boulevard								
NBL	65	2	67		139	0	139	
NBT	87	2	89		171	2	173	
NBR	48	2	50		133	0	133	
SBL	44	0	44		60	0	60	
SBT	113	0	113		128	0	128	
SBR	56	2	58		55	1	56	
EBL	38	2	40		85	0	85	
EBT	444	21	465		1,212	22	1,234	
EBR	89	3	92		71	1	72	
WBL	75	1	76		86	2	88	
WBT	1,085	23	1,108		759	21	780	
WBR	50	3	53		64	2	66	
North Leg								
Approach	213	2	215		243	1	244	
Departure	175	7	182		320	4	324	
Total	388	9	397	2.3%	563	5	568	0.9%
South Leg								
Approach	200	6	206		443	2	445	
Departure	277	4	281		285	3	288	
Total	477	10	487	2.1%	728	5	733	0.7%
East Leg								
Approach	1,210	27	1,237		909	25	934	
Departure	536	23	559		1,405	22	1,427	
Total	1,746	50	1,796	2.8%	2,314	47	2,361	2.0%
West Leg								
Approach	571	26	597		1,368	23	1,391	
Departure	1,206	27	1,233		953	22	975	
Total	1,777	53	1,830	2.9%	2,321	45	2,366	1.9%
Total Approaches								
Approach	2,194	61	2,255		2,963	51	3,014	
Departure	2,194	61	2,255		2,963	51	3,014	
Total	4,388	122	4,510	2.7%	5,926	102	6,028	1.7%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
8 Elsworth Street/Cactus Avenue								
NBL	38	3	41		204	2	206	
NBT	13	1	14		64	0	64	
NBR	28	0	28		98	0	98	
SBL	70	1	71		193	4	197	
SBT	72	1	73		24	0	24	
SBR	93	8	101		158	3	161	
EBL	118	5	123		98	2	100	
EBT	989	51	1,040		1,546	51	1,597	
EBR	237	2	239		25	0	25	
WBL	90	0	90		18	0	18	
WBT	1,517	58	1,575		1,085	22	1,107	
WBR	71	3	74		95	1	96	
North Leg								
Approach	235	10	245		375	7	382	
Departure	202	9	211		257	3	260	
Total	437	19	456	4.2%	632	10	642	1.6%
South Leg								
Approach	79	4	83		366	2	368	
Departure	399	3	402		67	0	67	
Total	478	7	485	1.4%	433	2	435	0.5%
East Leg								
Approach	1,678	61	1,739		1,198	23	1,221	
Departure	1,087	52	1,139		1,837	55	1,892	
Total	2,765	113	2,878	3.9%	3,035	78	3,113	2.5%
West Leg								
Approach	1,344	58	1,402		1,669	53	1,722	
Departure	1,648	69	1,717		1,447	27	1,474	
Total	2,992	127	3,119	4.1%	3,116	80	3,196	2.5%
Total Approaches								
Approach	3,336	133	3,469		3,608	85	3,693	
Departure	3,336	133	3,469		3,608	85	3,693	
Total	6,672	266	6,938	3.8%	7,216	170	7,386	2.3%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
9 Frederick Street/Alessandro Boulevard								
NBL	68	1	69		72	2	74	
NBT	224	3	227		320	3	323	
NBR	15	0	15		75	1	76	
SBL	111	0	111		257	0	257	
SBT	246	8	254		305	6	311	
SBR	141	7	148		154	3	157	
EBL	100	3	103		267	3	270	
EBT	360	19	379		1,282	14	1,296	
EBR	78	1	79		99	3	102	
WBL	93	1	94		50	3	53	
WBT	1,332	40	1,372		840	9	849	
WBR	97	1	98		190	3	193	
North Leg								
Approach	498	15	513		716	9	725	
Departure	421	7	428		777	9	786	
Total	919	22	941	2.3%	1,493	18	1,511	1.2%
South Leg								
Approach	307	4	311		467	6	473	
Departure	417	10	427		454	12	466	
Total	724	14	738	1.9%	921	18	939	1.9%
East Leg								
Approach	1,522	42	1,564		1,080	15	1,095	
Departure	486	19	505		1,614	15	1,629	
Total	2,008	61	2,069	2.9%	2,694	30	2,724	1.1%
West Leg								
Approach	538	23	561		1,648	20	1,668	
Departure	1,541	48	1,589		1,066	14	1,080	
Total	2,079	71	2,150	3.3%	2,714	34	2,748	1.2%
Total Approaches								
Approach	2,865	84	2,949		3,911	50	3,961	
Departure	2,865	84	2,949		3,911	50	3,961	
Total	5,730	168	5,898	2.8%	7,822	100	7,922	1.3%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
10 Frederick Street/Cactus Avenue								
NBL	0	0	0		0	0	0	
NBT	0	0	0		0	0	0	
NBR	0	0	0		0	0	0	
SBL	138	6	144		338	5	343	
SBT	0	0	0		0	0	0	
SBR	104	4	108		151	2	153	
EBL	124	4	128		81	1	82	
EBT	938	49	987		1,901	45	1,946	
EBR	0	0	0		0	0	0	
WBL	0	0	0		0	0	0	
WBT	1,655	65	1,720		1,064	23	1,087	
WBR	133	9	142		160	5	165	
North Leg								
Approach	242	10	252		489	7	496	
Departure	257	13	270		241	6	247	
Total	499	23	522	4.4%	730	13	743	1.7%
South Leg								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%
East Leg								
Approach	1,788	74	1,862		1,224	28	1,252	
Departure	1,076	55	1,131		2,239	50	2,289	
Total	2,864	129	2,993	4.3%	3,463	78	3,541	2.2%
West Leg								
Approach	1,062	53	1,115		1,982	46	2,028	
Departure	1,759	69	1,828		1,215	25	1,240	
Total	2,821	122	2,943	4.1%	3,197	71	3,268	2.2%
Total Approaches								
Approach	3,092	137	3,229		3,695	81	3,776	
Departure	3,092	137	3,229		3,695	81	3,776	
Total	6,184	274	6,458	4.2%	7,390	162	7,552	2.1%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
12 Graham Street - Riverside Drive/Cactus Avenue								
NBL	162	12	174		154	1	155	
NBT	48	1	49		57	1	58	
NBR	7	0	7		15	0	15	
SBL	85	2	87		129	2	131	
SBT	51	0	51		111	0	111	
SBR	83	8	91		74	3	77	
EBL	84	3	87		71	5	76	
EBT	806	48	854		1,796	52	1,848	
EBR	160	7	167		336	3	339	
WBL	15	1	16		11	0	11	
WBT	1,507	58	1,565		995	26	1,021	
WBR	90	2	92		91	1	92	
North Leg								
Approach	219	10	229		314	5	319	
Departure	222	6	228		219	7	226	
Total	441	16	457	3.5%	533	12	545	2.2%
South Leg								
Approach	217	13	230		226	2	228	
Departure	226	8	234		458	3	461	
Total	443	21	464	4.5%	684	5	689	0.7%
East Leg								
Approach	1,612	61	1,673		1,097	27	1,124	
Departure	898	50	948		1,940	54	1,994	
Total	2,510	111	2,621	4.2%	3,037	81	3,118	2.6%
West Leg								
Approach	1,050	58	1,108		2,203	60	2,263	
Departure	1,752	78	1,830		1,223	30	1,253	
Total	2,802	136	2,938	4.6%	3,426	90	3,516	2.6%
Total Approaches								
Approach	3,098	142	3,240		3,840	94	3,934	
Departure	3,098	142	3,240		3,840	94	3,934	
Total	6,196	284	6,480	4.4%	7,680	188	7,868	2.4%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
13 Heacock Street/Alessandro Boulevard								
NBL	184	8	192		185	1	186	
NBT	400	12	412		498	8	506	
NBR	37	0	37		81	1	82	
SBL	118	3	121		234	3	237	
SBT	252	7	259		470	8	478	
SBR	160	6	166		146	1	147	
EBL	87	3	90		165	3	168	
EBT	339	6	345		1,192	9	1,201	
EBR	46	2	48		140	4	144	
WBL	21	2	23		57	2	59	
WBT	1,215	24	1,239		773	16	789	
WBR	134	4	138		172	4	176	
North Leg								
Approach	530	16	546		850	12	862	
Departure	621	19	640		835	15	850	
Total	1,151	35	1,186	3.0%	1,685	27	1,712	1.6%
South Leg								
Approach	621	20	641		764	10	774	
Departure	319	11	330		667	14	681	
Total	940	31	971	3.2%	1,431	24	1,455	1.6%
East Leg								
Approach	1,370	30	1,400		1,002	22	1,024	
Departure	494	9	503		1,507	13	1,520	
Total	1,864	39	1,903	2.0%	2,509	35	2,544	1.4%
West Leg								
Approach	472	11	483		1,497	16	1,513	
Departure	1,559	38	1,597		1,104	18	1,122	
Total	2,031	49	2,080	2.4%	2,601	34	2,635	1.3%
Total Approaches								
Approach	2,993	77	3,070		4,113	60	4,173	
Departure	2,993	77	3,070		4,113	60	4,173	
Total	5,986	154	6,140	2.5%	8,226	120	8,346	1.4%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
14 Heacock Street/Cactus Avenue								
NBL	569	37	606		419	20	439	
NBT	476	12	488		414	7	421	
NBR	8	0	8		24	1	25	
SBL	63	3	66		112	1	113	
SBT	256	7	263		388	5	393	
SBR	66	0	66		54	1	55	
EBL	73	1	74		116	1	117	
EBT	532	12	544		1,065	11	1,076	
EBR	307	34	341		720	35	755	
WBL	14	0	14		7	0	7	
WBT	985	16	1,001		627	12	639	
WBR	102	4	106		72	2	74	
North Leg								
Approach	385	10	395		554	7	561	
Departure	651	17	668		602	10	612	
Total	1,036	27	1,063	2.5%	1,156	17	1,173	1.4%
South Leg								
Approach	1,053	49	1,102		857	28	885	
Departure	577	41	618		1,115	40	1,155	
Total	1,630	90	1,720	5.2%	1,972	68	2,040	3.3%
East Leg								
Approach	1,101	20	1,121		706	14	720	
Departure	603	15	618		1,201	13	1,214	
Total	1,704	35	1,739	2.0%	1,907	27	1,934	1.4%
West Leg								
Approach	912	47	959		1,901	47	1,948	
Departure	1,620	53	1,673		1,100	33	1,133	
Total	2,532	100	2,632	3.8%	3,001	80	3,081	2.6%
Total Approaches								
Approach	3,451	126	3,577		4,018	96	4,114	
Departure	3,451	126	3,577		4,018	96	4,114	
Total	6,902	252	7,154	3.5%	8,036	192	8,228	2.3%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
15 Heacock Street/Iris Avenue								
NBL	0	0	0		0	0	0	
NBT	280	35	315		354	19	373	
NBR	44	2	46		35	2	37	
SBL	171	2	173		341	3	344	
SBT	274	31	305		434	35	469	
SBR	0	0	0		0	0	0	
EBL	0	0	0		0	0	0	
EBT	0	0	0		0	0	0	
EBR	0	0	0		0	0	0	
WBL	57	0	57		34	3	37	
WBT	0	0	0		0	0	0	
WBR	379	5	384		204	4	208	
North Leg								
Approach	445	33	478		775	38	813	
Departure	659	40	699		558	23	581	
Total	1,104	73	1,177	6.2%	1,333	61	1,394	4.4%
South Leg								
Approach	324	37	361		389	21	410	
Departure	331	31	362		468	38	506	
Total	655	68	723	9.4%	857	59	916	6.4%
East Leg								
Approach	436	5	441		238	7	245	
Departure	215	4	219		376	5	381	
Total	651	9	660	1.4%	614	12	626	1.9%
West Leg								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%
Total Approaches								
Approach	1,205	75	1,280		1,402	66	1,468	
Departure	1,205	75	1,280		1,402	66	1,468	
Total	2,410	150	2,560	5.9%	2,804	132	2,936	4.5%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
18 Indian Street/Iris Avenue								
NBL	45	2	47		15	1	16	
NBT	273	7	280		81	2	83	
NBR	13	1	14		9	0	9	
SBL	274	4	278		249	2	251	
SBT	222	6	228		168	5	173	
SBR	31	0	31		22	0	22	
EBL	73	0	73		24	1	25	
EBT	153	7	160		287	4	291	
EBR	26	3	29		75	0	75	
WBL	8	0	8		9	0	9	
WBT	351	4	355		183	4	187	
WBR	422	9	431		179	0	179	
North Leg								
Approach	527	10	537		439	7	446	
Departure	768	16	784		284	3	287	
Total	1,295	26	1,321	2.0%	723	10	733	1.4%
South Leg								
Approach	331	10	341		105	3	108	
Departure	256	9	265		252	5	257	
Total	587	19	606	3.1%	357	8	365	2.2%
East Leg								
Approach	781	13	794		371	4	375	
Departure	440	12	452		545	6	551	
Total	1,221	25	1,246	2.0%	916	10	926	1.1%
West Leg								
Approach	252	10	262		386	5	391	
Departure	427	6	433		220	5	225	
Total	679	16	695	2.3%	606	10	616	1.6%
Total Approaches								
Approach	1,891	43	1,934		1,301	19	1,320	
Departure	1,891	43	1,934		1,301	19	1,320	
Total	3,782	86	3,868	2.2%	2,602	38	2,640	1.4%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
19 Perris Boulevard/Alessandro Boulevard								
NBL	237	13	250		236	4	240	
NBT	655	25	680		573	23	596	
NBR	97	3	100		112	1	113	
SBL	153	3	156		133	3	136	
SBT	407	27	434		704	18	722	
SBR	200	5	205		165	8	173	
EBL	104	6	110		394	1	395	
EBT	317	4	321		719	4	723	
EBR	70	3	73		236	4	240	
WBL	101	2	103		187	1	188	
WBT	841	6	847		589	10	599	
WBR	110	2	112		100	6	106	
North Leg								
Approach	760	35	795		1,002	29	1,031	
Departure	869	33	902		1,067	30	1,097	
Total	1,629	68	1,697	4.0%	2,069	59	2,128	2.8%
South Leg								
Approach	989	41	1,030		921	28	949	
Departure	578	32	610		1,127	23	1,150	
Total	1,567	73	1,640	4.5%	2,048	51	2,099	2.4%
East Leg								
Approach	1,052	10	1,062		876	17	893	
Departure	567	10	577		964	8	972	
Total	1,619	20	1,639	1.2%	1,840	25	1,865	1.3%
West Leg								
Approach	491	13	504		1,349	9	1,358	
Departure	1,278	24	1,302		990	22	1,012	
Total	1,769	37	1,806	2.0%	2,339	31	2,370	1.3%
Total Approaches								
Approach	3,292	99	3,391		4,148	83	4,231	
Departure	3,292	99	3,391		4,148	83	4,231	
Total	6,584	198	6,782	2.9%	8,296	166	8,462	2.0%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
21 Perris Boulevard/Iris Avenue								
NBL	189	6	195		173	2	175	
NBT	788	29	817		636	13	649	
NBR	279	8	287		279	3	282	
SBL	91	2	93		174	4	178	
SBT	300	17	317		632	22	654	
SBR	50	4	54		28	0	28	
EBL	41	1	42		36	1	37	
EBT	301	2	303		290	0	290	
EBR	82	4	86		116	2	118	
WBL	229	3	232		227	8	235	
WBT	472	3	475		241	3	244	
WBR	99	3	102		93	3	96	
North Leg								
Approach	441	23	464		834	26	860	
Departure	928	33	961		765	17	782	
Total	1,369	56	1,425	3.9%	1,599	43	1,642	2.6%
South Leg								
Approach	1,256	43	1,299		1,088	18	1,106	
Departure	611	24	635		975	32	1,007	
Total	1,867	67	1,934	3.5%	2,063	50	2,113	2.4%
East Leg								
Approach	800	9	809		561	14	575	
Departure	671	12	683		743	7	750	
Total	1,471	21	1,492	1.4%	1,304	21	1,325	1.6%
West Leg								
Approach	424	7	431		442	3	445	
Departure	711	13	724		442	5	447	
Total	1,135	20	1,155	1.7%	884	8	892	0.9%
Total Approaches								
Approach	2,921	82	3,003		2,925	61	2,986	
Departure	2,921	82	3,003		2,925	61	2,986	
Total	5,842	164	6,006	2.7%	5,850	122	5,972	2.0%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
23 Perris Boulevard/San Michele Road								
NBL	115	3	118		136	2	138	
NBT	1,371	57	1,428		952	18	970	
NBR	0	0	0		0	0	0	
SBL	0	0	0		0	0	0	
SBT	851	24	875		1,051	33	1,084	
SBR	65	3	68		118	3	121	
EBL	57	5	62		181	1	182	
EBT	0	0	0		0	0	0	
EBR	16	6	22		133	5	138	
WBL	0	0	0		0	0	0	
WBT	0	0	0		0	0	0	
WBR	0	0	0		0	0	0	
North Leg								
Approach	916	27	943		1,169	36	1,205	
Departure	1,428	62	1,490		1,133	19	1,152	
Total	2,344	89	2,433	3.7%	2,302	55	2,357	2.3%
South Leg								
Approach	1,486	60	1,546		1,088	20	1,108	
Departure	867	30	897		1,184	38	1,222	
Total	2,353	90	2,443	3.7%	2,272	58	2,330	2.5%
East Leg								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%
West Leg								
Approach	73	11	84		314	6	320	
Departure	180	6	186		254	5	259	
Total	253	17	270	6.3%	568	11	579	1.9%
Total Approaches								
Approach	2,475	98	2,573		2,571	62	2,633	
Departure	2,475	98	2,573		2,571	62	2,633	
Total	4,950	196	5,146	3.8%	5,142	124	5,266	2.4%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
24 Perris Boulevard/Nandina Avenue								
NBL	46	5	51		17	4	21	
NBT	1,516	52	1,568		1,027	19	1,046	
NBR	10	1	11		34	5	39	
SBL	10	2	12		21	0	21	
SBT	857	26	883		1,185	20	1,205	
SBR	21	3	24		16	17	33	
EBL	7	12	19		40	1	41	
EBT	1	0	1		10	4	14	
EBR	28	9	37		120	2	122	
WBL	11	2	13		9	5	14	
WBT	3	4	7		4	0	4	
WBR	8	3	11		7	1	8	
North Leg								
Approach	888	31	919		1,222	37	1,259	
Departure	1,531	67	1,598		1,074	21	1,095	
Total	2,419	98	2,517	3.9%	2,296	58	2,354	2.5%
South Leg								
Approach	1,572	58	1,630		1,078	28	1,106	
Departure	896	37	933		1,314	27	1,341	
Total	2,468	95	2,563	3.7%	2,392	55	2,447	2.2%
East Leg								
Approach	22	9	31		20	6	26	
Departure	21	3	24		65	9	74	
Total	43	12	55	21.8%	85	15	100	15.0%
West Leg								
Approach	36	21	57		170	7	177	
Departure	70	12	82		37	21	58	
Total	106	33	139	23.7%	207	28	235	11.9%
Total Approaches								
Approach	2,518	119	2,637		2,490	78	2,568	
Departure	2,518	119	2,637		2,490	78	2,568	
Total	5,036	238	5,274	4.5%	4,980	156	5,136	3.0%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
25 Perris Boulevard/Harley Knox Boulevard								
NBL	205	19	224		47	6	53	
NBT	1,267	54	1,321		697	17	714	
NBR	3	2	5		1	1	2	
SBL	25	5	30		127	1	128	
SBT	582	32	614		1,081	22	1,103	
SBR	230	9	239		255	20	275	
EBL	212	9	221		305	11	316	
EBT	22	4	26		128	6	134	
EBR	30	16	46		145	5	150	
WBL	1	0	1		3	0	3	
WBT	155	7	162		47	9	56	
WBR	150	8	158		62	2	64	
North Leg								
Approach	837	46	883		1,463	43	1,506	
Departure	1,629	71	1,700		1,064	30	1,094	
Total	2,466	117	2,583	4.5%	2,527	73	2,600	2.8%
South Leg								
Approach	1,475	75	1,550		745	24	769	
Departure	613	48	661		1,229	27	1,256	
Total	2,088	123	2,211	5.6%	1,974	51	2,025	2.5%
East Leg								
Approach	306	15	321		112	11	123	
Departure	50	11	61		256	8	264	
Total	356	26	382	6.8%	368	19	387	4.9%
West Leg								
Approach	264	29	293		578	22	600	
Departure	590	35	625		349	35	384	
Total	854	64	918	7.0%	927	57	984	5.8%
Total Approaches								
Approach	2,882	165	3,047		2,898	100	2,998	
Departure	2,882	165	3,047		2,898	100	2,998	
Total	5,764	330	6,094	5.4%	5,796	200	5,996	3.3%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
31 Lasselle Street/John F Kennedy Drive								
NBL	123	1	124		93	1	94	
NBT	759	14	773		648	6	654	
NBR	58	1	59		38	0	38	
SBL	234	1	235		76	1	77	
SBT	532	13	545		779	16	795	
SBR	110	3	113		71	1	72	
EBL	76	1	77		95	1	96	
EBT	357	1	358		83	0	83	
EBR	72	3	75		165	2	167	
WBL	38	1	39		37	0	37	
WBT	277	0	277		99	0	99	
WBR	181	2	183		86	4	90	
North Leg								
Approach	876	17	893		926	18	944	
Departure	1,016	17	1,033		829	11	840	
Total	1,892	34	1,926	1.8%	1,755	29	1,784	1.6%
South Leg								
Approach	940	16	956		779	7	786	
Departure	642	17	659		981	18	999	
Total	1,582	33	1,615	2.0%	1,760	25	1,785	1.4%
East Leg								
Approach	496	3	499		222	4	226	
Departure	649	3	652		197	1	198	
Total	1,145	6	1,151	0.5%	419	5	424	1.2%
West Leg								
Approach	505	5	510		343	3	346	
Departure	510	4	514		263	2	265	
Total	1,015	9	1,024	0.9%	606	5	611	0.8%
Total Approaches								
Approach	2,817	41	2,858		2,270	32	2,302	
Departure	2,817	41	2,858		2,270	32	2,302	
Total	5,634	82	5,716	1.4%	4,540	64	4,604	1.4%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
32 Lasselle Street/Iris Avenue								
NBL	358	4	362		209	7	216	
NBT	573	9	582		606	3	609	
NBR	404	4	408		466	3	469	
SBL	115	2	117		206	2	208	
SBT	456	8	464		697	10	707	
SBR	95	1	96		90	2	92	
EBL	136	1	137		182	0	182	
EBT	449	11	460		415	3	418	
EBR	283	3	286		285	2	287	
WBL	528	7	535		591	6	597	
WBT	558	4	562		605	10	615	
WBR	101	1	102		86	0	86	
North Leg								
Approach	666	11	677		993	14	1,007	
Departure	810	11	821		874	3	877	
Total	1,476	22	1,498	1.5%	1,867	17	1,884	0.9%
South Leg								
Approach	1,335	17	1,352		1,281	13	1,294	
Departure	1,267	18	1,285		1,573	18	1,591	
Total	2,602	35	2,637	1.3%	2,854	31	2,885	1.1%
East Leg								
Approach	1,187	12	1,199		1,282	16	1,298	
Departure	968	17	985		1,087	8	1,095	
Total	2,155	29	2,184	1.3%	2,369	24	2,393	1.0%
West Leg								
Approach	868	15	883		882	5	887	
Departure	1,011	9	1,020		904	19	923	
Total	1,879	24	1,903	1.3%	1,786	24	1,810	1.3%
Total Approaches								
Approach	4,056	55	4,111		4,438	48	4,486	
Departure	4,056	55	4,111		4,438	48	4,486	
Total	8,112	110	8,222	1.3%	8,876	96	8,972	1.1%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
39 Evans Road/Ramona Expressway								
NBL	381	6	387		230	4	234	
NBT	508	11	519		372	2	374	
NBR	27	0	27		13	0	13	
SBL	205	2	207		261	1	262	
SBT	334	6	340		479	8	487	
SBR	430	6	436		352	3	355	
EBL	285	5	290		359	4	363	
EBT	429	39	468		1,036	22	1,058	
EBR	188	3	191		348	1	349	
WBL	17	3	20		15	0	15	
WBT	1,087	37	1,124		599	32	631	
WBR	337	3	340		186	3	189	
North Leg								
Approach	969	14	983		1,092	12	1,104	
Departure	1,130	19	1,149		917	9	926	
Total	2,099	33	2,132	1.5%	2,009	21	2,030	1.0%
South Leg								
Approach	916	17	933		615	6	621	
Departure	539	12	551		842	9	851	
Total	1,455	29	1,484	2.0%	1,457	15	1,472	1.0%
East Leg								
Approach	1,441	43	1,484		800	35	835	
Departure	661	41	702		1,310	23	1,333	
Total	2,102	84	2,186	3.8%	2,110	58	2,168	2.7%
West Leg								
Approach	902	47	949		1,743	27	1,770	
Departure	1,898	49	1,947		1,181	39	1,220	
Total	2,800	96	2,896	3.3%	2,924	66	2,990	2.2%
Total Approaches								
Approach	4,228	121	4,349		4,250	80	4,330	
Departure	4,228	121	4,349		4,250	80	4,330	
Total	8,456	242	8,698	2.8%	8,500	160	8,660	1.8%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps								
NBL	116	0	116		154	2	156	
NBT	257	1	258		275	1	276	
NBR	404	5	409		578	14	592	
SBL	31	1	32		24	0	24	
SBT	368	2	370		216	0	216	
SBR	3	0	3		8	1	9	
EBL	4	1	5		6	0	6	
EBT	33	1	34		22	0	22	
EBR	202	2	204		122	2	124	
WBL	124	3	127		144	0	144	
WBT	10	0	10		21	0	21	
WBR	26	0	26		18	0	18	
North Leg								
Approach	402	3	405		248	1	249	
Departure	287	2	289		299	1	300	
Total	689	5	694	0.7%	547	2	549	0.4%
South Leg								
Approach	777	6	783		1,007	17	1,024	
Departure	694	7	701		482	2	484	
Total	1,471	13	1,484	0.9%	1,489	19	1,508	1.3%
East Leg								
Approach	160	3	163		183	0	183	
Departure	468	7	475		624	14	638	
Total	628	10	638	1.6%	807	14	821	1.7%
West Leg								
Approach	239	4	243		150	2	152	
Departure	129	0	129		183	3	186	
Total	368	4	372	1.1%	333	5	338	1.5%
Total Approaches								
Approach	1,578	16	1,594		1,588	20	1,608	
Departure	1,578	16	1,594		1,588	20	1,608	
Total	3,156	32	3,188	1.0%	3,176	40	3,216	1.2%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
44 Nason Street/SR-60 Eastbound Ramps								
NBL	0	0	0		0	0	0	
NBT	742	6	748		918	18	936	
NBR	127	0	127		127	1	128	
SBL	58	0	58		37	0	37	
SBT	638	7	645		433	4	437	
SBR	0	0	0		0	0	0	
EBL	36	0	36		99	0	99	
EBT	2	0	2		2	3	5	
EBR	628	7	635		587	3	590	
WBL	0	0	0		0	0	0	
WBT	0	0	0		0	0	0	
WBR	0	0	0		0	0	0	
North Leg								
Approach	696	7	703		470	4	474	
Departure	778	6	784		1,017	18	1,035	
Total	1,474	13	1,487	0.9%	1,487	22	1,509	1.5%
South Leg								
Approach	869	6	875		1,045	19	1,064	
Departure	1,266	14	1,280		1,020	7	1,027	
Total	2,135	20	2,155	0.9%	2,065	26	2,091	1.2%
East Leg								
Approach	0	0	0		0	0	0	
Departure	187	0	187		166	4	170	
Total	187	0	187	0.0%	166	4	170	2.4%
West Leg								
Approach	666	7	673		688	6	694	
Departure	0	0	0		0	0	0	
Total	666	7	673	1.0%	688	6	694	0.9%
Total Approaches								
Approach	2,231	20	2,251		2,203	29	2,232	
Departure	2,231	20	2,251		2,203	29	2,232	
Total	4,462	40	4,502	0.9%	4,406	58	4,464	1.3%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
47 Nason Street/Alessandro Boulevard								
NBL	78	2	80		72	2	74	
NBT	442	5	447		657	13	670	
NBR	27	1	28		87	1	88	
SBL	47	0	47		47	0	47	
SBT	679	17	696		545	7	552	
SBR	97	0	97		70	0	70	
EBL	50	1	51		120	0	120	
EBT	117	3	120		286	4	290	
EBR	94	1	95		73	2	75	
WBL	124	2	126		23	1	24	
WBT	294	4	298		189	0	189	
WBR	114	3	117		55	4	59	
North Leg								
Approach	823	17	840		662	7	669	
Departure	606	9	615		832	17	849	
Total	1,429	26	1,455	1.8%	1,494	24	1,518	1.6%
South Leg								
Approach	547	8	555		816	16	832	
Departure	897	20	917		641	10	651	
Total	1,444	28	1,472	1.9%	1,457	26	1,483	1.8%
East Leg								
Approach	532	9	541		267	5	272	
Departure	191	4	195		420	5	425	
Total	723	13	736	1.8%	687	10	697	1.4%
West Leg								
Approach	261	5	266		479	6	485	
Departure	469	6	475		331	2	333	
Total	730	11	741	1.5%	810	8	818	1.0%
Total Approaches								
Approach	2,163	39	2,202		2,224	34	2,258	
Departure	2,163	39	2,202		2,224	34	2,258	
Total	4,326	78	4,404	1.8%	4,448	68	4,516	1.5%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
49 Nason Street-Hillrose Lane/Iris Avenue								
NBL	11	1	12		11	0	11	
NBT	39	0	39		34	0	34	
NBR	7	0	7		13	0	13	
SBL	103	4	107		99	5	104	
SBT	9	0	9		44	0	44	
SBR	223	3	226		352	0	352	
EBL	280	0	280		209	1	210	
EBT	687	12	699		630	6	636	
EBR	19	2	21		17	0	17	
WBL	7	0	7		20	0	20	
WBT	556	6	562		745	14	759	
WBR	77	2	79		113	6	119	
North Leg								
Approach	335	7	342		495	5	500	
Departure	396	2	398		356	7	363	
Total	731	9	740	1.2%	851	12	863	1.4%
South Leg								
Approach	57	1	58		58	0	58	
Departure	35	2	37		81	0	81	
Total	92	3	95	3.2%	139	0	139	0.0%
East Leg								
Approach	640	8	648		878	20	898	
Departure	797	16	813		742	11	753	
Total	1,437	24	1,461	1.6%	1,620	31	1,651	1.9%
West Leg								
Approach	986	14	1,000		856	7	863	
Departure	790	10	800		1,108	14	1,122	
Total	1,776	24	1,800	1.3%	1,964	21	1,985	1.1%
Total Approaches								
Approach	2,018	30	2,048		2,287	32	2,319	
Departure	2,018	30	2,048		2,287	32	2,319	
Total	4,036	60	4,096	1.5%	4,574	64	4,638	1.4%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
53 Oliver Street/Iris Avenue								
NBL	70	2	72		31	1	32	
NBT	26	0	26		13	0	13	
NBR	21	0	21		20	0	20	
SBL	5	0	5		7	0	7	
SBT	17	0	17		17	1	18	
SBR	134	1	135		104	3	107	
EBL	122	2	124		60	0	60	
EBT	463	16	479		578	6	584	
EBR	24	0	24		40	2	42	
WBL	21	8	29		36	0	36	
WBT	432	3	435		520	11	531	
WBR	7	0	7		4	1	5	
North Leg								
Approach	156	1	157		128	4	132	
Departure	155	2	157		77	1	78	
Total	311	3	314	1.0%	205	5	210	2.4%
South Leg								
Approach	117	2	119		64	1	65	
Departure	62	8	70		93	3	96	
Total	179	10	189	5.3%	157	4	161	2.5%
East Leg								
Approach	460	11	471		560	12	572	
Departure	489	16	505		605	6	611	
Total	949	27	976	2.8%	1,165	18	1,183	1.5%
West Leg								
Approach	609	18	627		678	8	686	
Departure	636	6	642		655	15	670	
Total	1,245	24	1,269	1.9%	1,333	23	1,356	1.7%
Total Approaches								
Approach	1,342	32	1,374		1,430	25	1,455	
Departure	1,342	32	1,374		1,430	25	1,455	
Total	2,684	64	2,748	2.3%	2,860	50	2,910	1.7%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
55 Moreno Beach Drive/SR-60 Westbound Ramps								
NBL	0	0	0		0	0	0	
NBT	220	4	224		243	4	247	
NBR	378	10	388		389	10	399	
SBL	102	2	104		51	1	52	
SBT	204	1	205		185	0	185	
SBR	0	0	0		0	0	0	
EBL	0	0	0		0	0	0	
EBT	0	0	0		0	0	0	
EBR	0	0	0		0	0	0	
WBL	114	3	117		127	7	134	
WBT	0	0	0		0	0	0	
WBR	4	0	4		9	0	9	
North Leg								
Approach	306	3	309		236	1	237	
Departure	224	4	228		252	4	256	
Total	530	7	537	1.3%	488	5	493	1.0%
South Leg								
Approach	598	14	612		632	14	646	
Departure	318	4	322		312	7	319	
Total	916	18	934	1.9%	944	21	965	2.2%
East Leg								
Approach	118	3	121		136	7	143	
Departure	480	12	492		440	11	451	
Total	598	15	613	2.4%	576	18	594	3.0%
West Leg								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%
Total Approaches								
Approach	1,022	20	1,042		1,004	22	1,026	
Departure	1,022	20	1,042		1,004	22	1,026	
Total	2,044	40	2,084	1.9%	2,008	44	2,052	2.1%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
56 Moreno Beach Drive/SR-60 Eastbound Ramps								
NBL	0	0	0		0	0	0	
NBT	542	10	552		535	8	543	
NBR	139	8	147		195	2	197	
SBL	6	0	6		6	0	6	
SBT	318	3	321		291	8	299	
SBR	0	0	0		0	0	0	
EBL	57	0	57		88	3	91	
EBT	0	1	1		0	0	0	
EBR	329	6	335		468	4	472	
WBL	0	0	0		0	0	0	
WBT	0	0	0		0	0	0	
WBR	0	0	0		0	0	0	
North Leg								
Approach	324	3	327		297	8	305	
Departure	599	10	609		623	11	634	
Total	923	13	936	1.4%	920	19	939	2.0%
South Leg								
Approach	681	18	699		730	10	740	
Departure	647	9	656		759	12	771	
Total	1,328	27	1,355	2.0%	1,489	22	1,511	1.5%
East Leg								
Approach	0	0	0		0	0	0	
Departure	145	9	154		201	2	203	
Total	145	9	154	5.8%	201	2	203	1.0%
West Leg								
Approach	386	7	393		556	7	563	
Departure	0	0	0		0	0	0	
Total	386	7	393	1.8%	556	7	563	1.2%
Total Approaches								
Approach	1,391	28	1,419		1,583	25	1,608	
Departure	1,391	28	1,419		1,583	25	1,608	
Total	2,782	56	2,838	2.0%	3,166	50	3,216	1.6%

LSA

Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
57 Moreno Beach Drive/Eucalyptus Avenue								
NBL	49	1	50		89	1	90	
NBT	315	15	330		373	3	376	
NBR	17	1	18		18	2	20	
SBL	102	0	102		40	6	46	
SBT	314	12	326		520	7	527	
SBR	95	3	98		216	2	218	
EBL	150	4	154		281	4	285	
EBT	42	0	42		23	0	23	
EBR	62	1	63		115	3	118	
WBL	9	0	9		35	0	35	
WBT	16	0	16		25	1	26	
WBR	36	1	37		100	4	104	
North Leg								
Approach	511	15	526		776	15	791	
Departure	501	20	521		754	11	765	
Total	1,012	35	1,047	3.3%	1,530	26	1,556	1.7%
South Leg								
Approach	381	17	398		480	6	486	
Departure	385	13	398		670	10	680	
Total	766	30	796	3.8%	1,150	16	1,166	1.4%
East Leg								
Approach	61	1	62		160	5	165	
Departure	161	1	162		81	8	89	
Total	222	2	224	0.9%	241	13	254	5.1%
West Leg								
Approach	254	5	259		419	7	426	
Departure	160	4	164		330	4	334	
Total	414	9	423	2.1%	749	11	760	1.4%
Total Approaches								
Approach	1,207	38	1,245		1,835	33	1,868	
Departure	1,207	38	1,245		1,835	33	1,868	
Total	2,414	76	2,490	3.1%	3,670	66	3,736	1.8%

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Table C-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
61 Moreno Beach Drive/John F Kennedy Drive								
NBL	22	0	22		11	0	11	
NBT	300	12	312		389	3	392	
NBR	193	4	197		218	2	220	
SBL	69	1	70		91	2	93	
SBT	247	10	257		397	5	402	
SBR	90	1	91		71	1	72	
EBL	66	1	67		59	0	59	
EBT	34	0	34		25	0	25	
EBR	7	0	7		7	0	7	
WBL	165	0	165		241	6	247	
WBT	45	0	45		41	1	42	
WBR	68	4	72		68	1	69	
North Leg								
Approach	406	12	418		559	8	567	
Departure	434	17	451		516	4	520	
Total	840	29	869	3.3%	1,075	12	1,087	1.1%
South Leg								
Approach	515	16	531		618	5	623	
Departure	419	10	429		645	11	656	
Total	934	26	960	2.7%	1,263	16	1,279	1.3%
East Leg								
Approach	278	4	282		350	8	358	
Departure	296	5	301		334	4	338	
Total	574	9	583	1.5%	684	12	696	1.7%
West Leg								
Approach	107	1	108		91	0	91	
Departure	157	1	158		123	2	125	
Total	264	2	266	0.8%	214	2	216	0.9%
Total Approaches								
Approach	1,306	33	1,339		1,618	21	1,639	
Departure	1,306	33	1,339		1,618	21	1,639	
Total	2,612	66	2,678	2.5%	3,236	42	3,278	1.3%

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Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
6 Day Street/Alessandro Boulevard												
NBL	11		11	0	0	11	8		8	0	0	8
NBT	65		65	0	0	65	57		57	0	0	57
NBR	16		16	0	0	16	8		8	0	0	8
SBL	46		46	0	0	46	176		176	0	0	176
SBT	23		23	0	0	23	38		38	0	0	38
SBR	67		67	0	0	67	107		107	0	0	107
EBL	109		109	0	0	109	172		172	0	0	172
EBT	589	3.5%	568	21	41	610	1,193	2.9%	1,159	34	68	1,227
EBR	16		16	0	0	16	10		10	0	0	10
WBL	7		7	0	0	7	9		9	0	0	9
WBT	1,170	3.5%	1,129	41	82	1,211	860	2.9%	835	25	49	885
WBR	110		110	0	0	110	161		161	0	0	161
North Leg												
Approach	136		136	0	0	136	321		321	0	0	321
Departure	284		284	0	0	284	390		390	0	0	390
Total	420		420	0	0	420	711		711	0	0	711
South Leg												
Approach	92		92	0	0	92	73		73	0	0	73
Departure	46		46	0	0	46	57		57	0	0	57
Total	138		138	0	0	138	130		130	0	0	130
East Leg												
Approach	1,287		1,246	41	82	1,328	1,030		1,005	25	49	1,055
Departure	651		630	21	41	672	1,377		1,343	34	68	1,411
Total	1,938		1,877	61	123	2,000	2,407		2,348	59	117	2,466
West Leg												
Approach	714		693	21	41	735	1,375		1,341	34	68	1,409
Departure	1,248		1,207	41	82	1,289	975		950	25	49	1,000
Total	1,962		1,901	61	123	2,024	2,350		2,291	59	117	2,409
Total Approaches												
Approach	2,229		2,168	61	123	2,291	2,799		2,740	59	117	2,858
Departure	2,229		2,168	61	123	2,291	2,799		2,740	59	117	2,858
Total	4,458		4,335	123	246	4,582	5,598		5,481	117	234	5,716

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Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
11 Graham Street/Alessandro Boulevard												
NBL	65		65	0	0	65	87		87	0	0	87
NBT	187		187	0	0	187	213		213	0	0	213
NBR	15		15	0	0	15	71		71	0	0	71
SBL	98		98	0	0	98	134		134	0	0	134
SBT	148		148	0	0	148	179		179	0	0	179
SBR	74		74	0	0	74	68		68	0	0	68
EBL	25		25	0	0	25	107		107	0	0	107
EBT	420	2.9%	408	12	25	432	1,307	1.3%	1,290	17	34	1,324
EBR	51		51	0	0	51	147		147	0	0	147
WBL	80		80	0	0	80	156		156	0	0	156
WBT	1,395	2.9%	1,354	41	82	1,436	958	1.3%	946	12	25	970
WBR	121		121	0	0	121	159		159	0	0	159
North Leg												
Approach	320		320	0	0	320	381		381	0	0	381
Departure	333		333	0	0	333	479		479	0	0	479
Total	653		653	0	0	653	860		860	0	0	860
South Leg												
Approach	267		267	0	0	267	371		371	0	0	371
Departure	279		279	0	0	279	482		482	0	0	482
Total	546		546	0	0	546	853		853	0	0	853
East Leg												
Approach	1,596		1,555	41	82	1,637	1,273		1,261	12	25	1,285
Departure	533		521	12	25	545	1,512		1,495	17	34	1,529
Total	2,129		2,075	54	107	2,182	2,785		2,756	29	58	2,814
West Leg												
Approach	496		484	12	25	508	1,561		1,544	17	34	1,578
Departure	1,534		1,493	41	82	1,575	1,113		1,101	12	25	1,125
Total	2,030		1,976	54	107	2,083	2,674		2,645	29	58	2,703
Total Approaches												
Approach	2,679		2,625	54	107	2,732	3,586		3,557	29	58	3,615
Departure	2,679		2,625	54	107	2,732	3,586		3,557	29	58	3,615
Total	5,358		5,251	107	214	5,464	7,172		7,114	58	117	7,230

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Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
16 Indian Street/Alessandro Boulevard												
NBL	119		119	0	0	119	121		121	0	0	121
NBT	246		246	0	0	246	298		298	0	0	298
NBR	65		65	0	0	65	91		91	0	0	91
SBL	86		86	0	0	86	162		162	0	0	162
SBT	197		197	0	0	197	314		314	0	0	314
SBR	65		65	0	0	65	57		57	0	0	57
EBL	44		44	0	0	44	167		167	0	0	167
EBT	372	2.0%	364	8	15	380	1,040	1.4%	1,026	14	29	1,054
EBR	56		56	0	0	56	125		125	0	0	125
WBL	66		66	0	0	66	116		116	0	0	116
WBT	1,064	2.0%	1,042	22	44	1,086	701	1.4%	691	10	19	711
WBR	41		41	0	0	41	81		81	0	0	81
North Leg												
Approach	348		348	0	0	348	533		533	0	0	533
Departure	331		331	0	0	331	546		546	0	0	546
Total	679		679	0	0	679	1,079		1,079	0	0	1,079
South Leg												
Approach	430		430	0	0	430	510		510	0	0	510
Departure	319		319	0	0	319	555		555	0	0	555
Total	749		749	0	0	749	1,065		1,065	0	0	1,065
East Leg												
Approach	1,171		1,149	22	44	1,193	898		888	10	19	908
Departure	523		515	8	15	531	1,293		1,279	14	29	1,307
Total	1,694		1,665	29	59	1,724	2,191		2,167	24	48	2,215
West Leg												
Approach	472		464	8	15	480	1,332		1,318	14	29	1,346
Departure	1,248		1,226	22	44	1,270	879		869	10	19	889
Total	1,720		1,691	29	59	1,750	2,211		2,187	24	48	2,235
Total Approaches												
Approach	2,421		2,392	29	59	2,451	3,273		3,249	24	48	3,297
Departure	2,421		2,392	29	59	2,451	3,273		3,249	24	48	3,297
Total	4,842		4,783	59	118	4,902	6,546		6,498	48	96	6,594

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
17 Indian Street/Cactus Avenue												
NBL	117		117	0	0	117	73		73	0	0	73
NBT	366		366	0	0	366	252		252	0	0	252
NBR	62		62	0	0	62	38		38	0	0	38
SBL	100		100	0	0	100	67		67	0	0	67
SBT	287		287	0	0	287	352		352	0	0	352
SBR	41		41	0	0	41	31		31	0	0	31
EBL	54		54	0	0	54	53		53	0	0	53
EBT	475	2.0%	465	10	19	485	988	1.4%	974	14	28	1,002
EBR	111		111	0	0	111	170		170	0	0	170
WBL	37		37	0	0	37	40		40	0	0	40
WBT	954	2.0%	935	19	38	973	526	1.4%	519	7	15	533
WBR	63		63	0	0	63	57		57	0	0	57
North Leg												
Approach	428		428	0	0	428	450		450	0	0	450
Departure	483		483	0	0	483	362		362	0	0	362
Total	911		911	0	0	911	812		812	0	0	812
South Leg												
Approach	545		545	0	0	545	363		363	0	0	363
Departure	435		435	0	0	435	562		562	0	0	562
Total	980		980	0	0	980	925		925	0	0	925
East Leg												
Approach	1,054		1,035	19	38	1,073	623		616	7	15	630
Departure	637		627	10	19	647	1,093		1,079	14	28	1,107
Total	1,691		1,662	29	58	1,720	1,716		1,695	21	42	1,737
West Leg												
Approach	640		630	10	19	650	1,211		1,197	14	28	1,225
Departure	1,112		1,093	19	38	1,131	630		623	7	15	637
Total	1,752		1,723	29	58	1,781	1,841		1,820	21	42	1,862
Total Approaches												
Approach	2,667		2,638	29	58	2,696	2,647		2,626	21	42	2,668
Departure	2,667		2,638	29	58	2,696	2,647		2,626	21	42	2,668
Total	5,334		5,276	58	115	5,392	5,294		5,252	42	85	5,336

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
20 Perris Boulevard/Cactus Avenue												
NBL	259		259	0	0	259	156		156	0	0	156
NBT	874		874	0	0	874	724		724	0	0	724
NBR	129		129	0	0	129	63		63	0	0	63
SBL	76		76	0	0	76	124		124	0	0	124
SBT	510		510	0	0	510	872		872	0	0	872
SBR	96		96	0	0	96	61		61	0	0	61
EBL	90		90	0	0	90	97		97	0	0	97
EBT	467	2.0%	458	9	19	476	742	1.4%	732	10	21	752
EBR	135		135	0	0	135	189		189	0	0	189
WBL	66		66	0	0	66	58		58	0	0	58
WBT	777	2.0%	761	16	31	793	500	1.4%	493	7	14	507
WBR	79		79	0	0	79	57		57	0	0	57
North Leg												
Approach	682		682	0	0	682	1,057		1,057	0	0	1,057
Departure	1,043		1,043	0	0	1,043	878		878	0	0	878
Total	1,725		1,725	0	0	1,725	1,935		1,935	0	0	1,935
South Leg												
Approach	1,262		1,262	0	0	1,262	943		943	0	0	943
Departure	711		711	0	0	711	1,119		1,119	0	0	1,119
Total	1,973		1,973	0	0	1,973	2,062		2,062	0	0	2,062
East Leg												
Approach	922		906	16	31	938	615		608	7	14	622
Departure	672		663	9	19	681	929		919	10	21	939
Total	1,594		1,569	25	50	1,619	1,544		1,527	17	35	1,561
West Leg												
Approach	692		683	9	19	701	1,028		1,018	10	21	1,038
Departure	1,132		1,116	16	31	1,148	717		710	7	14	724
Total	1,824		1,799	25	50	1,849	1,745		1,728	17	35	1,762
Total Approaches												
Approach	3,558		3,533	25	50	3,583	3,643		3,626	17	35	3,660
Departure	3,558		3,533	25	50	3,583	3,643		3,626	17	35	3,660
Total	7,116		7,066	50	100	7,166	7,286		7,251	35	69	7,320

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Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
22 Perris Boulevard/Krameria Avenue												
NBL	101		101	0	0	101	58		58	0	0	58
NBT	1,133	3.7%	1,092	41	83	1,174	935	2.4%	913	22	44	957
NBR	260		260	0	0	260	206		206	0	0	206
SBL	69		69	0	0	69	106		106	0	0	106
SBT	608	3.7%	586	22	44	630	922	2.4%	900	22	44	944
SBR	4		4	0	0	4	39		39	0	0	39
EBL	23		23	0	0	23	25		25	0	0	25
EBT	151		151	0	0	151	136		136	0	0	136
EBR	78		78	0	0	78	89		89	0	0	89
WBL	195		195	0	0	195	188		188	0	0	188
WBT	129		129	0	0	129	72		72	0	0	72
WBR	155		155	0	0	155	100		100	0	0	100
North Leg												
Approach	681		659	22	44	703	1,067		1,045	22	44	1,089
Departure	1,311		1,270	41	83	1,352	1,060		1,038	22	44	1,082
Total	1,992		1,928	64	127	2,055	2,127		2,083	44	88	2,171
South Leg												
Approach	1,494		1,453	41	83	1,535	1,199		1,177	22	44	1,221
Departure	881		859	22	44	903	1,199		1,177	22	44	1,221
Total	2,375		2,311	64	127	2,438	2,398		2,354	44	88	2,442
East Leg												
Approach	479		479	0	0	479	360		360	0	0	360
Departure	480		480	0	0	480	448		448	0	0	448
Total	959		959	0	0	959	808		808	0	0	808
West Leg												
Approach	252		252	0	0	252	250		250	0	0	250
Departure	234		234	0	0	234	169		169	0	0	169
Total	486		486	0	0	486	419		419	0	0	419
Total Approaches												
Approach	2,906		2,842	64	127	2,969	2,876		2,832	44	88	2,920
Departure	2,906		2,842	64	127	2,969	2,876		2,832	44	88	2,920
Total	5,812		5,685	127	255	5,938	5,752		5,664	88	176	5,840

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour				
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
26 Kitching Street/Alessandro Boulevard												
NBL	155		155	0	0	155	141		141	0	0	141
NBT	186		186	0	0	186	234		234	0	0	234
NBR	11		11	0	0	11	20		20	0	0	20
SBL	55		55	0	0	55	47		47	0	0	47
SBT	131		131	0	0	131	228		228	0	0	228
SBR	161		161	0	0	161	105		105	0	0	105
EBL	124	1.2%	122	2	3	126	133	1.3%	131	2	4	135
EBT	399		399	0	0	399	643		643	0	0	643
EBR	91		91	0	0	91	196		196	0	0	196
WBL	14	1.2%	14	0	0	14	21	1.3%	21	0	1	21
WBT	722		722	0	0	722	514		514	0	0	514
WBR	82		82	0	0	82	69		69	0	0	69
North Leg												
Approach	347		347	0	0	347	380		380	0	0	380
Departure	392		390	2	3	394	436		434	2	4	438
Total	739		737	2	3	741	816		814	2	4	818
South Leg												
Approach	352		352	0	0	352	395		395	0	0	395
Departure	236		236	0	0	236	445		445	0	1	445
Total	588		588	0	0	588	840		840	0	1	840
East Leg												
Approach	818		818	0	0	818	604		604	0	1	604
Departure	465		465	0	0	465	710		710	0	0	710
Total	1,283		1,283	0	0	1,283	1,314		1,314	0	1	1,314
West Leg												
Approach	614		612	2	3	616	972		970	2	4	974
Departure	1,038		1,038	0	0	1,038	760		760	0	0	760
Total	1,652		1,650	2	3	1,654	1,732		1,730	2	4	1,734
Total Approaches												
Approach	2,131		2,129	2	3	2,133	2,351		2,349	2	4	2,353
Departure	2,131		2,129	2	3	2,133	2,351		2,349	2	4	2,353
Total	4,262		4,259	3	7	4,266	4,702		4,698	4	8	4,706

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Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
27 Kitching Street/Cactus Avenue												
NBL	202		202	0	0	202	103		103	0	0	103
NBT	320		320	0	0	320	221		221	0	0	221
NBR	25		25	0	0	25	17		17	0	0	17
SBL	43		43	0	0	43	29		29	0	0	29
SBT	232		232	0	0	232	260		260	0	0	260
SBR	104		104	0	0	104	51		51	0	0	51
EBL	84		84	0	0	84	40		40	0	0	40
EBT	579	2.0%	567	12	23	591	658	1.4%	649	9	18	667
EBR	132		132	0	0	132	169		169	0	0	169
WBL	23		23	0	0	23	33		33	0	0	33
WBT	668	2.0%	655	13	27	681	483	1.4%	476	7	13	490
WBR	27		27	0	0	27	26		26	0	0	26
North Leg												
Approach	379		379	0	0	379	340		340	0	0	340
Departure	431		431	0	0	431	287		287	0	0	287
Total	810		810	0	0	810	627		627	0	0	627
South Leg												
Approach	547		547	0	0	547	341		341	0	0	341
Departure	387		387	0	0	387	462		462	0	0	462
Total	934		934	0	0	934	803		803	0	0	803
East Leg												
Approach	718		705	13	27	731	542		535	7	13	549
Departure	647		635	12	23	659	704		695	9	18	713
Total	1,365		1,340	25	50	1,390	1,246		1,230	16	32	1,262
West Leg												
Approach	795		783	12	23	807	867		858	9	18	876
Departure	974		961	13	27	987	637		630	7	13	644
Total	1,769		1,744	25	50	1,794	1,504		1,488	16	32	1,520
Total Approaches												
Approach	2,439		2,414	25	50	2,464	2,090		2,074	16	32	2,106
Departure	2,439		2,414	25	50	2,464	2,090		2,074	16	32	2,106
Total	4,878		4,828	50	100	4,928	4,180		4,148	32	64	4,212

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
28 Kitching Street/Iris Avenue												
NBL	141		141	0	0	141	60		60	0	0	60
NBT	181		181	0	0	181	122		122	0	0	122
NBR	125		125	0	0	125	98		98	0	0	98
SBL	38		38	0	0	38	47		47	0	0	47
SBT	185		185	0	0	185	155		155	0	0	155
SBR	126		126	0	0	126	92		92	0	0	92
EBL	76		76	0	0	76	168		168	0	0	168
EBT	626	1.4%	617	9	18	635	768	1.6%	756	12	24	780
EBR	93		93	0	0	93	109		109	0	0	109
WBL	172		172	0	0	172	134		134	0	0	134
WBT	700	1.4%	690	10	20	710	714	1.6%	703	11	23	725
WBR	69		69	0	0	69	103		103	0	0	103
North Leg												
Approach	349		349	0	0	349	294		294	0	0	294
Departure	326		326	0	0	326	393		393	0	0	393
Total	675		675	0	0	675	687		687	0	0	687
South Leg												
Approach	447		447	0	0	447	280		280	0	0	280
Departure	450		450	0	0	450	398		398	0	0	398
Total	897		897	0	0	897	678		678	0	0	678
East Leg												
Approach	941		931	10	20	951	951		940	11	23	962
Departure	789		780	9	18	798	913		901	12	24	925
Total	1,730		1,711	19	37	1,749	1,864		1,841	23	47	1,887
West Leg												
Approach	795		786	9	18	804	1,045		1,033	12	24	1,057
Departure	967		957	10	20	977	866		855	11	23	877
Total	1,762		1,743	19	37	1,781	1,911		1,888	23	47	1,934
Total Approaches												
Approach	2,532		2,513	19	37	2,551	2,570		2,547	23	47	2,593
Departure	2,532		2,513	19	37	2,551	2,570		2,547	23	47	2,593
Total	5,064		5,027	37	75	5,102	5,140		5,093	47	94	5,186

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Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour				
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
29 Lasselle Street/Alessandro Boulevard												
NBL	262		262	0	0	262	157		157	0	0	157
NBT	314		314	0	0	314	418		418	0	0	418
NBR	119		119	0	0	119	126		126	0	0	126
SBL	17		17	0	0	17	12		12	0	0	12
SBT	258		258	0	0	258	333		333	0	0	333
SBR	77		77	0	0	77	22		22	0	0	22
EBL	17		17	0	0	17	56		56	0	0	56
EBT	191	1.5%	188	3	6	194	421	1.0%	417	4	8	425
EBR	190		190	0	0	190	216		216	0	0	216
WBL	93		93	0	0	93	80		80	0	0	80
WBT	472	1.5%	465	7	14	479	264	1.0%	261	3	5	267
WBR	9		9	0	0	9	20		20	0	0	20
North Leg												
Approach	352		352	0	0	352	367		367	0	0	367
Departure	340		340	0	0	340	494		494	0	0	494
Total	692		692	0	0	692	861		861	0	0	861
South Leg												
Approach	695		695	0	0	695	701		701	0	0	701
Departure	541		541	0	0	541	629		629	0	0	629
Total	1,236		1,236	0	0	1,236	1,330		1,330	0	0	1,330
East Leg												
Approach	574		567	7	14	581	364		361	3	5	367
Departure	327		324	3	6	330	559		555	4	8	563
Total	901		891	10	20	911	923		916	7	13	930
West Leg												
Approach	398		395	3	6	401	693		689	4	8	697
Departure	811		804	7	14	818	443		440	3	5	446
Total	1,209		1,199	10	20	1,219	1,136		1,129	7	13	1,143
Total Approaches												
Approach	2,019		2,009	10	20	2,029	2,125		2,118	7	13	2,132
Departure	2,019		2,009	10	20	2,029	2,125		2,118	7	13	2,132
Total	4,038		4,018	20	39	4,058	4,250		4,237	13	27	4,264

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Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
30 Lasselle Street/Cactus Avenue												
NBL	188		188	0	0	188	116		116	0	0	116
NBT	587		587	0	0	587	453		453	0	0	453
NBR	302		302	0	0	302	157		157	0	0	157
SBL	72		72	0	0	72	29		29	0	0	29
SBT	462		462	0	0	462	558		558	0	0	558
SBR	46		46	0	0	46	23		23	0	0	23
EBL	67		67	0	0	67	51		51	0	0	51
EBT	381	2.0%	373	8	15	389	349	1.4%	344	5	10	354
EBR	184		184	0	0	184	237		237	0	0	237
WBL	179		179	0	0	179	198		198	0	0	198
WBT	437	2.0%	428	9	18	446	350	1.4%	345	5	10	355
WBR	65		65	0	0	65	61		61	0	0	61
North Leg												
Approach	580		580	0	0	580	610		610	0	0	610
Departure	719		719	0	0	719	565		565	0	0	565
Total	1,299		1,299	0	0	1,299	1,175		1,175	0	0	1,175
South Leg												
Approach	1,077		1,077	0	0	1,077	726		726	0	0	726
Departure	825		825	0	0	825	993		993	0	0	993
Total	1,902		1,902	0	0	1,902	1,719		1,719	0	0	1,719
East Leg												
Approach	681		672	9	18	690	609		604	5	10	614
Departure	755		747	8	15	763	535		530	5	10	540
Total	1,436		1,420	16	33	1,453	1,144		1,134	10	20	1,154
West Leg												
Approach	632		624	8	15	640	637		632	5	10	642
Departure	671		662	9	18	680	489		484	5	10	494
Total	1,303		1,287	16	33	1,320	1,126		1,116	10	20	1,136
Total Approaches												
Approach	2,970		2,954	16	33	2,987	2,582		2,572	10	20	2,592
Departure	2,970		2,954	16	33	2,987	2,582		2,572	10	20	2,592
Total	5,940		5,907	33	66	5,974	5,164		5,144	20	39	5,184

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Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour				
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
33 Lasselle Street/Krameria Avenue												
NBL	290		290	0	0	290	89		89	0	0	89
NBT	997		997	0	0	997	819		819	0	0	819
NBR	197		197	0	0	197	81		81	0	0	81
SBL	75		75	0	0	75	102		102	0	0	102
SBT	665		665	0	0	665	1,133		1,133	0	0	1,133
SBR	94		94	0	0	94	70		70	0	0	70
EBL	283		283	0	0	283	155		155	0	0	155
EBT	185		185	0	0	185	47		47	0	0	47
EBR	317		317	0	0	317	195		195	0	0	195
WBL	79		79	0	0	79	57		57	0	0	57
WBT	125		125	0	0	125	37		37	0	0	37
WBR	80		80	0	0	80	62		62	0	0	62
North Leg												
Approach	834		834	0	0	834	1,305		1,305	0	0	1,305
Departure	1,360		1,360	0	0	1,360	1,036		1,036	0	0	1,036
Total	2,194		2,194	0	0	2,194	2,341		2,341	0	0	2,341
South Leg												
Approach	1,484		1,484	0	0	1,484	989		989	0	0	989
Departure	1,061		1,061	0	0	1,061	1,385		1,385	0	0	1,385
Total	2,545		2,545	0	0	2,545	2,374		2,374	0	0	2,374
East Leg												
Approach	284		284	0	0	284	156		156	0	0	156
Departure	457		457	0	0	457	230		230	0	0	230
Total	741		741	0	0	741	386		386	0	0	386
West Leg												
Approach	785		785	0	0	785	397		397	0	0	397
Departure	509		509	0	0	509	196		196	0	0	196
Total	1,294		1,294	0	0	1,294	593		593	0	0	593
Total Approaches												
Approach	3,387		3,387	0	0	3,387	2,847		2,847	0	0	2,847
Departure	3,387		3,387	0	0	3,387	2,847		2,847	0	0	2,847
Total	6,774		6,774	0	0	6,774	5,694		5,694	0	0	5,694

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Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour				
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
34 Lasselle Street/Via Xavier Lane												
NBL	4		4	0	0	4	1		1	0	0	1
NBT	1,486		1,486	0	0	1,486	876		876	0	0	876
NBR	12		12	0	0	12	12		12	0	0	12
SBL	14		14	0	0	14	29		29	0	0	29
SBT	1,100		1,100	0	0	1,100	1,218		1,218	0	0	1,218
SBR	9		9	0	0	9	21		21	0	0	21
EBL	24		24	0	0	24	11		11	0	0	11
EBT	0		0	0	0	0	0		0	0	0	0
EBR	5		5	0	0	5	2		2	0	0	2
WBL	21		21	0	0	21	10		10	0	0	10
WBT	0		0	0	0	0	0		0	0	0	0
WBR	40		40	0	0	40	29		29	0	0	29
North Leg												
Approach	1,123		1,123	0	0	1,123	1,268		1,268	0	0	1,268
Departure	1,550		1,550	0	0	1,550	916		916	0	0	916
Total	2,673		2,673	0	0	2,673	2,184		2,184	0	0	2,184
South Leg												
Approach	1,502		1,502	0	0	1,502	889		889	0	0	889
Departure	1,126		1,126	0	0	1,126	1,230		1,230	0	0	1,230
Total	2,628		2,628	0	0	2,628	2,119		2,119	0	0	2,119
East Leg												
Approach	61		61	0	0	61	39		39	0	0	39
Departure	26		26	0	0	26	41		41	0	0	41
Total	87		87	0	0	87	80		80	0	0	80
West Leg												
Approach	29		29	0	0	29	13		13	0	0	13
Departure	13		13	0	0	13	22		22	0	0	22
Total	42		42	0	0	42	35		35	0	0	35
Total Approaches												
Approach	2,715		2,715	0	0	2,715	2,209		2,209	0	0	2,209
Departure	2,715		2,715	0	0	2,715	2,209		2,209	0	0	2,209
Total	5,430		5,430	0	0	5,430	4,418		4,418	0	0	4,418

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Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour				
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
35 Lasselle Street/Lasselle Sports Park - Rojo Tierra												
NBL	12		12	0	0	12	2		2	0	0	2
NBT	1,472		1,472	0	0	1,472	874		874	0	0	874
NBR	4		4	0	0	4	12		12	0	0	12
SBL	18		18	0	0	18	57		57	0	0	57
SBT	1,166		1,166	0	0	1,166	1,189		1,189	0	0	1,189
SBR	9		9	0	0	9	7		7	0	0	7
EBL	2		2	0	0	2	13		13	0	0	13
EBT	0		0	0	0	0	1		1	0	0	1
EBR	0		0	0	0	0	3		3	0	0	3
WBL	10		10	0	0	10	4		4	0	0	4
WBT	0		0	0	0	0	2		2	0	0	2
WBR	56		56	0	0	56	33		33	0	0	33
North Leg												
Approach	1,193		1,193	0	0	1,193	1,253		1,253	0	0	1,253
Departure	1,530		1,530	0	0	1,530	920		920	0	0	920
Total	2,723		2,723	0	0	2,723	2,173		2,173	0	0	2,173
South Leg												
Approach	1,488		1,488	0	0	1,488	888		888	0	0	888
Departure	1,176		1,176	0	0	1,176	1,196		1,196	0	0	1,196
Total	2,664		2,664	0	0	2,664	2,084		2,084	0	0	2,084
East Leg												
Approach	66		66	0	0	66	39		39	0	0	39
Departure	22		22	0	0	22	70		70	0	0	70
Total	88		88	0	0	88	109		109	0	0	109
West Leg												
Approach	2		2	0	0	2	17		17	0	0	17
Departure	21		21	0	0	21	11		11	0	0	11
Total	23		23	0	0	23	28		28	0	0	28
Total Approaches												
Approach	2,749		2,749	0	0	2,749	2,197		2,197	0	0	2,197
Departure	2,749		2,749	0	0	2,749	2,197		2,197	0	0	2,197
Total	5,498		5,498	0	0	5,498	4,394		4,394	0	0	4,394

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Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour				
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
36	**Lasselle Street/Cremello Way - Avenida De Plata**											
NBL	3		3	0	0	3	9		9	0	0	9
NBT	1,393		1,393	0	0	1,393	837		837	0	0	837
NBR	13		13	0	0	13	10		10	0	0	10
SBL	12		12	0	0	12	17		17	0	0	17
SBT	1,115		1,115	0	0	1,115	1,141		1,141	0	0	1,141
SBR	23		23	0	0	23	19		19	0	0	19
EBL	77		77	0	0	77	24		24	0	0	24
EBT	2		2	0	0	2	1		1	0	0	1
EBR	6		6	0	0	6	4		4	0	0	4
WBL	31		31	0	0	31	13		13	0	0	13
WBT	2		2	0	0	2	1		1	0	0	1
WBR	17		17	0	0	17	11		11	0	0	11
North Leg												
Approach	1,150		1,150	0	0	1,150	1,177		1,177	0	0	1,177
Departure	1,487		1,487	0	0	1,487	872		872	0	0	872
Total	2,637		2,637	0	0	2,637	2,049		2,049	0	0	2,049
South Leg												
Approach	1,409		1,409	0	0	1,409	856		856	0	0	856
Departure	1,152		1,152	0	0	1,152	1,158		1,158	0	0	1,158
Total	2,561		2,561	0	0	2,561	2,014		2,014	0	0	2,014
East Leg												
Approach	50		50	0	0	50	25		25	0	0	25
Departure	27		27	0	0	27	28		28	0	0	28
Total	77		77	0	0	77	53		53	0	0	53
West Leg												
Approach	85		85	0	0	85	29		29	0	0	29
Departure	28		28	0	0	28	29		29	0	0	29
Total	113		113	0	0	113	58		58	0	0	58
Total Approaches												
Approach	2,694		2,694	0	0	2,694	2,087		2,087	0	0	2,087
Departure	2,694		2,694	0	0	2,694	2,087		2,087	0	0	2,087
Total	5,388		5,388	0	0	5,388	4,174		4,174	0	0	4,174

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour				
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
37	**Lasselle Street/Avenida Classica - Kentucky Derby Drive**											
NBL	22		22	0	0	22	21		21	0	0	21
NBT	1,045		1,045	0	0	1,045	803		803	0	0	803
NBR	22		22	0	0	22	8		8	0	0	8
SBL	19		19	0	0	19	9		9	0	0	9
SBT	989		989	0	0	989	1,086		1,086	0	0	1,086
SBR	105		105	0	0	105	48		48	0	0	48
EBL	327		327	0	0	327	50		50	0	0	50
EBT	8		8	0	0	8	1		1	0	0	1
EBR	7		7	0	0	7	6		6	0	0	6
WBL	46		46	0	0	46	8		8	0	0	8
WBT	3		3	0	0	3	1		1	0	0	1
WBR	29		29	0	0	29	4		4	0	0	4
North Leg												
Approach	1,113		1,113	0	0	1,113	1,143		1,143	0	0	1,143
Departure	1,401		1,401	0	0	1,401	857		857	0	0	857
Total	2,514		2,514	0	0	2,514	2,000		2,000	0	0	2,000
South Leg												
Approach	1,089		1,089	0	0	1,089	832		832	0	0	832
Departure	1,042		1,042	0	0	1,042	1,100		1,100	0	0	1,100
Total	2,131		2,131	0	0	2,131	1,932		1,932	0	0	1,932
East Leg												
Approach	78		78	0	0	78	13		13	0	0	13
Departure	49		49	0	0	49	18		18	0	0	18
Total	127		127	0	0	127	31		31	0	0	31
West Leg												
Approach	342		342	0	0	342	57		57	0	0	57
Departure	130		130	0	0	130	70		70	0	0	70
Total	472		472	0	0	472	127		127	0	0	127
Total Approaches												
Approach	2,622		2,622	0	0	2,622	2,045		2,045	0	0	2,045
Departure	2,622		2,622	0	0	2,622	2,045		2,045	0	0	2,045
Total	5,244		5,244	0	0	5,244	4,090		4,090	0	0	4,090

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour				
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
38 Lasselle Street/Via De Anza - Rancho Verde High School												
NBL	62		62	0	0	62	62		62	0	0	62
NBT	809		809	0	0	809	758		758	0	0	758
NBR	289		289	0	0	289	76		76	0	0	76
SBL	208		208	0	0	208	142		142	0	0	142
SBT	603		603	0	0	603	1,042		1,042	0	0	1,042
SBR	246		246	0	0	246	9		9	0	0	9
EBL	107		107	0	0	107	9		9	0	0	9
EBT	82		82	0	0	82	5		5	0	0	5
EBR	33		33	0	0	33	19		19	0	0	19
WBL	145		145	0	0	145	68		68	0	0	68
WBT	2		2	0	0	2	4		4	0	0	4
WBR	230		230	0	0	230	114		114	0	0	114
North Leg												
Approach	1,057		1,057	0	0	1,057	1,193		1,193	0	0	1,193
Departure	1,146		1,146	0	0	1,146	881		881	0	0	881
Total	2,203		2,203	0	0	2,203	2,074		2,074	0	0	2,074
South Leg												
Approach	1,160		1,160	0	0	1,160	896		896	0	0	896
Departure	781		781	0	0	781	1,129		1,129	0	0	1,129
Total	1,941		1,941	0	0	1,941	2,025		2,025	0	0	2,025
East Leg												
Approach	377		377	0	0	377	186		186	0	0	186
Departure	579		579	0	0	579	223		223	0	0	223
Total	956		956	0	0	956	409		409	0	0	409
West Leg												
Approach	222		222	0	0	222	33		33	0	0	33
Departure	310		310	0	0	310	75		75	0	0	75
Total	532		532	0	0	532	108		108	0	0	108
Total Approaches												
Approach	2,816		2,816	0	0	2,816	2,308		2,308	0	0	2,308
Departure	2,816		2,816	0	0	2,816	2,308		2,308	0	0	2,308
Total	5,632		5,632	0	0	5,632	4,616		4,616	0	0	4,616

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
40 Camino Flores/Iris Avenue												
NBL	10		10	0	0	10	2		2	0	0	2
NBT	2		2	0	0	2	0		0	0	0	0
NBR	2		2	0	0	2	2		2	0	0	2
SBL	133		133	0	0	133	112		112	0	0	112
SBT	2		2	0	0	2	1		1	0	0	1
SBR	76		76	0	0	76	119		119	0	0	119
EBL	100		100	0	0	100	193		193	0	0	193
EBT	952	1.3%	939	13	25	965	959	1.0%	949	10	19	969
EBR	6		6	0	0	6	2		2	0	0	2
WBL	0		0	0	0	0	6		6	0	0	6
WBT	935	1.3%	923	12	25	947	1,074	1.0%	1,063	11	22	1,085
WBR	207		207	0	0	207	104		104	0	0	104
North Leg												
Approach	211		211	0	0	211	232		232	0	0	232
Departure	309		309	0	0	309	297		297	0	0	297
Total	520		520	0	0	520	529		529	0	0	529
South Leg												
Approach	14		14	0	0	14	4		4	0	0	4
Departure	8		8	0	0	8	9		9	0	0	9
Total	22		22	0	0	22	13		13	0	0	13
East Leg												
Approach	1,142		1,130	12	25	1,154	1,184		1,173	11	22	1,195
Departure	1,087		1,074	13	25	1,100	1,073		1,063	10	19	1,083
Total	2,229		2,204	25	50	2,254	2,257		2,237	20	41	2,278
West Leg												
Approach	1,058		1,045	13	25	1,071	1,154		1,144	10	19	1,164
Departure	1,021		1,009	12	25	1,033	1,195		1,184	11	22	1,206
Total	2,079		2,054	25	50	2,104	2,349		2,329	20	41	2,370
Total Approaches												
Approach	2,425		2,400	25	50	2,450	2,574		2,554	20	41	2,595
Departure	2,425		2,400	25	50	2,450	2,574		2,554	20	41	2,595
Total	4,850		4,800	50	100	4,900	5,148		5,107	41	82	5,190

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
41 Coachlight Court - Avenida De Circo/Iris Avenue												
NBL	120		120	0	0	120	52		52	0	0	52
NBT	0		0	0	0	0	0		0	0	0	0
NBR	13		13	0	0	13	5		5	0	0	5
SBL	13		13	0	0	13	13		13	0	0	13
SBT	0		0	0	0	0	0		0	0	0	0
SBR	76		76	0	0	76	41		41	0	0	41
EBL	31		31	0	0	31	50		50	0	0	50
EBT	900	1.3%	888	12	24	912	975	1.1%	965	10	21	985
EBR	44		44	0	0	44	48		48	0	0	48
WBL	4		4	0	0	4	2		2	0	0	2
WBT	1,005	1.3%	992	13	27	1,018	1,089	1.1%	1,077	12	23	1,101
WBR	3		3	0	0	3	10		10	0	0	10
North Leg												
Approach	89		89	0	0	89	54		54	0	0	54
Departure	34		34	0	0	34	60		60	0	0	60
Total	123		123	0	0	123	114		114	0	0	114
South Leg												
Approach	133		133	0	0	133	57		57	0	0	57
Departure	48		48	0	0	48	50		50	0	0	50
Total	181		181	0	0	181	107		107	0	0	107
East Leg												
Approach	1,012		999	13	27	1,025	1,101		1,089	12	23	1,113
Departure	926		914	12	24	938	993		983	10	21	1,003
Total	1,938		1,913	25	51	1,963	2,094		2,072	22	44	2,116
West Leg												
Approach	975		963	12	24	987	1,073		1,063	10	21	1,083
Departure	1,201		1,188	13	27	1,214	1,182		1,170	12	23	1,194
Total	2,176		2,151	25	51	2,201	2,255		2,233	22	44	2,277
Total Approaches												
Approach	2,209		2,184	25	51	2,234	2,285		2,263	22	44	2,307
Departure	2,209		2,184	25	51	2,234	2,285		2,263	22	44	2,307
Total	4,418		4,367	51	102	4,468	4,570		4,526	44	87	4,614

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour				
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
42 Grande Vista Drive/Iris Avenue												
NBL	115		115	0	0	115	54		54	0	0	54
NBT	0		0	0	0	0	0		0	0	0	0
NBR	30		30	0	0	30	24		24	0	0	24
SBL	0		0	0	0	0	0		0	0	0	0
SBT	0		0	0	0	0	0		0	0	0	0
SBR	0		0	0	0	0	0		0	0	0	0
EBL	0		0	0	0	0	0		0	0	0	0
EBT	852	1.3%	841	11	23	863	840	1.1%	831	9	18	849
EBR	69		69	0	0	69	60		60	0	0	60
WBL	8		8	0	0	8	26		26	0	0	26
WBT	903	1.3%	891	12	24	915	1,108	1.1%	1,096	12	23	1,120
WBR	0		0	0	0	0	0		0	0	0	0
North Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
South Leg												
Approach	145		145	0	0	145	78		78	0	0	78
Departure	77		77	0	0	77	86		86	0	0	86
Total	222		222	0	0	222	164		164	0	0	164
East Leg												
Approach	911		899	12	24	923	1,134		1,122	12	23	1,146
Departure	882		871	11	23	893	864		855	9	18	873
Total	1,793		1,770	23	47	1,816	1,998		1,977	21	41	2,019
West Leg												
Approach	921		910	11	23	932	900		891	9	18	909
Departure	1,018		1,006	12	24	1,030	1,162		1,150	12	23	1,174
Total	1,939		1,916	23	47	1,962	2,062		2,041	21	41	2,083
Total Approaches												
Approach	1,977		1,954	23	47	2,000	2,112		2,091	21	41	2,133
Departure	1,977		1,954	23	47	2,000	2,112		2,091	21	41	2,133
Total	3,954		3,907	47	94	4,000	4,224		4,183	41	82	4,266

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
45 Nason Street/Eucalyptus Avenue												
NBL	63		63	0	0	63	35		35	0	0	35
NBT	557	0.9%	552	5	10	562	796	1.2%	786	10	20	806
NBR	113		113	0	0	113	185		185	0	0	185
SBL	16		16	0	0	16	14		14	0	0	14
SBT	925	0.9%	916	9	17	934	696	1.2%	687	9	17	705
SBR	114		114	0	0	114	73		73	0	0	73
EBL	229		229	0	0	229	59		59	0	0	59
EBT	170		170	0	0	170	125		125	0	0	125
EBR	209		209	0	0	209	53		53	0	0	53
WBL	91		91	0	0	91	134		134	0	0	134
WBT	103		103	0	0	103	124		124	0	0	124
WBR	19		19	0	0	19	24		24	0	0	24
North Leg												
Approach	1,055		1,046	9	17	1,064	783		774	9	17	792
Departure	805		800	5	10	810	879		869	10	20	889
Total	1,860		1,846	14	28	1,874	1,662		1,643	19	37	1,681
South Leg												
Approach	733		728	5	10	738	1,016		1,006	10	20	1,026
Departure	1,225		1,216	9	17	1,234	883		874	9	17	892
Total	1,958		1,944	14	28	1,972	1,899		1,880	19	37	1,918
East Leg												
Approach	213		213	0	0	213	282		282	0	0	282
Departure	299		299	0	0	299	324		324	0	0	324
Total	512		512	0	0	512	606		606	0	0	606
West Leg												
Approach	608		608	0	0	608	237		237	0	0	237
Departure	280		280	0	0	280	232		232	0	0	232
Total	888		888	0	0	888	469		469	0	0	469
Total Approaches												
Approach	2,609		2,595	14	28	2,623	2,318		2,299	19	37	2,337
Departure	2,609		2,595	14	28	2,623	2,318		2,299	19	37	2,337
Total	5,218		5,190	28	55	5,246	4,636		4,599	37	74	4,674

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
46 Nason Street/Cottonwood Avenue												
NBL	23		23	0	0	23	30		30	0	0	30
NBT	590	1.8%	579	11	21	601	822	1.6%	809	13	26	835
NBR	5		5	0	0	5	7		7	0	0	7
SBL	21		21	0	0	21	25		25	0	0	25
SBT	804	1.8%	790	14	29	818	630	1.6%	620	10	20	640
SBR	113		113	0	0	113	98		98	0	0	98
EBL	96		96	0	0	96	77		77	0	0	77
EBT	39		39	0	0	39	24		24	0	0	24
EBR	22		22	0	0	22	39		39	0	0	39
WBL	5		5	0	0	5	2		2	0	0	2
WBT	52		52	0	0	52	37		37	0	0	37
WBR	87		87	0	0	87	22		22	0	0	22
North Leg												
Approach	938		924	14	29	952	753		743	10	20	763
Departure	773		762	11	21	784	921		908	13	26	934
Total	1,711		1,686	25	50	1,736	1,674		1,651	23	46	1,697
South Leg												
Approach	618		607	11	21	629	859		846	13	26	872
Departure	831		817	14	29	845	671		661	10	20	681
Total	1,449		1,424	25	50	1,474	1,530		1,507	23	46	1,553
East Leg												
Approach	144		144	0	0	144	61		61	0	0	61
Departure	65		65	0	0	65	56		56	0	0	56
Total	209		209	0	0	209	117		117	0	0	117
West Leg												
Approach	157		157	0	0	157	140		140	0	0	140
Departure	188		188	0	0	188	165		165	0	0	165
Total	345		345	0	0	345	305		305	0	0	305
Total Approaches												
Approach	1,857		1,832	25	50	1,882	1,813		1,790	23	46	1,836
Departure	1,857		1,832	25	50	1,882	1,813		1,790	23	46	1,836
Total	3,714		3,664	50	100	3,764	3,626		3,580	46	92	3,672

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
48 Nason Street/Cactus Avenue												
NBL	108		108	0	0	108	35		35	0	0	35
NBT	361	1.9%	354	7	14	368	305	1.8%	300	5	11	310
NBR	9		9	0	0	9	20		20	0	0	20
SBL	55		55	0	0	55	88		88	0	0	88
SBT	300	1.9%	294	6	11	306	426	1.8%	419	7	15	433
SBR	182		182	0	0	182	119		119	0	0	119
EBL	90		90	0	0	90	128		128	0	0	128
EBT	277	2.0%	271	6	11	283	386	1.4%	381	5	11	391
EBR	69		69	0	0	69	82		82	0	0	82
WBL	11		11	0	0	11	23		23	0	0	23
WBT	367	2.0%	360	7	15	374	277	1.4%	273	4	8	281
WBR	56		56	0	0	56	42		42	0	0	42
North Leg												
Approach	537		531	6	11	543	633		626	7	15	640
Departure	507		500	7	14	514	475		470	5	11	480
Total	1,044		1,031	13	25	1,057	1,108		1,095	13	26	1,120
South Leg												
Approach	478		471	7	14	485	360		355	5	11	365
Departure	380		374	6	11	386	531		524	7	15	538
Total	858		845	13	25	871	891		878	13	26	903
East Leg												
Approach	434		427	7	15	441	342		338	4	8	346
Departure	341		335	6	11	347	494		489	5	11	499
Total	775		762	13	26	788	836		827	9	19	845
West Leg												
Approach	436		430	6	11	442	596		591	5	11	601
Departure	657		650	7	15	664	431		427	4	8	435
Total	1,093		1,080	13	26	1,106	1,027		1,018	9	19	1,036
Total Approaches												
Approach	1,885		1,859	26	51	1,911	1,931		1,909	22	44	1,952
Departure	1,885		1,859	26	51	1,911	1,931		1,909	22	44	1,952
Total	3,770		3,719	51	102	3,822	3,862		3,818	44	88	3,904

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
50 Pearl Lane - Oliver Street/Alessandro Boulevard												
NBL	135		135	0	0	135	72		72	0	0	72
NBT	0		0	0	0	0	0		0	0	0	0
NBR	23		23	0	0	23	13		13	0	0	13
SBL	0		0	0	0	0	0		0	0	0	0
SBT	0		0	0	0	0	0		0	0	0	0
SBR	3		3	0	0	3	1		1	0	0	1
EBL	1		1	0	0	1	1		1	0	0	1
EBT	205	1.8%	201	4	7	209	368	1.4%	363	5	11	373
EBR	58		58	0	0	58	65		65	0	0	65
WBL	9		9	0	0	9	9		9	0	0	9
WBT	409	1.8%	402	7	14	416	226	1.4%	223	3	6	229
WBR	1		1	0	0	1	0		0	0	0	0
North Leg												
Approach	3		3	0	0	3	1		1	0	0	1
Departure	2		2	0	0	2	1		1	0	0	1
Total	5		5	0	0	5	2		2	0	0	2
South Leg												
Approach	158		158	0	0	158	85		85	0	0	85
Departure	67		67	0	0	67	74		74	0	0	74
Total	225		225	0	0	225	159		159	0	0	159
East Leg												
Approach	419		412	7	14	426	235		232	3	6	238
Departure	228		224	4	7	232	381		376	5	11	386
Total	647		636	11	22	658	616		607	9	17	624
West Leg												
Approach	264		260	4	7	268	434		429	5	11	439
Departure	547		540	7	14	554	299		296	3	6	302
Total	811		800	11	22	822	733		724	9	17	741
Total Approaches												
Approach	844		833	11	22	855	755		746	9	17	763
Departure	844		833	11	22	855	755		746	9	17	763
Total	1,688		1,666	22	43	1,710	1,510		1,493	17	34	1,526

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
51 Oliver Street/Cactus Avenue												
NBL	209		209	0	0	209	88		88	0	0	88
NBT	101		101	0	0	101	47		47	0	0	47
NBR	29		29	0	0	29	20		20	0	0	20
SBL	4		4	0	0	4	7		7	0	0	7
SBT	42		42	0	0	42	41		41	0	0	41
SBR	7		7	0	0	7	7		7	0	0	7
EBL	23		23	0	0	23	9		9	0	0	9
EBT	242	2.0%	237	5	10	247	330	1.4%	325	5	9	335
EBR	212		212	0	0	212	90		90	0	0	90
WBL	25		25	0	0	25	24		24	0	0	24
WBT	275	2.0%	269	6	11	281	232	1.4%	229	3	6	235
WBR	17		17	0	0	17	8		8	0	0	8
North Leg												
Approach	53		53	0	0	53	55		55	0	0	55
Departure	141		141	0	0	141	64		64	0	0	64
Total	194		194	0	0	194	119		119	0	0	119
South Leg												
Approach	339		339	0	0	339	155		155	0	0	155
Departure	279		279	0	0	279	155		155	0	0	155
Total	618		618	0	0	618	310		310	0	0	310
East Leg												
Approach	317		311	6	11	323	264		261	3	6	267
Departure	275		270	5	10	280	357		352	5	9	362
Total	592		582	10	21	603	621		613	8	16	629
West Leg												
Approach	477		472	5	10	482	429		424	5	9	434
Departure	491		485	6	11	497	327		324	3	6	330
Total	968		958	10	21	979	756		748	8	16	764
Total Approaches												
Approach	1,186		1,176	10	21	1,197	903		895	8	16	911
Departure	1,186		1,176	10	21	1,197	903		895	8	16	911
Total	2,372		2,351	21	42	2,394	1,806		1,790	16	31	1,822

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour				
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
52 Oliver Street/John F Kennedy Drive												
NBL	0		0	0	0	0	0		0	0	0	0
NBT	274		274	0	0	274	102		102	0	0	102
NBR	65		65	0	0	65	25		25	0	0	25
SBL	229		229	0	0	229	102		102	0	0	102
SBT	70		70	0	0	70	60		60	0	0	60
SBR	0		0	0	0	0	0		0	0	0	0
EBL	0		0	0	0	0	0		0	0	0	0
EBT	0		0	0	0	0	0		0	0	0	0
EBR	0		0	0	0	0	0		0	0	0	0
WBL	24		24	0	0	24	35		35	0	0	35
WBT	0		0	0	0	0	0		0	0	0	0
WBR	88		88	0	0	88	67		67	0	0	67
North Leg												
Approach	299		299	0	0	299	162		162	0	0	162
Departure	362		362	0	0	362	169		169	0	0	169
Total	661		661	0	0	661	331		331	0	0	331
South Leg												
Approach	339		339	0	0	339	127		127	0	0	127
Departure	94		94	0	0	94	95		95	0	0	95
Total	433		433	0	0	433	222		222	0	0	222
East Leg												
Approach	112		112	0	0	112	102		102	0	0	102
Departure	294		294	0	0	294	127		127	0	0	127
Total	406		406	0	0	406	229		229	0	0	229
West Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
Total Approaches												
Approach	750		750	0	0	750	391		391	0	0	391
Departure	750		750	0	0	750	391		391	0	0	391
Total	1,500		1,500	0	0	1,500	782		782	0	0	782

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
54 Via Del Lago/Iris Avenue - Moreno Beach Drive												
NBL	30		30	0	0	30	15		15	0	0	15
NBT	2		2	0	0	2	1		1	0	0	1
NBR	33		33	0	0	33	30		30	0	0	30
SBL	6		6	0	0	6	12		12	0	0	12
SBT	0		0	0	0	0	2		2	0	0	2
SBR	42		42	0	0	42	19		19	0	0	19
EBL	14		14	0	0	14	32		32	0	0	32
EBT	442	2.8%	430	12	24	454	547	1.5%	539	8	17	555
EBR	20		20	0	0	20	19		19	0	0	19
WBL	19		19	0	0	19	47		47	0	0	47
WBT	435	2.8%	423	12	24	447	558	1.5%	550	8	17	566
WBR	4		4	0	0	4	19		19	0	0	19
North Leg												
Approach	48		48	0	0	48	33		33	0	0	33
Departure	20		20	0	0	20	52		52	0	0	52
Total	68		68	0	0	68	85		85	0	0	85
South Leg												
Approach	65		65	0	0	65	46		46	0	0	46
Departure	39		39	0	0	39	68		68	0	0	68
Total	104		104	0	0	104	114		114	0	0	114
East Leg												
Approach	458		446	12	24	470	624		616	8	17	632
Departure	481		469	12	24	493	589		581	8	17	597
Total	939		915	24	49	963	1,213		1,196	17	34	1,229
West Leg												
Approach	476		464	12	24	488	598		590	8	17	606
Departure	507		495	12	24	519	592		584	8	17	600
Total	983		959	24	49	1,007	1,190		1,173	17	34	1,206
Total Approaches												
Approach	1,047		1,023	24	49	1,071	1,301		1,284	17	34	1,317
Departure	1,047		1,023	24	49	1,071	1,301		1,284	17	34	1,317
Total	2,094		2,045	49	97	2,142	2,602		2,568	34	67	2,634

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
58 Moreno Beach Drive/Cottonwood Avenue												
NBL	4		4	0	0	4	7		7	0	0	7
NBT	450	3.8%	433	17	34	467	550	1.4%	542	8	15	558
NBR	25		25	0	0	25	54		54	0	0	54
SBL	27		27	0	0	27	58		58	0	0	58
SBT	356	3.8%	343	13	27	369	595	1.4%	587	8	16	603
SBR	10		10	0	0	10	15		15	0	0	15
EBL	10		10	0	0	10	10		10	0	0	10
EBT	36		36	0	0	36	27		27	0	0	27
EBR	4		4	0	0	4	9		9	0	0	9
WBL	33		33	0	0	33	39		39	0	0	39
WBT	66		66	0	0	66	32		32	0	0	32
WBR	41		41	0	0	41	65		65	0	0	65
North Leg												
Approach	393		380	13	27	406	668		660	8	16	676
Departure	501		484	17	34	518	625		617	8	15	633
Total	894		864	30	61	924	1,293		1,277	16	31	1,309
South Leg												
Approach	479		462	17	34	496	611		603	8	15	619
Departure	393		380	13	27	406	643		635	8	16	651
Total	872		842	30	61	902	1,254		1,238	16	31	1,270
East Leg												
Approach	140		140	0	0	140	136		136	0	0	136
Departure	88		88	0	0	88	139		139	0	0	139
Total	228		228	0	0	228	275		275	0	0	275
West Leg												
Approach	50		50	0	0	50	46		46	0	0	46
Departure	80		80	0	0	80	54		54	0	0	54
Total	130		130	0	0	130	100		100	0	0	100
Total Approaches												
Approach	1,062		1,032	30	61	1,092	1,461		1,445	16	31	1,477
Departure	1,062		1,032	30	61	1,092	1,461		1,445	16	31	1,477
Total	2,124		2,063	61	122	2,184	2,922		2,891	31	63	2,954

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
59 Moreno Beach Drive/Alessandro Boulevard												
NBL	60		60	0	0	60	68		68	0	0	68
NBT	438	3.8%	421	17	33	455	473	1.4%	467	6	13	479
NBR	33		33	0	0	33	59		59	0	0	59
SBL	9		9	0	0	9	22		22	0	0	22
SBT	417	3.8%	401	16	31	433	548	1.4%	540	8	15	556
SBR	73		73	0	0	73	63		63	0	0	63
EBL	41		41	0	0	41	119		119	0	0	119
EBT	100	1.8%	98	2	4	102	190	1.4%	187	3	5	193
EBR	50		50	0	0	50	65		65	0	0	65
WBL	50		50	0	0	50	58		58	0	0	58
WBT	202	1.8%	198	4	7	206	103	1.4%	102	1	3	104
WBR	11		11	0	0	11	25		25	0	0	25
North Leg												
Approach	499		483	16	31	515	633		625	8	15	641
Departure	490		473	17	33	507	617		611	6	13	623
Total	989		957	32	64	1,022	1,250		1,236	14	28	1,264
South Leg												
Approach	531		514	17	33	548	600		594	6	13	606
Departure	517		501	16	31	533	671		663	8	15	679
Total	1,048		1,016	32	64	1,081	1,271		1,257	14	28	1,285
East Leg												
Approach	263		259	4	7	267	186		185	1	3	187
Departure	142		140	2	4	144	271		268	3	5	274
Total	405		400	5	11	411	457		453	4	8	461
West Leg												
Approach	191		189	2	4	193	374		371	3	5	377
Departure	335		331	4	7	339	234		233	1	3	235
Total	526		521	5	11	532	608		604	4	8	612
Total Approaches												
Approach	1,484		1,446	38	75	1,523	1,793		1,775	18	36	1,811
Departure	1,484		1,446	38	75	1,523	1,793		1,775	18	36	1,811
Total	2,968		2,893	75	150	3,046	3,586		3,550	36	73	3,622

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
60 Moreno Beach Drive/Cactus Avenue												
NBL	86		86	0	0	86	105		105	0	0	105
NBT	380	3.3%	367	13	25	393	400	1.1%	396	4	9	404
NBR	38		38	0	0	38	32		32	0	0	32
SBL	8		8	0	0	8	41	1.1%	41	0	1	41
SBT	276	3.3%	267	9	18	285	468		468	0	0	468
SBR	77		77	0	0	77	108		108	0	0	108
EBL	83		83	0	0	83	111		111	0	0	111
EBT	75	2.0%	74	2	3	77	150	1.4%	148	2	4	152
EBR	71		71	0	0	71	134		134	0	0	134
WBL	19		19	0	0	19	20		20	0	0	20
WBT	110	2.0%	108	2	4	112	101	1.4%	100	1	3	102
WBR	19		19	0	0	19	22		22	0	0	22
North Leg												
Approach	361		352	9	18	370	617		617	0	1	617
Departure	482		469	13	25	495	533		529	4	9	537
Total	843		821	22	44	865	1,150		1,145	5	10	1,154
South Leg												
Approach	504		491	13	25	517	537		533	4	9	541
Departure	366		357	9	18	375	622		622	0	0	622
Total	870		848	22	44	892	1,159		1,155	4	9	1,163
East Leg												
Approach	148		146	2	4	150	143		142	1	3	144
Departure	121		120	2	3	123	223		220	3	5	225
Total	269		265	4	7	273	366		362	4	8	369
West Leg												
Approach	229		228	2	3	231	395		393	2	4	397
Departure	273		271	2	4	275	314		313	1	3	315
Total	502		498	4	7	506	709		705	4	7	712
Total Approaches												
Approach	1,242		1,216	26	51	1,268	1,692		1,684	8	17	1,699
Departure	1,242		1,216	26	51	1,268	1,692		1,684	8	17	1,699
Total	2,484		2,433	51	102	2,536	3,384		3,367	17	34	3,398

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
62 Driveway 1/Iris Avenue												
NBL	0		0	0	0	0	0		0	0	0	0
NBT	0		0	0	0	0	0		0	0	0	0
NBR	0		0	0	0	0	0		0	0	0	0
SBL	0		0	0	0	0	0		0	0	0	0
SBT	0		0	0	0	0	0		0	0	0	0
SBR	12		12	0	0	12	107		107	0	0	107
EBL	0		0	0	0	0	0		0	0	0	0
EBT	825	1.9%	809	16	31	841	812	1.7%	798	14	28	826
EBR	0		0	0	0	0	0		0	0	0	0
WBL	0		0	0	0	0	0		0	0	0	0
WBT	637	1.9%	625	12	24	649	767	1.7%	754	13	26	780
WBR	5		5	0	0	5	0		0	0	0	0
North Leg												
Approach	12		12	0	0	12	107		107	0	0	107
Departure	5		5	0	0	5	0		0	0	0	0
Total	17		17	0	0	17	107		107	0	0	107
South Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
East Leg												
Approach	642		630	12	24	654	767		754	13	26	780
Departure	825		809	16	31	841	812		798	14	28	826
Total	1,467		1,439	28	55	1,495	1,579		1,552	27	54	1,606
West Leg												
Approach	825		809	16	31	841	812		798	14	28	826
Departure	649		637	12	24	661	874		861	13	26	887
Total	1,474		1,446	28	55	1,502	1,686		1,659	27	54	1,713
Total Approaches												
Approach	1,479		1,451	28	55	1,507	1,686		1,659	27	54	1,713
Departure	1,479		1,451	28	55	1,507	1,686		1,659	27	54	1,713
Total	2,958		2,903	55	111	3,014	3,372		3,318	54	107	3,426

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
63 Driveway 2/Iris Avenue												
NBL	0		0	0	0	0	0		0	0	0	0
NBT	0		0	0	0	0	0		0	0	0	0
NBR	0		0	0	0	0	0		0	0	0	0
SBL	10		10	0	0	10	49		49	0	0	49
SBT	0		0	0	0	0	0		0	0	0	0
SBR	14		14	0	0	14	39		39	0	0	39
EBL	187		187	0	0	187	139		139	0	0	139
EBT	649	1.9%	637	12	25	661	634	1.7%	623	11	22	645
EBR	0		0	0	0	0	0		0	0	0	0
WBL	0		0	0	0	0	0		0	0	0	0
WBT	576	1.9%	565	11	22	587	666	1.7%	655	11	23	677
WBR	46		46	0	0	46	19		19	0	0	19
North Leg												
Approach	24		24	0	0	24	88		88	0	0	88
Departure	233		233	0	0	233	158		158	0	0	158
Total	257		257	0	0	257	246		246	0	0	246
South Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
East Leg												
Approach	622		611	11	22	633	685		674	11	23	696
Departure	659		647	12	25	671	683		672	11	22	694
Total	1,281		1,258	23	46	1,304	1,368		1,346	22	44	1,390
West Leg												
Approach	836		824	12	25	848	773		762	11	22	784
Departure	590		579	11	22	601	705		694	11	23	716
Total	1,426		1,403	23	46	1,449	1,478		1,456	22	44	1,500
Total Approaches												
Approach	1,482		1,459	23	46	1,505	1,546		1,524	22	44	1,568
Departure	1,482		1,459	23	46	1,505	1,546		1,524	22	44	1,568
Total	2,964		2,918	46	93	3,010	3,092		3,048	44	88	3,136

LSA

Table C-3 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

		AM Peak Hour					PM Peak Hour					
	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume	Total Vehicles	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Volume
64 Driveway 3/Iris Avenue												
NBL	0		0	0	0	0	0		0	0	0	0
NBT	0		0	0	0	0	0		0	0	0	0
NBR	0		0	0	0	0	0		0	0	0	0
SBL	9		9	0	0	9	29		29	0	0	29
SBT	0		0	0	0	0	0		0	0	0	0
SBR	23		23	0	0	23	43		43	0	0	43
EBL	34		34	0	0	34	8		8	0	0	8
EBT	624	1.9%	612	12	24	636	681	1.7%	669	12	23	693
EBR	0		0	0	0	0	0		0	0	0	0
WBL	0		0	0	0	0	0		0	0	0	0
WBT	597	1.9%	586	11	23	608	646	1.7%	635	11	22	657
WBR	46		46	0	0	46	12		12	0	0	12
North Leg												
Approach	32		32	0	0	32	72		72	0	0	72
Departure	80		80	0	0	80	20		20	0	0	20
Total	112		112	0	0	112	92		92	0	0	92
South Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
East Leg												
Approach	643		632	11	23	654	658		647	11	22	669
Departure	633		621	12	24	645	710		698	12	23	722
Total	1,276		1,253	23	46	1,299	1,368		1,345	23	45	1,391
West Leg												
Approach	658		646	12	24	670	689		677	12	23	701
Departure	620		609	11	23	631	689		678	11	22	700
Total	1,278		1,255	23	46	1,301	1,378		1,355	23	45	1,401
Total Approaches												
Approach	1,333		1,310	23	46	1,356	1,419		1,396	23	45	1,442
Departure	1,333		1,310	23	46	1,356	1,419		1,396	23	45	1,442
Total	2,666		2,620	46	92	2,712	2,838		2,793	45	90	2,884

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Table C-4.1
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
1 I-215 Southbound Ramps/Alessandro Boulevard						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	184	12	196	213	15	228
SBT	0		0	0		0
SBR	225		225	329		329
EBL	0		0	0		0
EBT	670	44	714	1,376	94	1,470
EBR	291		291	435		435
WBL	0		0	0		0
WBT	2,017	16	2,033	1,254	-79	1,175
WBR	187	1	188	115	-7	108
North Leg						
Approach	409	12	421	542	15	557
Departure	187	1	188	115	-7	108
Total	596	13	609	657	8	665
South Leg						
Approach	0	0	0	0	0	0
Departure	291	0	291	435	0	435
Total	291	0	291	435	0	435
East Leg						
Approach	2,204	17	2,221	1,369	-86	1,283
Departure	854	56	910	1,589	109	1,698
Total	3,058	73	3,131	2,958	23	2,981
West Leg						
Approach	961	44	1,005	1,811	94	1,905
Departure	2,242	16	2,258	1,583	-79	1,504
Total	3,203	60	3,263	3,394	15	3,409
Total Approaches						
Approach	3,574	73	3,647	3,722	23	3,745
Departure	3,574	73	3,647	3,722	23	3,745
Total	7,148	146	7,294	7,444	46	7,490

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Table C-4.1
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
2 I-215 Northbound Ramps/Alessandro Boulevard						
NBL	813		813	442		442
NBT	1		1	0		0
NBR	123		123	204		204
SBL	0		0	0		0
SBT	0		0	0		0
SBR	0		0	0		0
EBL	66		66	245		245
EBT	844		844	1,453		1,453
EBR	0		0	0		0
WBL	0		0	0		0
WBT	1,408		1,408	841		841
WBR	112		112	214		214
North Leg						
Approach	0	0	0	0	0	0
Departure	179	0	179	459	0	459
Total	179	0	179	459	0	459
South Leg						
Approach	937	0	937	646	0	646
Departure	0	0	0	0	0	0
Total	937	0	937	646	0	646
East Leg						
Approach	1,520	0	1,520	1,055	0	1,055
Departure	967	0	967	1,657	0	1,657
Total	2,487	0	2,487	2,712	0	2,712
West Leg						
Approach	910	0	910	1,698	0	1,698
Departure	2,221	0	2,221	1,283	0	1,283
Total	3,131	0	3,131	2,981	0	2,981
Total Approaches						
Approach	3,367	0	3,367	3,399	0	3,399
Departure	3,367	0	3,367	3,399	0	3,399
Total	6,734	0	6,734	6,798	0	6,798

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Table C-4.2
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
4 I-215 Northbound Ramps/Cactus Avenue						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	0		0	0		0
SBT	0		0	0		0
SBR	0		0	0		0
EBL	0		0	0		0
EBT	881	14	895	1,201	8	1,209
EBR	0		0	0		0
WBL	0		0	0		0
WBT	1,638	1	1,639	1,165	1	1,166
WBR	337		337	537		537
North Leg						
Approach	0	0	0	0	0	0
Departure	337	0	337	537	0	537
Total	337	0	337	537	0	537
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	1,975	1	1,976	1,702	1	1,703
Departure	881	14	895	1,201	8	1,209
Total	2,856	15	2,871	2,903	9	2,912
West Leg						
Approach	881	14	895	1,201	8	1,209
Departure	1,638	1	1,639	1,165	1	1,166
Total	2,519	15	2,534	2,366	9	2,375
Total Approaches						
Approach	2,856	15	2,871	2,903	9	2,912
Departure	2,856	15	2,871	2,903	9	2,912
Total	5,712	30	5,742	5,806	18	5,824

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Table C-4.2
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue						
NBL	289		289	56		56
NBT	261		261	84		84
NBR	722		722	630		630
SBL	18		18	217		217
SBT	2		2	4		4
SBR	41		41	114		114
EBL	9		9	18		18
EBT	834		834	1,120		1,120
EBR	52		52	71		71
WBL	0		0	0		0
WBT	1,646		1,646	1,533		1,533
WBR	295		295	112		112
North Leg						
Approach	61	0	61	335	0	335
Departure	565	0	565	214	0	214
Total	626	0	626	549	0	549
South Leg						
Approach	1,272	0	1,272	770	0	770
Departure	54	0	54	75	0	75
Total	1,326	0	1,326	845	0	845
East Leg						
Approach	1,941	0	1,941	1,645	0	1,645
Departure	1,574	0	1,574	1,967	0	1,967
Total	3,515	0	3,515	3,612	0	3,612
West Leg						
Approach	895	0	895	1,209	0	1,209
Departure	1,976	0	1,976	1,703	0	1,703
Total	2,871	0	2,871	2,912	0	2,912
Total Approaches						
Approach	4,169	0	4,169	3,959	0	3,959
Departure	4,169	0	4,169	3,959	0	3,959
Total	8,338	0	8,338	7,918	0	7,918

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Table C-4.3
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
32 Lasselle Street/Iris Avenue						
NBL	364		364	221		221
NBT	589		589	611		611
NBR	410	32	442	472	27	499
SBL	118	9	127	209	12	221
SBT	468		468	714		714
SBR	97		97	94		94
EBL	138		138	182		182
EBT	466	36	502	421	24	445
EBR	288		288	288		288
WBL	539		539	600		600
WBT	566		566	624		624
WBR	103		103	86		86
North Leg						
Approach	683	9	692	1,017	12	1,029
Departure	830	0	830	879	0	879
Total	1,513	9	1,522	1,896	12	1,908
South Leg						
Approach	1,363	32	1,395	1,304	27	1,331
Departure	1,295	0	1,295	1,602	0	1,602
Total	2,658	32	2,690	2,906	27	2,933
East Leg						
Approach	1,208	0	1,208	1,310	0	1,310
Departure	994	77	1,071	1,102	63	1,165
Total	2,202	77	2,279	2,412	63	2,475
West Leg						
Approach	892	36	928	891	24	915
Departure	1,027	0	1,027	939	0	939
Total	1,919	36	1,955	1,830	24	1,854
Total Approaches						
Approach	4,146	77	4,223	4,522	63	4,585
Departure	4,146	77	4,223	4,522	63	4,585
Total	8,292	154	8,446	9,044	126	9,170

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Table C-4.3
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
40 Camino Flores/Iris Avenue						
NBL	10		10	2		2
NBT	2		2	0		0
NBR	2		2	2		2
SBL	133		133	112		112
SBT	2		2	1		1
SBR	76		76	119		119
EBL	100		100	193		193
EBT	965		965	969		969
EBR	6		6	2		2
WBL	0		0	6		6
WBT	996		996	1,084		1,084
WBR	218		218	104		104
North Leg						
Approach	211	0	211	232	0	232
Departure	320	0	320	297	0	297
Total	531	0	531	529	0	529
South Leg						
Approach	14	0	14	4	0	4
Departure	8	0	8	9	0	9
Total	22	0	22	13	0	13
East Leg						
Approach	1,214	0	1,214	1,194	0	1,194
Departure	1,100	0	1,100	1,083	0	1,083
Total	2,314	0	2,314	2,277	0	2,277
West Leg						
Approach	1,071	0	1,071	1,164	0	1,164
Departure	1,082	0	1,082	1,205	0	1,205
Total	2,153	0	2,153	2,369	0	2,369
Total Approaches						
Approach	2,510	0	2,510	2,594	0	2,594
Departure	2,510	0	2,510	2,594	0	2,594
Total	5,020	0	5,020	5,188	0	5,188

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Table C-4.4
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
40 Camino Flores/Iris Avenue						
NBL	10		10	2		2
NBT	2		2	0		0
NBR	2		2	2		2
SBL	133		133	112		112
SBT	2		2	1		1
SBR	76		76	119		119
EBL	100		100	193		193
EBT	965		965	969		969
EBR	6		6	2		2
WBL	0		0	6		6
WBT	947	49	996	1,085	-1	1,084
WBR	207	11	218	104		104
North Leg						
Approach	211	0	211	232	0	232
Departure	309	11	320	297	0	297
Total	520	11	531	529	0	529
South Leg						
Approach	14	0	14	4	0	4
Departure	8	0	8	9	0	9
Total	22	0	22	13	0	13
East Leg						
Approach	1,154	60	1,214	1,195	-1	1,194
Departure	1,100	0	1,100	1,083	0	1,083
Total	2,254	60	2,314	2,278	-1	2,277
West Leg						
Approach	1,071	0	1,071	1,164	0	1,164
Departure	1,033	49	1,082	1,206	-1	1,205
Total	2,104	49	2,153	2,370	-1	2,369
Total Approaches						
Approach	2,450	60	2,510	2,595	-1	2,594
Departure	2,450	60	2,510	2,595	-1	2,594
Total	4,900	120	5,020	5,190	-2	5,188

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Table C-4.4
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
41 Coachlight Court - Avenida De Circo/Iris Avenue						
NBL	120		120	52		52
NBT	0		0	0		0
NBR	13		13	5		5
SBL	13		13	13		13
SBT	0		0	0		0
SBR	76		76	41		41
EBL	31		31	50		50
EBT	912		912	985		985
EBR	44		44	48		48
WBL	4		4	2		2
WBT	1,018		1,018	1,101		1,101
WBR	3		3	10		10
North Leg						
Approach	89	0	89	54	0	54
Departure	34	0	34	60	0	60
Total	123	0	123	114	0	114
South Leg						
Approach	133	0	133	57	0	57
Departure	48	0	48	50	0	50
Total	181	0	181	107	0	107
East Leg						
Approach	1,025	0	1,025	1,113	0	1,113
Departure	938	0	938	1,003	0	1,003
Total	1,963	0	1,963	2,116	0	2,116
West Leg						
Approach	987	0	987	1,083	0	1,083
Departure	1,214	0	1,214	1,194	0	1,194
Total	2,201	0	2,201	2,277	0	2,277
Total Approaches						
Approach	2,234	0	2,234	2,307	0	2,307
Departure	2,234	0	2,234	2,307	0	2,307
Total	4,468	0	4,468	4,614	0	4,614

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Table C-4.5
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
42 Grande Vista Drive/Iris Avenue						
NBL	115		115	54		54
NBT	0		0	0		0
NBR	30	4	34	24		24
SBL	0		0	0		0
SBT	0		0	0		0
SBR	0		0	0		0
EBL	0		0	0		0
EBT	863	114	977	849	-3	846
EBR	69		69	60		60
WBL	8	-1	7	26		26
WBT	915	-109	806	1,120	-12	1,108
WBR	0		0	0		0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	145	4	149	78	0	78
Departure	77	-1	76	86	0	86
Total	222	3	225	164	0	164
East Leg						
Approach	923	-110	813	1,146	-12	1,134
Departure	893	118	1,011	873	-3	870
Total	1,816	8	1,824	2,019	-15	2,004
West Leg						
Approach	932	114	1,046	909	-3	906
Departure	1,030	-109	921	1,174	-12	1,162
Total	1,962	5	1,967	2,083	-15	2,068
Total Approaches						
Approach	2,000	8	2,008	2,133	-15	2,118
Departure	2,000	8	2,008	2,133	-15	2,118
Total	4,000	16	4,016	4,266	-30	4,236

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Table C-4.5
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
49 Nason Street-Hillrose Lane/Iris Avenue						
NBL	13		13	11		11
NBT	39		39	34		34
NBR	7		7	13		13
SBL	109		109	107		107
SBT	9		9	44		44
SBR	228		228	352		352
EBL	280		280	211		211
EBT	709		709	642		642
EBR	22		22	17		17
WBL	7		7	20		20
WBT	572		572	771		771
WBR	82		82	122		122
North Leg						
Approach	346	0	346	503	0	503
Departure	401	0	401	367	0	367
Total	747	0	747	870	0	870
South Leg						
Approach	59	0	59	58	0	58
Departure	38	0	38	81	0	81
Total	97	0	97	139	0	139
East Leg						
Approach	661	0	661	913	0	913
Departure	825	0	825	762	0	762
Total	1,486	0	1,486	1,675	0	1,675
West Leg						
Approach	1,011	0	1,011	870	0	870
Departure	813	0	813	1,134	0	1,134
Total	1,824	0	1,824	2,004	0	2,004
Total Approaches						
Approach	2,077	0	2,077	2,344	0	2,344
Departure	2,077	0	2,077	2,344	0	2,344
Total	4,154	0	4,154	4,688	0	4,688

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Table C-4.6
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
49 Nason Street-Hillrose Lane/Iris Avenue						
NBL	13		13	11		11
NBT	39		39	34		34
NBR	7		7	13		13
SBL	109		109	107		107
SBT	9		9	44		44
SBR	228		228	352		352
EBL	280		280	211		211
EBT	709		709	642		642
EBR	22		22	17		17
WBL	7		7	20		20
WBT	565	7	572	771		771
WBR	81	1	82	122		122
North Leg						
Approach	346	0	346	503	0	503
Departure	400	1	401	367	0	367
Total	746	1	747	870	0	870
South Leg						
Approach	59	0	59	58	0	58
Departure	38	0	38	81	0	81
Total	97	0	97	139	0	139
East Leg						
Approach	653	8	661	913	0	913
Departure	825	0	825	762	0	762
Total	1,478	8	1,486	1,675	0	1,675
West Leg						
Approach	1,011	0	1,011	870	0	870
Departure	806	7	813	1,134	0	1,134
Total	1,817	7	1,824	2,004	0	2,004
Total Approaches						
Approach	2,069	8	2,077	2,344	0	2,344
Departure	2,069	8	2,077	2,344	0	2,344
Total	4,138	16	4,154	4,688	0	4,688

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Table C-4.6
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
62 Driveway 1/Iris Avenue						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	0		0	0		0
SBT	0		0	0		0
SBR	12		12	107	3	110
EBL	0		0	0		0
EBT	841		841	826		826
EBR	0		0	0		0
WBL	0		0	0		0
WBT	649		649	780	23	803
WBR	5		5	0		0
North Leg						
Approach	12	0	12	107	3	110
Departure	5	0	5	0	0	0
Total	17	0	17	107	3	110
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	654	0	654	780	23	803
Departure	841	0	841	826	0	826
Total	1,495	0	1,495	1,606	23	1,629
West Leg						
Approach	841	0	841	826	0	826
Departure	661	0	661	887	26	913
Total	1,502	0	1,502	1,713	26	1,739
Total Approaches						
Approach	1,507	0	1,507	1,713	26	1,739
Departure	1,507	0	1,507	1,713	26	1,739
Total	3,014	0	3,014	3,426	52	3,478

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Table C-4.7
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
62 Driveway 1/Iris Avenue						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	0		0	0		0
SBT	0		0	0		0
SBR	12		12	110		110
EBL	0		0	0		0
EBT	841		841	826		826
EBR	0		0	0		0
WBL	0		0	0		0
WBT	649		649	803		803
WBR	5		5	0		0
North Leg						
Approach	12	0	12	110	0	110
Departure	5	0	5	0	0	0
Total	17	0	17	110	0	110
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	654	0	654	803	0	803
Departure	841	0	841	826	0	826
Total	1,495	0	1,495	1,629	0	1,629
West Leg						
Approach	841	0	841	826	0	826
Departure	661	0	661	913	0	913
Total	1,502	0	1,502	1,739	0	1,739
Total Approaches						
Approach	1,507	0	1,507	1,739	0	1,739
Departure	1,507	0	1,507	1,739	0	1,739
Total	3,014	0	3,014	3,478	0	3,478

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Table C-4.7
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
63 Driveway 2/Iris Avenue						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	10		10	49		49
SBT	0		0	0		0
SBR	14		14	39	5	44
EBL	187		187	139		139
EBT	661		661	645		645
EBR	0		0	0		0
WBL	0		0	0		0
WBT	587	52	639	677	82	759
WBR	46		46	19		19
North Leg						
Approach	24	0	24	88	5	93
Departure	233	0	233	158	0	158
Total	257	0	257	246	5	251
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	633	52	685	696	82	778
Departure	671	0	671	694	0	694
Total	1,304	52	1,356	1,390	82	1,472
West Leg						
Approach	848	0	848	784	0	784
Departure	601	52	653	716	87	803
Total	1,449	52	1,501	1,500	87	1,587
Total Approaches						
Approach	1,505	52	1,557	1,568	87	1,655
Departure	1,505	52	1,557	1,568	87	1,655
Total	3,010	104	3,114	3,136	174	3,310

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Table C-4.8
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
63 Driveway 2/Iris Avenue						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	19		19	78		78
SBT	0		0	0		0
SBR	14		14	44		44
EBL	221		221	147		147
EBT	627		627	637		637
EBR	0		0	0		0
WBL	0		0	0		0
WBT	639		639	759		759
WBR	46		46	19		19
North Leg						
Approach	33	0	33	122	0	122
Departure	267	0	267	166	0	166
Total	300	0	300	288	0	288
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	685	0	685	778	0	778
Departure	646	0	646	715	0	715
Total	1,331	0	1,331	1,493	0	1,493
West Leg						
Approach	848	0	848	784	0	784
Departure	653	0	653	803	0	803
Total	1,501	0	1,501	1,587	0	1,587
Total Approaches						
Approach	1,566	0	1,566	1,684	0	1,684
Departure	1,566	0	1,566	1,684	0	1,684
Total	3,132	0	3,132	3,368	0	3,368

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Table C-4.8
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
64 Driveway 3/Iris Avenue						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	0		0	0		0
SBT	0		0	0		0
SBR	23	2	25	43	5	48
EBL	0		0	0		0
EBT	645		645	722		722
EBR	0		0	0		0
WBL	0		0	0		0
WBT	608	52	660	657	73	730
WBR	46		46	12		12
North Leg						
Approach	23	2	25	43	5	48
Departure	46	0	46	12	0	12
Total	69	2	71	55	5	60
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	654	52	706	669	73	742
Departure	645	0	645	722	0	722
Total	1,299	52	1,351	1,391	73	1,464
West Leg						
Approach	645	0	645	722	0	722
Departure	631	54	685	700	78	778
Total	1,276	54	1,330	1,422	78	1,500
Total Approaches						
Approach	1,322	54	1,376	1,434	78	1,512
Departure	1,322	54	1,376	1,434	78	1,512
Total	2,644	108	2,752	2,868	156	3,024

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Table C-4.9
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
64 Driveway 3/Iris Avenue						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	0		0	0		0
SBT	0		0	0		0
SBR	25		25	48		48
EBL	0		0	0		0
EBT	645		645	722		722
EBR	0		0	0		0
WBL	0		0	0		0
WBT	660		660	730		730
WBR	46		46	12		12
North Leg						
Approach	25	0	25	48	0	48
Departure	46	0	46	12	0	12
Total	71	0	71	60	0	60
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	706	0	706	742	0	742
Departure	645	0	645	722	0	722
Total	1,351	0	1,351	1,464	0	1,464
West Leg						
Approach	645	0	645	722	0	722
Departure	685	0	685	778	0	778
Total	1,330	0	1,330	1,500	0	1,500
Total Approaches						
Approach	1,376	0	1,376	1,512	0	1,512
Departure	1,376	0	1,376	1,512	0	1,512
Total	2,752	0	2,752	3,024	0	3,024

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Table C-4.9
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
53 Oliver Street/Iris Avenue						
NBL	73	7	80	33	3	36
NBT	26		26	13		13
NBR	21		21	20		20
SBL	5		5	7		7
SBT	17		17	19		19
SBR	136	13	149	110	9	119
EBL	125		125	60	3	63
EBT	495	1	496	590	25	615
EBR	24		24	43	2	45
WBL	37		37	36		36
WBT	437	41	478	541	46	587
WBR	7		7	6		6
North Leg						
Approach	158	13	171	136	9	145
Departure	158	0	158	79	3	82
Total	316	13	329	215	12	227
South Leg						
Approach	120	7	127	66	3	69
Departure	78	0	78	98	2	100
Total	198	7	205	164	5	169
East Leg						
Approach	481	41	522	583	46	629
Departure	521	1	522	617	25	642
Total	1,002	42	1,044	1,200	71	1,271
West Leg						
Approach	644	1	645	693	30	723
Departure	646	61	707	684	58	742
Total	1,290	62	1,352	1,377	88	1,465
Total Approaches						
Approach	1,403	62	1,465	1,478	88	1,566
Departure	1,403	62	1,465	1,478	88	1,566
Total	2,806	124	2,930	2,956	176	3,132

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Table C-4.10
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
53 Oliver Street/Iris Avenue						
NBL	80		80	36		36
NBT	26		26	13		13
NBR	21		21	20		20
SBL	5		5	7		7
SBT	17		17	19		19
SBR	149		149	119		119
EBL	125		125	63		63
EBT	496		496	615		615
EBR	24		24	45		45
WBL	37		37	36		36
WBT	478		478	587		587
WBR	7		7	6		6
North Leg						
Approach	171	0	171	145	0	145
Departure	158	0	158	82	0	82
Total	329	0	329	227	0	227
South Leg						
Approach	127	0	127	69	0	69
Departure	78	0	78	100	0	100
Total	205	0	205	169	0	169
East Leg						
Approach	522	0	522	629	0	629
Departure	522	0	522	642	0	642
Total	1,044	0	1,044	1,271	0	1,271
West Leg						
Approach	645	0	645	723	0	723
Departure	707	0	707	742	0	742
Total	1,352	0	1,352	1,465	0	1,465
Total Approaches						
Approach	1,465	0	1,465	1,566	0	1,566
Departure	1,465	0	1,465	1,566	0	1,566
Total	2,930	0	2,930	3,132	0	3,132

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Table C-4.10
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
54 Via Del Lago/Iris Avenue - Moreno Beach Drive						
NBL	30		30	15	1	16
NBT	2		2	1		1
NBR	33		33	30		30
SBL	6		6	12		12
SBT	0		0	2		2
SBR	42		42	19	1	20
EBL	14	1	15	32	2	34
EBT	454	32	486	555	33	588
EBR	20	1	21	19	1	20
WBL	19		19	47		47
WBT	447	3	450	566	27	593
WBR	4		4	19		19
North Leg						
Approach	48	0	48	33	1	34
Departure	20	1	21	52	2	54
Total	68	1	69	85	3	88
South Leg						
Approach	65	0	65	46	1	47
Departure	39	1	40	68	1	69
Total	104	1	105	114	2	116
East Leg						
Approach	470	3	473	632	27	659
Departure	493	32	525	597	33	630
Total	963	35	998	1,229	60	1,289
West Leg						
Approach	488	34	522	606	36	642
Departure	519	3	522	600	29	629
Total	1,007	37	1,044	1,206	65	1,271
Total Approaches						
Approach	1,071	37	1,108	1,317	65	1,382
Departure	1,071	37	1,108	1,317	65	1,382
Total	2,142	74	2,216	2,634	130	2,764

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Table C-4.11
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
55 Moreno Beach Drive/SR-60 Westbound Ramps						
NBL	0		0	0		0
NBT	228		228	250		250
NBR	396		396	409		409
SBL	105		105	53		53
SBT	206		206	185		185
SBR	0		0	0		0
EBL	0		0	0		0
EBT	0		0	0		0
EBR	0		0	0		0
WBL	120		120	142		142
WBT	0		0	0		0
WBR	4		4	9		9
North Leg						
Approach	311	0	311	238	0	238
Departure	232	0	232	259	0	259
Total	543	0	543	497	0	497
South Leg						
Approach	624	0	624	659	0	659
Departure	326	0	326	327	0	327
Total	950	0	950	986	0	986
East Leg						
Approach	124	0	124	151	0	151
Departure	501	0	501	462	0	462
Total	625	0	625	613	0	613
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	1,059	0	1,059	1,048	0	1,048
Departure	1,059	0	1,059	1,048	0	1,048
Total	2,118	0	2,118	2,096	0	2,096

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Table C-4.11
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
56 Moreno Beach Drive/SR-60 Eastbound Ramps						
NBL	0		0	0		0
NBT	562	5	567	552	12	564
NBR	160		160	200		200
SBL	6		6	6		6
SBT	324	-4	320	308	13	321
SBR	0		0	0		0
EBL	57		57	93	2	95
EBT	3		3	0		0
EBR	339		339	477		477
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	330	-4	326	314	13	327
Departure	619	5	624	645	14	659
Total	949	1	950	959	27	986
South Leg						
Approach	722	5	727	752	12	764
Departure	663	-4	659	785	13	798
Total	1,385	1	1,386	1,537	25	1,562
East Leg						
Approach	0	0	0	0	0	0
Departure	169	0	169	206	0	206
Total	169	0	169	206	0	206
West Leg						
Approach	399	0	399	570	2	572
Departure	0	0	0	0	0	0
Total	399	0	399	570	2	572
Total Approaches						
Approach	1,451	1	1,452	1,636	27	1,663
Departure	1,451	1	1,452	1,636	27	1,663
Total	2,902	2	2,904	3,272	54	3,326

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Table C-4.12
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
56 Moreno Beach Drive/SR-60 Eastbound Ramps						
NBL	0		0	0		0
NBT	567		567	564		564
NBR	160		160	200		200
SBL	6		6	6		6
SBT	320		320	321		321
SBR	0		0	0		0
EBL	57		57	95		95
EBT	3		3	0		0
EBR	339		339	477		477
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	326	0	326	327	0	327
Departure	624	0	624	659	0	659
Total	950	0	950	986	0	986
South Leg						
Approach	727	0	727	764	0	764
Departure	659	0	659	798	0	798
Total	1,386	0	1,386	1,562	0	1,562
East Leg						
Approach	0	0	0	0	0	0
Departure	169	0	169	206	0	206
Total	169	0	169	206	0	206
West Leg						
Approach	399	0	399	572	0	572
Departure	0	0	0	0	0	0
Total	399	0	399	572	0	572
Total Approaches						
Approach	1,452	0	1,452	1,663	0	1,663
Departure	1,452	0	1,452	1,663	0	1,663
Total	2,904	0	2,904	3,326	0	3,326

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Table C-4.12
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
57 Moreno Beach Drive/Eucalyptus Avenue						
NBL	51		51	91		91
NBT	351	113	464	379	-6	373
NBR	19		19	23		23
SBL	102	22	124	51		51
SBT	337	73	410	532	-4	528
SBR	103	22	125	221	-2	219
EBL	161	52	213	289	-4	285
EBT	42		42	23		23
EBR	64		64	121		121
WBL	9		9	35		35
WBT	16		16	28		28
WBR	38	12	50	108	-2	106
North Leg						
Approach	542	117	659	804	-6	798
Departure	550	177	727	776	-12	764
Total	1,092	294	1,386	1,580	-18	1,562
South Leg						
Approach	421	113	534	493	-6	487
Departure	410	73	483	688	-4	684
Total	831	186	1,017	1,181	-10	1,171
East Leg						
Approach	63	12	75	171	-2	169
Departure	163	22	185	97	0	97
Total	226	34	260	268	-2	266
West Leg						
Approach	267	52	319	433	-4	429
Departure	170	22	192	340	-2	338
Total	437	74	511	773	-6	767
Total Approaches						
Approach	1,293	294	1,587	1,901	-18	1,883
Departure	1,293	294	1,587	1,901	-18	1,883
Total	2,586	588	3,174	3,802	-36	3,766

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Table C-4.13
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
35 Lasselle Street/Lasselle Sports Park - Rojo Tierra						
NBL	12		12	2		2
NBT	1,472		1,472	874		874
NBR	4		4	12		12
SBL	18		18	57		57
SBT	1,166		1,166	1,189		1,189
SBR	9		9	7		7
EBL	2		2	13		13
EBT	0		0	1		1
EBR	0		0	3		3
WBL	10		10	4		4
WBT	0		0	2		2
WBR	56		56	33		33
North Leg						
Approach	1,193	0	1,193	1,253	0	1,253
Departure	1,530	0	1,530	920	0	920
Total	2,723	0	2,723	2,173	0	2,173
South Leg						
Approach	1,488	0	1,488	888	0	888
Departure	1,176	0	1,176	1,196	0	1,196
Total	2,664	0	2,664	2,084	0	2,084
East Leg						
Approach	66	0	66	39	0	39
Departure	22	0	22	70	0	70
Total	88	0	88	109	0	109
West Leg						
Approach	2	0	2	17	0	17
Departure	21	0	21	11	0	11
Total	23	0	23	28	0	28
Total Approaches						
Approach	2,749	0	2,749	2,197	0	2,197
Departure	2,749	0	2,749	2,197	0	2,197
Total	5,498	0	5,498	4,394	0	4,394

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Table C-4.13
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
36 Lasselle Street/Cremello Way - Avenida De Plata						
NBL	3		3	9		9
NBT	1,393	1	1,394	837	15	852
NBR	13		13	10		10
SBL	12		12	17		17
SBT	1,115	25	1,140	1,141	18	1,159
SBR	23	1	24	19		19
EBL	77		77	24		24
EBT	2		2	1		1
EBR	6		6	4		4
WBL	31		31	13		13
WBT	2		2	1		1
WBR	17		17	11		11
North Leg						
Approach	1,150	26	1,176	1,177	18	1,195
Departure	1,487	1	1,488	872	15	887
Total	2,637	27	2,664	2,049	33	2,082
South Leg						
Approach	1,409	1	1,410	856	15	871
Departure	1,152	25	1,177	1,158	18	1,176
Total	2,561	26	2,587	2,014	33	2,047
East Leg						
Approach	50	0	50	25	0	25
Departure	27	0	27	28	0	28
Total	77	0	77	53	0	53
West Leg						
Approach	85	0	85	29	0	29
Departure	28	1	29	29	0	29
Total	113	1	114	58	0	58
Total Approaches						
Approach	2,694	27	2,721	2,087	33	2,120
Departure	2,694	27	2,721	2,087	33	2,120
Total	5,388	54	5,442	4,174	66	4,240

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Table C-4.14
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
36 Lasselle Street/Cremello Way - Avenida De Plata						
NBL	3		3	9		9
NBT	1,394		1,394	852		852
NBR	13		13	10		10
SBL	12		12	17		17
SBT	1,140		1,140	1,159		1,159
SBR	24		24	19		19
EBL	77		77	24		24
EBT	2		2	1		1
EBR	6		6	4		4
WBL	31		31	13		13
WBT	2		2	1		1
WBR	17		17	11		11
North Leg						
Approach	1,176	0	1,176	1,195	0	1,195
Departure	1,488	0	1,488	887	0	887
Total	2,664	0	2,664	2,082	0	2,082
South Leg						
Approach	1,410	0	1,410	871	0	871
Departure	1,177	0	1,177	1,176	0	1,176
Total	2,587	0	2,587	2,047	0	2,047
East Leg						
Approach	50	0	50	25	0	25
Departure	27	0	27	28	0	28
Total	77	0	77	53	0	53
West Leg						
Approach	85	0	85	29	0	29
Departure	29	0	29	29	0	29
Total	114	0	114	58	0	58
Total Approaches						
Approach	2,721	0	2,721	2,120	0	2,120
Departure	2,721	0	2,721	2,120	0	2,120
Total	5,442	0	5,442	4,240	0	4,240

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Table C-4.14
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
37 Lasselle Street/Avenida Classica - Kentucky Derby Drive						
NBL	22		22	21		21
NBT	1,045	7	1,052	803	13	816
NBR	22		22	8		8
SBL	19		19	9		9
SBT	989		989	1,086		1,086
SBR	105		105	48		48
EBL	327	2	329	50	1	51
EBT	8		8	1		1
EBR	7		7	6		6
WBL	46		46	8		8
WBT	3		3	1		1
WBR	29		29	4		4
North Leg						
Approach	1,113	0	1,113	1,143	0	1,143
Departure	1,401	9	1,410	857	14	871
Total	2,514	9	2,523	2,000	14	2,014
South Leg						
Approach	1,089	7	1,096	832	13	845
Departure	1,042	0	1,042	1,100	0	1,100
Total	2,131	7	2,138	1,932	13	1,945
East Leg						
Approach	78	0	78	13	0	13
Departure	49	0	49	18	0	18
Total	127	0	127	31	0	31
West Leg						
Approach	342	2	344	57	1	58
Departure	130	0	130	70	0	70
Total	472	2	474	127	1	128
Total Approaches						
Approach	2,622	9	2,631	2,045	14	2,059
Departure	2,622	9	2,631	2,045	14	2,059
Total	5,244	18	5,262	4,090	28	4,118

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Table C-4.15
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
37 Lasselle Street/Avenida Classica - Kentucky Derby Drive						
NBL	22		22	21		21
NBT	1,052		1,052	816		816
NBR	22		22	8		8
SBL	19		19	9		9
SBT	989		989	1,086		1,086
SBR	105		105	48		48
EBL	329		329	51		51
EBT	8		8	1		1
EBR	7		7	6		6
WBL	46		46	8		8
WBT	3		3	1		1
WBR	29		29	4		4
North Leg						
Approach	1,113	0	1,113	1,143	0	1,143
Departure	1,410	0	1,410	871	0	871
Total	2,523	0	2,523	2,014	0	2,014
South Leg						
Approach	1,096	0	1,096	845	0	845
Departure	1,042	0	1,042	1,100	0	1,100
Total	2,138	0	2,138	1,945	0	1,945
East Leg						
Approach	78	0	78	13	0	13
Departure	49	0	49	18	0	18
Total	127	0	127	31	0	31
West Leg						
Approach	344	0	344	58	0	58
Departure	130	0	130	70	0	70
Total	474	0	474	128	0	128
Total Approaches						
Approach	2,631	0	2,631	2,059	0	2,059
Departure	2,631	0	2,631	2,059	0	2,059
Total	5,262	0	5,262	4,118	0	4,118

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Table C-4.15
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
38 Lasselle Street/Via De Anza - Rancho Verde High School						
NBL	62		62	62		62
NBT	809	-35	774	758	-31	727
NBR	289		289	76		76
SBL	208		208	142		142
SBT	603		603	1,042		1,042
SBR	246		246	9		9
EBL	107	-5	102	9		9
EBT	82		82	5		5
EBR	33		33	19		19
WBL	145		145	68		68
WBT	2		2	4		4
WBR	230	-10	220	114	-5	109
North Leg						
Approach	1,057	0	1,057	1,193	0	1,193
Departure	1,146	-50	1,096	881	-36	845
Total	2,203	-50	2,153	2,074	-36	2,038
South Leg						
Approach	1,160	-35	1,125	896	-31	865
Departure	781	0	781	1,129	0	1,129
Total	1,941	-35	1,906	2,025	-31	1,994
East Leg						
Approach	377	-10	367	186	-5	181
Departure	579	0	579	223	0	223
Total	956	-10	946	409	-5	404
West Leg						
Approach	222	-5	217	33	0	33
Departure	310	0	310	75	0	75
Total	532	-5	527	108	0	108
Total Approaches						
Approach	2,816	-50	2,766	2,308	-36	2,272
Departure	2,816	-50	2,766	2,308	-36	2,272
Total	5,632	-100	5,532	4,616	-72	4,544

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
1 I-215 Southbound Ramps/Alessandro Boulevard						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	196	0	196	228	0	228
SBT	0	0	0	0	0	0
SBR	225	0	225	329	0	329
EBL	0	0	0	0	0	0
EBT	714	23	737	1,470	11	1,481
EBR	291	0	291	435	0	435
WBL	0	0	0	0	0	0
WBT	2,033	9	2,042	1,175	25	1,200
WBR	188	0	188	108	0	108
North Leg						
Approach	421	0	421	557	0	557
Departure	188	0	188	108	0	108
Total	609	0	609	665	0	665
South Leg						
Approach	0	0	0	0	0	0
Departure	291	0	291	435	0	435
Total	291	0	291	435	0	435
East Leg						
Approach	2,221	9	2,230	1,283	25	1,308
Departure	910	23	933	1,698	11	1,709
Total	3,131	32	3,163	2,981	36	3,017
West Leg						
Approach	1,005	23	1,028	1,905	11	1,916
Departure	2,258	9	2,267	1,504	25	1,529
Total	3,263	32	3,295	3,409	36	3,445
Total Approaches						
Approach	3,647	32	3,679	3,745	36	3,781
Departure	3,647	32	3,679	3,745	36	3,781
Total	7,294	64	7,358	7,490	72	7,562

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
2 I-215 Northbound Ramps/Alessandro Boulevard						
NBL	813	0	813	442	0	442
NBT	1	0	1	0	0	0
NBR	123	0	123	204	0	204
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	66	0	66	245	0	245
EBT	844	23	867	1,453	11	1,464
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	1,408	9	1,417	841	25	866
WBR	112	0	112	214	0	214
North Leg						
Approach	0	0	0	0	0	0
Departure	179	0	179	459	0	459
Total	179	0	179	459	0	459
South Leg						
Approach	937	0	937	646	0	646
Departure	0	0	0	0	0	0
Total	937	0	937	646	0	646
East Leg						
Approach	1,520	9	1,529	1,055	25	1,080
Departure	967	23	990	1,657	11	1,668
Total	2,487	32	2,519	2,712	36	2,748
West Leg						
Approach	910	23	933	1,698	11	1,709
Departure	2,221	9	2,230	1,283	25	1,308
Total	3,131	32	3,163	2,981	36	3,017
Total Approaches						
Approach	3,367	32	3,399	3,399	36	3,435
Departure	3,367	32	3,399	3,399	36	3,435
Total	6,734	64	6,798	6,798	72	6,870

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
3 I-215 Southbound Ramps/Cactus Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	565	46	611	572	22	594
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	231	0	231	92	0	92
EBL	0	0	0	0	0	0
EBT	316	8	324	629	4	633
EBR	17	0	17	179	0	179
WBL	469	24	493	574	68	642
WBT	1,169	3	1,172	591	8	599
WBR	0	0	0	0	0	0
North Leg						
Approach	231	0	231	92	0	92
Departure	0	0	0	0	0	0
Total	231	0	231	92	0	92
South Leg						
Approach	565	46	611	572	22	594
Departure	486	24	510	753	68	821
Total	1,051	70	1,121	1,325	90	1,415
East Leg						
Approach	1,638	27	1,665	1,165	76	1,241
Departure	881	54	935	1,201	26	1,227
Total	2,519	81	2,600	2,366	102	2,468
West Leg						
Approach	333	8	341	808	4	812
Departure	1,400	3	1,403	683	8	691
Total	1,733	11	1,744	1,491	12	1,503
Total Approaches						
Approach	2,767	81	2,848	2,637	102	2,739
Departure	2,767	81	2,848	2,637	102	2,739
Total	5,534	162	5,696	5,274	204	5,478

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
4 I-215 Northbound Ramps/Cactus Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	895	53	948	1,209	26	1,235
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	1,639	27	1,666	1,166	76	1,242
WBR	337	18	355	537	51	588
North Leg						
Approach	0	0	0	0	0	0
Departure	337	18	355	537	51	588
Total	337	18	355	537	51	588
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	1,976	45	2,021	1,703	127	1,830
Departure	895	53	948	1,209	26	1,235
Total	2,871	98	2,969	2,912	153	3,065
West Leg						
Approach	895	53	948	1,209	26	1,235
Departure	1,639	27	1,666	1,166	76	1,242
Total	2,534	80	2,614	2,375	102	2,477
Total Approaches						
Approach	2,871	98	2,969	2,912	153	3,065
Departure	2,871	98	2,969	2,912	153	3,065
Total	5,742	196	5,938	5,824	306	6,130

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue						
NBL	289	0	289	56	0	56
NBT	261	0	261	84	0	84
NBR	722	61	783	630	29	659
SBL	18	0	18	217	0	217
SBT	2	0	2	4	0	4
SBR	41	0	41	114	0	114
EBL	9	0	9	18	0	18
EBT	834	53	887	1,120	26	1,146
EBR	52	0	52	71	0	71
WBL	0	0	0	0	0	0
WBT	1,646	45	1,691	1,533	127	1,660
WBR	295	0	295	112	0	112
North Leg						
Approach	61	0	61	335	0	335
Departure	565	0	565	214	0	214
Total	626	0	626	549	0	549
South Leg						
Approach	1,272	61	1,333	770	29	799
Departure	54	0	54	75	0	75
Total	1,326	61	1,387	845	29	874
East Leg						
Approach	1,941	45	1,986	1,645	127	1,772
Departure	1,574	114	1,688	1,967	55	2,022
Total	3,515	159	3,674	3,612	182	3,794
West Leg						
Approach	895	53	948	1,209	26	1,235
Departure	1,976	45	2,021	1,703	127	1,830
Total	2,871	98	2,969	2,912	153	3,065
Total Approaches						
Approach	4,169	159	4,328	3,959	182	4,141
Departure	4,169	159	4,328	3,959	182	4,141
Total	8,338	318	8,656	7,918	364	8,282

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
6 Day Street/Alessandro Boulevard						
NBL	11	0	11	8	0	8
NBT	65	0	65	57	0	57
NBR	16	0	16	8	0	8
SBL	46	0	46	176	0	176
SBT	23	0	23	38	0	38
SBR	67	0	67	107	0	107
EBL	109	0	109	172	0	172
EBT	610	23	633	1,227	11	1,238
EBR	16	0	16	10	0	10
WBL	7	0	7	9	0	9
WBT	1,211	9	1,220	885	25	910
WBR	110	0	110	161	0	161
North Leg						
Approach	136	0	136	321	0	321
Departure	284	0	284	390	0	390
Total	420	0	420	711	0	711
South Leg						
Approach	92	0	92	73	0	73
Departure	46	0	46	57	0	57
Total	138	0	138	130	0	130
East Leg						
Approach	1,328	9	1,337	1,055	25	1,080
Departure	672	23	695	1,411	11	1,422
Total	2,000	32	2,032	2,466	36	2,502
West Leg						
Approach	735	23	758	1,409	11	1,420
Departure	1,289	9	1,298	1,000	25	1,025
Total	2,024	32	2,056	2,409	36	2,445
Total Approaches						
Approach	2,291	32	2,323	2,858	36	2,894
Departure	2,291	32	2,323	2,858	36	2,894
Total	4,582	64	4,646	5,716	72	5,788

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
7 Elsworth Street/Alessandro Boulevard						
NBL	71	0	71	139	0	139
NBT	90	0	90	174	0	174
NBR	53	0	53	133	0	133
SBL	44	0	44	60	0	60
SBT	113	0	113	128	0	128
SBR	60	0	60	57	0	57
EBL	42	0	42	85	0	85
EBT	490	23	513	1,252	11	1,263
EBR	96	0	96	74	0	74
WBL	77	0	77	89	0	89
WBT	1,127	9	1,136	796	25	821
WBR	55	0	55	67	0	67
North Leg						
Approach	217	0	217	245	0	245
Departure	187	0	187	326	0	326
Total	404	0	404	571	0	571
South Leg						
Approach	214	0	214	446	0	446
Departure	286	0	286	291	0	291
Total	500	0	500	737	0	737
East Leg						
Approach	1,259	9	1,268	952	25	977
Departure	587	23	610	1,445	11	1,456
Total	1,846	32	1,878	2,397	36	2,433
West Leg						
Approach	628	23	651	1,411	11	1,422
Departure	1,258	9	1,267	992	25	1,017
Total	1,886	32	1,918	2,403	36	2,439
Total Approaches						
Approach	2,318	32	2,350	3,054	36	3,090
Departure	2,318	32	2,350	3,054	36	3,090
Total	4,636	64	4,700	6,108	72	6,180

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
8 Elsworth Street/Cactus Avenue						
NBL	44	0	44	208	0	208
NBT	15	0	15	64	0	64
NBR	28	0	28	98	0	98
SBL	72	0	72	201	0	201
SBT	74	0	74	24	0	24
SBR	113	0	113	165	0	165
EBL	132	0	132	104	0	104
EBT	1,109	114	1,223	1,661	55	1,716
EBR	240	0	240	25	0	25
WBL	90	0	90	18	0	18
WBT	1,659	45	1,704	1,139	127	1,266
WBR	77	0	77	98	0	98
North Leg						
Approach	259	0	259	390	0	390
Departure	224	0	224	266	0	266
Total	483	0	483	656	0	656
South Leg						
Approach	87	0	87	370	0	370
Departure	404	0	404	67	0	67
Total	491	0	491	437	0	437
East Leg						
Approach	1,826	45	1,871	1,255	127	1,382
Departure	1,209	114	1,323	1,960	55	2,015
Total	3,035	159	3,194	3,215	182	3,397
West Leg						
Approach	1,481	114	1,595	1,790	55	1,845
Departure	1,816	45	1,861	1,512	127	1,639
Total	3,297	159	3,456	3,302	182	3,484
Total Approaches						
Approach	3,653	159	3,812	3,805	182	3,987
Departure	3,653	159	3,812	3,805	182	3,987
Total	7,306	318	7,624	7,610	364	7,974

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
9 Frederick Street/Alessandro Boulevard						
NBL	70	0	70	76	0	76
NBT	230	0	230	328	0	328
NBR	15	0	15	77	0	77
SBL	111	0	111	257	0	257
SBT	261	0	261	316	0	316
SBR	155	0	155	159	0	159
EBL	106	0	106	272	0	272
EBT	399	23	422	1,314	11	1,325
EBR	81	0	81	105	0	105
WBL	96	0	96	55	0	55
WBT	1,422	9	1,431	860	25	885
WBR	99	0	99	196	0	196
North Leg						
Approach	527	0	527	732	0	732
Departure	435	0	435	796	0	796
Total	962	0	962	1,528	0	1,528
South Leg						
Approach	315	0	315	481	0	481
Departure	438	0	438	476	0	476
Total	753	0	753	957	0	957
East Leg						
Approach	1,617	9	1,626	1,111	25	1,136
Departure	525	23	548	1,648	11	1,659
Total	2,142	32	2,174	2,759	36	2,795
West Leg						
Approach	586	23	609	1,691	11	1,702
Departure	1,647	9	1,656	1,095	25	1,120
Total	2,233	32	2,265	2,786	36	2,822
Total Approaches						
Approach	3,045	32	3,077	4,015	36	4,051
Departure	3,045	32	3,077	4,015	36	4,051
Total	6,090	64	6,154	8,030	72	8,102

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
10 Frederick Street/Cactus Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	149	0	149	351	0	351
SBT	0	0	0	0	0	0
SBR	115	0	115	154	0	154
EBL	133	0	133	84	0	84
EBT	1,064	114	1,178	2,009	55	2,064
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	1,809	45	1,854	1,121	127	1,248
WBR	153	0	153	172	0	172
North Leg						
Approach	264	0	264	505	0	505
Departure	286	0	286	256	0	256
Total	550	0	550	761	0	761
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	1,962	45	2,007	1,293	127	1,420
Departure	1,213	114	1,327	2,360	55	2,415
Total	3,175	159	3,334	3,653	182	3,835
West Leg						
Approach	1,197	114	1,311	2,093	55	2,148
Departure	1,924	45	1,969	1,275	127	1,402
Total	3,121	159	3,280	3,368	182	3,550
Total Approaches						
Approach	3,423	159	3,582	3,891	182	4,073
Departure	3,423	159	3,582	3,891	182	4,073
Total	6,846	318	7,164	7,782	364	8,146

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
11 Graham Street/Alessandro Boulevard						
NBL	65	0	65	87	0	87
NBT	187	0	187	213	0	213
NBR	15	0	15	71	0	71
SBL	98	0	98	134	0	134
SBT	148	0	148	179	0	179
SBR	74	0	74	68	0	68
EBL	25	0	25	107	0	107
EBT	432	30	462	1,324	15	1,339
EBR	51	0	51	147	0	147
WBL	80	0	80	156	0	156
WBT	1,436	12	1,448	970	34	1,004
WBR	121	0	121	159	0	159
North Leg						
Approach	320	0	320	381	0	381
Departure	333	0	333	479	0	479
Total	653	0	653	860	0	860
South Leg						
Approach	267	0	267	371	0	371
Departure	279	0	279	482	0	482
Total	546	0	546	853	0	853
East Leg						
Approach	1,637	12	1,649	1,285	34	1,319
Departure	545	30	575	1,529	15	1,544
Total	2,182	42	2,224	2,814	49	2,863
West Leg						
Approach	508	30	538	1,578	15	1,593
Departure	1,575	12	1,587	1,125	34	1,159
Total	2,083	42	2,125	2,703	49	2,752
Total Approaches						
Approach	2,732	42	2,774	3,615	49	3,664
Departure	2,732	42	2,774	3,615	49	3,664
Total	5,464	84	5,548	7,230	98	7,328

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
12 Graham Street - Riverside Drive/Cactus Avenue						
NBL	184	0	184	156	0	156
NBT	50	0	50	59	0	59
NBR	7	0	7	15	0	15
SBL	89	0	89	132	0	132
SBT	51	0	51	111	0	111
SBR	99	0	99	82	0	82
EBL	93	0	93	83	0	83
EBT	929	114	1,043	1,913	55	1,968
EBR	171	0	171	341	0	341
WBL	17	0	17	11	0	11
WBT	1,649	45	1,694	1,058	127	1,185
WBR	93	0	93	93	0	93
North Leg						
Approach	239	0	239	325	0	325
Departure	236	0	236	235	0	235
Total	475	0	475	560	0	560
South Leg						
Approach	241	0	241	230	0	230
Departure	239	0	239	463	0	463
Total	480	0	480	693	0	693
East Leg						
Approach	1,759	45	1,804	1,162	127	1,289
Departure	1,025	114	1,139	2,060	55	2,115
Total	2,784	159	2,943	3,222	182	3,404
West Leg						
Approach	1,193	114	1,307	2,337	55	2,392
Departure	1,932	45	1,977	1,296	127	1,423
Total	3,125	159	3,284	3,633	182	3,815
Total Approaches						
Approach	3,432	159	3,591	4,054	182	4,236
Departure	3,432	159	3,591	4,054	182	4,236
Total	6,864	318	7,182	8,108	364	8,472

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
13 Heacock Street/Alessandro Boulevard						
NBL	204	0	204	188	0	188
NBT	426	0	426	519	0	519
NBR	37	0	37	83	0	83
SBL	125	0	125	239	0	239
SBT	268	0	268	489	0	489
SBR	175	0	175	148	0	148
EBL	92	0	92	170	0	170
EBT	350	38	388	1,209	18	1,227
EBR	52	0	52	151	0	151
WBL	24	0	24	62	0	62
WBT	1,268	15	1,283	801	42	843
WBR	140	0	140	178	0	178
North Leg						
Approach	568	0	568	876	0	876
Departure	658	0	658	867	0	867
Total	1,226	0	1,226	1,743	0	1,743
South Leg						
Approach	667	0	667	790	0	790
Departure	344	0	344	702	0	702
Total	1,011	0	1,011	1,492	0	1,492
East Leg						
Approach	1,432	15	1,447	1,041	42	1,083
Departure	512	38	550	1,531	18	1,549
Total	1,944	53	1,997	2,572	60	2,632
West Leg						
Approach	494	38	532	1,530	18	1,548
Departure	1,647	15	1,662	1,137	42	1,179
Total	2,141	53	2,194	2,667	60	2,727
Total Approaches						
Approach	3,161	53	3,214	4,237	60	4,297
Departure	3,161	53	3,214	4,237	60	4,297
Total	6,322	106	6,428	8,474	120	8,594

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
14 Heacock Street/Cactus Avenue						
NBL	671	0	671	470	0	470
NBT	498	0	498	428	0	428
NBR	8	0	8	27	0	27
SBL	68	0	68	114	0	114
SBT	272	0	272	399	0	399
SBR	66	0	66	56	0	56
EBL	76	0	76	118	0	118
EBT	556	114	670	1,082	55	1,137
EBR	402	0	402	814	0	814
WBL	14	0	14	7	0	7
WBT	1,014	45	1,059	649	127	776
WBR	108	0	108	75	0	75
North Leg						
Approach	406	0	406	569	0	569
Departure	682	0	682	621	0	621
Total	1,088	0	1,088	1,190	0	1,190
South Leg						
Approach	1,177	0	1,177	925	0	925
Departure	688	0	688	1,220	0	1,220
Total	1,865	0	1,865	2,145	0	2,145
East Leg						
Approach	1,136	45	1,181	731	127	858
Departure	632	114	746	1,223	55	1,278
Total	1,768	159	1,927	1,954	182	2,136
West Leg						
Approach	1,034	114	1,148	2,014	55	2,069
Departure	1,751	45	1,796	1,175	127	1,302
Total	2,785	159	2,944	3,189	182	3,371
Total Approaches						
Approach	3,753	159	3,912	4,239	182	4,421
Departure	3,753	159	3,912	4,239	182	4,421
Total	7,506	318	7,824	8,478	364	8,842

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
15 Heacock Street/Iris Avenue						
NBL	0	0	0	0	0	0
NBT	375	0	375	403	0	403
NBR	48	0	48	39	0	39
SBL	175	15	190	346	7	353
SBT	359	0	359	533	0	533
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	57	0	57	42	0	42
WBT	0	0	0	0	0	0
WBR	388	6	394	211	17	228
North Leg						
Approach	534	15	549	879	7	886
Departure	763	6	769	614	17	631
Total	1,297	21	1,318	1,493	24	1,517
South Leg						
Approach	423	0	423	442	0	442
Departure	416	0	416	575	0	575
Total	839	0	839	1,017	0	1,017
East Leg						
Approach	445	6	451	253	17	270
Departure	223	15	238	385	7	392
Total	668	21	689	638	24	662
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	1,402	21	1,423	1,574	24	1,598
Departure	1,402	21	1,423	1,574	24	1,598
Total	2,804	42	2,846	3,148	48	3,196

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
16 Indian Street/Alessandro Boulevard						
NBL	119	0	119	121	0	121
NBT	246	0	246	298	0	298
NBR	65	0	65	91	0	91
SBL	86	0	86	162	0	162
SBT	197	0	197	314	0	314
SBR	65	0	65	57	0	57
EBL	44	0	44	167	0	167
EBT	380	46	426	1,054	22	1,076
EBR	56	0	56	125	0	125
WBL	66	0	66	116	0	116
WBT	1,086	18	1,104	711	51	762
WBR	41	0	41	81	0	81
North Leg						
Approach	348	0	348	533	0	533
Departure	331	0	331	546	0	546
Total	679	0	679	1,079	0	1,079
South Leg						
Approach	430	0	430	510	0	510
Departure	319	0	319	555	0	555
Total	749	0	749	1,065	0	1,065
East Leg						
Approach	1,193	18	1,211	908	51	959
Departure	531	46	577	1,307	22	1,329
Total	1,724	64	1,788	2,215	73	2,288
West Leg						
Approach	480	46	526	1,346	22	1,368
Departure	1,270	18	1,288	889	51	940
Total	1,750	64	1,814	2,235	73	2,308
Total Approaches						
Approach	2,451	64	2,515	3,297	73	3,370
Departure	2,451	64	2,515	3,297	73	3,370
Total	4,902	128	5,030	6,594	146	6,740

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
17 Indian Street/Cactus Avenue						
NBL	117	0	117	73	0	73
NBT	366	0	366	252	0	252
NBR	62	0	62	38	0	38
SBL	100	0	100	67	0	67
SBT	287	0	287	352	0	352
SBR	41	0	41	31	0	31
EBL	54	0	54	53	0	53
EBT	485	114	599	1,002	55	1,057
EBR	111	0	111	170	0	170
WBL	37	0	37	40	0	40
WBT	973	45	1,018	533	127	660
WBR	63	0	63	57	0	57
North Leg						
Approach	428	0	428	450	0	450
Departure	483	0	483	362	0	362
Total	911	0	911	812	0	812
South Leg						
Approach	545	0	545	363	0	363
Departure	435	0	435	562	0	562
Total	980	0	980	925	0	925
East Leg						
Approach	1,073	45	1,118	630	127	757
Departure	647	114	761	1,107	55	1,162
Total	1,720	159	1,879	1,737	182	1,919
West Leg						
Approach	650	114	764	1,225	55	1,280
Departure	1,131	45	1,176	637	127	764
Total	1,781	159	1,940	1,862	182	2,044
Total Approaches						
Approach	2,696	159	2,855	2,668	182	2,850
Departure	2,696	159	2,855	2,668	182	2,850
Total	5,392	318	5,710	5,336	364	5,700

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
18 Indian Street/Iris Avenue						
NBL	48	0	48	17	0	17
NBT	284	0	284	84	0	84
NBR	16	8	24	9	4	13
SBL	280	8	288	252	4	256
SBT	234	0	234	176	0	176
SBR	31	0	31	22	0	22
EBL	73	0	73	26	0	26
EBT	165	15	180	293	7	300
EBR	31	0	31	75	0	75
WBL	8	3	11	9	8	17
WBT	357	6	363	191	17	208
WBR	436	3	439	179	8	187
North Leg						
Approach	545	8	553	450	4	454
Departure	793	3	796	289	8	297
Total	1,338	11	1,349	739	12	751
South Leg						
Approach	348	8	356	110	4	114
Departure	273	3	276	260	8	268
Total	621	11	632	370	12	382
East Leg						
Approach	801	12	813	379	33	412
Departure	461	31	492	554	15	569
Total	1,262	43	1,305	933	48	981
West Leg						
Approach	269	15	284	394	7	401
Departure	436	6	442	230	17	247
Total	705	21	726	624	24	648
Total Approaches						
Approach	1,963	43	2,006	1,333	48	1,381
Departure	1,963	43	2,006	1,333	48	1,381
Total	3,926	86	4,012	2,666	96	2,762

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
19 Perris Boulevard/Alessandro Boulevard						
NBL	271	0	271	244	0	244
NBT	711	0	711	618	0	618
NBR	103	0	103	114	0	114
SBL	159	8	167	139	4	143
SBT	461	0	461	743	0	743
SBR	211	0	211	180	0	180
EBL	115	0	115	396	0	396
EBT	325	53	378	726	26	752
EBR	76	0	76	242	0	242
WBL	104	0	104	189	0	189
WBT	850	21	871	604	59	663
WBR	115	3	118	111	8	119
North Leg						
Approach	831	8	839	1,062	4	1,066
Departure	941	3	944	1,125	8	1,133
Total	1,772	11	1,783	2,187	12	2,199
South Leg						
Approach	1,085	0	1,085	976	0	976
Departure	641	0	641	1,174	0	1,174
Total	1,726	0	1,726	2,150	0	2,150
East Leg						
Approach	1,069	24	1,093	904	67	971
Departure	587	61	648	979	30	1,009
Total	1,656	85	1,741	1,883	97	1,980
West Leg						
Approach	516	53	569	1,364	26	1,390
Departure	1,332	21	1,353	1,028	59	1,087
Total	1,848	74	1,922	2,392	85	2,477
Total Approaches						
Approach	3,501	85	3,586	4,306	97	4,403
Departure	3,501	85	3,586	4,306	97	4,403
Total	7,002	170	7,172	8,612	194	8,806

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
20 Perris Boulevard/Cactus Avenue						
NBL	259	0	259	156	0	156
NBT	874	0	874	724	0	724
NBR	129	0	129	63	0	63
SBL	76	8	84	124	4	128
SBT	510	0	510	872	0	872
SBR	96	0	96	61	0	61
EBL	90	0	90	97	0	97
EBT	476	114	590	752	55	807
EBR	135	0	135	189	0	189
WBL	66	0	66	58	0	58
WBT	793	45	838	507	127	634
WBR	79	3	82	57	8	65
North Leg						
Approach	682	8	690	1,057	4	1,061
Departure	1,043	3	1,046	878	8	886
Total	1,725	11	1,736	1,935	12	1,947
South Leg						
Approach	1,262	0	1,262	943	0	943
Departure	711	0	711	1,119	0	1,119
Total	1,973	0	1,973	2,062	0	2,062
East Leg						
Approach	938	48	986	622	135	757
Departure	681	122	803	939	59	998
Total	1,619	170	1,789	1,561	194	1,755
West Leg						
Approach	701	114	815	1,038	55	1,093
Departure	1,148	45	1,193	724	127	851
Total	1,849	159	2,008	1,762	182	1,944
Total Approaches						
Approach	3,583	170	3,753	3,660	194	3,854
Departure	3,583	170	3,753	3,660	194	3,854
Total	7,166	340	7,506	7,320	388	7,708

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
21 Perris Boulevard/Iris Avenue						
NBL	199	0	199	176	0	176
NBT	846	0	846	668	0	668
NBR	293	30	323	284	15	299
SBL	94	8	102	180	4	184
SBT	342	0	342	675	0	675
SBR	61	0	61	28	0	28
EBL	44	0	44	39	0	39
EBT	304	30	334	290	15	305
EBR	88	0	88	120	0	120
WBL	234	12	246	244	34	278
WBT	477	12	489	246	34	280
WBR	105	3	108	98	8	106
North Leg						
Approach	497	8	505	883	4	887
Departure	995	3	998	805	8	813
Total	1,492	11	1,503	1,688	12	1,700
South Leg						
Approach	1,338	30	1,368	1,128	15	1,143
Departure	664	12	676	1,039	34	1,073
Total	2,002	42	2,044	2,167	49	2,216
East Leg						
Approach	816	27	843	588	76	664
Departure	691	68	759	754	34	788
Total	1,507	95	1,602	1,342	110	1,452
West Leg						
Approach	436	30	466	449	15	464
Departure	737	12	749	450	34	484
Total	1,173	42	1,215	899	49	948
Total Approaches						
Approach	3,087	95	3,182	3,048	110	3,158
Departure	3,087	95	3,182	3,048	110	3,158
Total	6,174	190	6,364	6,096	220	6,316

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
22 Perris Boulevard/Krameria Avenue						
NBL	101	0	101	58	0	58
NBT	1,174	30	1,204	957	15	972
NBR	260	0	260	206	0	206
SBL	69	0	69	106	0	106
SBT	630	12	642	944	34	978
SBR	4	0	4	39	0	39
EBL	23	0	23	25	0	25
EBT	151	0	151	136	0	136
EBR	78	0	78	89	0	89
WBL	195	0	195	188	0	188
WBT	129	0	129	72	0	72
WBR	155	0	155	100	0	100
North Leg						
Approach	703	12	715	1,089	34	1,123
Departure	1,352	30	1,382	1,082	15	1,097
Total	2,055	42	2,097	2,171	49	2,220
South Leg						
Approach	1,535	30	1,565	1,221	15	1,236
Departure	903	12	915	1,221	34	1,255
Total	2,438	42	2,480	2,442	49	2,491
East Leg						
Approach	479	0	479	360	0	360
Departure	480	0	480	448	0	448
Total	959	0	959	808	0	808
West Leg						
Approach	252	0	252	250	0	250
Departure	234	0	234	169	0	169
Total	486	0	486	419	0	419
Total Approaches						
Approach	2,969	42	3,011	2,920	49	2,969
Departure	2,969	42	3,011	2,920	49	2,969
Total	5,938	84	6,022	5,840	98	5,938

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
23 Perris Boulevard/San Michele Road						
NBL	121	0	121	142	0	142
NBT	1,491	30	1,521	982	15	997
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	895	12	907	1,119	34	1,153
SBR	74	0	74	124	0	124
EBL	72	0	72	184	0	184
EBT	0	0	0	0	0	0
EBR	33	0	33	147	0	147
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	969	12	981	1,243	34	1,277
Departure	1,563	30	1,593	1,166	15	1,181
Total	2,532	42	2,574	2,409	49	2,458
South Leg						
Approach	1,612	30	1,642	1,124	15	1,139
Departure	928	12	940	1,266	34	1,300
Total	2,540	42	2,582	2,390	49	2,439
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	105	0	105	331	0	331
Departure	195	0	195	266	0	266
Total	300	0	300	597	0	597
Total Approaches						
Approach	2,686	42	2,728	2,698	49	2,747
Departure	2,686	42	2,728	2,698	49	2,747
Total	5,372	84	5,456	5,396	98	5,494

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
24 Perris Boulevard/Nandina Avenue						
NBL	57	0	57	28	0	28
NBT	1,620	30	1,650	1,063	15	1,078
NBR	12	0	12	46	0	46
SBL	13	0	13	21	0	21
SBT	912	12	924	1,229	34	1,263
SBR	26	0	26	49	0	49
EBL	30	0	30	42	0	42
EBT	1	0	1	21	0	21
EBR	50	0	50	125	0	125
WBL	16	0	16	23	0	23
WBT	15	0	15	4	0	4
WBR	17	0	17	10	0	10
North Leg						
Approach	951	12	963	1,299	34	1,333
Departure	1,667	30	1,697	1,115	15	1,130
Total	2,618	42	2,660	2,414	49	2,463
South Leg						
Approach	1,689	30	1,719	1,137	15	1,152
Departure	978	12	990	1,377	34	1,411
Total	2,667	42	2,709	2,514	49	2,563
East Leg						
Approach	48	0	48	37	0	37
Departure	26	0	26	88	0	88
Total	74	0	74	125	0	125
West Leg						
Approach	81	0	81	188	0	188
Departure	98	0	98	81	0	81
Total	179	0	179	269	0	269
Total Approaches						
Approach	2,769	42	2,811	2,661	49	2,710
Departure	2,769	42	2,811	2,661	49	2,710
Total	5,538	84	5,622	5,322	98	5,420

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
25 Perris Boulevard/Harley Knox Boulevard						
NBL	252	0	252	60	0	60
NBT	1,371	23	1,394	736	11	747
NBR	7	0	7	4	0	4
SBL	37	0	37	130	0	130
SBT	657	9	666	1,129	25	1,154
SBR	250	3	253	308	8	316
EBL	236	8	244	331	4	335
EBT	33	0	33	143	0	143
EBR	72	0	72	157	0	157
WBL	1	0	1	3	0	3
WBT	170	0	170	72	0	72
WBR	167	0	167	67	0	67
North Leg						
Approach	944	12	956	1,567	33	1,600
Departure	1,774	31	1,805	1,134	15	1,149
Total	2,718	43	2,761	2,701	48	2,749
South Leg						
Approach	1,630	23	1,653	800	11	811
Departure	730	9	739	1,289	25	1,314
Total	2,360	32	2,392	2,089	36	2,125
East Leg						
Approach	338	0	338	142	0	142
Departure	77	0	77	277	0	277
Total	415	0	415	419	0	419
West Leg						
Approach	341	8	349	631	4	635
Departure	672	3	675	440	8	448
Total	1,013	11	1,024	1,071	12	1,083
Total Approaches						
Approach	3,253	43	3,296	3,140	48	3,188
Departure	3,253	43	3,296	3,140	48	3,188
Total	6,506	86	6,592	6,280	96	6,376

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
26 Kitching Street/Alessandro Boulevard						
NBL	155	0	155	141	0	141
NBT	186	0	186	234	0	234
NBR	11	0	11	20	0	20
SBL	55	0	55	47	0	47
SBT	131	0	131	228	0	228
SBR	161	0	161	105	0	105
EBL	126	0	126	135	0	135
EBT	399	61	460	643	29	672
EBR	91	0	91	196	0	196
WBL	14	0	14	21	0	21
WBT	722	24	746	514	68	582
WBR	82	0	82	69	0	69
North Leg						
Approach	347	0	347	380	0	380
Departure	394	0	394	438	0	438
Total	741	0	741	818	0	818
South Leg						
Approach	352	0	352	395	0	395
Departure	236	0	236	445	0	445
Total	588	0	588	840	0	840
East Leg						
Approach	818	24	842	604	68	672
Departure	465	61	526	710	29	739
Total	1,283	85	1,368	1,314	97	1,411
West Leg						
Approach	616	61	677	974	29	1,003
Departure	1,038	24	1,062	760	68	828
Total	1,654	85	1,739	1,734	97	1,831
Total Approaches						
Approach	2,133	85	2,218	2,353	97	2,450
Departure	2,133	85	2,218	2,353	97	2,450
Total	4,266	170	4,436	4,706	194	4,900

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
27 Kitching Street/Cactus Avenue						
NBL	202	0	202	103	0	103
NBT	320	0	320	221	0	221
NBR	25	0	25	17	0	17
SBL	43	8	51	29	4	33
SBT	232	0	232	260	0	260
SBR	104	0	104	51	0	51
EBL	84	0	84	40	0	40
EBT	591	121	712	667	59	726
EBR	132	0	132	169	0	169
WBL	23	0	23	33	0	33
WBT	681	48	729	490	136	626
WBR	27	3	30	26	8	34
North Leg						
Approach	379	8	387	340	4	344
Departure	431	3	434	287	8	295
Total	810	11	821	627	12	639
South Leg						
Approach	547	0	547	341	0	341
Departure	387	0	387	462	0	462
Total	934	0	934	803	0	803
East Leg						
Approach	731	51	782	549	144	693
Departure	659	129	788	713	63	776
Total	1,390	180	1,570	1,262	207	1,469
West Leg						
Approach	807	121	928	876	59	935
Departure	987	48	1,035	644	136	780
Total	1,794	169	1,963	1,520	195	1,715
Total Approaches						
Approach	2,464	180	2,644	2,106	207	2,313
Departure	2,464	180	2,644	2,106	207	2,313
Total	4,928	360	5,288	4,212	414	4,626

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
28 Kitching Street/Iris Avenue						
NBL	141	0	141	60	0	60
NBT	181	0	181	122	0	122
NBR	125	8	133	98	4	102
SBL	38	0	38	47	0	47
SBT	185	0	185	155	0	155
SBR	126	0	126	92	0	92
EBL	76	0	76	168	0	168
EBT	635	68	703	780	33	813
EBR	93	0	93	109	0	109
WBL	172	3	175	134	8	142
WBT	710	27	737	725	76	801
WBR	69	0	69	103	0	103
North Leg						
Approach	349	0	349	294	0	294
Departure	326	0	326	393	0	393
Total	675	0	675	687	0	687
South Leg						
Approach	447	8	455	280	4	284
Departure	450	3	453	398	8	406
Total	897	11	908	678	12	690
East Leg						
Approach	951	30	981	962	84	1,046
Departure	798	76	874	925	37	962
Total	1,749	106	1,855	1,887	121	2,008
West Leg						
Approach	804	68	872	1,057	33	1,090
Departure	977	27	1,004	877	76	953
Total	1,781	95	1,876	1,934	109	2,043
Total Approaches						
Approach	2,551	106	2,657	2,593	121	2,714
Departure	2,551	106	2,657	2,593	121	2,714
Total	5,102	212	5,314	5,186	242	5,428

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
29 Lasselle Street/Alessandro Boulevard						
NBL	262	0	262	157	0	157
NBT	314	0	314	418	0	418
NBR	119	0	119	126	0	126
SBL	17	15	32	12	7	19
SBT	258	0	258	333	0	333
SBR	77	0	77	22	0	22
EBL	17	0	17	56	0	56
EBT	194	61	255	425	29	454
EBR	190	0	190	216	0	216
WBL	93	0	93	80	0	80
WBT	479	24	503	267	68	335
WBR	9	6	15	20	17	37
North Leg						
Approach	352	15	367	367	7	374
Departure	340	6	346	494	17	511
Total	692	21	713	861	24	885
South Leg						
Approach	695	0	695	701	0	701
Departure	541	0	541	629	0	629
Total	1,236	0	1,236	1,330	0	1,330
East Leg						
Approach	581	30	611	367	85	452
Departure	330	76	406	563	36	599
Total	911	106	1,017	930	121	1,051
West Leg						
Approach	401	61	462	697	29	726
Departure	818	24	842	446	68	514
Total	1,219	85	1,304	1,143	97	1,240
Total Approaches						
Approach	2,029	106	2,135	2,132	121	2,253
Departure	2,029	106	2,135	2,132	121	2,253
Total	4,058	212	4,270	4,264	242	4,506

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
30 Lasselle Street/Cactus Avenue						
NBL	188	0	188	116	0	116
NBT	587	0	587	453	0	453
NBR	302	0	302	157	0	157
SBL	72	8	80	29	4	33
SBT	462	0	462	558	0	558
SBR	46	0	46	23	0	23
EBL	67	0	67	51	0	51
EBT	389	129	518	354	63	417
EBR	184	0	184	237	0	237
WBL	179	0	179	198	0	198
WBT	446	50	496	355	144	499
WBR	65	3	68	61	8	69
North Leg						
Approach	580	8	588	610	4	614
Departure	719	3	722	565	8	573
Total	1,299	11	1,310	1,175	12	1,187
South Leg						
Approach	1,077	0	1,077	726	0	726
Departure	825	0	825	993	0	993
Total	1,902	0	1,902	1,719	0	1,719
East Leg						
Approach	690	53	743	614	152	766
Departure	763	137	900	540	67	607
Total	1,453	190	1,643	1,154	219	1,373
West Leg						
Approach	640	129	769	642	63	705
Departure	680	50	730	494	144	638
Total	1,320	179	1,499	1,136	207	1,343
Total Approaches						
Approach	2,987	190	3,177	2,592	219	2,811
Departure	2,987	190	3,177	2,592	219	2,811
Total	5,974	380	6,354	5,184	438	5,622

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
31 Lasselle Street/John F Kennedy Drive						
NBL	125	9	134	95	25	120
NBT	780	0	780	659	0	659
NBR	60	0	60	38	0	38
SBL	236	0	236	78	0	78
SBT	553	0	553	805	0	805
SBR	115	0	115	73	0	73
EBL	78	0	78	97	0	97
EBT	359	0	359	83	0	83
EBR	77	23	100	168	11	179
WBL	40	0	40	37	0	37
WBT	277	0	277	99	0	99
WBR	185	0	185	92	0	92
North Leg						
Approach	904	0	904	956	0	956
Departure	1,043	0	1,043	848	0	848
Total	1,947	0	1,947	1,804	0	1,804
South Leg						
Approach	965	9	974	792	25	817
Departure	670	23	693	1,010	11	1,021
Total	1,635	32	1,667	1,802	36	1,838
East Leg						
Approach	502	0	502	228	0	228
Departure	655	0	655	199	0	199
Total	1,157	0	1,157	427	0	427
West Leg						
Approach	514	23	537	348	11	359
Departure	517	9	526	267	25	292
Total	1,031	32	1,063	615	36	651
Total Approaches						
Approach	2,885	32	2,917	2,324	36	2,360
Departure	2,885	32	2,917	2,324	36	2,360
Total	5,770	64	5,834	4,648	72	4,720

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
32 Lasselle Street/Iris Avenue						
NBL	364	0	364	221	0	221
NBT	589	0	589	611	0	611
NBR	442	83	525	499	40	539
SBL	127	30	157	221	15	236
SBT	468	0	468	714	0	714
SBR	97	0	97	94	0	94
EBL	138	0	138	182	0	182
EBT	502	76	578	445	37	482
EBR	288	0	288	288	0	288
WBL	539	33	572	600	93	693
WBT	566	30	596	624	85	709
WBR	103	12	115	86	34	120
North Leg						
Approach	692	30	722	1,029	15	1,044
Departure	830	12	842	879	34	913
Total	1,522	42	1,564	1,908	49	1,957
South Leg						
Approach	1,395	83	1,478	1,331	40	1,371
Departure	1,295	33	1,328	1,602	93	1,695
Total	2,690	116	2,806	2,933	133	3,066
East Leg						
Approach	1,208	75	1,283	1,310	212	1,522
Departure	1,071	189	1,260	1,165	92	1,257
Total	2,279	264	2,543	2,475	304	2,779
West Leg						
Approach	928	76	1,004	915	37	952
Departure	1,027	30	1,057	939	85	1,024
Total	1,955	106	2,061	1,854	122	1,976
Total Approaches						
Approach	4,223	264	4,487	4,585	304	4,889
Departure	4,223	264	4,487	4,585	304	4,889
Total	8,446	528	8,974	9,170	608	9,778

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
33 Lasselle Street/Krameria Avenue						
NBL	290	0	290	89	0	89
NBT	997	83	1,080	819	40	859
NBR	197	0	197	81	0	81
SBL	75	0	75	102	0	102
SBT	665	33	698	1,133	93	1,226
SBR	94	0	94	70	0	70
EBL	283	0	283	155	0	155
EBT	185	0	185	47	0	47
EBR	317	0	317	195	0	195
WBL	79	0	79	57	0	57
WBT	125	0	125	37	0	37
WBR	80	0	80	62	0	62
North Leg						
Approach	834	33	867	1,305	93	1,398
Departure	1,360	83	1,443	1,036	40	1,076
Total	2,194	116	2,310	2,341	133	2,474
South Leg						
Approach	1,484	83	1,567	989	40	1,029
Departure	1,061	33	1,094	1,385	93	1,478
Total	2,545	116	2,661	2,374	133	2,507
East Leg						
Approach	284	0	284	156	0	156
Departure	457	0	457	230	0	230
Total	741	0	741	386	0	386
West Leg						
Approach	785	0	785	397	0	397
Departure	509	0	509	196	0	196
Total	1,294	0	1,294	593	0	593
Total Approaches						
Approach	3,387	116	3,503	2,847	133	2,980
Departure	3,387	116	3,503	2,847	133	2,980
Total	6,774	232	7,006	5,694	266	5,960

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
34 Lasselle Street/Via Xavier Lane						
NBL	4	0	4	1	0	1
NBT	1,486	76	1,562	876	37	913
NBR	12	0	12	12	0	12
SBL	14	0	14	29	0	29
SBT	1,100	30	1,130	1,218	85	1,303
SBR	9	3	12	21	8	29
EBL	24	8	32	11	4	15
EBT	0	0	0	0	0	0
EBR	5	0	5	2	0	2
WBL	21	0	21	10	0	10
WBT	0	0	0	0	0	0
WBR	40	0	40	29	0	29
North Leg						
Approach	1,123	33	1,156	1,268	93	1,361
Departure	1,550	84	1,634	916	41	957
Total	2,673	117	2,790	2,184	134	2,318
South Leg						
Approach	1,502	76	1,578	889	37	926
Departure	1,126	30	1,156	1,230	85	1,315
Total	2,628	106	2,734	2,119	122	2,241
East Leg						
Approach	61	0	61	39	0	39
Departure	26	0	26	41	0	41
Total	87	0	87	80	0	80
West Leg						
Approach	29	8	37	13	4	17
Departure	13	3	16	22	8	30
Total	42	11	53	35	12	47
Total Approaches						
Approach	2,715	117	2,832	2,209	134	2,343
Departure	2,715	117	2,832	2,209	134	2,343
Total	5,430	234	5,664	4,418	268	4,686

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
35 Lasselle Street/Lasselle Sports Park - Rojo Tierra						
NBL	12	0	12	2	0	2
NBT	1,472	68	1,540	874	33	907
NBR	4	0	4	12	0	12
SBL	18	3	21	57	8	65
SBT	1,166	27	1,193	1,189	76	1,265
SBR	9	0	9	7	0	7
EBL	2	0	2	13	0	13
EBT	0	0	0	1	0	1
EBR	0	0	0	3	0	3
WBL	10	0	10	4	0	4
WBT	0	0	0	2	0	2
WBR	56	8	64	33	4	37
North Leg						
Approach	1,193	30	1,223	1,253	84	1,337
Departure	1,530	76	1,606	920	37	957
Total	2,723	106	2,829	2,173	121	2,294
South Leg						
Approach	1,488	68	1,556	888	33	921
Departure	1,176	27	1,203	1,196	76	1,272
Total	2,664	95	2,759	2,084	109	2,193
East Leg						
Approach	66	8	74	39	4	43
Departure	22	3	25	70	8	78
Total	88	11	99	109	12	121
West Leg						
Approach	2	0	2	17	0	17
Departure	21	0	21	11	0	11
Total	23	0	23	28	0	28
Total Approaches						
Approach	2,749	106	2,855	2,197	121	2,318
Departure	2,749	106	2,855	2,197	121	2,318
Total	5,498	212	5,710	4,394	242	4,636

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
36 Lasselle Street/Cremello Way - Avenida De Plata						
NBL	3	0	3	9	0	9
NBT	1,394	61	1,455	852	29	881
NBR	13	0	13	10	0	10
SBL	12	0	12	17	0	17
SBT	1,140	24	1,164	1,159	68	1,227
SBR	24	3	27	19	8	27
EBL	77	8	85	24	4	28
EBT	2	0	2	1	0	1
EBR	6	0	6	4	0	4
WBL	31	0	31	13	0	13
WBT	2	0	2	1	0	1
WBR	17	0	17	11	0	11
North Leg						
Approach	1,176	27	1,203	1,195	76	1,271
Departure	1,488	69	1,557	887	33	920
Total	2,664	96	2,760	2,082	109	2,191
South Leg						
Approach	1,410	61	1,471	871	29	900
Departure	1,177	24	1,201	1,176	68	1,244
Total	2,587	85	2,672	2,047	97	2,144
East Leg						
Approach	50	0	50	25	0	25
Departure	27	0	27	28	0	28
Total	77	0	77	53	0	53
West Leg						
Approach	85	8	93	29	4	33
Departure	29	3	32	29	8	37
Total	114	11	125	58	12	70
Total Approaches						
Approach	2,721	96	2,817	2,120	109	2,229
Departure	2,721	96	2,817	2,120	109	2,229
Total	5,442	192	5,634	4,240	218	4,458

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
37 Lasselle Street/Avenida Classica - Kentucky Derby Drive						
NBL	22	0	22	21	0	21
NBT	1,052	53	1,105	816	26	842
NBR	22	0	22	8	0	8
SBL	19	0	19	9	0	9
SBT	989	21	1,010	1,086	59	1,145
SBR	105	3	108	48	8	56
EBL	329	8	337	51	4	55
EBT	8	0	8	1	0	1
EBR	7	0	7	6	0	6
WBL	46	0	46	8	0	8
WBT	3	0	3	1	0	1
WBR	29	0	29	4	0	4
North Leg						
Approach	1,113	24	1,137	1,143	67	1,210
Departure	1,410	61	1,471	871	30	901
Total	2,523	85	2,608	2,014	97	2,111
South Leg						
Approach	1,096	53	1,149	845	26	871
Departure	1,042	21	1,063	1,100	59	1,159
Total	2,138	74	2,212	1,945	85	2,030
East Leg						
Approach	78	0	78	13	0	13
Departure	49	0	49	18	0	18
Total	127	0	127	31	0	31
West Leg						
Approach	344	8	352	58	4	62
Departure	130	3	133	70	8	78
Total	474	11	485	128	12	140
Total Approaches						
Approach	2,631	85	2,716	2,059	97	2,156
Departure	2,631	85	2,716	2,059	97	2,156
Total	5,262	170	5,432	4,118	194	4,312

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
38 Lasselle Street/Via De Anza - Rancho Verde High School						
NBL	62	0	62	62	0	62
NBT	774	46	820	727	22	749
NBR	289	0	289	76	0	76
SBL	208	0	208	142	0	142
SBT	603	18	621	1,042	51	1,093
SBR	246	3	249	9	8	17
EBL	102	8	110	9	4	13
EBT	82	0	82	5	0	5
EBR	33	0	33	19	0	19
WBL	145	0	145	68	0	68
WBT	2	0	2	4	0	4
WBR	220	0	220	109	0	109
North Leg						
Approach	1,057	21	1,078	1,193	59	1,252
Departure	1,096	54	1,150	845	26	871
Total	2,153	75	2,228	2,038	85	2,123
South Leg						
Approach	1,125	46	1,171	865	22	887
Departure	781	18	799	1,129	51	1,180
Total	1,906	64	1,970	1,994	73	2,067
East Leg						
Approach	367	0	367	181	0	181
Departure	579	0	579	223	0	223
Total	946	0	946	404	0	404
West Leg						
Approach	217	8	225	33	4	37
Departure	310	3	313	75	8	83
Total	527	11	538	108	12	120
Total Approaches						
Approach	2,766	75	2,841	2,272	85	2,357
Departure	2,766	75	2,841	2,272	85	2,357
Total	5,532	150	5,682	4,544	170	4,714

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
39 Evans Road/Ramona Expressway						
NBL	390	0	390	237	0	237
NBT	525	23	548	375	11	386
NBR	27	0	27	13	0	13
SBL	208	3	211	263	8	271
SBT	343	9	352	491	25	516
SBR	440	3	443	357	8	365
EBL	294	8	302	366	4	370
EBT	520	0	520	1,089	0	1,089
EBR	196	0	196	350	0	350
WBL	22	0	22	15	0	15
WBT	1,164	0	1,164	672	0	672
WBR	342	8	350	191	4	195
North Leg						
Approach	991	15	1,006	1,111	41	1,152
Departure	1,161	39	1,200	932	19	951
Total	2,152	54	2,206	2,043	60	2,103
South Leg						
Approach	942	23	965	625	11	636
Departure	561	9	570	856	25	881
Total	1,503	32	1,535	1,481	36	1,517
East Leg						
Approach	1,528	8	1,536	878	4	882
Departure	755	3	758	1,365	8	1,373
Total	2,283	11	2,294	2,243	12	2,255
West Leg						
Approach	1,010	8	1,018	1,805	4	1,809
Departure	1,994	3	1,997	1,266	8	1,274
Total	3,004	11	3,015	3,071	12	3,083
Total Approaches						
Approach	4,471	54	4,525	4,419	60	4,479
Departure	4,471	54	4,525	4,419	60	4,479
Total	8,942	108	9,050	8,838	120	8,958

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
40 Camino Flores/Iris Avenue						
NBL	10	0	10	2	0	2
NBT	2	0	2	0	0	0
NBR	2	0	2	2	0	2
SBL	133	8	141	112	4	116
SBT	2	0	2	1	0	1
SBR	76	0	76	119	0	119
EBL	100	0	100	193	0	193
EBT	965	190	1,155	969	92	1,061
EBR	6	0	6	2	0	2
WBL	0	0	0	6	0	6
WBT	996	74	1,070	1,084	212	1,296
WBR	218	3	221	104	8	112
North Leg						
Approach	211	8	219	232	4	236
Departure	320	3	323	297	8	305
Total	531	11	542	529	12	541
South Leg						
Approach	14	0	14	4	0	4
Departure	8	0	8	9	0	9
Total	22	0	22	13	0	13
East Leg						
Approach	1,214	77	1,291	1,194	220	1,414
Departure	1,100	198	1,298	1,083	96	1,179
Total	2,314	275	2,589	2,277	316	2,593
West Leg						
Approach	1,071	190	1,261	1,164	92	1,256
Departure	1,082	74	1,156	1,205	212	1,417
Total	2,153	264	2,417	2,369	304	2,673
Total Approaches						
Approach	2,510	275	2,785	2,594	316	2,910
Departure	2,510	275	2,785	2,594	316	2,910
Total	5,020	550	5,570	5,188	632	5,820

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
41 Coachlight Court - Avenida De Circo/Iris Avenue						
NBL	120	0	120	52	0	52
NBT	0	0	0	0	0	0
NBR	13	0	13	5	0	5
SBL	13	0	13	13	0	13
SBT	0	0	0	0	0	0
SBR	76	0	76	41	0	41
EBL	31	0	31	50	0	50
EBT	912	197	1,109	985	96	1,081
EBR	44	0	44	48	0	48
WBL	4	0	4	2	0	2
WBT	1,018	77	1,095	1,101	220	1,321
WBR	3	0	3	10	0	10
North Leg						
Approach	89	0	89	54	0	54
Departure	34	0	34	60	0	60
Total	123	0	123	114	0	114
South Leg						
Approach	133	0	133	57	0	57
Departure	48	0	48	50	0	50
Total	181	0	181	107	0	107
East Leg						
Approach	1,025	77	1,102	1,113	220	1,333
Departure	938	197	1,135	1,003	96	1,099
Total	1,963	274	2,237	2,116	316	2,432
West Leg						
Approach	987	197	1,184	1,083	96	1,179
Departure	1,214	77	1,291	1,194	220	1,414
Total	2,201	274	2,475	2,277	316	2,593
Total Approaches						
Approach	2,234	274	2,508	2,307	316	2,623
Departure	2,234	274	2,508	2,307	316	2,623
Total	4,468	548	5,016	4,614	632	5,246

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
42 Grande Vista Drive/Iris Avenue						
NBL	115	0	115	54	0	54
NBT	0	0	0	0	0	0
NBR	34	0	34	24	0	24
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	977	205	1,182	846	99	945
EBR	69	0	69	60	0	60
WBL	7	0	7	26	0	26
WBT	806	80	886	1,108	229	1,337
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	149	0	149	78	0	78
Departure	76	0	76	86	0	86
Total	225	0	225	164	0	164
East Leg						
Approach	813	80	893	1,134	229	1,363
Departure	1,011	205	1,216	870	99	969
Total	1,824	285	2,109	2,004	328	2,332
West Leg						
Approach	1,046	205	1,251	906	99	1,005
Departure	921	80	1,001	1,162	229	1,391
Total	1,967	285	2,252	2,068	328	2,396
Total Approaches						
Approach	2,008	285	2,293	2,118	328	2,446
Departure	2,008	285	2,293	2,118	328	2,446
Total	4,016	570	4,586	4,236	656	4,892

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps						
NBL	116	3	119	157	8	165
NBT	259	3	262	277	8	285
NBR	415	30	445	602	85	687
SBL	33	0	33	24	0	24
SBT	371	8	379	216	4	220
SBR	3	0	3	10	0	10
EBL	6	0	6	6	0	6
EBT	35	0	35	22	0	22
EBR	205	8	213	125	4	129
WBL	132	0	132	144	0	144
WBT	10	0	10	21	0	21
WBR	26	0	26	18	0	18
North Leg						
Approach	407	8	415	250	4	254
Departure	291	3	294	301	8	309
Total	698	11	709	551	12	563
South Leg						
Approach	790	36	826	1,036	101	1,137
Departure	708	16	724	485	8	493
Total	1,498	52	1,550	1,521	109	1,630
East Leg						
Approach	168	0	168	183	0	183
Departure	483	30	513	648	85	733
Total	651	30	681	831	85	916
West Leg						
Approach	246	8	254	153	4	157
Departure	129	3	132	188	8	196
Total	375	11	386	341	12	353
Total Approaches						
Approach	1,611	52	1,663	1,622	109	1,731
Departure	1,611	52	1,663	1,622	109	1,731
Total	3,222	104	3,326	3,244	218	3,462

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
44 Nason Street/SR-60 Eastbound Ramps						
NBL	0	0	0	0	0	0
NBT	755	36	791	948	102	1,050
NBR	127	0	127	129	0	129
SBL	58	0	58	37	0	37
SBT	652	15	667	439	7	446
SBR	0	0	0	0	0	0
EBL	36	0	36	99	0	99
EBT	2	0	2	8	0	8
EBR	640	76	716	592	37	629
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	710	15	725	476	7	483
Departure	791	36	827	1,047	102	1,149
Total	1,501	51	1,552	1,523	109	1,632
South Leg						
Approach	882	36	918	1,077	102	1,179
Departure	1,292	91	1,383	1,031	44	1,075
Total	2,174	127	2,301	2,108	146	2,254
East Leg						
Approach	0	0	0	0	0	0
Departure	187	0	187	174	0	174
Total	187	0	187	174	0	174
West Leg						
Approach	678	76	754	699	37	736
Departure	0	0	0	0	0	0
Total	678	76	754	699	37	736
Total Approaches						
Approach	2,270	127	2,397	2,252	146	2,398
Departure	2,270	127	2,397	2,252	146	2,398
Total	4,540	254	4,794	4,504	292	4,796

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
45 Nason Street/Eucalyptus Avenue						
NBL	63	3	66	35	8	43
NBT	562	36	598	806	102	908
NBR	113	0	113	185	0	185
SBL	16	0	16	14	0	14
SBT	934	91	1,025	705	44	749
SBR	114	0	114	73	0	73
EBL	229	0	229	59	0	59
EBT	170	0	170	125	0	125
EBR	209	8	217	53	4	57
WBL	91	0	91	134	0	134
WBT	103	0	103	124	0	124
WBR	19	0	19	24	0	24
North Leg						
Approach	1,064	91	1,155	792	44	836
Departure	810	36	846	889	102	991
Total	1,874	127	2,001	1,681	146	1,827
South Leg						
Approach	738	39	777	1,026	110	1,136
Departure	1,234	99	1,333	892	48	940
Total	1,972	138	2,110	1,918	158	2,076
East Leg						
Approach	213	0	213	282	0	282
Departure	299	0	299	324	0	324
Total	512	0	512	606	0	606
West Leg						
Approach	608	8	616	237	4	241
Departure	280	3	283	232	8	240
Total	888	11	899	469	12	481
Total Approaches						
Approach	2,623	138	2,761	2,337	158	2,495
Departure	2,623	138	2,761	2,337	158	2,495
Total	5,246	276	5,522	4,674	316	4,990

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
46 Nason Street/Cottonwood Avenue						
NBL	23	0	23	30	0	30
NBT	601	39	640	835	110	945
NBR	5	0	5	7	0	7
SBL	21	0	21	25	0	25
SBT	818	99	917	640	48	688
SBR	113	0	113	98	0	98
EBL	96	0	96	77	0	77
EBT	39	0	39	24	0	24
EBR	22	0	22	39	0	39
WBL	5	0	5	2	0	2
WBT	52	0	52	37	0	37
WBR	87	0	87	22	0	22
North Leg						
Approach	952	99	1,051	763	48	811
Departure	784	39	823	934	110	1,044
Total	1,736	138	1,874	1,697	158	1,855
South Leg						
Approach	629	39	668	872	110	982
Departure	845	99	944	681	48	729
Total	1,474	138	1,612	1,553	158	1,711
East Leg						
Approach	144	0	144	61	0	61
Departure	65	0	65	56	0	56
Total	209	0	209	117	0	117
West Leg						
Approach	157	0	157	140	0	140
Departure	188	0	188	165	0	165
Total	345	0	345	305	0	305
Total Approaches						
Approach	1,882	138	2,020	1,836	158	1,994
Departure	1,882	138	2,020	1,836	158	1,994
Total	3,764	276	4,040	3,672	316	3,988

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
47 Nason Street/Alessandro Boulevard						
NBL	81	36	117	75	102	177
NBT	450	39	489	680	110	790
NBR	29	0	29	89	0	89
SBL	47	0	47	47	0	47
SBT	708	99	807	556	48	604
SBR	97	0	97	70	0	70
EBL	52	0	52	120	0	120
EBT	122	0	122	294	0	294
EBR	96	91	187	76	44	120
WBL	127	0	127	25	0	25
WBT	302	0	302	189	0	189
WBR	119	0	119	61	0	61
North Leg						
Approach	852	99	951	673	48	721
Departure	621	39	660	861	110	971
Total	1,473	138	1,611	1,534	158	1,692
South Leg						
Approach	560	75	635	844	212	1,056
Departure	931	190	1,121	657	92	749
Total	1,491	265	1,756	1,501	304	1,805
East Leg						
Approach	548	0	548	275	0	275
Departure	198	0	198	430	0	430
Total	746	0	746	705	0	705
West Leg						
Approach	270	91	361	490	44	534
Departure	480	36	516	334	102	436
Total	750	127	877	824	146	970
Total Approaches						
Approach	2,230	265	2,495	2,282	304	2,586
Departure	2,230	265	2,495	2,282	304	2,586
Total	4,460	530	4,990	4,564	608	5,172

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
48 Nason Street/Cactus Avenue						
NBL	108	53	161	35	153	188
NBT	368	74	442	310	212	522
NBR	9	0	9	20	0	20
SBL	55	0	55	88	0	88
SBT	306	190	496	433	92	525
SBR	182	0	182	119	0	119
EBL	90	0	90	128	0	128
EBT	283	0	283	391	0	391
EBR	69	137	206	82	66	148
WBL	11	0	11	23	0	23
WBT	374	0	374	281	0	281
WBR	56	0	56	42	0	42
North Leg						
Approach	543	190	733	640	92	732
Departure	514	74	588	480	212	692
Total	1,057	264	1,321	1,120	304	1,424
South Leg						
Approach	485	127	612	365	365	730
Departure	386	327	713	538	158	696
Total	871	454	1,325	903	523	1,426
East Leg						
Approach	441	0	441	346	0	346
Departure	347	0	347	499	0	499
Total	788	0	788	845	0	845
West Leg						
Approach	442	137	579	601	66	667
Departure	664	53	717	435	153	588
Total	1,106	190	1,296	1,036	219	1,255
Total Approaches						
Approach	1,911	454	2,365	1,952	523	2,475
Departure	1,911	454	2,365	1,952	523	2,475
Total	3,822	908	4,730	3,904	1,046	4,950

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
49 Nason Street-Hillrose Lane/Iris Avenue						
NBL	13	0	13	11	0	11
NBT	39	0	39	34	0	34
NBR	7	8	15	13	4	17
SBL	109	326	435	107	158	265
SBT	9	0	9	44	0	44
SBR	228	0	228	352	0	352
EBL	280	0	280	211	0	211
EBT	709	205	914	642	99	741
EBR	22	0	22	17	0	17
WBL	7	3	10	20	8	28
WBT	572	80	652	771	229	1,000
WBR	82	128	210	122	365	487
North Leg						
Approach	346	326	672	503	158	661
Departure	401	128	529	367	365	732
Total	747	454	1,201	870	523	1,393
South Leg						
Approach	59	8	67	58	4	62
Departure	38	3	41	81	8	89
Total	97	11	108	139	12	151
East Leg						
Approach	661	211	872	913	602	1,515
Departure	825	539	1,364	762	261	1,023
Total	1,486	750	2,236	1,675	863	2,538
West Leg						
Approach	1,011	205	1,216	870	99	969
Departure	813	80	893	1,134	229	1,363
Total	1,824	285	2,109	2,004	328	2,332
Total Approaches						
Approach	2,077	750	2,827	2,344	863	3,207
Departure	2,077	750	2,827	2,344	863	3,207
Total	4,154	1,500	5,654	4,688	1,726	6,414

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
50 Pearl Lane - Oliver Street/Alessandro Boulevard						
NBL	135	3	138	72	8	80
NBT	0	0	0	0	0	0
NBR	23	3	26	13	8	21
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	3	0	3	1	0	1
EBL	1	0	1	1	0	1
EBT	209	0	209	373	0	373
EBR	58	8	66	65	4	69
WBL	9	8	17	9	4	13
WBT	416	0	416	229	0	229
WBR	1	0	1	0	0	0
North Leg						
Approach	3	0	3	1	0	1
Departure	2	0	2	1	0	1
Total	5	0	5	2	0	2
South Leg						
Approach	158	6	164	85	16	101
Departure	67	16	83	74	8	82
Total	225	22	247	159	24	183
East Leg						
Approach	426	8	434	238	4	242
Departure	232	3	235	386	8	394
Total	658	11	669	624	12	636
West Leg						
Approach	268	8	276	439	4	443
Departure	554	3	557	302	8	310
Total	822	11	833	741	12	753
Total Approaches						
Approach	855	22	877	763	24	787
Departure	855	22	877	763	24	787
Total	1,710	44	1,754	1,526	48	1,574

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
51 Oliver Street/Cactus Avenue						
NBL	209	3	212	88	8	96
NBT	101	6	107	47	17	64
NBR	29	3	32	20	8	28
SBL	4	0	4	7	0	7
SBT	42	15	57	41	7	48
SBR	7	0	7	7	0	7
EBL	23	0	23	9	0	9
EBT	247	0	247	335	0	335
EBR	212	8	220	90	4	94
WBL	25	8	33	24	4	28
WBT	281	0	281	235	0	235
WBR	17	0	17	8	0	8
North Leg						
Approach	53	15	68	55	7	62
Departure	141	6	147	64	17	81
Total	194	21	215	119	24	143
South Leg						
Approach	339	12	351	155	33	188
Departure	279	31	310	155	15	170
Total	618	43	661	310	48	358
East Leg						
Approach	323	8	331	267	4	271
Departure	280	3	283	362	8	370
Total	603	11	614	629	12	641
West Leg						
Approach	482	8	490	434	4	438
Departure	497	3	500	330	8	338
Total	979	11	990	764	12	776
Total Approaches						
Approach	1,197	43	1,240	911	48	959
Departure	1,197	43	1,240	911	48	959
Total	2,394	86	2,480	1,822	96	1,918

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
52 Oliver Street/John F Kennedy Drive						
NBL	0	0	0	0	0	0
NBT	274	12	286	102	34	136
NBR	65	3	68	25	8	33
SBL	229	0	229	102	0	102
SBT	70	30	100	60	15	75
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	24	8	32	35	4	39
WBT	0	0	0	0	0	0
WBR	88	0	88	67	0	67
North Leg						
Approach	299	30	329	162	15	177
Departure	362	12	374	169	34	203
Total	661	42	703	331	49	380
South Leg						
Approach	339	15	354	127	42	169
Departure	94	38	132	95	19	114
Total	433	53	486	222	61	283
East Leg						
Approach	112	8	120	102	4	106
Departure	294	3	297	127	8	135
Total	406	11	417	229	12	241
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	750	53	803	391	61	452
Departure	750	53	803	391	61	452
Total	1,500	106	1,606	782	122	904

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
53 Oliver Street/Iris Avenue						
NBL	80	15	95	36	7	43
NBT	26	0	26	13	0	13
NBR	21	0	21	20	0	20
SBL	5	0	5	7	0	7
SBT	17	0	17	19	0	19
SBR	149	38	187	119	18	137
EBL	125	15	140	63	42	105
EBT	496	65	561	615	187	802
EBR	24	6	30	45	17	62
WBL	37	0	37	36	0	36
WBT	478	167	645	587	81	668
WBR	7	0	7	6	0	6
North Leg						
Approach	171	38	209	145	18	163
Departure	158	15	173	82	42	124
Total	329	53	382	227	60	287
South Leg						
Approach	127	15	142	69	7	76
Departure	78	6	84	100	17	117
Total	205	21	226	169	24	193
East Leg						
Approach	522	167	689	629	81	710
Departure	522	65	587	642	187	829
Total	1,044	232	1,276	1,271	268	1,539
West Leg						
Approach	645	86	731	723	246	969
Departure	707	220	927	742	106	848
Total	1,352	306	1,658	1,465	352	1,817
Total Approaches						
Approach	1,465	306	1,771	1,566	352	1,918
Departure	1,465	306	1,771	1,566	352	1,918
Total	2,930	612	3,542	3,132	704	3,836

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
54 Via Del Lago/Iris Avenue - Moreno Beach Drive						
NBL	30	0	30	16	0	16
NBT	2	0	2	1	0	1
NBR	33	0	33	30	0	30
SBL	6	0	6	12	0	12
SBT	0	0	0	2	0	2
SBR	42	0	42	20	0	20
EBL	15	0	15	34	0	34
EBT	486	65	551	588	187	775
EBR	21	0	21	20	0	20
WBL	19	0	19	47	0	47
WBT	450	167	617	593	81	674
WBR	4	0	4	19	0	19
North Leg						
Approach	48	0	48	34	0	34
Departure	21	0	21	54	0	54
Total	69	0	69	88	0	88
South Leg						
Approach	65	0	65	47	0	47
Departure	40	0	40	69	0	69
Total	105	0	105	116	0	116
East Leg						
Approach	473	167	640	659	81	740
Departure	525	65	590	630	187	817
Total	998	232	1,230	1,289	268	1,557
West Leg						
Approach	522	65	587	642	187	829
Departure	522	167	689	629	81	710
Total	1,044	232	1,276	1,271	268	1,539
Total Approaches						
Approach	1,108	232	1,340	1,382	268	1,650
Departure	1,108	232	1,340	1,382	268	1,650
Total	2,216	464	2,680	2,764	536	3,300

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
55 Moreno Beach Drive/SR-60 Westbound Ramps						
NBL	0	0	0	0	0	0
NBT	228	12	240	250	34	284
NBR	396	0	396	409	0	409
SBL	105	0	105	53	0	53
SBT	206	30	236	185	15	200
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	120	53	173	142	26	168
WBT	0	0	0	0	0	0
WBR	4	0	4	9	0	9
North Leg						
Approach	311	30	341	238	15	253
Departure	232	12	244	259	34	293
Total	543	42	585	497	49	546
South Leg						
Approach	624	12	636	659	34	693
Departure	326	83	409	327	41	368
Total	950	95	1,045	986	75	1,061
East Leg						
Approach	124	53	177	151	26	177
Departure	501	0	501	462	0	462
Total	625	53	678	613	26	639
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	1,059	95	1,154	1,048	75	1,123
Departure	1,059	95	1,154	1,048	75	1,123
Total	2,118	190	2,308	2,096	150	2,246

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
56 Moreno Beach Drive/SR-60 Eastbound Ramps						
NBL	0	0	0	0	0	0
NBT	567	12	579	564	34	598
NBR	160	21	181	200	59	259
SBL	6	0	6	6	0	6
SBT	320	83	403	321	40	361
SBR	0	0	0	0	0	0
EBL	57	0	57	95	0	95
EBT	3	0	3	0	0	0
EBR	339	0	339	477	0	477
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	326	83	409	327	40	367
Departure	624	12	636	659	34	693
Total	950	95	1,045	986	74	1,060
South Leg						
Approach	727	33	760	764	93	857
Departure	659	83	742	798	40	838
Total	1,386	116	1,502	1,562	133	1,695
East Leg						
Approach	0	0	0	0	0	0
Departure	169	21	190	206	59	265
Total	169	21	190	206	59	265
West Leg						
Approach	399	0	399	572	0	572
Departure	0	0	0	0	0	0
Total	399	0	399	572	0	572
Total Approaches						
Approach	1,452	116	1,568	1,663	133	1,796
Departure	1,452	116	1,568	1,663	133	1,796
Total	2,904	232	3,136	3,326	266	3,592

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
57 Moreno Beach Drive/Eucalyptus Avenue						
NBL	51	0	51	91	0	91
NBT	464	33	497	373	93	466
NBR	19	0	19	23	0	23
SBL	124	0	124	51	0	51
SBT	410	83	493	528	40	568
SBR	125	0	125	219	0	219
EBL	213	0	213	285	0	285
EBT	42	0	42	23	0	23
EBR	64	0	64	121	0	121
WBL	9	0	9	35	0	35
WBT	16	0	16	28	0	28
WBR	50	0	50	106	0	106
North Leg						
Approach	659	83	742	798	40	838
Departure	727	33	760	764	93	857
Total	1,386	116	1,502	1,562	133	1,695
South Leg						
Approach	534	33	567	487	93	580
Departure	483	83	566	684	40	724
Total	1,017	116	1,133	1,171	133	1,304
East Leg						
Approach	75	0	75	169	0	169
Departure	185	0	185	97	0	97
Total	260	0	260	266	0	266
West Leg						
Approach	319	0	319	429	0	429
Departure	192	0	192	338	0	338
Total	511	0	511	767	0	767
Total Approaches						
Approach	1,587	116	1,703	1,883	133	2,016
Departure	1,587	116	1,703	1,883	133	2,016
Total	3,174	232	3,406	3,766	266	4,032

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
58 Moreno Beach Drive/Cottonwood Avenue						
NBL	4	0	4	7	0	7
NBT	467	33	500	558	93	651
NBR	25	6	31	54	17	71
SBL	27	0	27	58	0	58
SBT	369	83	452	603	40	643
SBR	10	0	10	15	0	15
EBL	10	0	10	10	0	10
EBT	36	0	36	27	0	27
EBR	4	0	4	9	0	9
WBL	33	15	48	39	7	46
WBT	66	0	66	32	0	32
WBR	41	0	41	65	0	65
North Leg						
Approach	406	83	489	676	40	716
Departure	518	33	551	633	93	726
Total	924	116	1,040	1,309	133	1,442
South Leg						
Approach	496	39	535	619	110	729
Departure	406	98	504	651	47	698
Total	902	137	1,039	1,270	157	1,427
East Leg						
Approach	140	15	155	136	7	143
Departure	88	6	94	139	17	156
Total	228	21	249	275	24	299
West Leg						
Approach	50	0	50	46	0	46
Departure	80	0	80	54	0	54
Total	130	0	130	100	0	100
Total Approaches						
Approach	1,092	137	1,229	1,477	157	1,634
Departure	1,092	137	1,229	1,477	157	1,634
Total	2,184	274	2,458	2,954	314	3,268

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
59 Moreno Beach Drive/Alessandro Boulevard						
NBL	60	0	60	68	0	68
NBT	455	39	494	479	110	589
NBR	33	9	42	59	25	84
SBL	9	0	9	22	0	22
SBT	433	99	532	556	48	604
SBR	73	0	73	63	0	63
EBL	41	0	41	119	0	119
EBT	102	0	102	193	0	193
EBR	50	0	50	65	0	65
WBL	50	23	73	58	11	69
WBT	206	0	206	104	0	104
WBR	11	0	11	25	0	25
North Leg						
Approach	515	99	614	641	48	689
Departure	507	39	546	623	110	733
Total	1,022	138	1,160	1,264	158	1,422
South Leg						
Approach	548	48	596	606	135	741
Departure	533	122	655	679	59	738
Total	1,081	170	1,251	1,285	194	1,479
East Leg						
Approach	267	23	290	187	11	198
Departure	144	9	153	274	25	299
Total	411	32	443	461	36	497
West Leg						
Approach	193	0	193	377	0	377
Departure	339	0	339	235	0	235
Total	532	0	532	612	0	612
Total Approaches						
Approach	1,523	170	1,693	1,811	194	2,005
Departure	1,523	170	1,693	1,811	194	2,005
Total	3,046	340	3,386	3,622	388	4,010

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
60 Moreno Beach Drive/Cactus Avenue						
NBL	86	0	86	105	0	105
NBT	393	48	441	404	136	540
NBR	38	9	47	32	25	57
SBL	8	0	8	41	0	41
SBT	285	121	406	468	59	527
SBR	77	0	77	108	0	108
EBL	83	0	83	111	0	111
EBT	77	0	77	152	0	152
EBR	71	0	71	134	0	134
WBL	19	23	42	20	11	31
WBT	112	0	112	102	0	102
WBR	19	0	19	22	0	22
North Leg						
Approach	370	121	491	617	59	676
Departure	495	48	543	537	136	673
Total	865	169	1,034	1,154	195	1,349
South Leg						
Approach	517	57	574	541	161	702
Departure	375	144	519	622	70	692
Total	892	201	1,093	1,163	231	1,394
East Leg						
Approach	150	23	173	144	11	155
Departure	123	9	132	225	25	250
Total	273	32	305	369	36	405
West Leg						
Approach	231	0	231	397	0	397
Departure	275	0	275	315	0	315
Total	506	0	506	712	0	712
Total Approaches						
Approach	1,268	201	1,469	1,699	231	1,930
Departure	1,268	201	1,469	1,699	231	1,930
Total	2,536	402	2,938	3,398	462	3,860

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
61 Moreno Beach Drive/John F Kennedy Drive						
NBL	22	0	22	11	0	11
NBT	325	56	381	395	161	556
NBR	201	9	210	223	25	248
SBL	71	0	71	94	0	94
SBT	266	144	410	407	70	477
SBR	92	0	92	73	0	73
EBL	68	0	68	59	0	59
EBT	34	0	34	25	0	25
EBR	7	0	7	7	0	7
WBL	165	23	188	251	11	262
WBT	45	0	45	43	0	43
WBR	75	0	75	70	0	70
North Leg						
Approach	429	144	573	574	70	644
Departure	468	56	524	524	161	685
Total	897	200	1,097	1,098	231	1,329
South Leg						
Approach	548	65	613	629	186	815
Departure	438	167	605	665	81	746
Total	986	232	1,218	1,294	267	1,561
East Leg						
Approach	285	23	308	364	11	375
Departure	306	9	315	342	25	367
Total	591	32	623	706	36	742
West Leg						
Approach	109	0	109	91	0	91
Departure	159	0	159	127	0	127
Total	268	0	268	218	0	218
Total Approaches						
Approach	1,371	232	1,603	1,658	267	1,925
Departure	1,371	232	1,603	1,658	267	1,925
Total	2,742	464	3,206	3,316	534	3,850

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
62 Driveway 1/Iris Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	12	113	125	110	322	432
EBL	0	0	0	0	0	0
EBT	841	539	1,380	826	261	1,087
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	649	98	747	803	280	1,083
WBR	5	8	13	0	4	4
North Leg						
Approach	12	113	125	110	322	432
Departure	5	8	13	0	4	4
Total	17	121	138	110	326	436
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	654	106	760	803	284	1,087
Departure	841	539	1,380	826	261	1,087
Total	1,495	645	2,140	1,629	545	2,174
West Leg						
Approach	841	539	1,380	826	261	1,087
Departure	661	211	872	913	602	1,515
Total	1,502	750	2,252	1,739	863	2,602
Total Approaches						
Approach	1,507	758	2,265	1,739	867	2,606
Departure	1,507	758	2,265	1,739	867	2,606
Total	3,014	1,516	4,530	3,478	1,734	5,212

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
63 Driveway 2/Iris Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	10	86	105	49	246	324
SBT	0	0	0	0	0	0
SBR	14	56	70	44	161	205
EBL	187	539	760	139	261	408
EBT	661	0	627	645	0	637
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	639	50	689	759	123	882
WBR	46	114	160	19	55	74
North Leg						
Approach	24	142	175	93	407	529
Departure	233	653	920	158	316	482
Total	257	795	1,095	251	723	1,011
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	685	164	849	778	178	956
Departure	671	86	732	694	246	961
Total	1,356	250	1,581	1,472	424	1,917
West Leg						
Approach	848	539	1,387	784	261	1,045
Departure	653	106	759	803	284	1,087
Total	1,501	645	2,146	1,587	545	2,132
Total Approaches						
Approach	1,557	845	2,411	1,655	846	2,530
Departure	1,557	845	2,411	1,655	846	2,530
Total	3,114	1,690	4,822	3,310	1,692	5,060

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Table C-5 - Existing Balanced (2018) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing	Buildout Project Trips	Existing with Project	Existing	Buildout Project Trips	Existing with Project
64 Driveway 3/Iris Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	9	0	0	29	0	0
SBT	0	0	0	0	0	0
SBR	25	42	67	48	119	167
EBL	34	0	0	8	0	0
EBT	636	86	731	693	246	968
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	660	121	781	730	59	789
WBR	46	99	145	12	48	60
North Leg						
Approach	34	42	67	77	119	167
Departure	80	99	145	20	48	60
Total	114	141	212	97	167	227
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	706	220	926	742	107	849
Departure	645	86	731	722	246	968
Total	1,351	306	1,657	1,464	353	1,817
West Leg						
Approach	670	86	731	701	246	968
Departure	685	163	848	778	178	956
Total	1,355	249	1,579	1,479	424	1,924
Total Approaches						
Approach	1,410	348	1,724	1,520	472	1,984
Departure	1,410	348	1,724	1,520	472	1,984
Total	2,820	696	3,448	3,040	944	3,968

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
1	**I-215 Southbound Ramps/Alessandro Boulevard**						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	527	Through	0
		Right	0			Right	0
	Southbound	Left	196	Approach	592	Left	314
		Through	0	Departure	260	Through	0
		Right	225			Right	280
	Eastbound	Left	0	Approach	2,091	Left	0
		Through	714	Departure	3,700	Through	1,593
		Right	291			Right	527
	Westbound	Left	0	Approach	3,710	Left	0
		Through	2,033	Departure	1,907	Through	3,420
		Right	188			Right	260
	P.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	571	Through	0
		Right	0			Right	0
	Southbound	Left	228	Approach	699	Left	426
		Through	0	Departure	186	Through	0
		Right	329			Right	275
	Eastbound	Left	0	Approach	3,316	Left	0
		Through	1,470	Departure	2,905	Through	2,862
		Right	435			Right	571
	Westbound	Left	0	Approach	2,934	Left	0
		Through	1,175	Departure	3,288	Through	2,629
		Right	108			Right	186

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
2	**I-215 Northbound Ramps/Alessandro Boulevard**						
	A.M. Peak Hour						
	Northbound	Left	813	Approach	941	Left	767
		Through	1	Departure	0	Through	0
		Right	123			Right	167
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	90	Through	0
		Right	0			Right	0
	Eastbound	Left	66	Approach	1,907	Left	28
		Through	844	Departure	3,710	Through	1,922
		Right	0			Right	0
	Westbound	Left	0	Approach	3,042	Left	0
		Through	1,408	Departure	2,089	Through	2,943
		Right	112			Right	62
	P.M. Peak Hour						
	Northbound	Left	442	Approach	799	Left	518
		Through	0	Departure	0	Through	0
		Right	204			Right	279
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	537	Through	0
		Right	0			Right	0
	Eastbound	Left	245	Approach	3,288	Left	225
		Through	1,453	Departure	2,934	Through	3,080
		Right	0			Right	0
	Westbound	Left	0	Approach	2,744	Left	0
		Through	841	Departure	3,360	Through	2,416
		Right	214			Right	312

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume
3	**I-215 Southbound Ramps/Cactus Avenue**					
	A.M. Peak Hour					
	Northbound	Left	0	Approach	973	Left 0
		Through	0	Departure	642	Through 0
		Right	565			Right 785
	Southbound	Left	0	Approach	397	Left 0
		Through	0	Departure	0	Through 0
		Right	231			Right 442
	Eastbound	Left	0	Approach	669	Left 0
		Through	316	Departure	2,608	Through 382
		Right	17			Right 200
	Westbound	Left	469	Approach	2,377	Left 442
		Through	1,169	Departure	1,167	Through 2,166
		Right	0			Right 0
	P.M. Peak Hour					
	Northbound	Left	0	Approach	553	Left 0
		Through	0	Departure	1,235	Through 0
		Right	572			Right 539
	Southbound	Left	0	Approach	92	Left 0
		Through	0	Departure	0	Through 0
		Right	92			Right 95
	Eastbound	Left	0	Approach	1,969	Left 0
		Through	629	Departure	1,254	Through 1,255
		Right	179			Right 683
	Westbound	Left	574	Approach	1,669	Left 552
		Through	591	Departure	1,794	Through 1,159
		Right	0			Right 0

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
4	**I-215 Northbound Ramps/Cactus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	337	Through	0
		Right	0			Right	0
	Eastbound	Left	0	Approach	1,181	Left	0
		Through	895	Departure	2,378	Through	1,181
		Right	0			Right	0
	Westbound	Left	0	Approach	2,715	Left	0
		Through	1,639	Departure	1,181	Through	2,378
		Right	337			Right	337
	P.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	537	Through	0
		Right	0			Right	0
	Eastbound	Left	0	Approach	1,802	Left	0
		Through	1,209	Departure	1,670	Through	1,802
		Right	0			Right	0
	Westbound	Left	0	Approach	2,207	Left	0
		Through	1,166	Departure	1,802	Through	1,670
		Right	537			Right	537

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
5	**I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	289	Approach	1,400	Left	267
		Through	261	Departure	130	Through	510
		Right	722			Right	623
	Southbound	Left	18	Approach	405	Left	112
		Through	2	Departure	1,360	Through	21
		Right	41			Right	272
	Eastbound	Left	9	Approach	1,181	Left	25
		Through	834	Departure	2,715	Through	1,043
		Right	52			Right	109
	Westbound	Left	0	Approach	2,997	Left	0
		Through	1,646	Departure	1,778	Through	2,176
		Right	295			Right	825
	P.M. Peak Hour						
	Northbound	Left	56	Approach	1,172	Left	48
		Through	84	Departure	166	Through	336
		Right	630			Right	790
	Southbound	Left	217	Approach	1,373	Left	992
		Through	4	Departure	1,030	Through	26
		Right	114			Right	357
	Eastbound	Left	18	Approach	1,802	Left	81
		Through	1,120	Departure	2,207	Through	1,586
		Right	71			Right	140
	Westbound	Left	0	Approach	2,424	Left	0
		Through	1,533	Departure	3,367	Through	1,802
		Right	112			Right	613

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
6	**Day Street/Alessandro Boulevard**						
	A.M. Peak Hour						
	Northbound	Left	11	Approach	378	Left	23
		Through	65	Departure	75	Through	337
		Right	16			Right	17
	Southbound	Left	46	Approach	1,220	Left	299
		Through	23	Departure	1,483	Through	63
		Right	67			Right	858
	Eastbound	Left	109	Approach	1,620	Left	743
		Through	610	Departure	2,703	Through	866
		Right	16			Right	10
	Westbound	Left	7	Approach	2,226	Left	2
		Through	1,211	Departure	1,183	Through	1,821
		Right	110			Right	403
	P.M. Peak Hour						
	Northbound	Left	8	Approach	189	Left	13
		Through	57	Departure	138	Through	170
		Right	8			Right	6
	Southbound	Left	176	Approach	1,917	Left	749
		Through	38	Departure	1,654	Through	122
		Right	107			Right	1,047
	Eastbound	Left	172	Approach	2,868	Left	1,037
		Through	1,227	Departure	2,449	Through	1,816
		Right	10			Right	11
	Westbound	Left	9	Approach	1,838	Left	5
		Through	885	Departure	2,570	Through	1,389
		Right	161			Right	447

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
7	**Elsworth Street/Alessandro Boulevard**						
	A.M. Peak Hour						
	Northbound	Left	71	Approach	548	Left	349
		Through	90	Departure	635	Through	123
		Right	53			Right	79
	Southbound	Left	44	Approach	333	Left	28
		Through	113	Departure	209	Through	175
		Right	60			Right	127
	Eastbound	Left	42	Approach	1,260	Left	63
		Through	490	Departure	2,193	Through	792
		Right	96			Right	374
	Westbound	Left	77	Approach	1,797	Left	86
		Through	1,127	Departure	899	Through	1,716
		Right	55			Right	23
	P.M. Peak Hour						
	Northbound	Left	139	Approach	1,010	Left	603
		Through	174	Departure	898	Through	271
		Right	133			Right	149
	Southbound	Left	60	Approach	418	Left	31
		Through	128	Departure	492	Through	273
		Right	57			Right	114
	Eastbound	Left	85	Approach	2,640	Left	183
		Through	1,252	Departure	1,970	Through	1,941
		Right	74			Right	475
	Westbound	Left	89	Approach	1,413	Left	150
		Through	796	Departure	2,121	Through	1,254
		Right	67			Right	38

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
8	**Elsworth Street/Cactus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	44	Approach	624	Left	408
		Through	15	Departure	493	Through	92
		Right	28			Right	126
	Southbound	Left	72	Approach	279	Left	49
		Through	74	Departure	345	Through	70
		Right	113			Right	159
	Eastbound	Left	132	Approach	1,685	Left	183
		Through	1,109	Departure	2,872	Through	1,134
		Right	240			Right	339
	Westbound	Left	90	Approach	2,433	Left	84
		Through	1,659	Departure	1,310	Through	2,305
		Right	77			Right	70
	P.M. Peak Hour						
	Northbound	Left	208	Approach	726	Left	470
		Through	64	Departure	848	Through	152
		Right	98			Right	108
	Southbound	Left	201	Approach	995	Left	250
		Through	24	Departure	607	Through	327
		Right	165			Right	420
	Eastbound	Left	104	Approach	3,190	Left	328
		Through	1,661	Departure	2,291	Through	2,438
		Right	25			Right	402
	Westbound	Left	18	Approach	1,630	Left	118
		Through	1,139	Departure	2,796	Through	1,400
		Right	98			Right	126

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
9	**Frederick Street/Alessandro Boulevard**						
	A.M. Peak Hour						
	Northbound	Left	70	Approach	461	Left	69
		Through	230	Departure	446	Through	369
		Right	15			Right	24
	Southbound	Left	111	Approach	582	Left	186
		Through	261	Departure	792	Through	240
		Right	155			Right	158
	Eastbound	Left	106	Approach	932	Left	181
		Through	399	Departure	2,350	Through	682
		Right	81			Right	76
	Westbound	Left	96	Approach	2,505	Left	130
		Through	1,422	Departure	892	Through	2,123
		Right	99			Right	242
	P.M. Peak Hour						
	Northbound	Left	76	Approach	573	Left	75
		Through	328	Departure	747	Through	383
		Right	77			Right	115
	Southbound	Left	257	Approach	1,334	Left	575
		Through	316	Departure	1,090	Through	524
		Right	159			Right	236
	Eastbound	Left	272	Approach	2,638	Left	352
		Through	1,314	Departure	1,632	Through	2,166
		Right	105			Right	128
	Westbound	Left	55	Approach	1,778	Left	94
		Through	860	Departure	2,855	Through	1,321
		Right	196			Right	355

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
10	**Frederick Street/Cactus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Southbound	Left	149	Approach	69	Left	24
		Through	0	Departure	379	Through	0
		Right	115			Right	45
	Eastbound	Left	133	Approach	1,298	Left	227
		Through	1,064	Departure	2,531	Through	1,009
		Right	0			Right	0
	Westbound	Left	0	Approach	2,575	Left	0
		Through	1,809	Departure	1,033	Through	2,486
		Right	153			Right	152
	P.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Southbound	Left	351	Approach	700	Left	419
		Through	0	Departure	99	Through	0
		Right	154			Right	282
	Eastbound	Left	84	Approach	2,929	Left	46
		Through	2,009	Departure	1,650	Through	2,857
		Right	0			Right	0
	Westbound	Left	0	Approach	1,395	Left	0
		Through	1,121	Departure	3,276	Through	1,368
		Right	172			Right	53

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
11	**Graham Street/Alessandro Boulevard**						
	A.M. Peak Hour						
	Northbound	Left	65	Approach	662	Left	186
		Through	187	Departure	509	Through	362
		Right	15			Right	111
	Southbound	Left	98	Approach	462	Left	199
		Through	148	Departure	501	Through	213
		Right	74			Right	58
	Eastbound	Left	25	Approach	900	Left	13
		Through	432	Departure	2,450	Through	847
		Right	51			Right	71
	Westbound	Left	80	Approach	2,593	Left	225
		Through	1,436	Departure	1,156	Through	2,205
		Right	121			Right	126
	P.M. Peak Hour						
	Northbound	Left	87	Approach	779	Left	164
		Through	213	Departure	1,055	Through	414
		Right	71			Right	201
	Southbound	Left	134	Approach	717	Left	260
		Through	179	Departure	813	Through	369
		Right	68			Right	88
	Eastbound	Left	107	Approach	2,785	Left	133
		Through	1,324	Departure	1,828	Through	2,385
		Right	147			Right	281
	Westbound	Left	156	Approach	2,260	Left	404
		Through	970	Departure	2,845	Through	1,576
		Right	159			Right	266

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
12	**Graham Street - Riverside Drive/Cactus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	184	Approach	541	Left	498
		Through	50	Departure	239	Through	68
		Right	7			Right	3
	Southbound	Left	89	Approach	152	Left	16
		Through	51	Departure	540	Through	10
		Right	99			Right	132
	Eastbound	Left	93	Approach	1,930	Left	413
		Through	929	Departure	2,658	Through	1,128
		Right	171			Right	226
	Westbound	Left	17	Approach	1,962	Left	3
		Through	1,649	Departure	1,147	Through	2,029
		Right	93			Right	58
	P.M. Peak Hour						
	Northbound	Left	156	Approach	230	Left	85
		Through	59	Departure	730	Through	141
		Right	15			Right	5
	Southbound	Left	132	Approach	743	Left	242
		Through	111	Departure	1,250	Through	248
		Right	82			Right	254
	Eastbound	Left	83	Approach	3,372	Left	702
		Through	1,913	Departure	1,393	Through	2,181
		Right	341			Right	474
	Westbound	Left	11	Approach	1,457	Left	8
		Through	1,058	Departure	2,428	Through	1,054
		Right	93			Right	407

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
13	**Heacock Street/Alessandro Boulevard**						
	A.M. Peak Hour						
	Northbound	Left	204	Approach	494	Left	131
		Through	426	Departure	275	Through	323
		Right	37			Right	40
	Southbound	Left	125	Approach	646	Left	245
		Through	268	Departure	789	Through	197
		Right	175			Right	206
	Eastbound	Left	92	Approach	1,137	Left	172
		Through	350	Departure	2,604	Through	923
		Right	52			Right	51
	Westbound	Left	24	Approach	2,599	Left	27
		Through	1,268	Departure	1,208	Through	2,266
		Right	140			Right	295
	P.M. Peak Hour						
	Northbound	Left	188	Approach	790	Left	206
		Through	519	Departure	756	Through	478
		Right	83			Right	105
	Southbound	Left	239	Approach	1,091	Left	396
		Through	489	Departure	1,042	Through	484
		Right	148			Right	212
	Eastbound	Left	170	Approach	2,848	Left	248
		Through	1,209	Departure	2,114	Through	2,425
		Right	151			Right	181
	Westbound	Left	62	Approach	2,109	Left	91
		Through	801	Departure	2,926	Through	1,696
		Right	178			Right	317

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
14	**Heacock Street/Cactus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	671	Approach	1,406	Left	856
		Through	498	Departure	585	Through	563
		Right	8			Right	5
	Southbound	Left	68	Approach	321	Left	46
		Through	272	Departure	799	Through	179
		Right	66			Right	90
	Eastbound	Left	76	Approach	1,132	Left	139
		Through	556	Departure	1,972	Through	563
		Right	402			Right	399
	Westbound	Left	14	Approach	1,112	Left	7
		Through	1,014	Departure	614	Through	1,025
		Right	108			Right	97
	P.M. Peak Hour						
	Northbound	Left	470	Approach	962	Left	579
		Through	428	Departure	1,478	Through	382
		Right	27			Right	19
	Southbound	Left	114	Approach	949	Left	187
		Through	399	Departure	628	Through	591
		Right	56			Right	164
	Eastbound	Left	118	Approach	2,391	Left	184
		Through	1,082	Departure	1,490	Through	1,298
		Right	814			Right	883
	Westbound	Left	7	Approach	797	Left	4
		Through	649	Departure	1,503	Through	747
		Right	75			Right	63

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
15	**Heacock Street/Iris Avenue**						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	836	Left	0
		Through	375	Departure	986	Through	753
		Right	48			Right	158
	Southbound	Left	175	Approach	838	Left	164
		Through	359	Departure	1,136	Through	775
		Right	0			Right	0
	Eastbound	Left	0	Approach	317	Left	0
		Through	0	Departure	87	Through	0
		Right	0			Right	0
	Westbound	Left	57	Approach	540	Left	211
		Through	0	Departure	322	Through	0
		Right	388			Right	382
	P.M. Peak Hour						
	Northbound	Left	0	Approach	1,186	Left	0
		Through	403	Departure	1,447	Through	897
		Right	39			Right	164
	Southbound	Left	346	Approach	1,644	Left	303
		Through	533	Departure	1,083	Through	1,259
		Right	0			Right	0
	Eastbound	Left	0	Approach	89	Left	0
		Through	0	Departure	327	Through	0
		Right	0			Right	0
	Westbound	Left	42	Approach	406	Left	188
		Through	0	Departure	467	Through	0
		Right	211			Right	186

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
16	**Indian Street/Alessandro Boulevard**						
	A.M. Peak Hour						
	Northbound	Left	119	Approach	470	Left	131
		Through	246	Departure	421	Through	270
		Right	65			Right	70
	Southbound	Left	86	Approach	476	Left	141
		Through	197	Departure	466	Through	227
		Right	65			Right	108
	Eastbound	Left	44	Approach	1,179	Left	113
		Through	380	Departure	2,453	Through	965
		Right	56			Right	100
	Westbound	Left	66	Approach	2,388	Left	94
		Through	1,086	Departure	1,176	Through	2,215
		Right	41			Right	83
	P.M. Peak Hour						
	Northbound	Left	121	Approach	725	Left	211
		Through	298	Departure	786	Through	380
		Right	91			Right	134
	Southbound	Left	162	Approach	853	Left	300
		Through	314	Departure	822	Through	428
		Right	57			Right	125
	Eastbound	Left	167	Approach	2,749	Left	308
		Through	1,054	Departure	1,938	Through	2,239
		Right	125			Right	195
	Westbound	Left	116	Approach	1,893	Left	163
		Through	711	Departure	2,673	Through	1,603
		Right	81			Right	134

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
17	**Indian Street/Cactus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	117	Approach	728	Left	155
		Through	366	Departure	587	Through	503
		Right	62			Right	70
	Southbound	Left	100	Approach	583	Left	111
		Through	287	Departure	625	Through	419
		Right	41			Right	54
	Eastbound	Left	54	Approach	608	Left	57
		Through	485	Departure	1,164	Through	422
		Right	111			Right	127
	Westbound	Left	37	Approach	1,059	Left	41
		Through	973	Departure	603	Through	956
		Right	63			Right	64
	P.M. Peak Hour						
	Northbound	Left	73	Approach	660	Left	132
		Through	252	Departure	1,015	Through	486
		Right	38			Right	46
	Southbound	Left	67	Approach	803	Left	76
		Through	352	Departure	638	Through	672
		Right	31			Right	53
	Eastbound	Left	53	Approach	1,427	Left	88
		Through	1,002	Departure	747	Through	1,038
		Right	170			Right	296
	Westbound	Left	40	Approach	670	Left	47
		Through	533	Departure	1,160	Through	563
		Right	57			Right	64

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
18	**Indian Street/Iris Avenue**						
	A.M. Peak Hour						
	Northbound	Left	48	Approach	365	Left	54
		Through	284	Departure	500	Through	277
		Right	16			Right	28
	Southbound	Left	280	Approach	658	Left	271
		Through	234	Departure	839	Through	385
		Right	31			Right	19
	Eastbound	Left	73	Approach	419	Left	67
		Through	165	Departure	539	Through	272
		Right	31			Right	87
	Westbound	Left	8	Approach	1,008	Left	28
		Through	357	Departure	571	Through	466
		Right	436			Right	495
	P.M. Peak Hour						
	Northbound	Left	17	Approach	433	Left	88
		Through	84	Departure	371	Through	285
		Right	9			Right	55
	Southbound	Left	252	Approach	649	Left	373
		Through	176	Departure	505	Through	255
		Right	22			Right	27
	Eastbound	Left	26	Approach	503	Left	19
		Through	293	Departure	439	Through	391
		Right	75			Right	98
	Westbound	Left	9	Approach	548	Left	18
		Through	191	Departure	820	Through	324
		Right	179			Right	200

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
19	**Perris Boulevard/Alessandro Boulevard**						
	A.M. Peak Hour						
	Northbound	Left	271	Approach	1,856	Left	524
		Through	711	Departure	1,292	Through	1,084
		Right	103			Right	246
	Southbound	Left	159	Approach	1,409	Left	278
		Through	461	Departure	1,445	Through	834
		Right	211			Right	298
	Eastbound	Left	115	Approach	1,161	Left	179
		Through	325	Departure	2,527	Through	791
		Right	76			Right	192
	Westbound	Left	104	Approach	2,153	Left	267
		Through	850	Departure	1,315	Through	1,704
		Right	115			Right	182
	P.M. Peak Hour						
	Northbound	Left	244	Approach	1,865	Left	493
		Through	618	Departure	2,366	Through	1,024
		Right	114			Right	347
	Southbound	Left	139	Approach	1,876	Left	287
		Through	743	Departure	1,727	Through	1,342
		Right	180			Right	247
	Eastbound	Left	396	Approach	2,729	Left	511
		Through	726	Departure	2,012	Through	1,719
		Right	242			Right	501
	Westbound	Left	189	Approach	1,987	Left	523
		Through	604	Departure	2,353	Through	1,272
		Right	111			Right	192

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
20	**Perris Boulevard/Cactus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	259	Approach	2,184	Left	303
		Through	874	Departure	1,573	Through	1,631
		Right	129			Right	235
	Southbound	Left	76	Approach	1,349	Left	100
		Through	510	Departure	1,839	Through	1,182
		Right	96			Right	81
	Eastbound	Left	90	Approach	694	Left	80
		Through	476	Departure	1,192	Through	411
		Right	135			Right	206
	Westbound	Left	66	Approach	1,122	Left	185
		Through	793	Departure	746	Through	807
		Right	79			Right	128
	P.M. Peak Hour						
	Northbound	Left	156	Approach	1,993	Left	264
		Through	724	Departure	2,478	Through	1,548
		Right	63			Right	150
	Southbound	Left	124	Approach	2,230	Left	182
		Through	872	Departure	1,722	Through	2,013
		Right	61			Right	64
	Eastbound	Left	97	Approach	1,216	Left	94
		Through	752	Departure	897	Through	809
		Right	189			Right	320
	Westbound	Left	58	Approach	800	Left	144
		Through	507	Departure	1,140	Through	569
		Right	57			Right	81

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
21	**Perris Boulevard/Iris Avenue**						
	A.M. Peak Hour						
	Northbound	Left	199	Approach	2,222	Left	257
		Through	846	Departure	1,679	Through	1,563
		Right	293			Right	401
	Southbound	Left	94	Approach	1,398	Left	198
		Through	342	Departure	1,813	Through	1,079
		Right	61			Right	121
	Eastbound	Left	44	Approach	629	Left	75
		Through	304	Departure	934	Through	386
		Right	88			Right	167
	Westbound	Left	234	Approach	1,163	Left	432
		Through	477	Departure	986	Through	556
		Right	105			Right	175
	P.M. Peak Hour						
	Northbound	Left	176	Approach	2,416	Left	275
		Through	668	Departure	2,467	Through	1,671
		Right	284			Right	473
	Southbound	Left	180	Approach	2,255	Left	402
		Through	675	Departure	1,993	Through	1,792
		Right	28			Right	59
	Eastbound	Left	39	Approach	739	Left	88
		Through	290	Departure	701	Through	436
		Right	120			Right	215
	Westbound	Left	244	Approach	1,062	Left	461
		Through	246	Departure	1,311	Through	367
		Right	98			Right	234

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
22	**Perris Boulevard/Krameria Avenue**						
	A.M. Peak Hour						
	Northbound	Left	101	Approach	2,517	Left	99
		Through	1,174	Departure	2,149	Through	2,055
		Right	260			Right	323
	Southbound	Left	69	Approach	1,839	Left	85
		Through	630	Departure	2,200	Through	1,787
		Right	4			Right	4
	Eastbound	Left	23	Approach	201	Left	18
		Through	151	Departure	163	Through	84
		Right	78			Right	100
	Westbound	Left	195	Approach	445	Left	261
		Through	129	Departure	492	Through	60
		Right	155			Right	127
	P.M. Peak Hour						
	Northbound	Left	58	Approach	2,762	Left	112
		Through	957	Departure	2,826	Through	2,299
		Right	206			Right	326
	Southbound	Left	106	Approach	2,521	Left	132
		Through	944	Departure	2,465	Through	2,352
		Right	39			Right	60
	Eastbound	Left	25	Approach	267	Left	29
		Through	136	Departure	251	Through	104
		Right	89			Right	135
	Westbound	Left	188	Approach	554	Left	339
		Through	72	Departure	562	Through	80
		Right	100			Right	137

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
23	**Perris Boulevard/San Michele Road**						
	A.M. Peak Hour						
	Northbound	Left	121	Approach	2,680	Left	133
		Through	1,491	Departure	2,006	Through	2,553
		Right	0			Right	0
	Southbound	Left	0	Approach	2,079	Left	0
		Through	895	Departure	2,650	Through	1,964
		Right	74			Right	109
	Eastbound	Left	72	Approach	140	Left	97
		Through	0	Departure	242	Through	0
		Right	33			Right	43
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	P.M. Peak Hour						
	Northbound	Left	142	Approach	2,583	Left	190
		Through	982	Departure	2,945	Through	2,396
		Right	0			Right	0
	Southbound	Left	0	Approach	2,923	Left	0
		Through	1,119	Departure	2,651	Through	2,748
		Right	124			Right	173
	Eastbound	Left	184	Approach	452	Left	255
		Through	0	Departure	362	Through	0
		Right	147			Right	197
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
24	**Perris Boulevard/Nandina Avenue**						
	A.M. Peak Hour						
	Northbound	Left	57	Approach	2,847	Left	147
		Through	1,620	Departure	1,900	Through	2,616
		Right	12			Right	97
	Southbound	Left	13	Approach	2,029	Left	148
		Through	912	Departure	2,735	Through	1,774
		Right	26			Right	95
	Eastbound	Left	30	Approach	130	Left	50
		Through	1	Departure	341	Through	8
		Right	50			Right	71
	Westbound	Left	16	Approach	224	Left	56
		Through	15	Departure	253	Through	98
		Right	17			Right	70
	P.M. Peak Hour						
	Northbound	Left	28	Approach	2,412	Left	29
		Through	1,063	Departure	3,020	Through	2,306
		Right	46			Right	147
	Southbound	Left	21	Approach	2,978	Left	135
		Through	1,229	Departure	2,574	Through	2,673
		Right	49			Right	102
	Eastbound	Left	42	Approach	375	Left	116
		Through	21	Departure	159	Through	85
		Right	125			Right	173
	Westbound	Left	23	Approach	355	Left	174
		Through	4	Departure	367	Through	29
		Right	10			Right	152

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
25	**Perris Boulevard/Harley Knox Boulevard**						
	A.M. Peak Hour						
	Northbound	Left	252	Approach	2,344	Left	451
		Through	1,371	Departure	1,211	Through	1,851
		Right	7			Right	41
	Southbound	Left	37	Approach	1,881	Left	267
		Through	657	Departure	2,911	Through	1,071
		Right	250			Right	545
	Eastbound	Left	236	Approach	866	Left	452
		Through	33	Departure	1,816	Through	277
		Right	72			Right	137
	Westbound	Left	1	Approach	1,432	Left	4
		Through	170	Departure	586	Through	820
		Right	167			Right	608
	P.M. Peak Hour						
	Northbound	Left	60	Approach	1,482	Left	147
		Through	736	Departure	2,326	Through	1,311
		Right	4			Right	22
	Southbound	Left	130	Approach	3,187	Left	604
		Through	1,129	Departure	2,398	Through	1,942
		Right	308			Right	645
	Eastbound	Left	331	Approach	1,935	Left	679
		Through	143	Departure	1,394	Through	893
		Right	157			Right	363
	Westbound	Left	3	Approach	1,031	Left	21
		Through	72	Departure	1,518	Through	602
		Right	67			Right	408

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
26	**Kitching Street/Alessandro Boulevard**						
	A.M. Peak Hour						
	Northbound	Left	155	Approach	368	Left	141
		Through	186	Departure	226	Through	193
		Right	11			Right	31
	Southbound	Left	55	Approach	518	Left	203
		Through	131	Departure	553	Through	128
		Right	161			Right	190
	Eastbound	Left	126	Approach	1,307	Left	132
		Through	399	Departure	2,097	Through	1,139
		Right	91			Right	69
	Westbound	Left	14	Approach	2,056	Left	28
		Through	722	Departure	1,373	Through	1,765
		Right	82			Right	229
	P.M. Peak Hour						
	Northbound	Left	141	Approach	476	Left	134
		Through	234	Departure	645	Through	285
		Right	20			Right	52
	Southbound	Left	47	Approach	653	Left	175
		Through	228	Departure	733	Through	339
		Right	105			Right	143
	Eastbound	Left	135	Approach	2,359	Left	193
		Through	643	Departure	1,767	Through	1,966
		Right	196			Right	239
	Westbound	Left	21	Approach	1,850	Left	67
		Through	514	Departure	2,193	Through	1,490
		Right	69			Right	256

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
27	**Kitching Street/Cactus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	202	Approach	669	Left	189
		Through	320	Departure	423	Through	450
		Right	25			Right	30
	Southbound	Left	43	Approach	435	Left	57
		Through	232	Departure	603	Through	270
		Right	104			Right	108
	Eastbound	Left	84	Approach	838	Left	103
		Through	591	Departure	1,124	Through	616
		Right	132			Right	121
	Westbound	Left	23	Approach	911	Left	31
		Through	681	Departure	703	Through	827
		Right	27			Right	49
	P.M. Peak Hour						
	Northbound	Left	103	Approach	531	Left	107
		Through	221	Departure	750	Through	377
		Right	17			Right	41
	Southbound	Left	29	Approach	735	Left	101
		Through	260	Departure	463	Through	560
		Right	51			Right	76
	Eastbound	Left	40	Approach	1,001	Left	36
		Through	667	Departure	764	Through	845
		Right	169			Right	133
	Westbound	Left	33	Approach	698	Left	57
		Through	490	Departure	987	Through	581
		Right	26			Right	51

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
28	**Kitching Street/Iris Avenue**						
	A.M. Peak Hour						
	Northbound	Left	141	Approach	997	Left	166
		Through	181	Departure	1,255	Through	286
		Right	125			Right	551
	Southbound	Left	38	Approach	476	Left	78
		Through	185	Departure	462	Through	326
		Right	126			Right	69
	Eastbound	Left	76	Approach	1,048	Left	39
		Through	635	Departure	1,283	Through	905
		Right	93			Right	114
	Westbound	Left	172	Approach	2,014	Left	815
		Through	710	Departure	1,534	Through	1,048
		Right	69			Right	137
	P.M. Peak Hour						
	Northbound	Left	60	Approach	1,319	Left	105
		Through	122	Departure	1,317	Through	317
		Right	98			Right	910
	Southbound	Left	47	Approach	526	Left	129
		Through	155	Departure	611	Through	346
		Right	92			Right	48
	Eastbound	Left	168	Approach	1,397	Left	73
		Through	780	Departure	1,202	Through	1,203
		Right	109			Right	136
	Westbound	Left	134	Approach	2,130	Left	835
		Through	725	Departure	2,242	Through	1,049
		Right	103			Right	222

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
29	**Lasselle Street/Alessandro Boulevard**						
	A.M. Peak Hour						
	Northbound	Left	262	Approach	1,022	Left	273
		Through	314	Departure	665	Through	573
		Right	119			Right	177
	Southbound	Left	17	Approach	500	Left	55
		Through	258	Departure	712	Through	269
		Right	77			Right	175
	Eastbound	Left	17	Approach	1,187	Left	90
		Through	194	Departure	1,937	Through	835
		Right	190			Right	263
	Westbound	Left	93	Approach	1,672	Left	133
		Through	479	Departure	1,067	Through	1,489
		Right	9			Right	49
	P.M. Peak Hour						
	Northbound	Left	157	Approach	964	Left	205
		Through	418	Departure	1,112	Through	530
		Right	126			Right	230
	Southbound	Left	12	Approach	853	Left	77
		Through	333	Departure	776	Through	675
		Right	22			Right	101
	Eastbound	Left	56	Approach	2,107	Left	155
		Through	425	Departure	1,556	Through	1,687
		Right	216			Right	272
	Westbound	Left	80	Approach	1,514	Left	166
		Through	267	Departure	1,993	Through	1,251
		Right	20			Right	91

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
30	**Lasselle Street/Cactus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	188	Approach	1,349	Left	158
		Through	587	Departure	1,088	Through	746
		Right	302			Right	447
	Southbound	Left	72	Approach	811	Left	136
		Through	462	Departure	947	Through	625
		Right	46			Right	49
	Eastbound	Left	67	Approach	687	Left	68
		Through	389	Departure	808	Through	462
		Right	184			Right	157
	Westbound	Left	179	Approach	1,039	Left	305
		Through	446	Departure	1,044	Through	601
		Right	65			Right	133
	P.M. Peak Hour						
	Northbound	Left	116	Approach	1,130	Left	86
		Through	453	Departure	1,522	Through	670
		Right	157			Right	377
	Southbound	Left	29	Approach	1,001	Left	97
		Through	558	Departure	905	Through	878
		Right	23			Right	24
	Eastbound	Left	51	Approach	868	Left	55
		Through	354	Departure	637	Through	619
		Right	237			Right	196
	Westbound	Left	198	Approach	1,157	Left	448
		Through	355	Departure	1,093	Through	527
		Right	61			Right	180

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
31	**Lasselle Street/John F Kennedy Drive**						
	A.M. Peak Hour						
	Northbound	Left	125	Approach	1,257	Left	178
		Through	780	Departure	953	Through	1,017
		Right	60			Right	61
	Southbound	Left	236	Approach	1,164	Left	224
		Through	553	Departure	1,293	Through	789
		Right	115			Right	151
	Eastbound	Left	78	Approach	592	Left	102
		Through	359	Departure	613	Through	370
		Right	77			Right	119
	Westbound	Left	40	Approach	502	Left	44
		Through	277	Departure	655	Through	284
		Right	185			Right	174
	P.M. Peak Hour						
	Northbound	Left	95	Approach	1,206	Left	197
		Through	659	Departure	1,491	Through	980
		Right	38			Right	32
	Southbound	Left	78	Approach	1,461	Left	79
		Through	805	Departure	1,240	Through	1,200
		Right	73			Right	179
	Eastbound	Left	97	Approach	531	Left	179
		Through	83	Departure	496	Through	88
		Right	168			Right	264
	Westbound	Left	37	Approach	228	Left	27
		Through	99	Departure	199	Through	121
		Right	92			Right	80

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
32	**Lasselle Street/Iris Avenue**						
	A.M. Peak Hour						
	Northbound	Left	364	Approach	1,665	Left	531
		Through	589	Departure	1,637	Through	596
		Right	442			Right	538
	Southbound	Left	127	Approach	843	Left	190
		Through	468	Departure	1,006	Through	480
		Right	97			Right	174
	Eastbound	Left	138	Approach	1,664	Left	235
		Through	502	Departure	2,090	Through	1,026
		Right	288			Right	403
	Westbound	Left	539	Approach	2,312	Left	754
		Through	566	Departure	1,754	Through	1,385
		Right	103			Right	175
	P.M. Peak Hour						
	Northbound	Left	221	Approach	1,725	Left	366
		Through	611	Departure	1,936	Through	629
		Right	499			Right	730
	Southbound	Left	221	Approach	1,386	Left	429
		Through	714	Departure	1,153	Through	751
		Right	94			Right	206
	Eastbound	Left	182	Approach	2,232	Left	392
		Through	445	Departure	2,107	Through	1,362
		Right	288			Right	478
	Westbound	Left	600	Approach	2,374	Left	707
		Through	624	Departure	2,521	Through	1,535
		Right	86			Right	132

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
33	**Lasselle Street/Krameria Avenue**						
	A.M. Peak Hour						
	Northbound	Left	290	Approach	1,850	Left	354
		Through	997	Departure	1,441	Through	1,331
		Right	197			Right	168
	Southbound	Left	75	Approach	1,397	Left	116
		Through	665	Departure	1,836	Through	1,071
		Right	94			Right	207
	Eastbound	Left	283	Approach	894	Left	413
		Through	185	Departure	692	Through	173
		Right	317			Right	309
	Westbound	Left	79	Approach	284	Left	61
		Through	125	Departure	457	Through	131
		Right	80			Right	92
	P.M. Peak Hour						
	Northbound	Left	89	Approach	1,446	Left	120
		Through	819	Departure	1,821	Through	1,281
		Right	81			Right	61
	Southbound	Left	102	Approach	1,857	Left	123
		Through	1,133	Departure	1,678	Through	1,563
		Right	70			Right	153
	Eastbound	Left	155	Approach	582	Left	319
		Through	47	Departure	313	Through	46
		Right	195			Right	219
	Westbound	Left	57	Approach	156	Left	39
		Through	37	Departure	230	Through	40
		Right	62			Right	78

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
34	**Lasselle Street/Via Xavier Lane**						
	A.M. Peak Hour						
	Northbound	Left	4	Approach	1,868	Left	4
		Through	1,486	Departure	1,506	Through	1,852
		Right	12			Right	12
	Southbound	Left	14	Approach	1,503	Left	14
		Through	1,100	Departure	1,916	Through	1,480
		Right	9			Right	9
	Eastbound	Left	24	Approach	29	Left	24
		Through	0	Departure	13	Through	0
		Right	5			Right	5
	Westbound	Left	21	Approach	61	Left	21
		Through	0	Departure	26	Through	0
		Right	40			Right	40
	P.M. Peak Hour						
	Northbound	Left	1	Approach	1,346	Left	1
		Through	876	Departure	1,666	Through	1,333
		Right	12			Right	13
	Southbound	Left	29	Approach	1,704	Left	28
		Through	1,218	Departure	1,373	Through	1,654
		Right	21			Right	21
	Eastbound	Left	11	Approach	13	Left	11
		Through	0	Departure	22	Through	0
		Right	2			Right	2
	Westbound	Left	10	Approach	39	Left	10
		Through	0	Departure	41	Through	0
		Right	29			Right	29

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
35	**Lasselle Street/Lasselle Sports Park - Rojo Tierra**						
	A.M. Peak Hour						
	Northbound	Left	12	Approach	1,854	Left	12
		Through	1,472	Departure	1,556	Through	1,838
		Right	4			Right	4
	Southbound	Left	18	Approach	1,573	Left	18
		Through	1,166	Departure	1,896	Through	1,546
		Right	9			Right	9
	Eastbound	Left	2	Approach	2	Left	2
		Through	0	Departure	21	Through	0
		Right	0			Right	0
	Westbound	Left	10	Approach	66	Left	10
		Through	0	Departure	22	Through	0
		Right	56			Right	56
	P.M. Peak Hour						
	Northbound	Left	2	Approach	1,345	Left	2
		Through	874	Departure	1,632	Through	1,330
		Right	12			Right	13
	Southbound	Left	57	Approach	1,689	Left	56
		Through	1,189	Departure	1,377	Through	1,625
		Right	7			Right	7
	Eastbound	Left	13	Approach	17	Left	13
		Through	1	Departure	11	Through	1
		Right	3			Right	3
	Westbound	Left	4	Approach	39	Left	4
		Through	2	Departure	70	Through	2
		Right	33			Right	33

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
36	**Lasselle Street/Cremello Way - Avenida De Plata**						
	A.M. Peak Hour						
	Northbound	Left	3	Approach	1,816	Left	10
		Through	1,394	Departure	1,561	Through	1,744
		Right	13			Right	43
	Southbound	Left	12	Approach	1,556	Left	35
		Through	1,140	Departure	1,854	Through	1,473
		Right	24			Right	68
	Eastbound	Left	77	Approach	85	Left	72
		Through	2	Departure	89	Through	5
		Right	6			Right	7
	Westbound	Left	31	Approach	130	Left	82
		Through	2	Departure	83	Through	12
		Right	17			Right	37
	P.M. Peak Hour						
	Northbound	Left	9	Approach	1,310	Left	10
		Through	852	Departure	1,634	Through	1,220
		Right	10			Right	65
	Southbound	Left	17	Approach	1,631	Left	82
		Through	1,159	Departure	1,344	Through	1,548
		Right	19			Right	16
	Eastbound	Left	24	Approach	109	Left	77
		Through	1	Departure	29	Through	15
		Right	4			Right	16
	Westbound	Left	13	Approach	119	Left	69
		Through	1	Departure	162	Through	3
		Right	11			Right	47

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
37	**Lasselle Street/Avenida Classica - Kentucky Derby Drive**						
	A.M. Peak Hour						
	Northbound	Left	22	Approach	1,502	Left	22
		Through	1,052	Departure	1,426	Through	1,457
		Right	22			Right	23
	Southbound	Left	19	Approach	1,497	Left	20
		Through	989	Departure	1,816	Through	1,372
		Right	105			Right	105
	Eastbound	Left	329	Approach	344	Left	331
		Through	8	Departure	130	Through	6
		Right	7			Right	7
	Westbound	Left	46	Approach	78	Left	47
		Through	3	Departure	49	Through	2
		Right	29			Right	29
	P.M. Peak Hour						
	Northbound	Left	21	Approach	1,284	Left	22
		Through	816	Departure	1,558	Through	1,254
		Right	8			Right	8
	Southbound	Left	9	Approach	1,601	Left	9
		Through	1,086	Departure	1,310	Through	1,544
		Right	48			Right	47
	Eastbound	Left	51	Approach	58	Left	51
		Through	1	Departure	70	Through	1
		Right	6			Right	6
	Westbound	Left	8	Approach	13	Left	8
		Through	1	Departure	18	Through	1
		Right	4			Right	4

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
38	**Lasselle Street/Via De Anza - Rancho Verde High School**						
	A.M. Peak Hour						
	Northbound	Left	62	Approach	1,531	Left	61
		Through	774	Departure	1,165	Through	1,172
		Right	289			Right	298
	Southbound	Left	208	Approach	1,441	Left	218
		Through	603	Departure	1,502	Through	976
		Right	246			Right	247
	Eastbound	Left	102	Approach	217	Left	115
		Through	82	Departure	310	Through	63
		Right	33			Right	39
	Westbound	Left	145	Approach	367	Left	150
		Through	2	Departure	579	Through	1
		Right	220			Right	216
	P.M. Peak Hour						
	Northbound	Left	62	Approach	1,304	Left	64
		Through	727	Departure	1,587	Through	1,162
		Right	76			Right	80
	Southbound	Left	142	Approach	1,651	Left	140
		Through	1,042	Departure	1,284	Through	1,500
		Right	9			Right	9
	Eastbound	Left	9	Approach	33	Left	10
		Through	5	Departure	75	Through	4
		Right	19			Right	20
	Westbound	Left	68	Approach	181	Left	67
		Through	4	Departure	223	Through	3
		Right	109			Right	112

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
39	**Evans Road/Ramona Expressway**						
	A.M. Peak Hour						
	Northbound	Left	390	Approach	1,748	Left	550
		Through	525	Departure	996	Through	1,088
		Right	27			Right	105
	Southbound	Left	208	Approach	1,605	Left	533
		Through	343	Departure	2,213	Through	672
		Right	440			Right	408
	Eastbound	Left	294	Approach	1,334	Left	254
		Through	520	Departure	2,979	Through	845
		Right	196			Right	243
	Westbound	Left	22	Approach	2,983	Left	81
		Through	1,164	Departure	1,483	Through	2,021
		Right	342			Right	871
	P.M. Peak Hour						
	Northbound	Left	237	Approach	1,172	Left	242
		Through	375	Departure	1,899	Through	832
		Right	13			Right	74
	Southbound	Left	263	Approach	2,123	Left	762
		Through	491	Departure	1,825	Through	1,203
		Right	357			Right	185
	Eastbound	Left	366	Approach	2,913	Left	275
		Through	1,089	Departure	1,589	Through	2,106
		Right	350			Right	572
	Westbound	Left	15	Approach	2,047	Left	123
		Through	672	Departure	2,943	Through	1,162
		Right	191			Right	718

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
40	**Camino Flores/Iris Avenue**						
	A.M. Peak Hour						
	Northbound	Left	10	Approach	14	Left	11
		Through	2	Departure	8	Through	1
		Right	2			Right	2
	Southbound	Left	133	Approach	211	Left	129
		Through	2	Departure	320	Through	1
		Right	76			Right	80
	Eastbound	Left	100	Approach	1,754	Left	92
		Through	965	Departure	2,187	Through	1,652
		Right	6			Right	7
	Westbound	Left	0	Approach	2,319	Left	0
		Through	996	Departure	1,783	Through	2,096
		Right	218			Right	227
	P.M. Peak Hour						
	Northbound	Left	2	Approach	4	Left	2
		Through	0	Departure	9	Through	0
		Right	2			Right	2
	Southbound	Left	112	Approach	232	Left	117
		Through	1	Departure	297	Through	1
		Right	119			Right	115
	Eastbound	Left	193	Approach	2,520	Left	200
		Through	969	Departure	2,269	Through	2,321
		Right	2			Right	2
	Westbound	Left	6	Approach	2,258	Left	6
		Through	1,084	Departure	2,439	Through	2,152
		Right	104			Right	97

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume
41	**Coachlight Court - Avenida De Circo/Iris Avenue**					
	A.M. Peak Hour					
	Northbound	Left	120	Approach	301	Left 204
		Through	0	Departure	217	Through 0
		Right	13			Right 92
	Southbound	Left	13	Approach	225	Left 93
		Through	0	Departure	157	Through 0
		Right	76			Right 131
	Eastbound	Left	31	Approach	1,670	Left 107
		Through	912	Departure	2,319	Through 1,529
		Right	44			Right 151
	Westbound	Left	4	Approach	2,212	Left 66
		Through	1,018	Departure	1,714	Through 1,984
		Right	3			Right 50
	P.M. Peak Hour					
	Northbound	Left	52	Approach	272	Left 171
		Through	0	Departure	299	Through 0
		Right	5			Right 93
	Southbound	Left	13	Approach	258	Left 168
		Through	0	Departure	239	Through 0
		Right	41			Right 94
	Eastbound	Left	50	Approach	2,439	Left 125
		Through	985	Departure	2,258	Through 2,237
		Right	48			Right 252
	Westbound	Left	2	Approach	2,324	Left 47
		Through	1,101	Departure	2,498	Through 1,993
		Right	10			Right 113

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
42	**Grande Vista Drive/Iris Avenue**						
	A.M. Peak Hour						
	Northbound	Left	115	Approach	149	Left	115
		Through	0	Departure	76	Through	0
		Right	34			Right	34
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Eastbound	Left	0	Approach	1,822	Left	0
		Through	977	Departure	2,108	Through	1,753
		Right	69			Right	67
	Westbound	Left	7	Approach	2,000	Left	9
		Through	806	Departure	1,787	Through	1,993
		Right	0			Right	0
	P.M. Peak Hour						
	Northbound	Left	54	Approach	78	Left	53
		Through	0	Departure	86	Through	0
		Right	24			Right	25
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Eastbound	Left	0	Approach	2,401	Left	0
		Through	846	Departure	2,373	Through	2,340
		Right	60			Right	64
	Westbound	Left	26	Approach	2,345	Left	22
		Through	1,108	Departure	2,365	Through	2,320
		Right	0			Right	0

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
43	**Nason Street/Elder Avenue - SR-60 Westbound Ramps**						
	A.M. Peak Hour						
	Northbound	Left	116	Approach	830	Left	133
		Through	259	Departure	1,017	Through	309
		Right	415			Right	385
	Southbound	Left	33	Approach	511	Left	32
		Through	371	Departure	372	Through	476
		Right	3			Right	4
	Eastbound	Left	6	Approach	295	Left	7
		Through	35	Departure	157	Through	33
		Right	205			Right	255
	Westbound	Left	132	Approach	360	Left	286
		Through	10	Departure	451	Through	20
		Right	26			Right	55
	P.M. Peak Hour						
	Northbound	Left	157	Approach	1,690	Left	242
		Through	277	Departure	815	Through	620
		Right	602			Right	833
	Southbound	Left	24	Approach	344	Left	34
		Through	216	Departure	703	Through	292
		Right	10			Right	16
	Eastbound	Left	6	Approach	275	Left	18
		Through	22	Departure	310	Through	40
		Right	125			Right	216
	Westbound	Left	144	Approach	426	Left	307
		Through	21	Departure	907	Through	52
		Right	18			Right	65

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume
44	**Nason Street/SR-60 Eastbound Ramps**					
	A.M. Peak Hour					
	Northbound	Left	0	Approach	923	Left 0
		Through	755	Departure	1,747	Through 787
		Right	127			Right 135
	Southbound	Left	58	Approach	1,019	Left 83
		Through	652	Departure	831	Through 936
		Right	0			Right 0
	Eastbound	Left	36	Approach	858	Left 45
		Through	2	Departure	0	Through 3
		Right	640			Right 811
	Westbound	Left	0	Approach	0	Left 0
		Through	0	Departure	221	Through 0
		Right	0			Right 0
	P.M. Peak Hour					
	Northbound	Left	0	Approach	1,799	Left 0
		Through	948	Departure	1,393	Through 1,618
		Right	129			Right 166
	Southbound	Left	37	Approach	806	Left 39
		Through	439	Departure	1,701	Through 775
		Right	0			Right 0
	Eastbound	Left	99	Approach	699	Left 83
		Through	8	Departure	0	Through 5
		Right	592			Right 618
	Westbound	Left	0	Approach	0	Left 0
		Through	0	Departure	210	Through 0
		Right	0			Right 0

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
45	**Nason Street/Eucalyptus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	63	Approach	1,542	Left	210
		Through	562	Departure	2,124	Through	740
		Right	113			Right	574
	Southbound	Left	16	Approach	1,403	Left	23
		Through	934	Departure	872	Through	1,286
		Right	114			Right	108
	Eastbound	Left	229	Approach	749	Left	104
		Through	170	Departure	700	Through	296
		Right	209			Right	348
	Westbound	Left	91	Approach	894	Left	490
		Through	103	Departure	893	Through	382
		Right	19			Right	28
	P.M. Peak Hour						
	Northbound	Left	35	Approach	2,070	Left	50
		Through	806	Departure	1,796	Through	1,348
		Right	185			Right	688
	Southbound	Left	14	Approach	1,230	Left	46
		Through	705	Departure	1,584	Through	1,081
		Right	73			Right	92
	Eastbound	Left	59	Approach	882	Left	134
		Through	125	Departure	592	Through	629
		Right	53			Right	124
	Westbound	Left	134	Approach	1,153	Left	591
		Through	124	Departure	1,363	Through	450
		Right	24			Right	102

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
46	**Nason Street/Cottonwood Avenue**						
	A.M. Peak Hour						
	Northbound	Left	23	Approach	1,180	Left	31
		Through	601	Departure	1,529	Through	1,132
		Right	5			Right	15
	Southbound	Left	21	Approach	1,697	Left	60
		Through	818	Departure	1,397	Through	1,496
		Right	113			Right	142
	Eastbound	Left	96	Approach	177	Left	93
		Through	39	Departure	248	Through	61
		Right	22			Right	22
	Westbound	Left	5	Approach	257	Left	10
		Through	52	Departure	137	Through	74
		Right	87			Right	172
	P.M. Peak Hour						
	Northbound	Left	30	Approach	1,678	Left	38
		Through	835	Departure	1,400	Through	1,589
		Right	7			Right	39
	Southbound	Left	25	Approach	1,523	Left	120
		Through	640	Departure	1,807	Through	1,307
		Right	98			Right	107
	Eastbound	Left	77	Approach	337	Left	133
		Through	24	Departure	240	Through	121
		Right	39			Right	83
	Westbound	Left	2	Approach	189	Left	10
		Through	37	Departure	280	Through	95
		Right	22			Right	85

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
47	**Nason Street/Alessandro Boulevard**						
	A.M. Peak Hour						
	Northbound	Left	81	Approach	1,039	Left	236
		Through	450	Departure	1,438	Through	749
		Right	29			Right	56
	Southbound	Left	47	Approach	1,466	Left	106
		Through	708	Departure	1,140	Through	1,025
		Right	97			Right	333
	Eastbound	Left	52	Approach	932	Left	184
		Through	122	Departure	1,489	Through	497
		Right	96			Right	250
	Westbound	Left	127	Approach	1,290	Left	163
		Through	302	Departure	658	Through	920
		Right	119			Right	207
	P.M. Peak Hour						
	Northbound	Left	75	Approach	1,429	Left	257
		Through	680	Departure	1,319	Through	1,023
		Right	89			Right	149
	Southbound	Left	47	Approach	1,336	Left	88
		Through	556	Departure	1,573	Through	982
		Right	70			Right	268
	Eastbound	Left	120	Approach	1,874	Left	426
		Through	294	Departure	1,400	Through	1,160
		Right	76			Right	283
	Westbound	Left	25	Approach	1,049	Left	53
		Through	189	Departure	1,397	Through	875
		Right	61			Right	124

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
48	**Nason Street/Cactus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	108	Approach	904	Left	93
		Through	368	Departure	822	Through	767
		Right	9			Right	36
	Southbound	Left	55	Approach	1,050	Left	195
		Through	306	Departure	993	Through	725
		Right	182			Right	139
	Eastbound	Left	90	Approach	440	Left	55
		Through	283	Departure	703	Through	334
		Right	69			Right	54
	Westbound	Left	11	Approach	690	Left	43
		Through	374	Departure	565	Through	472
		Right	56			Right	171
	P.M. Peak Hour						
	Northbound	Left	35	Approach	861	Left	26
		Through	310	Departure	1,153	Through	758
		Right	20			Right	73
	Southbound	Left	88	Approach	1,302	Left	271
		Through	433	Departure	1,065	Through	960
		Right	119			Right	75
	Eastbound	Left	128	Approach	735	Left	117
		Through	391	Departure	491	Through	538
		Right	82			Right	81
	Westbound	Left	23	Approach	694	Left	112
		Through	281	Departure	883	Through	390
		Right	42			Right	190

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
49	**Nason Street-Hillrose Lane/Iris Avenue**						
	A.M. Peak Hour						
	Northbound	Left	13	Approach	59	Left	17
		Through	39	Departure	38	Through	37
		Right	7			Right	5
	Southbound	Left	109	Approach	782	Left	151
		Through	9	Departure	820	Through	9
		Right	228			Right	628
	Eastbound	Left	280	Approach	1,787	Left	639
		Through	709	Departure	2,000	Through	1,104
		Right	22			Right	24
	Westbound	Left	7	Approach	1,488	Left	6
		Through	572	Departure	1,260	Through	1,354
		Right	82			Right	143
	P.M. Peak Hour						
	Northbound	Left	11	Approach	58	Left	12
		Through	34	Departure	81	Through	34
		Right	13			Right	12
	Southbound	Left	107	Approach	1,118	Left	212
		Through	44	Departure	863	Through	43
		Right	352			Right	866
	Eastbound	Left	211	Approach	2,365	Left	622
		Through	642	Departure	2,345	Through	1,712
		Right	17			Right	23
	Westbound	Left	20	Approach	1,683	Left	15
		Through	771	Departure	1,936	Through	1,467
		Right	122			Right	207

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
50	**Pearl Lane - Oliver Street/Alessandro Boulevard**						
	A.M. Peak Hour						
	Northbound	Left	135	Approach	125	Left	88
		Through	0	Departure	42	Through	0
		Right	23			Right	37
	Southbound	Left	0	Approach	148	Left	0
		Through	0	Departure	99	Through	0
		Right	3			Right	145
	Eastbound	Left	1	Approach	631	Left	34
		Through	209	Departure	1,151	Through	594
		Right	58			Right	32
	Westbound	Left	9	Approach	1,017	Left	10
		Through	416	Departure	631	Through	919
		Right	1			Right	65
	P.M. Peak Hour						
	Northbound	Left	72	Approach	56	Left	25
		Through	0	Departure	61	Through	0
		Right	13			Right	31
	Southbound	Left	0	Approach	165	Left	0
		Through	0	Departure	172	Through	0
		Right	1			Right	144
	Eastbound	Left	1	Approach	1,219	Left	172
		Through	373	Departure	918	Through	1,150
		Right	65			Right	30
	Westbound	Left	9	Approach	892	Left	31
		Through	229	Departure	1,181	Through	750
		Right	0			Right	0

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
51	**Oliver Street/Cactus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	209	Approach	328	Left	134
		Through	101	Departure	312	Through	85
		Right	29			Right	108
	Southbound	Left	4	Approach	41	Left	4
		Through	42	Departure	113	Through	36
		Right	7			Right	1
	Eastbound	Left	23	Approach	399	Left	5
		Through	247	Departure	417	Through	236
		Right	212			Right	161
	Westbound	Left	25	Approach	422	Left	115
		Through	281	Departure	348	Through	282
		Right	17			Right	22
	P.M. Peak Hour						
	Northbound	Left	88	Approach	210	Left	38
		Through	47	Departure	196	Through	34
		Right	20			Right	141
	Southbound	Left	7	Approach	58	Left	19
		Through	41	Departure	48	Through	37
		Right	7			Right	1
	Eastbound	Left	9	Approach	363	Left	1
		Through	335	Departure	264	Through	341
		Right	90			Right	31
	Westbound	Left	24	Approach	377	Left	127
		Through	235	Departure	500	Through	225
		Right	8			Right	13

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
52	**Oliver Street/John F Kennedy Drive**						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	412	Left	0
		Through	274	Departure	96	Through	361
		Right	65			Right	54
	Southbound	Left	229	Approach	382	Left	304
		Through	70	Departure	523	Through	74
		Right	0			Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Westbound	Left	24	Approach	183	Left	22
		Through	0	Departure	358	Through	0
		Right	88			Right	162
	P.M. Peak Hour						
	Northbound	Left	0	Approach	166	Left	0
		Through	102	Departure	217	Through	157
		Right	25			Right	13
	Southbound	Left	102	Approach	417	Left	232
		Through	60	Departure	326	Through	178
		Right	0			Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Westbound	Left	35	Approach	204	Left	39
		Through	0	Departure	245	Through	0
		Right	67			Right	169

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
53	**Oliver Street/Iris Avenue**						
	A.M. Peak Hour						
	Northbound	Left	80	Approach	144	Left	102
		Through	26	Departure	15	Through	23
		Right	21			Right	20
	Southbound	Left	5	Approach	173	Left	4
		Through	17	Departure	231	Through	2
		Right	149			Right	169
	Eastbound	Left	125	Approach	1,080	Left	195
		Through	496	Departure	1,534	Through	862
		Right	24			Right	5
	Westbound	Left	37	Approach	1,270	Left	8
		Through	478	Departure	886	Through	1,263
		Right	7			Right	13
	P.M. Peak Hour						
	Northbound	Left	36	Approach	126	Left	80
		Through	13	Departure	150	Through	13
		Right	20			Right	34
	Southbound	Left	7	Approach	267	Left	11
		Through	19	Departure	121	Through	21
		Right	119			Right	239
	Eastbound	Left	63	Approach	1,897	Left	103
		Through	615	Departure	1,512	Through	1,678
		Right	45			Right	89
	Westbound	Left	36	Approach	1,217	Left	40
		Through	587	Departure	1,722	Through	1,193
		Right	6			Right	5

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
54	**Via Del Lago/Iris Avenue - Moreno Beach Drive**						
	A.M. Peak Hour						
	Northbound	Left	30	Approach	176	Left	75
		Through	2	Departure	100	Through	3
		Right	33			Right	98
	Southbound	Left	6	Approach	48	Left	7
		Through	0	Departure	21	Through	0
		Right	42			Right	41
	Eastbound	Left	15	Approach	886	Left	12
		Through	486	Departure	1,270	Through	842
		Right	21			Right	39
	Westbound	Left	19	Approach	1,228	Left	62
		Through	450	Departure	947	Through	1,153
		Right	4			Right	6
	P.M. Peak Hour						
	Northbound	Left	16	Approach	202	Left	60
		Through	1	Departure	359	Through	2
		Right	30			Right	141
	Southbound	Left	12	Approach	34	Left	13
		Through	2	Departure	54	Through	4
		Right	20			Right	17
	Eastbound	Left	34	Approach	1,722	Left	35
		Through	588	Departure	1,217	Through	1,581
		Right	20			Right	114
	Westbound	Left	47	Approach	1,407	Left	241
		Through	593	Departure	1,735	Through	1,140
		Right	19			Right	17

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume
55	**Moreno Beach Drive/SR-60 Westbound Ramps**					
	A.M. Peak Hour					
	Northbound	Left	0	Approach	986	Left 0
		Through	228	Departure	763	Through 474
		Right	396			Right 506
	Southbound	Left	105	Approach	698	Left 160
		Through	206	Departure	481	Through 542
		Right	0			Right 0
	Eastbound	Left	0	Approach	0	Left 0
		Through	0	Departure	0	Through 0
		Right	0			Right 0
	Westbound	Left	120	Approach	226	Left 221
		Through	0	Departure	667	Through 0
		Right	4			Right 7
	P.M. Peak Hour					
	Northbound	Left	0	Approach	1,282	Left 0
		Through	250	Departure	696	Through 630
		Right	409			Right 659
	Southbound	Left	53	Approach	545	Left 136
		Through	185	Departure	664	Through 405
		Right	0			Right 0
	Eastbound	Left	0	Approach	0	Left 0
		Through	0	Departure	0	Through 0
		Right	0			Right 0
	Westbound	Left	142	Approach	328	Left 291
		Through	0	Departure	795	Through 0
		Right	9			Right 34

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume
56	**Moreno Beach Drive/SR-60 Eastbound Ramps**					
	A.M. Peak Hour					
	Northbound	Left	0	Approach	1,338	Left 0
		Through	567	Departure	1,358	Through 908
		Right	160			Right 422
	Southbound	Left	6	Approach	763	Left 17
		Through	320	Departure	986	Through 750
		Right	0			Right 0
	Eastbound	Left	57	Approach	688	Left 77
		Through	3	Departure	0	Through 7
		Right	339			Right 607
	Westbound	Left	0	Approach	0	Left 0
		Through	0	Departure	446	Through 0
		Right	0			Right 0
	P.M. Peak Hour					
	Northbound	Left	0	Approach	1,672	Left 0
		Through	564	Departure	1,522	Through 1,124
		Right	200			Right 550
	Southbound	Left	6	Approach	696	Left 16
		Through	321	Departure	1,282	Through 679
		Right	0			Right 0
	Eastbound	Left	95	Approach	1,002	Left 158
		Through	0	Departure	0	Through 0
		Right	477			Right 843
	Westbound	Left	0	Approach	0	Left 0
		Through	0	Departure	567	Through 0
		Right	0			Right 0

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
57	**Moreno Beach Drive/Eucalyptus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	51	Approach	632	Left	102
		Through	464	Departure	631	Through	511
		Right	19			Right	21
	Southbound	Left	124	Approach	1,358	Left	295
		Through	410	Departure	1,338	Through	515
		Right	125			Right	546
	Eastbound	Left	213	Approach	806	Left	597
		Through	42	Departure	781	Through	116
		Right	64			Right	94
	Westbound	Left	9	Approach	385	Left	22
		Through	16	Departure	432	Through	133
		Right	50			Right	230
	P.M. Peak Hour						
	Northbound	Left	91	Approach	827	Left	205
		Through	373	Departure	972	Through	515
		Right	23			Right	107
	Southbound	Left	51	Approach	1,522	Left	287
		Through	528	Departure	1,672	Through	639
		Right	219			Right	596
	Eastbound	Left	285	Approach	1,248	Left	789
		Through	23	Departure	961	Through	215
		Right	121			Right	244
	Westbound	Left	35	Approach	616	Left	89
		Through	28	Departure	609	Through	159
		Right	106			Right	368

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
58	**Moreno Beach Drive/Cottonwood Avenue**						
	A.M. Peak Hour						
	Northbound	Left	4	Approach	629	Left	3
		Through	467	Departure	701	Through	510
		Right	25			Right	110
	Southbound	Left	27	Approach	631	Left	82
		Through	369	Departure	608	Through	549
		Right	10			Right	5
	Eastbound	Left	10	Approach	66	Left	4
		Through	36	Departure	114	Through	59
		Right	4			Right	3
	Westbound	Left	33	Approach	347	Left	149
		Through	66	Departure	251	Through	106
		Right	41			Right	94
	P.M. Peak Hour						
	Northbound	Left	7	Approach	1,270	Left	12
		Through	558	Departure	1,258	Through	898
		Right	54			Right	342
	Southbound	Left	58	Approach	1,086	Left	122
		Through	603	Departure	1,051	Through	971
		Right	15			Right	9
	Eastbound	Left	10	Approach	162	Left	11
		Through	27	Departure	96	Through	120
		Right	9			Right	31
	Westbound	Left	39	Approach	470	Left	256
		Through	32	Departure	583	Through	76
		Right	65			Right	141

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume
59	**Moreno Beach Drive/Alessandro Boulevard**					
	A.M. Peak Hour					
	Northbound	Left	60	Approach	923	Left 70
		Through	455	Departure	994	Through 577
		Right	33			Right 289
	Southbound	Left	9	Approach	764	Left 61
		Through	433	Departure	654	Through 629
		Right	73			Right 66
	Eastbound	Left	41	Approach	592	Left 30
		Through	102	Departure	932	Through 518
		Right	50			Right 55
	Westbound	Left	50	Approach	1,169	Left 310
		Through	206	Departure	868	Through 796
		Right	11			Right 46
	P.M. Peak Hour					
	Northbound	Left	68	Approach	1,369	Left 126
		Through	479	Departure	1,417	Through 894
		Right	59			Right 357
	Southbound	Left	22	Approach	1,244	Left 134
		Through	556	Departure	1,225	Through 984
		Right	63			Right 117
	Eastbound	Left	119	Approach	1,172	Left 174
		Through	193	Departure	889	Through 916
		Right	65			Right 90
	Westbound	Left	58	Approach	1,153	Left 343
		Through	104	Departure	1,407	Through 646
		Right	25			Right 157

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
60	**Moreno Beach Drive/Cactus Avenue**						
	A.M. Peak Hour						
	Northbound	Left	86	Approach	855	Left	87
		Through	393	Departure	798	Through	667
		Right	38			Right	102
	Southbound	Left	8	Approach	789	Left	27
		Through	285	Departure	808	Through	661
		Right	77			Right	100
	Eastbound	Left	83	Approach	299	Left	89
		Through	77	Departure	374	Through	130
		Right	71			Right	81
	Westbound	Left	19	Approach	296	Left	57
		Through	112	Departure	258	Through	186
		Right	19			Right	53
	P.M. Peak Hour						
	Northbound	Left	105	Approach	1,178	Left	99
		Through	404	Departure	1,191	Through	967
		Right	32			Right	114
	Southbound	Left	41	Approach	1,271	Left	166
		Through	468	Departure	1,216	Through	985
		Right	108			Right	117
	Eastbound	Left	111	Approach	535	Left	135
		Through	152	Departure	425	Through	274
		Right	134			Right	126
	Westbound	Left	20	Approach	402	Left	80
		Through	102	Departure	554	Through	209
		Right	22			Right	114

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume
61	**Moreno Beach Drive/John F Kennedy Drive**					
	A.M. Peak Hour					
	Northbound	Left	22	Approach	970	Left 50
		Through	325	Departure	1,193	Through 538
		Right	201			Right 372
	Southbound	Left	71	Approach	765	Left 67
		Through	266	Departure	745	Through 599
		Right	92			Right 106
	Eastbound	Left	68	Approach	204	Left 110
		Through	34	Departure	235	Through 62
		Right	7			Right 30
	Westbound	Left	165	Approach	734	Left 564
		Through	45	Departure	501	Through 79
		Right	75			Right 97
	P.M. Peak Hour					
	Northbound	Left	11	Approach	1,734	Left 54
		Through	395	Departure	1,413	Through 902
		Right	223			Right 754
	Southbound	Left	94	Approach	1,070	Left 117
		Through	407	Departure	1,071	Through 838
		Right	73			Right 131
	Eastbound	Left	59	Approach	209	Left 108
		Through	25	Departure	267	Through 68
		Right	7			Right 32
	Westbound	Left	251	Approach	675	Left 543
		Through	43	Departure	939	Through 81
		Right	70			Right 62

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
62	**Driveway 1/Iris Avenue**						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Southbound	Left	0	Approach	12	Left	0
		Through	0	Departure	5	Through	0
		Right	12			Right	12
	Eastbound	Left	0	Approach	1,276	Left	0
		Through	841	Departure	1,488	Through	1,276
		Right	0			Right	0
	Westbound	Left	0	Approach	1,481	Left	0
		Through	649	Departure	1,276	Through	1,476
		Right	5			Right	5
	P.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Southbound	Left	0	Approach	110	Left	0
		Through	0	Departure	0	Through	0
		Right	110			Right	110
	Eastbound	Left	0	Approach	2,000	Left	0
		Through	826	Departure	1,683	Through	2,000
		Right	0			Right	0
	Westbound	Left	0	Approach	1,573	Left	0
		Through	803	Departure	2,000	Through	1,573
		Right	0			Right	0

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
63	**Driveway 2/Iris Avenue**						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Southbound	Left	19	Approach	33	Left	19
		Through	0	Departure	267	Through	0
		Right	14			Right	14
	Eastbound	Left	221	Approach	1,283	Left	210
		Through	627	Departure	1,480	Through	1,062
		Right	0			Right	0
	Westbound	Left	0	Approach	1,512	Left	0
		Through	639	Departure	1,081	Through	1,466
		Right	46			Right	57
	P.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Southbound	Left	78	Approach	122	Left	81
		Through	0	Departure	166	Through	0
		Right	44			Right	41
	Eastbound	Left	147	Approach	1,958	Left	150
		Through	637	Departure	1,573	Through	1,808
		Right	0			Right	0
	Westbound	Left	0	Approach	1,548	Left	0
		Through	759	Departure	1,889	Through	1,533
		Right	19			Right	16

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Table C-6 - Calculation of Future Directional Turn Volumes From Future Directional Link Volumes (NCHRP 255)

	Approach Direction		Base Year Count	Forecast Future Year Link Volume		Forecast Future Year Turn Volume	
64	**Driveway 3/Iris Avenue**						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Southbound	Left	0	Approach	25	Left	0
		Through	0	Departure	46	Through	0
		Right	25			Right	25
	Eastbound	Left	0	Approach	1,080	Left	0
		Through	645	Departure	1,512	Through	1,080
		Right	0			Right	0
	Westbound	Left	0	Approach	1,533	Left	0
		Through	660	Departure	1,080	Through	1,487
		Right	46			Right	46
	P.M. Peak Hour						
	Northbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Southbound	Left	0	Approach	48	Left	0
		Through	0	Departure	12	Through	0
		Right	48			Right	48
	Eastbound	Left	0	Approach	1,896	Left	0
		Through	722	Departure	1,548	Through	1,896
		Right	0			Right	0
	Westbound	Left	0	Approach	1,512	Left	0
		Through	730	Departure	1,896	Through	1,500
		Right	12			Right	12

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Table C-7.1
Balance of Build-out Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
1 I-215 Southbound Ramps/Alessandro Boulevard						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	314	14	328	426	6	432
SBT	0		0	0		0
SBR	280		280	345		345
EBL	0		0	0		0
EBT	1,593	70	1,663	2,862	43	2,905
EBR	527		527	571		571
WBL	0		0	0		0
WBT	3,420	108	3,528	2,629	111	2,740
WBR	260	8	268	186	8	194
North Leg						
Approach	594	14	608	771	6	777
Departure	260	8	268	186	8	194
Total	854	22	876	957	14	971
South Leg						
Approach	0	0	0	0	0	0
Departure	527	0	527	571	0	571
Total	527	0	527	571	0	571
East Leg						
Approach	3,680	116	3,796	2,815	119	2,934
Departure	1,907	84	1,991	3,288	49	3,337
Total	5,587	200	5,787	6,103	168	6,271
West Leg						
Approach	2,120	70	2,190	3,433	43	3,476
Departure	3,700	108	3,808	2,974	111	3,085
Total	5,820	178	5,998	6,407	154	6,561
Total Approaches						
Approach	6,394	200	6,594	7,019	168	7,187
Departure	6,394	200	6,594	7,019	168	7,187
Total	12,788	400	13,188	14,039	336	14,375

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Table C-7.1
Balance of Build-out Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
2 I-215 Northbound Ramps/Alessandro Boulevard						
NBL	854		854	518		518
NBT	1		1	0		0
NBR	167		167	279		279
SBL	0		0	0		0
SBT	0		0	0		0
SBR	0		0	0		0
EBL	69		69	257		257
EBT	1,922		1,922	3,080		3,080
EBR	0		0	0		0
WBL	0		0	0		0
WBT	2,943		2,943	2,416		2,416
WBR	118		118	312		312
North Leg						
Approach	0	0	0	0	0	0
Departure	188	0	188	569	0	569
Total	188	0	188	569	0	569
South Leg						
Approach	1,022	0	1,022	797	0	797
Departure	0	0	0	0	0	0
Total	1,022	0	1,022	797	0	797
East Leg						
Approach	3,061	0	3,061	2,728	0	2,728
Departure	2,089	0	2,089	3,359	0	3,359
Total	5,150	0	5,150	6,087	0	6,087
West Leg						
Approach	1,991	0	1,991	3,337	0	3,337
Departure	3,797	0	3,797	2,934	0	2,934
Total	5,788	0	5,788	6,271	0	6,271
Total Approaches						
Approach	6,074	0	6,074	6,862	0	6,862
Departure	6,074	0	6,074	6,862	0	6,862
Total	12,147	0	12,147	13,725	0	13,725

LSA

Table C-7.2
Balance of Build-out Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
3 I-215 Southbound Ramps/Cactus Avenue						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	785		785	601		601
SBL	0		0	0		0
SBT	0		0	0		0
SBR	442		442	95		95
EBL	0		0	0		0
EBT	382		382	1,255		1,255
EBR	200		200	683		683
WBL	492		492	603		603
WBT	2,166		2,166	1,159		1,159
WBR	0		0	0		0
North Leg						
Approach	442	0	442	95	0	95
Departure	0	0	0	0	0	0
Total	442	0	442	95	0	95
South Leg						
Approach	785	0	785	601	0	601
Departure	692	0	692	1,286	0	1,286
Total	1,477	0	1,477	1,886	0	1,886
East Leg						
Approach	2,658	0	2,658	1,762	0	1,762
Departure	1,167	0	1,167	1,856	0	1,856
Total	3,825	0	3,825	3,617	0	3,617
West Leg						
Approach	582	0	582	1,938	0	1,938
Departure	2,608	0	2,608	1,254	0	1,254
Total	3,190	0	3,190	3,192	0	3,192
Total Approaches						
Approach	4,467	0	4,467	4,395	0	4,395
Departure	4,467	0	4,467	4,395	0	4,395
Total	8,935	0	8,935	8,791	0	8,791

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Table C-7.2
Balance of Build-out Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
4 I-215 Northbound Ramps/Cactus Avenue						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	0		0	0		0
SBT	0		0	0		0
SBR	0		0	0		0
EBL	0		0	0		0
EBT	1,181	-14	1,167	1,802	54	1,856
EBR	0		0	0		0
WBL	0		0	0		0
WBT	2,378	280	2,658	1,670	92	1,762
WBR	337		337	537		537
North Leg						
Approach	0	0	0	0	0	0
Departure	337	0	337	537	0	537
Total	337	0	337	537	0	537
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	2,715	280	2,995	2,207	92	2,299
Departure	1,181	-14	1,167	1,802	54	1,856
Total	3,896	266	4,162	4,009	146	4,155
West Leg						
Approach	1,181	-14	1,167	1,802	54	1,856
Departure	2,378	280	2,658	1,670	92	1,762
Total	3,559	266	3,825	3,472	146	3,618
Total Approaches						
Approach	3,896	266	4,162	4,009	146	4,155
Departure	3,896	266	4,162	4,009	146	4,155
Total	7,792	532	8,324	8,018	292	8,310

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Table C-7.3
Balance of Build-out Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
4 I-215 Northbound Ramps/Cactus Avenue						
NBL	0		0	0		0
NBT	0		0	0		0
NBR	0		0	0		0
SBL	0		0	0		0
SBT	0		0	0		0
SBR	0		0	0		0
EBL	0		0	0		0
EBT	1,167		1,167	1,856		1,856
EBR	0		0	0		0
WBL	0		0	0		0
WBT	2,658		2,658	1,762		1,762
WBR	337		337	537		537
North Leg						
Approach	0	0	0	0	0	0
Departure	337	0	337	537	0	537
Total	337	0	337	537	0	537
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	2,995	0	2,995	2,299	0	2,299
Departure	1,167	0	1,167	1,856	0	1,856
Total	4,162	0	4,162	4,155	0	4,155
West Leg						
Approach	1,167	0	1,167	1,856	0	1,856
Departure	2,658	0	2,658	1,762	0	1,762
Total	3,825	0	3,825	3,618	0	3,618
Total Approaches						
Approach	4,162	0	4,162	4,155	0	4,155
Departure	4,162	0	4,162	4,155	0	4,155
Total	8,324	0	8,324	8,310	0	8,310

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Table C-7.3
Balance of Build-out Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue						
NBL	303	27	330	59	2	61
NBT	510		510	336		336
NBR	758		758	790		790
SBL	112		112	992		992
SBT	21		21	26		26
SBR	272	24	296	357	13	370
EBL	25		25	81	2	83
EBT	1,043	-9	1,034	1,586	43	1,629
EBR	109	-1	108	140	4	144
WBL	0		0	0		0
WBT	2,176	193	2,369	1,802	66	1,868
WBR	825		825	613		613
North Leg						
Approach	405	24	429	1,375	13	1,388
Departure	1,360	0	1,360	1,030	2	1,032
Total	1,765	24	1,789	2,405	15	2,420
South Leg						
Approach	1,572	27	1,599	1,185	2	1,187
Departure	130	-1	129	166	4	170
Total	1,702	26	1,728	1,351	6	1,357
East Leg						
Approach	3,001	193	3,194	2,415	66	2,481
Departure	1,913	-9	1,904	3,368	43	3,411
Total	4,914	184	5,098	5,783	109	5,892
West Leg						
Approach	1,177	-10	1,167	1,807	49	1,856
Departure	2,751	244	2,995	2,218	81	2,299
Total	3,928	234	4,162	4,025	130	4,155
Total Approaches						
Approach	6,155	234	6,389	6,782	130	6,912
Departure	6,155	234	6,389	6,782	130	6,912
Total	12,309	468	12,777	13,564	260	13,824

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

		AM Peak Hour			PM Peak Hour		
		GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
1	**I-215 Southbound Ramps/Alessandro Boulevard**						
NBL		0	0	0	0	0	0
NBT		0	0	0	0	0	0
NBR		0	0	0	0	0	0
SBL		328	0	328	432	0	432
SBT		0	0	0	0	0	0
SBR		280	0	280	345	0	345
EBL		0	0	0	0	0	0
EBT		1,663	23	1,686	2,905	11	2,916
EBR		527	0	527	571	0	571
WBL		0	0	0	0	0	0
WBT		3,528	9	3,537	2,740	25	2,765
WBR		268	0	268	194	0	194
North Leg							
	Approach	608	0	608	777	0	777
	Departure	268	0	268	194	0	194
	Total	876	0	876	971	0	971
South Leg							
	Approach	0	0	0	0	0	0
	Departure	527	0	527	571	0	571
	Total	527	0	527	571	0	571
East Leg							
	Approach	3,796	9	3,805	2,934	25	2,959
	Departure	1,991	23	2,014	3,337	11	3,348
	Total	5,787	32	5,819	6,271	36	6,307
West Leg							
	Approach	2,190	23	2,213	3,476	11	3,487
	Departure	3,808	9	3,817	3,085	25	3,110
	Total	5,998	32	6,030	6,561	36	6,597
Total Approaches							
	Approach	6,594	32	6,626	7,187	36	7,223
	Departure	6,594	32	6,626	7,187	36	7,223
	Total	13,188	64	13,252	14,375	72	14,447

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
2 I-215 Northbound Ramps/Alessandro Boulevard						
NBL	854	0	854	518	0	518
NBT	1	0	1	0	0	0
NBR	167	0	167	279	0	279
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	69	0	69	257	0	257
EBT	1,922	23	1,945	3,080	11	3,091
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	2,943	9	2,952	2,416	25	2,441
WBR	118	0	118	312	0	312
North Leg						
Approach	0	0	0	0	0	0
Departure	188	0	188	569	0	569
Total	188	0	188	569	0	569
South Leg						
Approach	1,022	0	1,022	797	0	797
Departure	0	0	0	0	0	0
Total	1,022	0	1,022	797	0	797
East Leg						
Approach	3,061	9	3,070	2,728	25	2,753
Departure	2,089	23	2,112	3,359	11	3,370
Total	5,150	32	5,182	6,087	36	6,123
West Leg						
Approach	1,991	23	2,014	3,337	11	3,348
Departure	3,797	9	3,806	2,934	25	2,959
Total	5,788	32	5,820	6,271	36	6,307
Total Approaches						
Approach	6,074	32	6,106	6,862	36	6,898
Departure	6,074	32	6,106	6,862	36	6,898
Total	12,147	64	12,211	13,725	72	13,797

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
3 I-215 Southbound Ramps/Cactus Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	785	46	831	601	22	623
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	442	0	442	95	0	95
EBL	0	0	0	0	0	0
EBT	382	8	390	1,255	4	1,259
EBR	200	0	200	683	0	683
WBL	492	24	516	603	68	671
WBT	2,166	3	2,169	1,159	8	1,167
WBR	0	0	0	0	0	0
North Leg						
Approach	442	0	442	95	0	95
Departure	0	0	0	0	0	0
Total	442	0	442	95	0	95
South Leg						
Approach	785	46	831	601	22	623
Departure	692	24	716	1,286	68	1,354
Total	1,477	70	1,547	1,886	90	1,976
East Leg						
Approach	2,658	27	2,685	1,762	76	1,838
Departure	1,167	54	1,221	1,856	26	1,882
Total	3,825	81	3,906	3,617	102	3,719
West Leg						
Approach	582	8	590	1,938	4	1,942
Departure	2,608	3	2,611	1,254	8	1,262
Total	3,190	11	3,201	3,192	12	3,204
Total Approaches						
Approach	4,467	81	4,548	4,395	102	4,497
Departure	4,467	81	4,548	4,395	102	4,497
Total	8,935	162	9,097	8,791	204	8,995

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

		AM Peak Hour			PM Peak Hour		
		GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
4	**I-215 Northbound Ramps/Cactus Avenue**						
NBL		0	0	0	0	0	0
NBT		0	0	0	0	0	0
NBR		0	0	0	0	0	0
SBL		0	0	0	0	0	0
SBT		0	0	0	0	0	0
SBR		0	0	0	0	0	0
EBL		0	0	0	0	0	0
EBT		1,167	53	1,220	1,856	26	1,882
EBR		0	0	0	0	0	0
WBL		0	0	0	0	0	0
WBT		2,658	27	2,685	1,762	76	1,838
WBR		337	18	355	537	51	588
North Leg							
	Approach	0	0	0	0	0	0
	Departure	337	18	355	537	51	588
	Total	337	18	355	537	51	588
South Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
East Leg							
	Approach	2,995	45	3,040	2,299	127	2,426
	Departure	1,167	53	1,220	1,856	26	1,882
	Total	4,162	98	4,260	4,155	153	4,308
West Leg							
	Approach	1,167	53	1,220	1,856	26	1,882
	Departure	2,658	27	2,685	1,762	76	1,838
	Total	3,825	80	3,905	3,618	102	3,720
Total Approaches							
	Approach	4,162	98	4,260	4,155	153	4,308
	Departure	4,162	98	4,260	4,155	153	4,308
	Total	8,324	196	8,520	8,310	306	8,616

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

		AM Peak Hour			PM Peak Hour		
		GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
5	**I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue**						
NBL		330	0	330	61	0	61
NBT		510	0	510	336	0	336
NBR		758	61	819	790	29	819
SBL		112	0	112	992	0	992
SBT		21	0	21	26	0	26
SBR		296	0	296	370	0	370
EBL		25	0	25	83	0	83
EBT		1,034	53	1,087	1,629	26	1,655
EBR		108	0	108	144	0	144
WBL		0	0	0	0	0	0
WBT		2,369	45	2,414	1,868	127	1,995
WBR		825	0	825	613	0	613
North Leg							
	Approach	429	0	429	1,388	0	1,388
	Departure	1,360	0	1,360	1,032	0	1,032
	Total	1,789	0	1,789	2,420	0	2,420
South Leg							
	Approach	1,599	61	1,660	1,187	29	1,216
	Departure	129	0	129	170	0	170
	Total	1,728	61	1,789	1,357	29	1,386
East Leg							
	Approach	3,194	45	3,239	2,481	127	2,608
	Departure	1,904	114	2,018	3,411	55	3,466
	Total	5,098	159	5,257	5,892	182	6,074
West Leg							
	Approach	1,167	53	1,220	1,856	26	1,882
	Departure	2,995	45	3,040	2,299	127	2,426
	Total	4,162	98	4,260	4,155	153	4,308
Total Approaches							
	Approach	6,389	159	6,548	6,912	182	7,094
	Departure	6,389	159	6,548	6,912	182	7,094
	Total	12,777	318	13,095	13,824	364	14,188

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
6 Day Street/Alessandro Boulevard						
NBL	23	0	23	13	0	13
NBT	337	0	337	170	0	170
NBR	17	0	17	8	0	8
SBL	299	0	299	749	0	749
SBT	63	0	63	122	0	122
SBR	858	0	858	1,047	0	1,047
EBL	743	0	743	1,037	0	1,037
EBT	866	23	889	1,816	11	1,827
EBR	17	0	17	11	0	11
WBL	7	0	7	9	0	9
WBT	1,821	9	1,830	1,389	25	1,414
WBR	403	0	403	447	0	447
North Leg						
Approach	1,220	0	1,220	1,918	0	1,918
Departure	1,483	0	1,483	1,654	0	1,654
Total	2,703	0	2,703	3,572	0	3,572
South Leg						
Approach	377	0	377	191	0	191
Departure	87	0	87	142	0	142
Total	464	0	464	334	0	334
East Leg						
Approach	2,231	9	2,240	1,845	25	1,870
Departure	1,182	23	1,205	2,573	11	2,584
Total	3,413	32	3,445	4,419	36	4,455
West Leg						
Approach	1,626	23	1,649	2,864	11	2,875
Departure	2,702	9	2,711	2,449	25	2,474
Total	4,328	32	4,360	5,313	36	5,349
Total Approaches						
Approach	5,454	32	5,486	6,819	36	6,855
Departure	5,454	32	5,486	6,819	36	6,855
Total	10,908	64	10,972	13,638	72	13,710

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
7 Elsworth Street/Alessandro Boulevard						
NBL	349	0	349	603	0	603
NBT	123	0	123	271	0	271
NBR	79	0	79	149	0	149
SBL	46	0	46	63	0	63
SBT	175	0	175	273	0	273
SBR	127	0	127	114	0	114
EBL	63	0	63	183	0	183
EBT	792	23	815	1,941	11	1,952
EBR	374	0	374	475	0	475
WBL	86	0	86	150	0	150
WBT	1,716	9	1,725	1,254	25	1,279
WBR	58	0	58	70	0	70
North Leg						
Approach	348	0	348	450	0	450
Departure	244	0	244	524	0	524
Total	592	0	592	974	0	974
South Leg						
Approach	551	0	551	1,023	0	1,023
Departure	635	0	635	898	0	898
Total	1,186	0	1,186	1,921	0	1,921
East Leg						
Approach	1,860	9	1,869	1,474	25	1,499
Departure	917	23	940	2,153	11	2,164
Total	2,777	32	2,809	3,627	36	3,663
West Leg						
Approach	1,229	23	1,252	2,599	11	2,610
Departure	2,192	9	2,201	1,971	25	1,996
Total	3,421	32	3,453	4,570	36	4,606
Total Approaches						
Approach	3,988	32	4,020	5,546	36	5,582
Departure	3,988	32	4,020	5,546	36	5,582
Total	7,976	64	8,040	11,093	72	11,165

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
8 Elsworth Street/Cactus Avenue						
NBL	408	0	408	470	0	470
NBT	92	0	92	152	0	152
NBR	126	0	126	108	0	108
SBL	76	0	76	250	0	250
SBT	78	0	78	327	0	327
SBR	159	0	159	420	0	420
EBL	183	0	183	328	0	328
EBT	1,134	114	1,248	2,438	55	2,493
EBR	339	0	339	402	0	402
WBL	95	0	95	118	0	118
WBT	2,305	45	2,350	1,400	127	1,527
WBR	81	0	81	126	0	126
North Leg						
Approach	312	0	312	997	0	997
Departure	356	0	356	606	0	606
Total	668	0	668	1,603	0	1,603
South Leg						
Approach	626	0	626	730	0	730
Departure	511	0	511	847	0	847
Total	1,137	0	1,137	1,577	0	1,577
East Leg						
Approach	2,480	45	2,525	1,644	127	1,771
Departure	1,336	114	1,450	2,796	55	2,851
Total	3,816	159	3,975	4,440	182	4,622
West Leg						
Approach	1,656	114	1,770	3,168	55	3,223
Departure	2,872	45	2,917	2,290	127	2,417
Total	4,528	159	4,687	5,458	182	5,640
Total Approaches						
Approach	5,075	159	5,234	6,539	182	6,721
Departure	5,075	159	5,234	6,539	182	6,721
Total	10,149	318	10,467	13,078	364	13,442

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
9 Frederick Street/Alessandro Boulevard						
NBL	74	0	74	80	0	80
NBT	369	0	369	383	0	383
NBR	24	0	24	115	0	115
SBL	186	0	186	575	0	575
SBT	274	0	274	524	0	524
SBR	158	0	158	236	0	236
EBL	181	0	181	352	0	352
EBT	682	23	705	2,166	11	2,177
EBR	85	0	85	128	0	128
WBL	130	0	130	94	0	94
WBT	2,123	9	2,132	1,321	25	1,346
WBR	242	0	242	355	0	355
North Leg						
Approach	618	0	618	1,335	0	1,335
Departure	792	0	792	1,090	0	1,090
Total	1,410	0	1,410	2,425	0	2,425
South Leg						
Approach	467	0	467	578	0	578
Departure	489	0	489	746	0	746
Total	956	0	956	1,324	0	1,324
East Leg						
Approach	2,495	9	2,504	1,770	25	1,795
Departure	892	23	915	2,856	11	2,867
Total	3,387	32	3,419	4,626	36	4,662
West Leg						
Approach	948	23	971	2,646	11	2,657
Departure	2,355	9	2,364	1,637	25	1,662
Total	3,303	32	3,335	4,283	36	4,319
Total Approaches						
Approach	4,528	32	4,560	6,329	36	6,365
Departure	4,528	32	4,560	6,329	36	6,365
Total	9,055	64	9,119	12,658	72	12,730

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
10 Frederick Street/Cactus Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	156	0	156	419	0	419
SBT	0	0	0	0	0	0
SBR	121	0	121	282	0	282
EBL	227	0	227	88	0	88
EBT	1,117	114	1,231	2,857	55	2,912
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	2,486	45	2,531	1,368	127	1,495
WBR	161	0	161	181	0	181
North Leg						
Approach	277	0	277	701	0	701
Departure	388	0	388	269	0	269
Total	665	0	665	970	0	970
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	2,647	45	2,692	1,549	127	1,676
Departure	1,274	114	1,388	3,276	55	3,331
Total	3,920	159	4,079	4,825	182	5,007
West Leg						
Approach	1,344	114	1,458	2,945	55	3,000
Departure	2,607	45	2,652	1,650	127	1,777
Total	3,951	159	4,110	4,595	182	4,777
Total Approaches						
Approach	4,268	159	4,427	5,195	182	5,377
Departure	4,268	159	4,427	5,195	182	5,377
Total	8,536	318	8,854	10,390	364	10,754

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
11 Graham Street/Alessandro Boulevard						
NBL	186	0	186	164	0	164
NBT	362	0	362	414	0	414
NBR	111	0	111	201	0	201
SBL	199	0	199	260	0	260
SBT	213	0	213	369	0	369
SBR	78	0	78	88	0	88
EBL	26	0	26	133	0	133
EBT	847	30	877	2,385	15	2,400
EBR	71	0	71	281	0	281
WBL	225	0	225	404	0	404
WBT	2,205	12	2,217	1,576	34	1,610
WBR	126	0	126	266	0	266
North Leg						
Approach	490	0	490	717	0	717
Departure	514	0	514	813	0	813
Total	1,004	0	1,004	1,530	0	1,530
South Leg						
Approach	659	0	659	779	0	779
Departure	509	0	509	1,054	0	1,054
Total	1,168	0	1,168	1,833	0	1,833
East Leg						
Approach	2,556	12	2,568	2,246	34	2,280
Departure	1,157	30	1,187	2,846	15	2,861
Total	3,713	42	3,755	5,092	49	5,141
West Leg						
Approach	944	30	974	2,799	15	2,814
Departure	2,469	12	2,481	1,828	34	1,862
Total	3,413	42	3,455	4,627	49	4,676
Total Approaches						
Approach	4,649	42	4,691	6,541	49	6,590
Departure	4,649	42	4,691	6,541	49	6,590
Total	9,298	84	9,382	13,082	98	13,180

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
12 Graham Street - Riverside Drive/Cactus Avenue						
NBL	498	0	498	164	0	164
NBT	68	0	68	141	0	141
NBR	7	0	7	16	0	16
SBL	93	0	93	242	0	242
SBT	54	0	54	248	0	248
SBR	132	0	132	254	0	254
EBL	413	0	413	702	0	702
EBT	1,128	114	1,242	2,181	55	2,236
EBR	226	0	226	474	0	474
WBL	18	0	18	12	0	12
WBT	2,029	45	2,074	1,111	127	1,238
WBR	98	0	98	407	0	407
North Leg						
Approach	279	0	279	744	0	744
Departure	579	0	579	1,250	0	1,250
Total	858	0	858	1,994	0	1,994
South Leg						
Approach	573	0	573	321	0	321
Departure	297	0	297	734	0	734
Total	871	0	871	1,054	0	1,054
East Leg						
Approach	2,145	45	2,190	1,529	127	1,656
Departure	1,229	114	1,343	2,439	55	2,494
Total	3,373	159	3,532	3,968	182	4,150
West Leg						
Approach	1,767	114	1,881	3,357	55	3,412
Departure	2,659	45	2,704	1,529	127	1,656
Total	4,426	159	4,585	4,886	182	5,068
Total Approaches						
Approach	4,764	159	4,923	5,951	182	6,133
Departure	4,764	159	4,923	5,951	182	6,133
Total	9,528	318	9,846	11,902	364	12,266

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
13 Heacock Street/Alessandro Boulevard						
NBL	214	0	214	206	0	206
NBT	447	0	447	545	0	545
NBR	40	0	40	105	0	105
SBL	245	0	245	396	0	396
SBT	281	0	281	513	0	513
SBR	206	0	206	212	0	212
EBL	172	0	172	248	0	248
EBT	923	38	961	2,425	18	2,443
EBR	55	0	55	181	0	181
WBL	27	0	27	91	0	91
WBT	2,266	15	2,281	1,696	42	1,738
WBR	295	0	295	317	0	317
North Leg						
Approach	732	0	732	1,121	0	1,121
Departure	914	0	914	1,110	0	1,110
Total	1,647	0	1,647	2,231	0	2,231
South Leg						
Approach	702	0	702	856	0	856
Departure	363	0	363	785	0	785
Total	1,065	0	1,065	1,641	0	1,641
East Leg						
Approach	2,588	15	2,603	2,104	42	2,146
Departure	1,208	38	1,246	2,926	18	2,944
Total	3,796	53	3,849	5,030	60	5,090
West Leg						
Approach	1,150	38	1,188	2,854	18	2,872
Departure	2,686	15	2,701	2,114	42	2,156
Total	3,836	53	3,889	4,968	60	5,028
Total Approaches						
Approach	5,172	53	5,225	6,935	60	6,995
Departure	5,172	53	5,225	6,935	60	6,995
Total	10,343	106	10,449	13,871	120	13,991

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
14 Heacock Street/Cactus Avenue						
NBL	856	0	856	579	0	579
NBT	563	0	563	449	0	449
NBR	8	0	8	28	0	28
SBL	71	0	71	187	0	187
SBT	286	0	286	591	0	591
SBR	90	0	90	164	0	164
EBL	139	0	139	184	0	184
EBT	563	114	677	1,298	55	1,353
EBR	422	0	422	883	0	883
WBL	15	0	15	7	0	7
WBT	1,025	45	1,070	747	127	874
WBR	113	0	113	79	0	79
North Leg						
Approach	447	0	447	942	0	942
Departure	815	0	815	712	0	712
Total	1,262	0	1,262	1,654	0	1,654
South Leg						
Approach	1,427	0	1,427	1,057	0	1,057
Departure	722	0	722	1,481	0	1,481
Total	2,150	0	2,150	2,538	0	2,538
East Leg						
Approach	1,153	45	1,198	833	127	960
Departure	643	114	757	1,513	55	1,568
Total	1,796	159	1,955	2,346	182	2,528
West Leg						
Approach	1,124	114	1,238	2,365	55	2,420
Departure	1,971	45	2,016	1,490	127	1,617
Total	3,095	159	3,254	3,855	182	4,037
Total Approaches						
Approach	4,152	159	4,311	5,197	182	5,379
Departure	4,152	159	4,311	5,197	182	5,379
Total	8,303	318	8,621	10,394	364	10,758

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
15 Heacock Street/Iris Avenue						
NBL	0	0	0	0	0	0
NBT	753	0	753	897	0	897
NBR	158	0	158	164	0	164
SBL	184	15	199	363	7	370
SBT	775	0	775	1,259	0	1,259
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	211	0	211	188	0	188
WBT	0	0	0	0	0	0
WBR	407	6	413	222	17	239
North Leg						
Approach	959	15	974	1,622	7	1,629
Departure	1,160	6	1,166	1,119	17	1,136
Total	2,119	21	2,140	2,741	24	2,765
South Leg						
Approach	911	0	911	1,061	0	1,061
Departure	986	0	986	1,447	0	1,447
Total	1,897	0	1,897	2,508	0	2,508
East Leg						
Approach	618	6	624	410	17	427
Departure	342	15	357	527	7	534
Total	960	21	981	937	24	961
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	2,488	21	2,509	3,093	24	3,117
Departure	2,488	21	2,509	3,093	24	3,117
Total	4,976	42	5,018	6,186	48	6,234

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
16 Indian Street/Alessandro Boulevard						
NBL	131	0	131	211	0	211
NBT	270	0	270	380	0	380
NBR	70	0	70	134	0	134
SBL	141	0	141	300	0	300
SBT	227	0	227	428	0	428
SBR	108	0	108	125	0	125
EBL	113	0	113	308	0	308
EBT	965	46	1,011	2,239	22	2,261
EBR	100	0	100	195	0	195
WBL	94	0	94	163	0	163
WBT	2,215	18	2,233	1,603	51	1,654
WBR	83	0	83	134	0	134
North Leg						
Approach	476	0	476	853	0	853
Departure	466	0	466	822	0	822
Total	942	0	942	1,675	0	1,675
South Leg						
Approach	471	0	471	725	0	725
Departure	421	0	421	786	0	786
Total	892	0	892	1,511	0	1,511
East Leg						
Approach	2,392	18	2,410	1,900	51	1,951
Departure	1,176	46	1,222	2,673	22	2,695
Total	3,568	64	3,632	4,573	73	4,646
West Leg						
Approach	1,178	46	1,224	2,742	22	2,764
Departure	2,454	18	2,472	1,939	51	1,990
Total	3,632	64	3,696	4,681	73	4,754
Total Approaches						
Approach	4,517	64	4,581	6,220	73	6,293
Departure	4,517	64	4,581	6,220	73	6,293
Total	9,034	128	9,162	12,440	146	12,586

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
17 Indian Street/Cactus Avenue						
NBL	155	0	155	132	0	132
NBT	503	0	503	486	0	486
NBR	70	0	70	46	0	46
SBL	111	0	111	76	0	76
SBT	419	0	419	672	0	672
SBR	54	0	54	53	0	53
EBL	57	0	57	88	0	88
EBT	509	114	623	1,038	55	1,093
EBR	127	0	127	296	0	296
WBL	41	0	41	47	0	47
WBT	1,022	45	1,067	563	127	690
WBR	64	0	64	64	0	64
North Leg						
Approach	584	0	584	801	0	801
Departure	624	0	624	638	0	638
Total	1,208	0	1,208	1,439	0	1,439
South Leg						
Approach	728	0	728	664	0	664
Departure	587	0	587	1,015	0	1,015
Total	1,315	0	1,315	1,679	0	1,679
East Leg						
Approach	1,127	45	1,172	674	127	801
Departure	690	114	804	1,160	55	1,215
Total	1,817	159	1,976	1,834	182	2,016
West Leg						
Approach	693	114	807	1,422	55	1,477
Departure	1,231	45	1,276	748	127	875
Total	1,924	159	2,083	2,170	182	2,352
Total Approaches						
Approach	3,132	159	3,291	3,561	182	3,743
Departure	3,132	159	3,291	3,561	182	3,743
Total	6,264	318	6,582	7,122	364	7,486

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
18 Indian Street/Iris Avenue						
NBL	54	0	54	88	0	88
NBT	298	0	298	285	0	285
NBR	28	8	36	55	4	59
SBL	294	8	302	373	4	377
SBT	385	0	385	255	0	255
SBR	33	0	33	27	0	27
EBL	77	0	77	27	0	27
EBT	272	15	287	391	7	398
EBR	87	0	87	98	0	98
WBL	28	3	31	18	8	26
WBT	466	6	472	324	17	341
WBR	495	3	498	200	8	208
North Leg						
Approach	712	8	720	655	4	659
Departure	870	3	873	512	8	520
Total	1,581	11	1,592	1,167	12	1,179
South Leg						
Approach	380	8	388	428	4	432
Departure	500	3	503	371	8	379
Total	880	11	891	799	12	811
East Leg						
Approach	989	12	1,001	542	33	575
Departure	594	31	625	819	15	834
Total	1,583	43	1,626	1,361	48	1,409
West Leg						
Approach	436	15	451	516	7	523
Departure	553	6	559	439	17	456
Total	988	21	1,009	955	24	979
Total Approaches						
Approach	2,516	43	2,559	2,141	48	2,189
Departure	2,516	43	2,559	2,141	48	2,189
Total	5,033	86	5,119	4,283	96	4,379

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
19 Perris Boulevard/Alessandro Boulevard						
NBL	524	0	524	493	0	493
NBT	1,084	0	1,084	1,024	0	1,024
NBR	246	0	246	347	0	347
SBL	278	8	286	287	4	291
SBT	834	0	834	1,342	0	1,342
SBR	298	0	298	247	0	247
EBL	179	0	179	511	0	511
EBT	791	53	844	1,719	26	1,745
EBR	192	0	192	501	0	501
WBL	267	0	267	523	0	523
WBT	1,704	21	1,725	1,272	59	1,331
WBR	182	3	185	192	8	200
North Leg						
Approach	1,410	8	1,418	1,876	4	1,880
Departure	1,445	3	1,448	1,727	8	1,735
Total	2,855	11	2,866	3,603	12	3,615
South Leg						
Approach	1,854	0	1,854	1,864	0	1,864
Departure	1,293	0	1,293	2,366	0	2,366
Total	3,147	0	3,147	4,230	0	4,230
East Leg						
Approach	2,153	24	2,177	1,987	67	2,054
Departure	1,315	61	1,376	2,353	30	2,383
Total	3,468	85	3,553	4,340	97	4,437
West Leg						
Approach	1,162	53	1,215	2,731	26	2,757
Departure	2,526	21	2,547	2,012	59	2,071
Total	3,688	74	3,762	4,743	85	4,828
Total Approaches						
Approach	6,579	85	6,664	8,458	97	8,555
Departure	6,579	85	6,664	8,458	97	8,555
Total	13,158	170	13,328	16,916	194	17,110

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
20 Perris Boulevard/Cactus Avenue						
NBL	303	0	303	264	0	264
NBT	1,631	0	1,631	1,548	0	1,548
NBR	235	0	235	150	0	150
SBL	100	8	108	182	4	186
SBT	1,182	0	1,182	2,013	0	2,013
SBR	101	0	101	64	0	64
EBL	95	0	95	102	0	102
EBT	500	114	614	809	55	864
EBR	206	0	206	320	0	320
WBL	185	0	185	144	0	144
WBT	807	45	852	569	127	696
WBR	128	3	131	81	8	89
North Leg						
Approach	1,383	8	1,391	2,259	4	2,263
Departure	1,854	3	1,857	1,731	8	1,739
Total	3,236	11	3,247	3,990	12	4,002
South Leg						
Approach	2,169	0	2,169	1,962	0	1,962
Departure	1,573	0	1,573	2,477	0	2,477
Total	3,742	0	3,742	4,439	0	4,439
East Leg						
Approach	1,120	48	1,168	794	135	929
Departure	835	122	957	1,141	59	1,200
Total	1,955	170	2,125	1,935	194	2,129
West Leg						
Approach	800	114	914	1,231	55	1,286
Departure	1,211	45	1,256	897	127	1,024
Total	2,011	159	2,170	2,128	182	2,310
Total Approaches						
Approach	5,472	170	5,642	6,246	194	6,440
Departure	5,472	170	5,642	6,246	194	6,440
Total	10,944	340	11,284	12,492	388	12,880

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
21 Perris Boulevard/Iris Avenue						
NBL	257	0	257	275	0	275
NBT	1,563	0	1,563	1,671	0	1,671
NBR	401	30	431	473	15	488
SBL	198	8	206	402	4	406
SBT	1,079	0	1,079	1,792	0	1,792
SBR	121	0	121	59	0	59
EBL	75	0	75	88	0	88
EBT	386	30	416	436	15	451
EBR	167	0	167	215	0	215
WBL	432	12	444	461	34	495
WBT	556	12	568	367	34	401
WBR	175	3	178	234	8	242
North Leg						
Approach	1,398	8	1,406	2,253	4	2,257
Departure	1,813	3	1,816	1,993	8	2,001
Total	3,211	11	3,222	4,246	12	4,258
South Leg						
Approach	2,221	30	2,251	2,419	15	2,434
Departure	1,678	12	1,690	2,468	34	2,502
Total	3,899	42	3,941	4,887	49	4,936
East Leg						
Approach	1,163	27	1,190	1,062	76	1,138
Departure	985	68	1,053	1,311	34	1,345
Total	2,148	95	2,243	2,373	110	2,483
West Leg						
Approach	628	30	658	739	15	754
Departure	934	12	946	701	34	735
Total	1,562	42	1,604	1,440	49	1,489
Total Approaches						
Approach	5,410	95	5,505	6,473	110	6,583
Departure	5,410	95	5,505	6,473	110	6,583
Total	10,820	190	11,010	12,946	220	13,166

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
22 Perris Boulevard/Krameria Avenue						
NBL	106	0	106	112	0	112
NBT	2,055	30	2,085	2,299	15	2,314
NBR	323	0	323	326	0	326
SBL	85	0	85	132	0	132
SBT	1,787	12	1,799	2,352	34	2,386
SBR	4	0	4	60	0	60
EBL	24	0	24	29	0	29
EBT	159	0	159	143	0	143
EBR	100	0	100	135	0	135
WBL	261	0	261	339	0	339
WBT	135	0	135	80	0	80
WBR	163	0	163	137	0	137
North Leg						
Approach	1,876	12	1,888	2,544	34	2,578
Departure	2,242	30	2,272	2,465	15	2,480
Total	4,118	42	4,160	5,009	49	5,058
South Leg						
Approach	2,484	30	2,514	2,737	15	2,752
Departure	2,148	12	2,160	2,826	34	2,860
Total	4,632	42	4,674	5,563	49	5,612
East Leg						
Approach	559	0	559	556	0	556
Departure	567	0	567	601	0	601
Total	1,126	0	1,126	1,157	0	1,157
West Leg						
Approach	283	0	283	307	0	307
Departure	246	0	246	252	0	252
Total	528	0	528	559	0	559
Total Approaches						
Approach	5,202	42	5,244	6,144	49	6,193
Departure	5,202	42	5,244	6,144	49	6,193
Total	10,404	84	10,488	12,288	98	12,386

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
23 Perris Boulevard/San Michele Road						
NBL	133	0	133	190	0	190
NBT	2,553	30	2,583	2,396	15	2,411
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	1,964	12	1,976	2,748	34	2,782
SBR	109	0	109	173	0	173
EBL	97	0	97	255	0	255
EBT	0	0	0	0	0	0
EBR	43	0	43	197	0	197
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	2,073	12	2,085	2,921	34	2,955
Departure	2,650	30	2,680	2,651	15	2,666
Total	4,723	42	4,765	5,572	49	5,621
South Leg						
Approach	2,686	30	2,716	2,586	15	2,601
Departure	2,007	12	2,019	2,945	34	2,979
Total	4,693	42	4,735	5,531	49	5,580
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	140	0	140	452	0	452
Departure	242	0	242	363	0	363
Total	382	0	382	815	0	815
Total Approaches						
Approach	4,899	42	4,941	5,959	49	6,008
Departure	4,899	42	4,941	5,959	49	6,008
Total	9,798	84	9,882	11,918	98	12,016

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
24 Perris Boulevard/Nandina Avenue						
NBL	147	0	147	29	0	29
NBT	2,616	30	2,646	2,306	15	2,321
NBR	97	0	97	147	0	147
SBL	148	0	148	135	0	135
SBT	1,774	12	1,786	2,673	34	2,707
SBR	95	0	95	102	0	102
EBL	50	0	50	116	0	116
EBT	8	0	8	85	0	85
EBR	71	0	71	173	0	173
WBL	56	0	56	174	0	174
WBT	98	0	98	29	0	29
WBR	70	0	70	152	0	152
North Leg						
Approach	2,017	12	2,029	2,910	34	2,944
Departure	2,736	30	2,766	2,574	15	2,589
Total	4,753	42	4,795	5,484	49	5,533
South Leg						
Approach	2,860	30	2,890	2,482	15	2,497
Departure	1,901	12	1,913	3,020	34	3,054
Total	4,761	42	4,803	5,502	49	5,551
East Leg						
Approach	224	0	224	355	0	355
Departure	253	0	253	367	0	367
Total	477	0	477	722	0	722
West Leg						
Approach	129	0	129	374	0	374
Departure	340	0	340	160	0	160
Total	469	0	469	534	0	534
Total Approaches						
Approach	5,230	42	5,272	6,121	49	6,170
Departure	5,230	42	5,272	6,121	49	6,170
Total	10,460	84	10,544	12,242	98	12,340

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
25 Perris Boulevard/Harley Knox Boulevard						
NBL	451	0	451	147	0	147
NBT	1,851	23	1,874	1,311	11	1,322
NBR	41	0	41	22	0	22
SBL	267	0	267	604	0	604
SBT	1,071	9	1,080	1,942	25	1,967
SBR	545	3	548	645	8	653
EBL	452	8	460	679	4	683
EBT	277	0	277	893	0	893
EBR	137	0	137	363	0	363
WBL	4	0	4	21	0	21
WBT	820	0	820	602	0	602
WBR	608	0	608	408	0	408
North Leg						
Approach	1,883	12	1,895	3,191	33	3,224
Departure	2,911	31	2,942	2,398	15	2,413
Total	4,794	43	4,837	5,589	48	5,637
South Leg						
Approach	2,343	23	2,366	1,480	11	1,491
Departure	1,212	9	1,221	2,326	25	2,351
Total	3,555	32	3,587	3,806	36	3,842
East Leg						
Approach	1,432	0	1,432	1,031	0	1,031
Departure	585	0	585	1,519	0	1,519
Total	2,017	0	2,017	2,550	0	2,550
West Leg						
Approach	866	8	874	1,935	4	1,939
Departure	1,816	3	1,819	1,394	8	1,402
Total	2,682	11	2,693	3,329	12	3,341
Total Approaches						
Approach	6,524	43	6,567	7,637	48	7,685
Departure	6,524	43	6,567	7,637	48	7,685
Total	13,048	86	13,134	15,274	96	15,370

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
26 Kitching Street/Alessandro Boulevard						
NBL	163	0	163	148	0	148
NBT	193	0	193	285	0	285
NBR	31	0	31	52	0	52
SBL	203	0	203	175	0	175
SBT	138	0	138	339	0	339
SBR	190	0	190	143	0	143
EBL	132	0	132	193	0	193
EBT	1,139	61	1,200	1,966	29	1,995
EBR	96	0	96	239	0	239
WBL	28	0	28	67	0	67
WBT	1,765	24	1,789	1,490	68	1,558
WBR	229	0	229	256	0	256
North Leg						
Approach	531	0	531	657	0	657
Departure	554	0	554	734	0	734
Total	1,085	0	1,085	1,391	0	1,391
South Leg						
Approach	387	0	387	485	0	485
Departure	261	0	261	645	0	645
Total	648	0	648	1,130	0	1,130
East Leg						
Approach	2,022	24	2,046	1,813	68	1,881
Departure	1,373	61	1,434	2,193	29	2,222
Total	3,395	85	3,480	4,006	97	4,103
West Leg						
Approach	1,367	61	1,428	2,398	29	2,427
Departure	2,118	24	2,142	1,781	68	1,849
Total	3,484	85	3,569	4,179	97	4,276
Total Approaches						
Approach	4,306	85	4,391	5,353	97	5,450
Departure	4,306	85	4,391	5,353	97	5,450
Total	8,612	170	8,782	10,706	194	10,900

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
27 Kitching Street/Cactus Avenue						
NBL	212	0	212	107	0	107
NBT	450	0	450	377	0	377
NBR	30	0	30	41	0	41
SBL	57	8	65	101	4	105
SBT	270	0	270	560	0	560
SBR	108	0	108	76	0	76
EBL	103	0	103	42	0	42
EBT	616	121	737	845	59	904
EBR	139	0	139	177	0	177
WBL	31	0	31	57	0	57
WBT	827	48	875	581	136	717
WBR	49	3	52	51	8	59
North Leg						
Approach	435	8	443	737	4	741
Departure	602	3	605	470	8	478
Total	1,037	11	1,048	1,207	12	1,219
South Leg						
Approach	692	0	692	525	0	525
Departure	440	0	440	794	0	794
Total	1,132	0	1,132	1,319	0	1,319
East Leg						
Approach	907	51	958	689	144	833
Departure	703	129	832	987	63	1,050
Total	1,610	180	1,790	1,676	207	1,883
West Leg						
Approach	858	121	979	1,064	59	1,123
Departure	1,147	48	1,195	764	136	900
Total	2,005	169	2,174	1,828	195	2,023
Total Approaches						
Approach	2,892	180	3,072	3,015	207	3,222
Departure	2,892	180	3,072	3,015	207	3,222
Total	5,783	360	6,143	6,031	414	6,445

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
28 Kitching Street/Iris Avenue						
NBL	166	0	166	105	0	105
NBT	286	0	286	317	0	317
NBR	551	8	559	910	4	914
SBL	78	0	78	129	0	129
SBT	326	0	326	346	0	346
SBR	132	0	132	97	0	97
EBL	80	0	80	176	0	176
EBT	905	68	973	1,203	33	1,236
EBR	114	0	114	136	0	136
WBL	815	3	818	835	8	843
WBT	1,048	27	1,075	1,049	76	1,125
WBR	137	0	137	222	0	222
North Leg						
Approach	536	0	536	572	0	572
Departure	503	0	503	715	0	715
Total	1,039	0	1,039	1,287	0	1,287
South Leg						
Approach	1,003	8	1,011	1,332	4	1,336
Departure	1,255	3	1,258	1,317	8	1,325
Total	2,258	11	2,269	2,649	12	2,661
East Leg						
Approach	2,000	30	2,030	2,106	84	2,190
Departure	1,534	76	1,610	2,242	37	2,279
Total	3,534	106	3,640	4,348	121	4,469
West Leg						
Approach	1,099	68	1,167	1,515	33	1,548
Departure	1,346	27	1,373	1,251	76	1,327
Total	2,445	95	2,540	2,766	109	2,875
Total Approaches						
Approach	4,638	106	4,744	5,525	121	5,646
Departure	4,638	106	4,744	5,525	121	5,646
Total	9,276	212	9,488	11,050	242	11,292

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
29 Lasselle Street/Alessandro Boulevard						
NBL	273	0	273	205	0	205
NBT	573	0	573	530	0	530
NBR	177	0	177	230	0	230
SBL	55	15	70	77	7	84
SBT	269	0	269	675	0	675
SBR	175	0	175	101	0	101
EBL	90	0	90	155	0	155
EBT	835	61	896	1,687	29	1,716
EBR	263	0	263	272	0	272
WBL	133	0	133	166	0	166
WBT	1,489	24	1,513	1,251	68	1,319
WBR	49	6	55	91	17	108
North Leg						
Approach	499	15	514	853	7	860
Departure	712	6	718	776	17	793
Total	1,211	21	1,232	1,629	24	1,653
South Leg						
Approach	1,023	0	1,023	965	0	965
Departure	665	0	665	1,113	0	1,113
Total	1,688	0	1,688	2,078	0	2,078
East Leg						
Approach	1,671	30	1,701	1,508	85	1,593
Departure	1,067	76	1,143	1,994	36	2,030
Total	2,738	106	2,844	3,502	121	3,623
West Leg						
Approach	1,188	61	1,249	2,114	29	2,143
Departure	1,937	24	1,961	1,557	68	1,625
Total	3,125	85	3,210	3,671	97	3,768
Total Approaches						
Approach	4,381	106	4,487	5,440	121	5,561
Departure	4,381	106	4,487	5,440	121	5,561
Total	8,762	212	8,974	10,880	242	11,122

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
30 Lasselle Street/Cactus Avenue						
NBL	197	0	197	122	0	122
NBT	746	0	746	670	0	670
NBR	447	0	447	377	0	377
SBL	136	8	144	97	4	101
SBT	625	0	625	878	0	878
SBR	49	0	49	24	0	24
EBL	68	0	68	55	0	55
EBT	462	129	591	619	63	682
EBR	193	0	193	249	0	249
WBL	305	0	305	448	0	448
WBT	601	50	651	527	144	671
WBR	133	3	136	180	8	188
North Leg						
Approach	810	8	818	999	4	1,003
Departure	947	3	950	905	8	913
Total	1,757	11	1,768	1,904	12	1,916
South Leg						
Approach	1,390	0	1,390	1,169	0	1,169
Departure	1,123	0	1,123	1,575	0	1,575
Total	2,514	0	2,514	2,744	0	2,744
East Leg						
Approach	1,039	53	1,092	1,155	152	1,307
Departure	1,045	137	1,182	1,093	67	1,160
Total	2,084	190	2,274	2,248	219	2,467
West Leg						
Approach	723	129	852	923	63	986
Departure	847	50	897	673	144	817
Total	1,571	179	1,750	1,596	207	1,803
Total Approaches						
Approach	3,963	190	4,153	4,246	219	4,465
Departure	3,963	190	4,153	4,246	219	4,465
Total	7,925	380	8,305	8,491	438	8,929

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
31 Lasselle Street/John F Kennedy Drive						
NBL	178	9	187	197	25	222
NBT	1,017	0	1,017	980	0	980
NBR	61	0	61	40	0	40
SBL	248	0	248	79	0	79
SBT	789	0	789	1,200	0	1,200
SBR	151	0	151	179	0	179
EBL	102	0	102	179	0	179
EBT	370	0	370	88	0	88
EBR	119	23	142	264	11	275
WBL	44	0	44	39	0	39
WBT	284	0	284	121	0	121
WBR	194	0	194	97	0	97
North Leg						
Approach	1,188	0	1,188	1,458	0	1,458
Departure	1,313	0	1,313	1,256	0	1,256
Total	2,501	0	2,501	2,714	0	2,714
South Leg						
Approach	1,256	9	1,265	1,217	25	1,242
Departure	952	23	975	1,503	11	1,514
Total	2,208	32	2,240	2,720	36	2,756
East Leg						
Approach	522	0	522	256	0	256
Departure	679	0	679	207	0	207
Total	1,201	0	1,201	463	0	463
West Leg						
Approach	591	23	614	531	11	542
Departure	613	9	622	497	25	522
Total	1,204	32	1,236	1,028	36	1,064
Total Approaches						
Approach	3,557	32	3,589	3,462	36	3,498
Departure	3,557	32	3,589	3,462	36	3,498
Total	7,114	64	7,178	6,925	72	6,997

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
32 Lasselle Street/Iris Avenue						
NBL	531	0	531	366	0	366
NBT	596	0	596	629	0	629
NBR	538	83	621	730	40	770
SBL	190	30	220	429	15	444
SBT	480	0	480	751	0	751
SBR	174	0	174	206	0	206
EBL	235	0	235	392	0	392
EBT	1,026	76	1,102	1,362	37	1,399
EBR	403	0	403	478	0	478
WBL	754	33	787	707	93	800
WBT	1,385	30	1,415	1,535	85	1,620
WBR	175	12	187	132	34	166
North Leg						
Approach	844	30	874	1,386	15	1,401
Departure	1,006	12	1,018	1,153	34	1,187
Total	1,850	42	1,892	2,539	49	2,588
South Leg						
Approach	1,665	83	1,748	1,725	40	1,765
Departure	1,637	33	1,670	1,936	93	2,029
Total	3,302	116	3,418	3,661	133	3,794
East Leg						
Approach	2,314	75	2,389	2,374	212	2,586
Departure	1,754	189	1,943	2,521	92	2,613
Total	4,068	264	4,332	4,895	304	5,199
West Leg						
Approach	1,664	76	1,740	2,232	37	2,269
Departure	2,090	30	2,120	2,107	85	2,192
Total	3,754	106	3,860	4,339	122	4,461
Total Approaches						
Approach	6,487	264	6,751	7,717	304	8,021
Departure	6,487	264	6,751	7,717	304	8,021
Total	12,974	528	13,502	15,434	608	16,042

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
33 Lasselle Street/Krameria Avenue						
NBL	354	0	354	120	0	120
NBT	1,331	83	1,414	1,281	40	1,321
NBR	207	0	207	85	0	85
SBL	116	0	116	123	0	123
SBT	1,071	33	1,104	1,563	93	1,656
SBR	207	0	207	153	0	153
EBL	413	0	413	319	0	319
EBT	194	0	194	49	0	49
EBR	333	0	333	219	0	219
WBL	83	0	83	60	0	60
WBT	131	0	131	40	0	40
WBR	92	0	92	78	0	78
North Leg						
Approach	1,394	33	1,427	1,839	93	1,932
Departure	1,836	83	1,919	1,678	40	1,718
Total	3,230	116	3,346	3,517	133	3,650
South Leg						
Approach	1,892	83	1,975	1,486	40	1,526
Departure	1,487	33	1,520	1,842	93	1,935
Total	3,379	116	3,495	3,328	133	3,461
East Leg						
Approach	306	0	306	178	0	178
Departure	517	0	517	257	0	257
Total	823	0	823	435	0	435
West Leg						
Approach	940	0	940	587	0	587
Departure	692	0	692	313	0	313
Total	1,632	0	1,632	900	0	900
Total Approaches						
Approach	4,532	116	4,648	4,090	133	4,223
Departure	4,532	116	4,648	4,090	133	4,223
Total	9,064	232	9,296	8,181	266	8,447

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
34 Lasselle Street/Via Xavier Lane						
NBL	4	0	4	1	0	1
NBT	1,852	76	1,928	1,333	37	1,370
NBR	12	0	12	13	0	13
SBL	14	0	14	30	0	30
SBT	1,480	30	1,510	1,654	85	1,739
SBR	9	3	12	21	8	29
EBL	24	8	32	11	4	15
EBT	0	0	0	0	0	0
EBR	5	0	5	2	0	2
WBL	21	0	21	10	0	10
WBT	0	0	0	0	0	0
WBR	40	0	40	29	0	29
North Leg						
Approach	1,503	33	1,536	1,705	93	1,798
Departure	1,916	84	2,000	1,373	41	1,414
Total	3,419	117	3,536	3,078	134	3,212
South Leg						
Approach	1,868	76	1,944	1,347	37	1,384
Departure	1,506	30	1,536	1,666	85	1,751
Total	3,374	106	3,480	3,013	122	3,135
East Leg						
Approach	61	0	61	39	0	39
Departure	26	0	26	43	0	43
Total	87	0	87	82	0	82
West Leg						
Approach	29	8	37	13	4	17
Departure	13	3	16	22	8	30
Total	42	11	53	35	12	47
Total Approaches						
Approach	3,461	117	3,578	3,104	134	3,238
Departure	3,461	117	3,578	3,104	134	3,238
Total	6,922	234	7,156	6,209	268	6,477

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
35 Lasselle Street/Lasselle Sports Park - Rojo Tierra						
NBL	12	0	12	2	0	2
NBT	1,838	68	1,906	1,330	33	1,363
NBR	4	0	4	13	0	13
SBL	18	3	21	60	8	68
SBT	1,546	27	1,573	1,625	76	1,701
SBR	9	0	9	7	0	7
EBL	2	0	2	13	0	13
EBT	0	0	0	1	0	1
EBR	0	0	0	3	0	3
WBL	10	0	10	4	0	4
WBT	0	0	0	2	0	2
WBR	56	8	64	33	4	37
North Leg						
Approach	1,573	30	1,603	1,692	84	1,776
Departure	1,896	76	1,972	1,376	37	1,413
Total	3,469	106	3,575	3,068	121	3,189
South Leg						
Approach	1,854	68	1,922	1,345	33	1,378
Departure	1,556	27	1,583	1,632	76	1,708
Total	3,410	95	3,505	2,977	109	3,086
East Leg						
Approach	66	8	74	39	4	43
Departure	22	3	25	74	8	82
Total	88	11	99	113	12	125
West Leg						
Approach	2	0	2	17	0	17
Departure	21	0	21	11	0	11
Total	23	0	23	28	0	28
Total Approaches						
Approach	3,495	106	3,601	3,093	121	3,214
Departure	3,495	106	3,601	3,093	121	3,214
Total	6,990	212	7,202	6,186	242	6,428

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
36 Lasselle Street/Cremello Way - Avenida De Plata						
NBL	10	0	10	10	0	10
NBT	1,744	61	1,805	1,220	29	1,249
NBR	43	0	43	65	0	65
SBL	35	0	35	82	0	82
SBT	1,473	24	1,497	1,548	68	1,616
SBR	68	3	71	20	8	28
EBL	81	8	89	77	4	81
EBT	5	0	5	15	0	15
EBR	7	0	7	16	0	16
WBL	82	0	82	69	0	69
WBT	12	0	12	3	0	3
WBR	37	0	37	47	0	47
North Leg						
Approach	1,576	27	1,603	1,650	76	1,726
Departure	1,862	69	1,931	1,344	33	1,377
Total	3,438	96	3,534	2,994	109	3,103
South Leg						
Approach	1,797	61	1,858	1,295	29	1,324
Departure	1,562	24	1,586	1,633	68	1,701
Total	3,359	85	3,444	2,928	97	3,025
East Leg						
Approach	131	0	131	119	0	119
Departure	83	0	83	162	0	162
Total	214	0	214	281	0	281
West Leg						
Approach	93	8	101	108	4	112
Departure	90	3	93	33	8	41
Total	183	11	194	141	12	153
Total Approaches						
Approach	3,597	96	3,693	3,172	109	3,281
Departure	3,597	96	3,693	3,172	109	3,281
Total	7,194	192	7,386	6,344	218	6,562

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
37 Lasselle Street/Avenida Classica - Kentucky Derby Drive						
NBL	22	0	22	22	0	22
NBT	1,457	53	1,510	1,254	26	1,280
NBR	23	0	23	8	0	8
SBL	20	0	20	9	0	9
SBT	1,372	21	1,393	1,544	59	1,603
SBR	105	3	108	50	8	58
EBL	331	8	339	51	4	55
EBT	8	0	8	1	0	1
EBR	7	0	7	6	0	6
WBL	47	0	47	8	0	8
WBT	3	0	3	1	0	1
WBR	29	0	29	4	0	4
North Leg						
Approach	1,497	24	1,521	1,603	67	1,670
Departure	1,817	61	1,878	1,309	30	1,339
Total	3,314	85	3,399	2,912	97	3,009
South Leg						
Approach	1,502	53	1,555	1,284	26	1,310
Departure	1,426	21	1,447	1,558	59	1,617
Total	2,928	74	3,002	2,842	85	2,927
East Leg						
Approach	79	0	79	13	0	13
Departure	51	0	51	18	0	18
Total	131	0	131	31	0	31
West Leg						
Approach	346	8	354	58	4	62
Departure	130	3	133	73	8	81
Total	477	11	488	131	12	143
Total Approaches						
Approach	3,425	85	3,510	2,958	97	3,055
Departure	3,425	85	3,510	2,958	97	3,055
Total	6,849	170	7,019	5,917	194	6,111

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
38 Lasselle Street/Via De Anza - Rancho Verde High School						
NBL	65	0	65	64	0	64
NBT	1,172	46	1,218	1,162	22	1,184
NBR	298	0	298	80	0	80
SBL	218	0	218	149	0	149
SBT	976	18	994	1,500	51	1,551
SBR	247	3	250	9	8	17
EBL	115	8	123	10	4	14
EBT	86	0	86	5	0	5
EBR	39	0	39	20	0	20
WBL	150	0	150	71	0	71
WBT	2	0	2	4	0	4
WBR	231	0	231	112	0	112
North Leg						
Approach	1,441	21	1,462	1,658	59	1,717
Departure	1,518	54	1,572	1,284	26	1,310
Total	2,959	75	3,034	2,942	85	3,027
South Leg						
Approach	1,535	46	1,581	1,306	22	1,328
Departure	1,165	18	1,183	1,591	51	1,642
Total	2,700	64	2,764	2,897	73	2,970
East Leg						
Approach	383	0	383	188	0	188
Departure	602	0	602	234	0	234
Total	985	0	985	422	0	422
West Leg						
Approach	240	8	248	35	4	39
Departure	314	3	317	77	8	85
Total	554	11	565	112	12	124
Total Approaches						
Approach	3,599	75	3,674	3,187	85	3,272
Departure	3,599	75	3,674	3,187	85	3,272
Total	7,199	150	7,349	6,374	170	6,544

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
39 Evans Road/Ramona Expressway						
NBL	550	0	550	242	0	242
NBT	1,088	23	1,111	832	11	843
NBR	105	0	105	74	0	74
SBL	533	3	536	762	8	770
SBT	672	9	681	1,203	25	1,228
SBR	462	3	465	375	8	383
EBL	309	8	317	384	4	388
EBT	845	0	845	2,106	0	2,106
EBR	243	0	243	572	0	572
WBL	81	0	81	123	0	123
WBT	2,021	0	2,021	1,162	0	1,162
WBR	871	8	879	718	4	722
North Leg						
Approach	1,667	15	1,682	2,340	41	2,381
Departure	2,268	39	2,307	1,934	19	1,953
Total	3,935	54	3,989	4,274	60	4,334
South Leg						
Approach	1,743	23	1,766	1,148	11	1,159
Departure	996	9	1,005	1,898	25	1,923
Total	2,739	32	2,771	3,046	36	3,082
East Leg						
Approach	2,973	8	2,981	2,003	4	2,007
Departure	1,483	3	1,486	2,942	8	2,950
Total	4,456	11	4,467	4,945	12	4,957
West Leg						
Approach	1,397	8	1,405	3,062	4	3,066
Departure	3,033	3	3,036	1,779	8	1,787
Total	4,430	11	4,441	4,841	12	4,853
Total Approaches						
Approach	7,780	54	7,834	8,553	60	8,613
Departure	7,780	54	7,834	8,553	60	8,613
Total	15,559	108	15,667	17,106	120	17,226

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
40 Camino Flores/Iris Avenue						
NBL	11	0	11	2	0	2
NBT	2	0	2	0	0	0
NBR	2	0	2	2	0	2
SBL	140	8	148	117	4	121
SBT	2	0	2	1	0	1
SBR	80	0	80	125	0	125
EBL	105	0	105	200	0	200
EBT	1,652	190	1,842	2,321	92	2,413
EBR	7	0	7	2	0	2
WBL	0	0	0	6	0	6
WBT	2,096	74	2,170	2,152	212	2,364
WBR	227	3	230	109	8	117
North Leg						
Approach	222	8	230	243	4	247
Departure	334	3	337	309	8	317
Total	556	11	567	552	12	564
South Leg						
Approach	15	0	15	4	0	4
Departure	9	0	9	9	0	9
Total	24	0	24	13	0	13
East Leg						
Approach	2,323	77	2,400	2,267	220	2,487
Departure	1,794	198	1,992	2,440	96	2,536
Total	4,117	275	4,392	4,707	316	5,023
West Leg						
Approach	1,764	190	1,954	2,523	92	2,615
Departure	2,187	74	2,261	2,279	212	2,491
Total	3,951	264	4,215	4,802	304	5,106
Total Approaches						
Approach	4,324	275	4,599	5,037	316	5,353
Departure	4,324	275	4,599	5,037	316	5,353
Total	8,648	550	9,198	10,074	632	10,706

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
41 Coachlight Court - Avenida De Circo/Iris Avenue						
NBL	204	0	204	171	0	171
NBT	0	0	0	0	0	0
NBR	92	0	92	93	0	93
SBL	93	0	93	168	0	168
SBT	0	0	0	0	0	0
SBR	131	0	131	94	0	94
EBL	107	0	107	125	0	125
EBT	1,529	197	1,726	2,237	96	2,333
EBR	151	0	151	252	0	252
WBL	66	0	66	47	0	47
WBT	1,984	77	2,061	1,993	220	2,213
WBR	50	0	50	113	0	113
North Leg						
Approach	224	0	224	262	0	262
Departure	157	0	157	238	0	238
Total	381	0	381	500	0	500
South Leg						
Approach	296	0	296	264	0	264
Departure	217	0	217	299	0	299
Total	513	0	513	563	0	563
East Leg						
Approach	2,100	77	2,177	2,153	220	2,373
Departure	1,714	197	1,911	2,498	96	2,594
Total	3,814	274	4,088	4,651	316	4,967
West Leg						
Approach	1,787	197	1,984	2,614	96	2,710
Departure	2,319	77	2,396	2,258	220	2,478
Total	4,106	274	4,380	4,872	316	5,188
Total Approaches						
Approach	4,407	274	4,681	5,293	316	5,609
Departure	4,407	274	4,681	5,293	316	5,609
Total	8,814	548	9,362	10,586	632	11,218

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
42 Grande Vista Drive/Iris Avenue						
NBL	115	0	115	57	0	57
NBT	0	0	0	0	0	0
NBR	34	0	34	25	0	25
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	1,753	205	1,958	2,340	99	2,439
EBR	72	0	72	64	0	64
WBL	9	0	9	27	0	27
WBT	1,993	80	2,073	2,320	229	2,549
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	149	0	149	82	0	82
Departure	81	0	81	91	0	91
Total	230	0	230	173	0	173
East Leg						
Approach	2,002	80	2,082	2,347	229	2,576
Departure	1,787	205	1,992	2,365	99	2,464
Total	3,789	285	4,074	4,712	328	5,040
West Leg						
Approach	1,825	205	2,030	2,404	99	2,503
Departure	2,108	80	2,188	2,377	229	2,606
Total	3,933	285	4,218	4,781	328	5,109
Total Approaches						
Approach	3,976	285	4,261	4,833	328	5,161
Departure	3,976	285	4,261	4,833	328	5,161
Total	7,953	570	8,523	9,666	656	10,322

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps						
NBL	133	3	136	242	8	250
NBT	309	3	312	620	8	628
NBR	436	30	466	833	85	918
SBL	35	0	35	34	0	34
SBT	476	8	484	292	4	296
SBR	4	0	4	16	0	16
EBL	7	0	7	18	0	18
EBT	37	0	37	40	0	40
EBR	255	8	263	216	4	220
WBL	286	0	286	307	0	307
WBT	20	0	20	52	0	52
WBR	55	0	55	65	0	65
North Leg						
Approach	515	8	523	342	4	346
Departure	371	3	374	703	8	711
Total	886	11	897	1,045	12	1,057
South Leg						
Approach	878	36	914	1,695	101	1,796
Departure	1,017	16	1,033	815	8	823
Total	1,895	52	1,947	2,510	109	2,619
East Leg						
Approach	361	0	361	424	0	424
Departure	507	30	537	907	85	992
Total	868	30	898	1,331	85	1,416
West Leg						
Approach	299	8	307	274	4	278
Departure	157	3	160	310	8	318
Total	456	11	467	584	12	596
Total Approaches						
Approach	2,052	52	2,104	2,735	109	2,844
Departure	2,052	52	2,104	2,735	109	2,844
Total	4,104	104	4,208	5,470	218	5,688

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

		AM Peak Hour			PM Peak Hour		
		GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
44	**Nason Street/SR-60 Eastbound Ramps**						
NBL		0	0	0	0	0	0
NBT		787	36	823	1,618	102	1,720
NBR		135	0	135	166	0	166
SBL		83	0	83	39	0	39
SBT		936	15	951	775	7	782
SBR		0	0	0	0	0	0
EBL		45	0	45	104	0	104
EBT		3	0	3	8	0	8
EBR		811	76	887	618	37	655
WBL		0	0	0	0	0	0
WBT		0	0	0	0	0	0
WBR		0	0	0	0	0	0
North Leg							
	Approach	1,019	15	1,034	814	7	821
	Departure	832	36	868	1,722	102	1,824
	Total	1,851	51	1,902	2,536	109	2,645
South Leg							
	Approach	922	36	958	1,784	102	1,886
	Departure	1,747	91	1,838	1,393	44	1,437
	Total	2,669	127	2,796	3,177	146	3,323
East Leg							
	Approach	0	0	0	0	0	0
	Departure	221	0	221	213	0	213
	Total	221	0	221	213	0	213
West Leg							
	Approach	859	76	935	730	37	767
	Departure	0	0	0	0	0	0
	Total	859	76	935	730	37	767
Total Approaches							
	Approach	2,800	127	2,927	3,328	146	3,474
	Departure	2,800	127	2,927	3,328	146	3,474
	Total	5,600	254	5,854	6,657	292	6,949

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
45 Nason Street/Eucalyptus Avenue						
NBL	210	3	213	50	8	58
NBT	740	36	776	1,348	102	1,450
NBR	574	0	574	688	0	688
SBL	23	0	23	46	0	46
SBT	1,286	91	1,377	1,081	44	1,125
SBR	120	0	120	92	0	92
EBL	240	0	240	134	0	134
EBT	296	0	296	629	0	629
EBR	348	8	356	124	4	128
WBL	490	0	490	591	0	591
WBT	382	0	382	450	0	450
WBR	28	0	28	102	0	102
North Leg						
Approach	1,429	91	1,520	1,219	44	1,263
Departure	1,008	36	1,044	1,584	102	1,686
Total	2,437	127	2,564	2,803	146	2,949
South Leg						
Approach	1,524	39	1,563	2,086	110	2,196
Departure	2,124	99	2,223	1,796	48	1,844
Total	3,648	138	3,786	3,882	158	4,040
East Leg						
Approach	900	0	900	1,143	0	1,143
Departure	893	0	893	1,363	0	1,363
Total	1,793	0	1,793	2,506	0	2,506
West Leg						
Approach	884	8	892	887	4	891
Departure	712	3	715	592	8	600
Total	1,596	11	1,607	1,479	12	1,491
Total Approaches						
Approach	4,737	138	4,875	5,335	158	5,493
Departure	4,737	138	4,875	5,335	158	5,493
Total	9,474	276	9,750	10,670	316	10,986

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
46 Nason Street/Cottonwood Avenue						
NBL	31	0	31	38	0	38
NBT	1,132	39	1,171	1,589	110	1,699
NBR	15	0	15	39	0	39
SBL	60	0	60	120	0	120
SBT	1,496	99	1,595	1,307	48	1,355
SBR	142	0	142	107	0	107
EBL	101	0	101	133	0	133
EBT	61	0	61	121	0	121
EBR	22	0	22	83	0	83
WBL	10	0	10	10	0	10
WBT	74	0	74	95	0	95
WBR	172	0	172	85	0	85
North Leg						
Approach	1,698	99	1,797	1,534	48	1,582
Departure	1,405	39	1,444	1,807	110	1,917
Total	3,103	138	3,241	3,341	158	3,499
South Leg						
Approach	1,178	39	1,217	1,666	110	1,776
Departure	1,528	99	1,627	1,400	48	1,448
Total	2,706	138	2,844	3,066	158	3,224
East Leg						
Approach	256	0	256	190	0	190
Departure	136	0	136	280	0	280
Total	392	0	392	470	0	470
West Leg						
Approach	184	0	184	337	0	337
Departure	247	0	247	240	0	240
Total	431	0	431	577	0	577
Total Approaches						
Approach	3,316	138	3,454	3,727	158	3,885
Departure	3,316	138	3,454	3,727	158	3,885
Total	6,632	276	6,908	7,454	316	7,770

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

		AM Peak Hour			PM Peak Hour		
		GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
47	**Nason Street/Alessandro Boulevard**						
NBL		236	36	272	257	102	359
NBT		749	39	788	1,023	110	1,133
NBR		56	0	56	149	0	149
SBL		106	0	106	88	0	88
SBT		1,025	99	1,124	982	48	1,030
SBR		333	0	333	268	0	268
EBL		184	0	184	426	0	426
EBT		497	0	497	1,160	0	1,160
EBR		250	91	341	283	44	327
WBL		163	0	163	53	0	53
WBT		920	0	920	875	0	875
WBR		207	0	207	124	0	124
North Leg							
	Approach	1,464	99	1,563	1,338	48	1,386
	Departure	1,140	39	1,179	1,573	110	1,683
	Total	2,604	138	2,742	2,911	158	3,069
South Leg							
	Approach	1,041	75	1,116	1,429	212	1,641
	Departure	1,438	190	1,628	1,318	92	1,410
	Total	2,479	265	2,744	2,747	304	3,051
East Leg							
	Approach	1,290	0	1,290	1,052	0	1,052
	Departure	659	0	659	1,397	0	1,397
	Total	1,949	0	1,949	2,449	0	2,449
West Leg							
	Approach	931	91	1,022	1,869	44	1,913
	Departure	1,489	36	1,525	1,400	102	1,502
	Total	2,420	127	2,547	3,269	146	3,415
Total Approaches							
	Approach	4,726	265	4,991	5,688	304	5,992
	Departure	4,726	265	4,991	5,688	304	5,992
	Total	9,452	530	9,982	11,376	608	11,984

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
48 Nason Street/Cactus Avenue						
NBL	113	53	166	37	153	190
NBT	767	74	841	758	212	970
NBR	36	0	36	73	0	73
SBL	195	0	195	271	0	271
SBT	725	190	915	960	92	1,052
SBR	191	0	191	125	0	125
EBL	95	0	95	134	0	134
EBT	334	0	334	538	0	538
EBR	72	137	209	86	66	152
WBL	43	0	43	112	0	112
WBT	472	0	472	390	0	390
WBR	171	0	171	190	0	190
North Leg						
Approach	1,111	190	1,301	1,356	92	1,448
Departure	1,033	74	1,107	1,082	212	1,294
Total	2,144	264	2,408	2,438	304	2,742
South Leg						
Approach	916	127	1,043	868	365	1,233
Departure	840	327	1,167	1,158	158	1,316
Total	1,757	454	2,211	2,026	523	2,549
East Leg						
Approach	686	0	686	692	0	692
Departure	565	0	565	882	0	882
Total	1,251	0	1,251	1,574	0	1,574
West Leg						
Approach	501	137	638	759	66	825
Departure	777	53	830	552	153	705
Total	1,277	190	1,467	1,310	219	1,529
Total Approaches						
Approach	3,214	454	3,668	3,674	523	4,197
Departure	3,214	454	3,668	3,674	523	4,197
Total	6,429	908	7,337	7,348	1,046	8,394

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
49 Nason Street-Hillrose Lane/Iris Avenue						
NBL	17	0	17	12	0	12
NBT	41	0	41	34	0	34
NBR	7	8	15	14	4	18
SBL	151	326	477	212	158	370
SBT	9	0	9	46	0	46
SBR	628	0	628	866	0	866
EBL	639	0	639	622	0	622
EBT	1,104	205	1,309	1,712	99	1,811
EBR	24	0	24	23	0	23
WBL	7	3	10	21	8	29
WBT	1,354	80	1,434	1,467	229	1,696
WBR	143	128	271	207	365	572
North Leg						
Approach	788	326	1,114	1,124	158	1,282
Departure	823	128	951	863	365	1,228
Total	1,611	454	2,065	1,987	523	2,510
South Leg						
Approach	65	8	73	60	4	64
Departure	40	3	43	90	8	98
Total	106	11	117	150	12	162
East Leg						
Approach	1,504	211	1,715	1,695	602	2,297
Departure	1,262	539	1,801	1,938	261	2,199
Total	2,767	750	3,517	3,633	863	4,496
West Leg						
Approach	1,767	205	1,972	2,357	99	2,456
Departure	1,999	80	2,079	2,345	229	2,574
Total	3,766	285	4,051	4,702	328	5,030
Total Approaches						
Approach	4,125	750	4,875	5,236	863	6,099
Departure	4,125	750	4,875	5,236	863	6,099
Total	8,249	1,500	9,749	10,472	1,726	12,198

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
50 Pearl Lane - Oliver Street/Alessandro Boulevard						
NBL	142	3	145	76	8	84
NBT	0	0	0	0	0	0
NBR	37	3	40	31	8	39
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	145	0	145	144	0	144
EBL	34	0	34	172	0	172
EBT	594	0	594	1,150	0	1,150
EBR	61	8	69	68	4	72
WBL	10	8	18	31	4	35
WBT	919	0	919	750	0	750
WBR	65	0	65	0	0	0
North Leg						
Approach	145	0	145	144	0	144
Departure	99	0	99	172	0	172
Total	244	0	244	316	0	316
South Leg						
Approach	179	6	185	107	16	123
Departure	71	16	87	99	8	107
Total	250	22	272	206	24	230
East Leg						
Approach	994	8	1,002	781	4	785
Departure	631	3	634	1,181	8	1,189
Total	1,625	11	1,636	1,962	12	1,974
West Leg						
Approach	689	8	697	1,390	4	1,394
Departure	1,206	3	1,209	970	8	978
Total	1,895	11	1,906	2,360	12	2,372
Total Approaches						
Approach	2,007	22	2,029	2,422	24	2,446
Departure	2,007	22	2,029	2,422	24	2,446
Total	4,013	44	4,057	4,844	48	4,892

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
51 Oliver Street/Cactus Avenue						
NBL	219	3	222	92	8	100
NBT	106	6	112	49	17	66
NBR	108	3	111	141	8	149
SBL	4	0	4	19	0	19
SBT	44	15	59	43	7	50
SBR	7	0	7	7	0	7
EBL	24	0	24	9	0	9
EBT	259	0	259	341	0	341
EBR	223	8	231	95	4	99
WBL	115	8	123	127	4	131
WBT	282	0	282	247	0	247
WBR	22	0	22	13	0	13
North Leg						
Approach	55	15	70	69	7	76
Departure	152	6	158	72	17	89
Total	208	21	229	141	24	165
South Leg						
Approach	434	12	446	283	33	316
Departure	382	31	413	265	15	280
Total	815	43	858	547	48	595
East Leg						
Approach	419	8	427	387	4	391
Departure	371	3	374	501	8	509
Total	790	11	801	888	12	900
West Leg						
Approach	506	8	514	445	4	449
Departure	509	3	512	347	8	355
Total	1,015	11	1,026	791	12	803
Total Approaches						
Approach	1,414	43	1,457	1,184	48	1,232
Departure	1,414	43	1,457	1,184	48	1,232
Total	2,828	86	2,914	2,368	96	2,464

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
52 Oliver Street/John F Kennedy Drive						
NBL	0	0	0	0	0	0
NBT	361	12	373	157	34	191
NBR	68	3	71	26	8	34
SBL	304	0	304	232	0	232
SBT	74	30	104	178	15	193
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	25	8	33	39	4	43
WBT	0	0	0	0	0	0
WBR	162	0	162	169	0	169
North Leg						
Approach	378	30	408	410	15	425
Departure	523	12	535	326	34	360
Total	901	42	943	736	49	785
South Leg						
Approach	429	15	444	183	42	225
Departure	99	38	137	217	19	236
Total	528	53	581	400	61	461
East Leg						
Approach	187	8	195	208	4	212
Departure	372	3	375	258	8	266
Total	559	11	570	466	12	478
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	994	53	1,047	801	61	862
Departure	994	53	1,047	801	61	862
Total	1,989	106	2,095	1,603	122	1,725

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
53 Oliver Street/Iris Avenue						
NBL	102	15	117	80	7	87
NBT	27	0	27	13	0	13
NBR	22	0	22	34	0	34
SBL	5	0	5	11	0	11
SBT	18	0	18	21	0	21
SBR	169	38	207	239	18	257
EBL	195	15	210	103	42	145
EBT	862	65	927	1,678	187	1,865
EBR	25	6	31	89	17	106
WBL	39	0	39	40	0	40
WBT	1,263	167	1,430	1,193	81	1,274
WBR	13	0	13	6	0	6
North Leg						
Approach	192	38	230	271	18	289
Departure	235	15	250	122	42	164
Total	427	53	480	393	60	453
South Leg						
Approach	151	15	166	127	7	134
Departure	82	6	88	150	17	167
Total	233	21	254	277	24	301
East Leg						
Approach	1,315	167	1,482	1,239	81	1,320
Departure	889	65	954	1,723	187	1,910
Total	2,204	232	2,436	2,962	268	3,230
West Leg						
Approach	1,082	86	1,168	1,870	246	2,116
Departure	1,534	220	1,754	1,512	106	1,618
Total	2,616	306	2,922	3,382	352	3,734
Total Approaches						
Approach	2,741	306	3,047	3,507	352	3,859
Departure	2,741	306	3,047	3,507	352	3,859
Total	5,481	612	6,093	7,015	704	7,719

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
54 Via Del Lago/Iris Avenue - Moreno Beach Drive						
NBL	75	0	75	60	0	60
NBT	3	0	3	2	0	2
NBR	98	0	98	141	0	141
SBL	7	0	7	13	0	13
SBT	0	0	0	4	0	4
SBR	44	0	44	21	0	21
EBL	16	0	16	35	0	35
EBT	842	65	907	1,581	187	1,768
EBR	39	0	39	114	0	114
WBL	62	0	62	241	0	241
WBT	1,153	167	1,320	1,140	81	1,221
WBR	6	0	6	20	0	20
North Leg						
Approach	51	0	51	38	0	38
Departure	25	0	25	57	0	57
Total	76	0	76	95	0	95
South Leg						
Approach	176	0	176	203	0	203
Departure	101	0	101	359	0	359
Total	277	0	277	562	0	562
East Leg						
Approach	1,221	167	1,388	1,401	81	1,482
Departure	947	65	1,012	1,735	187	1,922
Total	2,168	232	2,400	3,136	268	3,404
West Leg						
Approach	897	65	962	1,730	187	1,917
Departure	1,272	167	1,439	1,221	81	1,302
Total	2,169	232	2,401	2,951	268	3,219
Total Approaches						
Approach	2,345	232	2,577	3,372	268	3,640
Departure	2,345	232	2,577	3,372	268	3,640
Total	4,690	464	5,154	6,744	536	7,280

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
55 Moreno Beach Drive/SR-60 Westbound Ramps						
NBL	0	0	0	0	0	0
NBT	474	12	486	630	34	664
NBR	506	0	506	659	0	659
SBL	160	0	160	136	0	136
SBT	542	30	572	405	15	420
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	221	53	274	291	26	317
WBT	0	0	0	0	0	0
WBR	7	0	7	34	0	34
North Leg						
Approach	702	30	732	541	15	556
Departure	481	12	493	664	34	698
Total	1,183	42	1,225	1,205	49	1,254
South Leg						
Approach	980	12	992	1,289	34	1,323
Departure	763	83	846	696	41	737
Total	1,743	95	1,838	1,985	75	2,060
East Leg						
Approach	228	53	281	325	26	351
Departure	666	0	666	795	0	795
Total	894	53	947	1,120	26	1,146
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	1,910	95	2,005	2,155	75	2,230
Departure	1,910	95	2,005	2,155	75	2,230
Total	3,820	190	4,010	4,310	150	4,460

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

		AM Peak Hour			PM Peak Hour		
		GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
56	**Moreno Beach Drive/SR-60 Eastbound Ramps**						
NBL		0	0	0	0	0	0
NBT		908	12	920	1,124	34	1,158
NBR		422	21	443	550	59	609
SBL		17	0	17	16	0	16
SBT		750	83	833	679	40	719
SBR		0	0	0	0	0	0
EBL		77	0	77	158	0	158
EBT		7	0	7	0	0	0
EBR		607	0	607	843	0	843
WBL		0	0	0	0	0	0
WBT		0	0	0	0	0	0
WBR		0	0	0	0	0	0
North Leg							
	Approach	767	83	850	695	40	735
	Departure	985	12	997	1,282	34	1,316
	Total	1,752	95	1,847	1,977	74	2,051
South Leg							
	Approach	1,330	33	1,363	1,674	93	1,767
	Departure	1,357	83	1,440	1,522	40	1,562
	Total	2,687	116	2,803	3,196	133	3,329
East Leg							
	Approach	0	0	0	0	0	0
	Departure	446	21	467	566	59	625
	Total	446	21	467	566	59	625
West Leg							
	Approach	691	0	691	1,001	0	1,001
	Departure	0	0	0	0	0	0
	Total	691	0	691	1,001	0	1,001
Total Approaches							
	Approach	2,788	116	2,904	3,370	133	3,503
	Departure	2,788	116	2,904	3,370	133	3,503
	Total	5,576	232	5,808	6,740	266	7,006

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
57 Moreno Beach Drive/Eucalyptus Avenue						
NBL	102	0	102	205	0	205
NBT	511	33	544	515	93	608
NBR	21	0	21	107	0	107
SBL	295	0	295	287	0	287
SBT	515	83	598	639	40	679
SBR	546	0	546	596	0	596
EBL	597	0	597	789	0	789
EBT	116	0	116	215	0	215
EBR	94	0	94	244	0	244
WBL	22	0	22	89	0	89
WBT	133	0	133	159	0	159
WBR	230	0	230	368	0	368
North Leg						
Approach	1,356	83	1,439	1,522	40	1,562
Departure	1,338	33	1,371	1,672	93	1,765
Total	2,694	116	2,810	3,194	133	3,327
South Leg						
Approach	634	33	667	827	93	920
Departure	631	83	714	972	40	1,012
Total	1,265	116	1,381	1,799	133	1,932
East Leg						
Approach	385	0	385	616	0	616
Departure	432	0	432	609	0	609
Total	817	0	817	1,225	0	1,225
West Leg						
Approach	807	0	807	1,248	0	1,248
Departure	781	0	781	960	0	960
Total	1,588	0	1,588	2,208	0	2,208
Total Approaches						
Approach	3,182	116	3,298	4,213	133	4,346
Departure	3,182	116	3,298	4,213	133	4,346
Total	6,364	232	6,596	8,426	266	8,692

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
58 Moreno Beach Drive/Cottonwood Avenue						
NBL	4	0	4	12	0	12
NBT	510	33	543	898	93	991
NBR	110	6	116	342	17	359
SBL	82	0	82	122	0	122
SBT	549	83	632	971	40	1,011
SBR	11	0	11	16	0	16
EBL	11	0	11	11	0	11
EBT	59	0	59	120	0	120
EBR	4	0	4	31	0	31
WBL	149	15	164	256	7	263
WBT	106	0	106	76	0	76
WBR	94	0	94	141	0	141
North Leg						
Approach	642	83	725	1,109	40	1,149
Departure	615	33	648	1,050	93	1,143
Total	1,256	116	1,372	2,159	133	2,292
South Leg						
Approach	624	39	663	1,252	110	1,362
Departure	702	98	800	1,258	47	1,305
Total	1,326	137	1,463	2,510	157	2,667
East Leg						
Approach	349	15	364	473	7	480
Departure	251	6	257	584	17	601
Total	600	21	621	1,057	24	1,081
West Leg						
Approach	74	0	74	162	0	162
Departure	121	0	121	104	0	104
Total	194	0	194	266	0	266
Total Approaches						
Approach	1,688	137	1,825	2,996	157	3,153
Departure	1,688	137	1,825	2,996	157	3,153
Total	3,377	274	3,651	5,992	314	6,306

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
59 Moreno Beach Drive/Alessandro Boulevard						
NBL	70	0	70	126	0	126
NBT	577	39	616	894	110	1,004
NBR	289	9	298	357	25	382
SBL	61	0	61	134	0	134
SBT	629	99	728	984	48	1,032
SBR	77	0	77	117	0	117
EBL	43	0	43	174	0	174
EBT	518	0	518	916	0	916
EBR	55	0	55	90	0	90
WBL	310	23	333	343	11	354
WBT	796	0	796	646	0	646
WBR	46	0	46	157	0	157
North Leg						
Approach	767	99	866	1,235	48	1,283
Departure	666	39	705	1,225	110	1,335
Total	1,433	138	1,571	2,460	158	2,618
South Leg						
Approach	936	48	984	1,377	135	1,512
Departure	994	122	1,116	1,417	59	1,476
Total	1,930	170	2,100	2,794	194	2,988
East Leg						
Approach	1,152	23	1,175	1,146	11	1,157
Departure	868	9	877	1,407	25	1,432
Total	2,020	32	2,052	2,553	36	2,589
West Leg						
Approach	616	0	616	1,180	0	1,180
Departure	943	0	943	889	0	889
Total	1,559	0	1,559	2,069	0	2,069
Total Approaches						
Approach	3,471	170	3,641	4,938	194	5,132
Departure	3,471	170	3,641	4,938	194	5,132
Total	6,941	340	7,281	9,876	388	10,264

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
60 Moreno Beach Drive/Cactus Avenue						
NBL	87	0	87	110	0	110
NBT	667	48	715	967	136	1,103
NBR	102	9	111	114	25	139
SBL	27	0	27	166	0	166
SBT	661	121	782	985	59	1,044
SBR	100	0	100	117	0	117
EBL	89	0	89	135	0	135
EBT	130	0	130	274	0	274
EBR	81	0	81	141	0	141
WBL	57	23	80	80	11	91
WBT	186	0	186	209	0	209
WBR	53	0	53	114	0	114
North Leg						
Approach	788	121	909	1,268	59	1,327
Departure	809	48	857	1,216	136	1,352
Total	1,597	169	1,766	2,484	195	2,679
South Leg						
Approach	856	57	913	1,191	161	1,352
Departure	799	144	943	1,206	70	1,276
Total	1,655	201	1,856	2,397	231	2,628
East Leg						
Approach	296	23	319	403	11	414
Departure	259	9	268	554	25	579
Total	555	32	587	957	36	993
West Leg						
Approach	300	0	300	550	0	550
Departure	373	0	373	436	0	436
Total	673	0	673	986	0	986
Total Approaches						
Approach	2,240	201	2,441	3,412	231	3,643
Departure	2,240	201	2,441	3,412	231	3,643
Total	4,480	402	4,882	6,824	462	7,286

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
61 Moreno Beach Drive/John F Kennedy Drive						
NBL	50	0	50	54	0	54
NBT	538	56	594	902	161	1,063
NBR	372	9	381	754	25	779
SBL	75	0	75	117	0	117
SBT	599	144	743	838	70	908
SBR	106	0	106	131	0	131
EBL	110	0	110	108	0	108
EBT	62	0	62	68	0	68
EBR	30	0	30	32	0	32
WBL	564	23	587	543	11	554
WBT	79	0	79	81	0	81
WBR	97	0	97	74	0	74
North Leg						
Approach	780	144	924	1,086	70	1,156
Departure	745	56	801	1,084	161	1,245
Total	1,525	200	1,725	2,170	231	2,401
South Leg						
Approach	960	65	1,025	1,710	186	1,896
Departure	1,193	167	1,360	1,413	81	1,494
Total	2,153	232	2,385	3,123	267	3,390
East Leg						
Approach	740	23	763	698	11	709
Departure	509	9	518	939	25	964
Total	1,249	32	1,281	1,637	36	1,673
West Leg						
Approach	202	0	202	208	0	208
Departure	235	0	235	266	0	266
Total	437	0	437	474	0	474
Total Approaches						
Approach	2,682	232	2,914	3,702	267	3,969
Departure	2,682	232	2,914	3,702	267	3,969
Total	5,363	464	5,827	7,403	534	7,937

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
62 Driveway 1/Iris Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	12	113	125	110	322	432
EBL	0	0	0	0	0	0
EBT	1,276	539	1,815	2,000	261	2,261
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	1,476	98	1,574	1,573	280	1,853
WBR	5	8	13	0	4	4
North Leg						
Approach	12	113	125	110	322	432
Departure	5	8	13	0	4	4
Total	17	121	138	110	326	436
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	1,481	106	1,587	1,573	284	1,857
Departure	1,276	539	1,815	2,000	261	2,261
Total	2,757	645	3,402	3,573	545	4,118
West Leg						
Approach	1,276	539	1,815	2,000	261	2,261
Departure	1,488	211	1,699	1,683	602	2,285
Total	2,764	750	3,514	3,683	863	4,546
Total Approaches						
Approach	2,769	758	3,527	3,683	867	4,550
Departure	2,769	758	3,527	3,683	867	4,550
Total	5,538	1,516	7,054	7,366	1,734	9,100

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
63 Driveway 2/Iris Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	10	86	105	49	246	324
SBT	0	0	0	0	0	0
SBR	14	56	70	44	161	205
EBL	187	539	760	139	261	408
EBT	1,096	0	1,062	1,816	0	1,808
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	1,466	50	1,516	1,533	123	1,656
WBR	46	114	160	19	55	74
North Leg						
Approach	24	142	175	93	407	529
Departure	233	653	920	158	316	482
Total	257	795	1,095	251	723	1,011
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	1,512	164	1,676	1,552	178	1,730
Departure	1,106	86	1,167	1,865	246	2,132
Total	2,618	250	2,843	3,417	424	3,862
West Leg						
Approach	1,283	539	1,822	1,955	261	2,216
Departure	1,480	106	1,586	1,577	284	1,861
Total	2,763	645	3,408	3,532	545	4,077
Total Approaches						
Approach	2,819	845	3,673	3,600	846	4,475
Departure	2,819	845	3,673	3,600	846	4,475
Total	5,638	1,690	7,346	7,200	1,692	8,950

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Table C-8 - General Plan Build-out (2040) Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project	GPBO 2040 without Project	Buildout Project Trips	GPBO 2040 with Project
64 Driveway 3/Iris Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	9	0	0	29	0	0
SBT	0	0	0	0	0	0
SBR	25	42	67	48	119	167
EBL	34	0	0	8	0	0
EBT	1,071	86	1,166	1,867	246	2,142
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	1,487	121	1,608	1,500	59	1,559
WBR	46	99	145	12	48	60
North Leg						
Approach	34	42	67	77	119	167
Departure	80	99	145	20	48	60
Total	114	141	212	97	167	227
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	1,533	220	1,753	1,512	107	1,619
Departure	1,080	86	1,166	1,896	246	2,142
Total	2,613	306	2,919	3,408	353	3,761
West Leg						
Approach	1,105	86	1,166	1,875	246	2,142
Departure	1,512	163	1,675	1,548	178	1,726
Total	2,617	249	2,841	3,423	424	3,868
Total Approaches						
Approach	2,672	348	2,986	3,464	472	3,928
Departure	2,672	348	2,986	3,464	472	3,928
Total	5,344	696	5,972	6,928	944	7,856

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
1 I-215 Southbound Ramps/Alessandro Boulevard							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	196	328	132	30	226	0	226
SBT	0	0	0	0	0	0	0
SBR	225	280	55	13	238	0	238
EBL	0	0	0	0	0	0	0
EBT	714	1,663	949	216	930	1	931
EBR	291	527	236	54	345	0	345
WBL	0	0	0	0	0	0	0
WBT	2,033	3,528	1,495	340	2,373	1	2374
WBR	188	268	80	18	206	0	206
North Leg							
Approach	421	608	187	43	464	0	464
Departure	188	268	80	18	206	0	206
Total	609	876	267	61	670	0	670
South Leg							
Approach	0	0	0	0	0	0	0
Departure	291	527	236	54	345	0	345
Total	291	527	236	54	345	0	345
East Leg							
Approach	2,221	3,796	1,575	358	2,579	1	2,580
Departure	910	1,991	1,081	246	1,156	1	1,157
Total	3,131	5,787	2,656	604	3,735	2	3,737
West Leg							
Approach	1,005	2,190	1,185	269	1,274	1	1,275
Departure	2,258	3,808	1,550	352	2,610	1	2,611
Total	3,263	5,998	2,735	622	3,885	2	3,887
Total Approaches							
Approach	3,647	6,594	2,947	670	4,317	2	4,319
Departure	3,647	6,594	2,947	670	4,317	2	4,319
Total	7,294	13,188	5,894	1,340	8,634	4	8,638

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
2 I-215 Northbound Ramps/Alessandro Boulevard							
NBL	813	854	41	9	822	0	822
NBT	1	1	0	0	1	0	1
NBR	123	167	44	10	133	0	133
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	66	69	3	1	67	0	67
EBT	844	1,922	1,078	245	1,089	1	1090
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	1,408	2,943	1,535	349	1,757	1	1758
WBR	112	118	6	1	113	0	113
North Leg							
Approach	0	0	0	0	0	0	0
Departure	179	188	9	2	181	0	181
Total	179	188	9	2	181	0	181
South Leg							
Approach	937	1,022	85	19	956	0	956
Departure	0	0	0	0	0	0	0
Total	937	1,022	85	19	956	0	956
East Leg							
Approach	1,520	3,061	1,541	350	1,870	1	1,871
Departure	967	2,089	1,122	255	1,222	1	1,223
Total	2,487	5,150	2,663	605	3,092	2	3,094
West Leg							
Approach	910	1,991	1,081	246	1,156	1	1,157
Departure	2,221	3,797	1,576	358	2,579	1	2,580
Total	3,131	5,788	2,657	604	3,735	2	3,737
Total Approaches							
Approach	3,367	6,074	2,707	615	3,982	2	3,984
Departure	3,367	6,074	2,707	615	3,982	2	3,984
Total	6,734	12,147	5,413	1,230	7,964	4	7,968

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
3 I-215 Southbound Ramps/Cactus Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	565	785	220	50	615	2	617
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	231	442	211	48	279	0	279
EBL	0	0	0	0	0	0	0
EBT	316	382	66	15	331	0	331
EBR	17	200	183	42	59	0	59
WBL	469	492	23	5	474	2	476
WBT	1,169	2,166	997	227	1,396	0	1396
WBR	0	0	0	0	0	0	0
North Leg							
Approach	231	442	211	48	279	0	279
Departure	0	0	0	0	0	0	0
Total	231	442	211	48	279	0	279
South Leg							
Approach	565	785	220	50	615	2	617
Departure	486	692	206	47	533	2	535
Total	1,051	1,477	426	97	1,148	4	1,152
East Leg							
Approach	1,638	2,658	1,020	232	1,870	2	1,872
Departure	881	1,167	286	65	946	2	948
Total	2,519	3,825	1,306	297	2,816	4	2,820
West Leg							
Approach	333	582	249	57	390	0	390
Departure	1,400	2,608	1,208	275	1,675	0	1,675
Total	1,733	3,190	1,457	331	2,064	0	2,064
Total Approaches							
Approach	2,767	4,467	1,700	386	3,153	4	3,157
Departure	2,767	4,467	1,700	386	3,153	4	3,157
Total	5,534	8,935	3,401	773	6,307	8	6,315

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
4 I-215 Northbound Ramps/Cactus Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	895	1,167	272	62	957	2	959
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	1,639	2,658	1,019	232	1,871	2	1873
WBR	337	337	0	0	337	1	338
North Leg							
Approach	0	0	0	0	0	0	0
Departure	337	337	0	0	337	1	338
Total	337	337	0	0	337	1	338
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	1,976	2,995	1,019	232	2,208	3	2,211
Departure	895	1,167	272	62	957	2	959
Total	2,871	4,162	1,291	293	3,164	5	3,169
West Leg							
Approach	895	1,167	272	62	957	2	959
Departure	1,639	2,658	1,019	232	1,871	2	1,873
Total	2,534	3,825	1,291	293	2,827	4	2,831
Total Approaches							
Approach	2,871	4,162	1,291	293	3,164	5	3,169
Departure	2,871	4,162	1,291	293	3,164	5	3,169
Total	5,742	8,324	2,582	587	6,329	10	6,339

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue							
NBL	289	330	41	9	298	0	298
NBT	261	510	249	57	318	0	318
NBR	722	758	36	8	730	3	733
SBL	18	112	94	21	39	0	39
SBT	2	21	19	4	6	0	6
SBR	41	296	255	58	99	0	99
EBL	9	25	16	4	13	0	13
EBT	834	1,034	200	45	879	2	881
EBR	52	108	56	13	65	0	65
WBL	0	0	0	0	0	0	0
WBT	1,646	2,369	723	164	1,810	3	1813
WBR	295	825	530	120	415	0	415
North Leg							
Approach	61	429	368	84	145	0	145
Departure	565	1,360	795	181	746	0	746
Total	626	1,789	1,163	264	890	0	890
South Leg							
Approach	1,272	1,599	327	74	1,346	3	1,349
Departure	54	129	75	17	71	0	71
Total	1,326	1,728	402	91	1,417	3	1,420
East Leg							
Approach	1,941	3,194	1,253	285	2,226	3	2,229
Departure	1,574	1,904	330	75	1,649	5	1,654
Total	3,515	5,098	1,583	360	3,875	8	3,883
West Leg							
Approach	895	1,167	272	62	957	2	959
Departure	1,976	2,995	1,019	232	2,208	3	2,211
Total	2,871	4,162	1,291	294	3,165	5	3,170
Total Approaches							
Approach	4,169	6,389	2,220	504	4,673	8	4,681
Departure	4,169	6,389	2,220	504	4,673	8	4,681
Total	8,338	12,777	4,439	1,009	9,347	16	9,363

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
6 Day Street/Alessandro Boulevard							
NBL	11	23	12	3	14	0	14
NBT	65	337	272	62	127	0	127
NBR	16	17	1	0	16	0	16
SBL	46	299	253	58	104	0	104
SBT	23	63	40	9	32	0	32
SBR	67	858	791	180	247	0	247
EBL	109	743	634	144	253	0	253
EBT	610	866	256	58	668	1	669
EBR	16	17	1	0	16	0	16
WBL	7	7	0	0	7	0	7
WBT	1,211	1,821	610	139	1,350	1	1351
WBR	110	403	293	67	177	0	177
North Leg							
Approach	136	1,220	1,084	246	382	0	382
Departure	284	1,483	1,199	273	557	0	557
Total	420	2,703	2,283	519	939	0	939
South Leg							
Approach	92	377	285	65	157	0	157
Departure	46	87	41	9	55	0	55
Total	138	464	326	74	212	0	212
East Leg							
Approach	1,328	2,231	903	205	1,533	1	1,534
Departure	672	1,182	510	116	788	1	789
Total	2,000	3,413	1,413	321	2,321	2	2,323
West Leg							
Approach	735	1,626	891	202	937	1	938
Departure	1,289	2,702	1,413	321	1,610	1	1,611
Total	2,024	4,328	2,304	524	2,548	2	2,550
Total Approaches							
Approach	2,291	5,454	3,163	719	3,010	2	3,012
Departure	2,291	5,454	3,163	719	3,010	2	3,012
Total	4,582	10,908	6,326	1,438	6,020	4	6,024

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
7 Elsworth Street/Alessandro Boulevard							
NBL	71	349	278	63	134	0	134
NBT	90	123	33	8	98	0	98
NBR	53	79	26	6	59	0	59
SBL	44	46	2	1	45	0	45
SBT	113	175	62	14	127	0	127
SBR	60	127	67	15	75	0	75
EBL	42	63	21	5	47	0	47
EBT	490	792	302	69	559	1	560
EBR	96	374	278	63	159	0	159
WBL	77	86	9	2	79	0	79
WBT	1,127	1,716	589	134	1,261	1	1262
WBR	55	58	3	1	56	0	56
North Leg							
Approach	217	348	131	30	247	0	247
Departure	187	244	57	13	200	0	200
Total	404	592	188	43	447	0	447
South Leg							
Approach	214	551	337	77	291	0	291
Departure	286	635	349	79	365	0	365
Total	500	1,186	686	156	656	0	656
East Leg							
Approach	1,259	1,860	601	137	1,396	1	1,397
Departure	587	917	330	75	662	1	663
Total	1,846	2,777	931	212	2,058	2	2,060
West Leg							
Approach	628	1,229	601	137	765	1	766
Departure	1,258	2,192	934	212	1,470	1	1,471
Total	1,886	3,421	1,535	349	2,235	2	2,237
Total Approaches							
Approach	2,318	3,988	1,670	380	2,698	2	2,700
Departure	2,318	3,988	1,670	380	2,698	2	2,700
Total	4,636	7,976	3,340	759	5,395	4	5,399

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
8 Elsworth Street/Cactus Avenue							
NBL	44	408	364	83	127	0	127
NBT	15	92	77	18	33	0	33
NBR	28	126	98	22	50	0	50
SBL	72	76	4	1	73	0	73
SBT	74	78	4	1	75	0	75
SBR	113	159	46	10	123	0	123
EBL	132	183	51	12	144	0	144
EBT	1,109	1,134	25	6	1,115	5	1120
EBR	240	339	99	23	263	0	263
WBL	90	95	5	1	91	0	91
WBT	1,659	2,305	646	147	1,806	3	1809
WBR	77	81	4	1	78	0	78
North Leg							
Approach	259	312	53	12	271	0	271
Departure	224	356	132	30	254	0	254
Total	483	668	185	42	525	0	525
South Leg							
Approach	87	626	539	123	210	0	210
Departure	404	511	107	24	428	0	428
Total	491	1,137	646	147	638	0	638
East Leg							
Approach	1,826	2,480	654	149	1,975	3	1,978
Departure	1,209	1,336	127	29	1,238	5	1,243
Total	3,035	3,816	781	177	3,212	8	3,220
West Leg							
Approach	1,481	1,656	175	40	1,521	5	1,526
Departure	1,816	2,872	1,056	240	2,056	3	2,059
Total	3,297	4,528	1,231	280	3,577	8	3,585
Total Approaches							
Approach	3,653	5,075	1,422	323	3,976	8	3,984
Departure	3,653	5,075	1,422	323	3,976	8	3,984
Total	7,306	10,149	2,843	646	7,952	16	7,968

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

		AM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
9	**Frederick Street/Alessandro Boulevard**							
NBL		70	74	4	1	71	0	71
NBT		230	369	139	32	262	0	262
NBR		15	24	9	2	17	0	17
SBL		111	186	75	17	128	0	128
SBT		261	274	13	3	264	0	264
SBR		155	158	3	1	156	0	156
EBL		106	181	75	17	123	0	123
EBT		399	682	283	64	463	1	464
EBR		81	85	4	1	82	0	82
WBL		96	130	34	8	104	0	104
WBT		1,422	2,123	701	159	1,581	1	1582
WBR		99	242	143	33	132	0	132
North Leg								
	Approach	527	618	91	21	548	0	548
	Departure	435	792	357	81	516	0	516
	Total	962	1,410	448	102	1,064	0	1,064
South Leg								
	Approach	315	467	152	34	349	0	349
	Departure	438	489	51	12	450	0	450
	Total	753	956	203	46	799	0	799
East Leg								
	Approach	1,617	2,495	878	200	1,817	1	1,818
	Departure	525	892	367	83	608	1	609
	Total	2,142	3,387	1,245	283	2,425	2	2,427
West Leg								
	Approach	586	948	362	82	668	1	669
	Departure	1,647	2,355	708	161	1,808	1	1,809
	Total	2,233	3,303	1,070	243	2,476	2	2,478
Total Approaches								
	Approach	3,045	4,528	1,483	337	3,382	2	3,384
	Departure	3,045	4,528	1,483	337	3,382	2	3,384
	Total	6,090	9,055	2,965	674	6,764	4	6,768

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
10 Frederick Street/Cactus Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	149	156	7	2	151	0	151
SBT	0	0	0	0	0	0	0
SBR	115	121	6	1	116	0	116
EBL	133	227	94	21	154	0	154
EBT	1,064	1,117	53	12	1,076	5	1081
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	1,809	2,486	677	154	1,963	3	1966
WBR	153	161	8	2	155	0	155
North Leg							
Approach	264	277	13	3	267	0	267
Departure	286	388	102	23	309	0	309
Total	550	665	115	26	576	0	576
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	1,962	2,647	685	156	2,118	3	2,121
Departure	1,213	1,274	61	14	1,227	5	1,232
Total	3,175	3,920	745	169	3,344	8	3,352
West Leg							
Approach	1,197	1,344	147	33	1,230	5	1,235
Departure	1,924	2,607	683	155	2,079	3	2,082
Total	3,121	3,951	830	189	3,310	8	3,318
Total Approaches							
Approach	3,423	4,268	845	192	3,615	8	3,623
Departure	3,423	4,268	845	192	3,615	8	3,623
Total	6,846	8,536	1,690	384	7,230	16	7,246

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
11 Graham Street/Alessandro Boulevard							
NBL	65	186	121	28	93	0	93
NBT	187	362	175	40	227	0	227
NBR	15	111	96	22	37	0	37
SBL	98	199	101	23	121	0	121
SBT	148	213	65	15	163	0	163
SBR	74	78	4	1	75	0	75
EBL	25	26	1	0	25	0	25
EBT	432	847	415	94	526	1	527
EBR	51	71	20	5	56	0	56
WBL	80	225	145	33	113	0	113
WBT	1,436	2,205	769	175	1,611	1	1612
WBR	121	126	5	1	122	0	122
North Leg							
Approach	320	490	170	39	359	0	359
Departure	333	514	181	41	374	0	374
Total	653	1,004	351	80	733	0	733
South Leg							
Approach	267	659	392	89	356	0	356
Departure	279	509	230	52	331	0	331
Total	546	1,168	622	141	687	0	687
East Leg							
Approach	1,637	2,556	919	209	1,846	1	1,847
Departure	545	1,157	612	139	684	1	685
Total	2,182	3,713	1,531	348	2,530	2	2,532
West Leg							
Approach	508	944	436	99	607	1	608
Departure	1,575	2,469	894	203	1,778	1	1,779
Total	2,083	3,413	1,330	302	2,385	2	2,387
Total Approaches							
Approach	2,732	4,649	1,917	436	3,168	2	3,170
Departure	2,732	4,649	1,917	436	3,168	2	3,170
Total	5,464	9,298	3,834	871	6,335	4	6,339

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
12 Graham Street - Riverside Drive/Cactus Avenue							
NBL	184	498	314	71	255	0	255
NBT	50	68	18	4	54	0	54
NBR	7	7	0	0	7	0	7
SBL	89	93	4	1	90	0	90
SBT	51	54	3	1	52	0	52
SBR	99	132	33	8	107	0	107
EBL	93	413	320	73	166	0	166
EBT	929	1,128	199	45	974	5	979
EBR	171	226	55	13	184	0	184
WBL	17	18	1	0	17	0	17
WBT	1,649	2,029	380	86	1,735	3	1738
WBR	93	98	5	1	94	0	94
North Leg							
Approach	239	279	40	9	248	0	248
Departure	236	579	343	78	314	0	314
Total	475	858	383	87	562	0	562
South Leg							
Approach	241	573	332	76	317	0	317
Departure	239	297	58	13	252	0	252
Total	480	871	391	89	569	0	569
East Leg							
Approach	1,759	2,145	386	88	1,847	3	1,850
Departure	1,025	1,229	204	46	1,071	5	1,076
Total	2,784	3,373	589	134	2,918	8	2,926
West Leg							
Approach	1,193	1,767	574	130	1,323	5	1,328
Departure	1,932	2,659	727	165	2,097	3	2,100
Total	3,125	4,426	1,301	296	3,421	8	3,429
Total Approaches							
Approach	3,432	4,764	1,332	303	3,735	8	3,743
Departure	3,432	4,764	1,332	303	3,735	8	3,743
Total	6,864	9,528	2,664	605	7,469	16	7,485

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
13 Heacock Street/Alessandro Boulevard							
NBL	204	214	10	2	206	0	206
NBT	426	447	21	5	431	0	431
NBR	37	40	3	1	38	0	38
SBL	125	245	120	27	152	0	152
SBT	268	281	13	3	271	0	271
SBR	175	206	31	7	182	0	182
EBL	92	172	80	18	110	0	110
EBT	350	923	573	130	480	2	482
EBR	52	55	3	1	53	0	53
WBL	24	27	3	1	25	0	25
WBT	1,268	2,266	998	227	1,495	1	1496
WBR	140	295	155	35	175	0	175
North Leg							
Approach	568	732	164	37	605	0	605
Departure	658	914	256	58	716	0	716
Total	1,226	1,647	421	96	1,322	0	1,322
South Leg							
Approach	667	702	35	8	675	0	675
Departure	344	363	19	4	348	0	348
Total	1,011	1,065	54	12	1,023	0	1,023
East Leg							
Approach	1,432	2,588	1,156	263	1,695	1	1,696
Departure	512	1,208	696	158	670	2	672
Total	1,944	3,796	1,852	421	2,365	3	2,368
West Leg							
Approach	494	1,150	656	149	643	2	645
Departure	1,647	2,686	1,039	236	1,883	1	1,884
Total	2,141	3,836	1,695	385	2,526	3	2,529
Total Approaches							
Approach	3,161	5,172	2,011	457	3,618	3	3,621
Departure	3,161	5,172	2,011	457	3,618	3	3,621
Total	6,322	10,343	4,021	914	7,236	6	7,242

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
14 Heacock Street/Cactus Avenue							
NBL	671	856	185	42	713	0	713
NBT	498	563	65	15	513	0	513
NBR	8	8	0	0	8	0	8
SBL	68	71	3	1	69	0	69
SBT	272	286	14	3	275	0	275
SBR	66	90	24	5	71	0	71
EBL	76	139	63	14	90	0	90
EBT	556	563	7	2	558	5	563
EBR	402	422	20	5	407	0	407
WBL	14	15	1	0	14	0	14
WBT	1,014	1,025	11	3	1,017	3	1020
WBR	108	113	5	1	109	0	109
North Leg							
Approach	406	447	41	9	415	0	415
Departure	682	815	133	30	712	0	712
Total	1,088	1,262	174	40	1,128	0	1,128
South Leg							
Approach	1,177	1,427	250	57	1,234	0	1,234
Departure	688	722	34	8	696	0	696
Total	1,865	2,150	285	65	1,930	0	1,930
East Leg							
Approach	1,136	1,153	17	4	1,140	3	1,143
Departure	632	643	11	2	634	5	639
Total	1,768	1,796	28	6	1,774	8	1,782
West Leg							
Approach	1,034	1,124	90	20	1,054	5	1,059
Departure	1,751	1,971	220	50	1,801	3	1,804
Total	2,785	3,095	310	70	2,855	8	2,863
Total Approaches							
Approach	3,753	4,152	399	91	3,844	8	3,852
Departure	3,753	4,152	399	91	3,844	8	3,852
Total	7,506	8,303	797	181	7,687	16	7,703

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
15 Heacock Street/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	375	753	378	86	461	0	461
NBR	48	158	110	25	73	0	73
SBL	175	184	9	2	177	1	178
SBT	359	775	416	95	454	0	454
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	57	211	154	35	92	0	92
WBT	0	0	0	0	0	0	0
WBR	388	407	19	4	392	0	392
North Leg							
Approach	534	959	425	97	631	1	632
Departure	763	1,160	397	90	853	0	853
Total	1,297	2,119	822	187	1,484	1	1,485
South Leg							
Approach	423	911	488	111	534	0	534
Departure	416	986	570	130	546	0	546
Total	839	1,897	1,058	240	1,079	0	1,079
East Leg							
Approach	445	618	173	39	484	0	484
Departure	223	342	119	27	250	1	251
Total	668	960	292	66	734	1	735
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,402	2,488	1,086	247	1,649	1	1,650
Departure	1,402	2,488	1,086	247	1,649	1	1,650
Total	2,804	4,976	2,172	494	3,298	2	3,300

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
16 Indian Street/Alessandro Boulevard							
NBL	119	131	12	3	122	0	122
NBT	246	270	24	5	251	0	251
NBR	65	70	5	1	66	0	66
SBL	86	141	55	13	99	0	99
SBT	197	227	30	7	204	0	204
SBR	65	108	43	10	75	0	75
EBL	44	113	69	16	60	0	60
EBT	380	965	585	133	513	2	515
EBR	56	100	44	10	66	0	66
WBL	66	94	28	6	72	0	72
WBT	1,086	2,215	1,129	257	1,343	1	1344
WBR	41	83	42	10	51	0	51
North Leg							
Approach	348	476	128	29	377	0	377
Departure	331	466	135	31	362	0	362
Total	679	942	263	60	739	0	739
South Leg							
Approach	430	471	41	9	439	0	439
Departure	319	421	102	23	342	0	342
Total	749	892	143	33	782	0	782
East Leg							
Approach	1,193	2,392	1,199	273	1,466	1	1,467
Departure	531	1,176	645	147	678	2	680
Total	1,724	3,568	1,844	419	2,143	3	2,146
West Leg							
Approach	480	1,178	698	159	639	2	641
Departure	1,270	2,454	1,184	269	1,539	1	1,540
Total	1,750	3,632	1,882	428	2,178	3	2,181
Total Approaches							
Approach	2,451	4,517	2,066	470	2,921	3	2,924
Departure	2,451	4,517	2,066	470	2,921	3	2,924
Total	4,902	9,034	4,132	939	5,841	6	5,847

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
17 Indian Street/Cactus Avenue							
NBL	117	155	38	9	126	0	126
NBT	366	503	137	31	397	0	397
NBR	62	70	8	2	64	0	64
SBL	100	111	11	3	103	0	103
SBT	287	419	132	30	317	0	317
SBR	41	54	13	3	44	0	44
EBL	54	57	3	1	55	0	55
EBT	485	509	24	6	491	5	496
EBR	111	127	16	4	115	0	115
WBL	37	41	4	1	38	0	38
WBT	973	1,022	49	11	984	3	987
WBR	63	64	1	0	63	0	63
North Leg							
Approach	428	584	156	35	463	0	463
Departure	483	624	141	32	515	0	515
Total	911	1,208	297	68	979	0	979
South Leg							
Approach	545	728	183	42	587	0	587
Departure	435	587	152	35	470	0	470
Total	980	1,315	335	76	1,056	0	1,056
East Leg							
Approach	1,073	1,127	54	12	1,085	3	1,088
Departure	647	690	43	10	657	5	662
Total	1,720	1,817	97	22	1,742	8	1,750
West Leg							
Approach	650	693	43	10	660	5	665
Departure	1,131	1,231	100	23	1,154	3	1,157
Total	1,781	1,924	143	32	1,813	8	1,821
Total Approaches							
Approach	2,696	3,132	436	99	2,795	8	2,803
Departure	2,696	3,132	436	99	2,795	8	2,803
Total	5,392	6,264	872	198	5,590	16	5,606

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
18 Indian Street/Iris Avenue							
NBL	48	54	6	1	49	0	49
NBT	284	298	14	3	287	0	287
NBR	16	28	12	3	19	0	19
SBL	280	294	14	3	283	0	283
SBT	234	385	151	34	268	0	268
SBR	31	33	2	0	31	0	31
EBL	73	77	4	1	74	0	74
EBT	165	272	107	24	189	1	190
EBR	31	87	56	13	44	0	44
WBL	8	28	20	5	13	0	13
WBT	357	466	109	25	382	0	382
WBR	436	495	59	13	449	0	449
North Leg							
Approach	545	712	167	38	583	0	583
Departure	793	870	77	17	810	0	810
Total	1,338	1,581	243	55	1,393	0	1,393
South Leg							
Approach	348	380	32	7	355	0	355
Departure	273	500	227	52	325	0	325
Total	621	880	259	59	680	0	680
East Leg							
Approach	801	989	188	43	844	0	844
Departure	461	594	133	30	491	1	492
Total	1,262	1,583	321	73	1,335	1	1,336
West Leg							
Approach	269	436	167	38	307	1	308
Departure	436	553	117	26	462	0	462
Total	705	988	283	64	769	1	770
Total Approaches							
Approach	1,963	2,516	553	126	2,089	1	2,090
Departure	1,963	2,516	553	126	2,089	1	2,090
Total	3,926	5,033	1,107	252	4,178	2	4,180

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
19 Perris Boulevard/Alessandro Boulevard							
NBL	271	524	253	58	329	0	329
NBT	711	1,084	373	85	796	0	796
NBR	103	246	143	33	136	0	136
SBL	159	278	119	27	186	0	186
SBT	461	834	373	85	546	0	546
SBR	211	298	87	20	231	0	231
EBL	115	179	64	15	130	0	130
EBT	325	791	466	106	431	2	433
EBR	76	192	116	26	102	0	102
WBL	104	267	163	37	141	0	141
WBT	850	1,704	854	194	1,044	1	1045
WBR	115	182	67	15	130	0	130
North Leg							
Approach	831	1,410	579	132	963	0	963
Departure	941	1,445	504	115	1,056	0	1,056
Total	1,772	2,855	1,083	246	2,018	0	2,018
South Leg							
Approach	1,085	1,854	769	175	1,260	0	1,260
Departure	641	1,293	652	148	789	0	789
Total	1,726	3,147	1,421	323	2,049	0	2,049
East Leg							
Approach	1,069	2,153	1,084	246	1,315	1	1,316
Departure	587	1,315	728	165	752	2	754
Total	1,656	3,468	1,812	412	2,068	3	2,071
West Leg							
Approach	516	1,162	646	147	663	2	665
Departure	1,332	2,526	1,194	271	1,603	1	1,604
Total	1,848	3,688	1,840	418	2,266	3	2,269
Total Approaches							
Approach	3,501	6,579	3,078	700	4,201	3	4,204
Departure	3,501	6,579	3,078	700	4,201	3	4,204
Total	7,002	13,158	6,156	1,399	8,401	6	8,407

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
20 Perris Boulevard/Cactus Avenue							
NBL	259	303	44	10	269	0	269
NBT	874	1,631	757	172	1,046	0	1046
NBR	129	235	106	24	153	0	153
SBL	76	100	24	5	81	0	81
SBT	510	1,182	672	153	663	0	663
SBR	96	101	5	1	97	0	97
EBL	90	95	5	1	91	0	91
EBT	476	500	24	5	481	5	486
EBR	135	206	71	16	151	0	151
WBL	66	185	119	27	93	0	93
WBT	793	807	14	3	796	3	799
WBR	79	128	49	11	90	0	90
North Leg							
Approach	682	1,383	701	159	841	0	841
Departure	1,043	1,854	811	184	1,227	0	1,227
Total	1,725	3,236	1,511	343	2,068	0	2,068
South Leg							
Approach	1,262	2,169	907	206	1,468	0	1,468
Departure	711	1,573	862	196	907	0	907
Total	1,973	3,742	1,769	402	2,375	0	2,375
East Leg							
Approach	938	1,120	182	41	979	3	982
Departure	681	835	154	35	716	5	721
Total	1,619	1,955	336	76	1,695	8	1,703
West Leg							
Approach	701	800	99	23	724	5	729
Departure	1,148	1,211	63	14	1,162	3	1,165
Total	1,849	2,011	162	37	1,886	8	1,894
Total Approaches							
Approach	3,583	5,472	1,889	429	4,012	8	4,020
Departure	3,583	5,472	1,889	429	4,012	8	4,020
Total	7,166	10,944	3,778	859	8,025	16	8,041

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
21 Perris Boulevard/Iris Avenue							
NBL	199	257	58	13	212	0	212
NBT	846	1,563	717	163	1,009	0	1009
NBR	293	401	108	25	318	1	319
SBL	94	198	104	24	118	0	118
SBT	342	1,079	737	168	510	0	510
SBR	61	121	60	14	75	0	75
EBL	44	75	31	7	51	0	51
EBT	304	386	82	19	323	1	324
EBR	88	167	79	18	106	0	106
WBL	234	432	198	45	279	1	280
WBT	477	556	79	18	495	1	496
WBR	105	175	70	16	121	0	121
North Leg							
Approach	497	1,398	901	205	702	0	702
Departure	995	1,813	818	186	1,181	0	1,181
Total	1,492	3,211	1,719	391	1,883	0	1,883
South Leg							
Approach	1,338	2,221	883	201	1,539	1	1,540
Departure	664	1,678	1,014	230	894	1	895
Total	2,002	3,899	1,897	431	2,433	2	2,435
East Leg							
Approach	816	1,163	347	79	895	2	897
Departure	691	985	294	67	758	2	760
Total	1,507	2,148	641	146	1,653	4	1,657
West Leg							
Approach	436	628	192	44	480	1	481
Departure	737	934	197	45	782	1	783
Total	1,173	1,562	389	88	1,261	2	1,263
Total Approaches							
Approach	3,087	5,410	2,323	528	3,615	4	3,619
Departure	3,087	5,410	2,323	528	3,615	4	3,619
Total	6,174	10,820	4,646	1,056	7,230	8	7,238

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
22 Perris Boulevard/Krameria Avenue							
NBL	101	106	5	1	102	0	102
NBT	1,174	2,055	881	200	1,374	1	1375
NBR	260	323	63	14	274	0	274
SBL	69	85	16	4	73	0	73
SBT	630	1,787	1,157	263	893	1	894
SBR	4	4	0	0	4	0	4
EBL	23	24	1	0	23	0	23
EBT	151	159	8	2	153	0	153
EBR	78	100	22	5	83	0	83
WBL	195	261	66	15	210	0	210
WBT	129	135	6	1	130	0	130
WBR	155	163	8	2	157	0	157
North Leg							
Approach	703	1,876	1,173	267	970	1	971
Departure	1,352	2,242	890	202	1,554	1	1,555
Total	2,055	4,118	2,063	469	2,524	2	2,526
South Leg							
Approach	1,535	2,484	949	216	1,751	1	1,752
Departure	903	2,148	1,245	283	1,186	1	1,187
Total	2,438	4,632	2,194	499	2,937	2	2,939
East Leg							
Approach	479	559	80	18	497	0	497
Departure	480	567	87	20	500	0	500
Total	959	1,126	167	38	997	0	997
West Leg							
Approach	252	283	31	7	259	0	259
Departure	234	246	12	3	237	0	237
Total	486	528	42	10	496	0	496
Total Approaches							
Approach	2,969	5,202	2,233	507	3,476	2	3,478
Departure	2,969	5,202	2,233	507	3,476	2	3,478
Total	5,938	10,404	4,466	1,015	6,953	4	6,957

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
23 Perris Boulevard/San Michele Road							
NBL	121	133	12	3	124	0	124
NBT	1,491	2,553	1,062	241	1,732	1	1733
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	895	1,964	1,069	243	1,138	1	1139
SBR	74	109	35	8	82	0	82
EBL	72	97	25	6	78	0	78
EBT	0	0	0	0	0	0	0
EBR	33	43	10	2	35	0	35
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	969	2,073	1,104	251	1,220	1	1,221
Departure	1,563	2,650	1,087	247	1,810	1	1,811
Total	2,532	4,723	2,191	498	3,030	2	3,032
South Leg							
Approach	1,612	2,686	1,074	244	1,856	1	1,857
Departure	928	2,007	1,079	245	1,173	1	1,174
Total	2,540	4,693	2,153	489	3,029	2	3,031
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	105	140	35	8	113	0	113
Departure	195	242	47	11	206	0	206
Total	300	382	82	19	319	0	319
Total Approaches							
Approach	2,686	4,899	2,213	503	3,189	2	3,191
Departure	2,686	4,899	2,213	503	3,189	2	3,191
Total	5,372	9,798	4,426	1,006	6,378	4	6,382

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
24 Perris Boulevard/Nandina Avenue							
NBL	57	147	90	20	77	0	77
NBT	1,620	2,616	996	226	1,846	1	1847
NBR	12	97	85	19	31	0	31
SBL	13	148	135	31	44	0	44
SBT	912	1,774	862	196	1,108	1	1109
SBR	26	95	69	16	42	0	42
EBL	30	50	20	5	35	0	35
EBT	1	8	7	2	3	0	3
EBR	50	71	21	5	55	0	55
WBL	16	56	40	9	25	0	25
WBT	15	98	83	19	34	0	34
WBR	17	70	53	12	29	0	29
North Leg							
Approach	951	2,017	1,066	242	1,193	1	1,194
Departure	1,667	2,736	1,069	243	1,910	1	1,911
Total	2,618	4,753	2,135	485	3,103	2	3,105
South Leg							
Approach	1,689	2,860	1,171	266	1,955	1	1,956
Departure	978	1,901	923	210	1,188	1	1,189
Total	2,667	4,761	2,094	476	3,143	2	3,145
East Leg							
Approach	48	224	176	40	88	0	88
Departure	26	253	227	52	78	0	78
Total	74	477	403	92	166	0	166
West Leg							
Approach	81	129	48	11	92	0	92
Departure	98	340	242	55	153	0	153
Total	179	469	290	66	245	0	245
Total Approaches							
Approach	2,769	5,230	2,461	559	3,328	2	3,330
Departure	2,769	5,230	2,461	559	3,328	2	3,330
Total	5,538	10,460	4,922	1,119	6,657	4	6,661

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
25 Perris Boulevard/Harley Knox Boulevard							
NBL	252	451	199	45	297	0	297
NBT	1,371	1,851	480	109	1,480	1	1481
NBR	7	41	34	8	15	0	15
SBL	37	267	230	52	89	0	89
SBT	657	1,071	414	94	751	1	752
SBR	250	545	295	67	317	0	317
EBL	236	452	216	49	285	0	285
EBT	33	277	244	55	88	0	88
EBR	72	137	65	15	87	0	87
WBL	1	4	3	1	2	0	2
WBT	170	820	650	148	318	0	318
WBR	167	608	441	100	267	0	267
North Leg							
Approach	944	1,883	939	213	1,157	1	1,158
Departure	1,774	2,911	1,137	258	2,032	1	2,033
Total	2,718	4,794	2,076	472	3,190	2	3,192
South Leg							
Approach	1,630	2,343	713	162	1,792	1	1,793
Departure	730	1,212	482	110	840	1	841
Total	2,360	3,555	1,195	272	2,632	2	2,634
East Leg							
Approach	338	1,432	1,094	249	587	0	587
Departure	77	585	508	115	192	0	192
Total	415	2,017	1,602	364	779	0	779
West Leg							
Approach	341	866	525	119	460	0	460
Departure	672	1,816	1,144	260	932	0	932
Total	1,013	2,682	1,669	379	1,392	0	1,392
Total Approaches							
Approach	3,253	6,524	3,271	743	3,996	2	3,998
Departure	3,253	6,524	3,271	743	3,996	2	3,998
Total	6,506	13,048	6,542	1,487	7,993	4	7,997

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
26 Kitching Street/Alessandro Boulevard							
NBL	155	163	8	2	157	0	157
NBT	186	193	7	2	188	0	188
NBR	11	31	20	5	16	0	16
SBL	55	203	148	34	89	0	89
SBT	131	138	7	1	132	0	132
SBR	161	190	29	7	168	0	168
EBL	126	132	6	1	127	0	127
EBT	399	1,139	740	168	567	3	570
EBR	91	96	5	1	92	0	92
WBL	14	28	14	3	17	0	17
WBT	722	1,765	1,043	237	959	2	961
WBR	82	229	147	33	115	0	115
North Leg							
Approach	347	531	184	42	389	0	389
Departure	394	554	160	36	430	0	430
Total	741	1,085	344	78	819	0	819
South Leg							
Approach	352	387	35	8	360	0	360
Departure	236	261	25	6	242	0	242
Total	588	648	60	14	602	0	602
East Leg							
Approach	818	2,022	1,204	274	1,092	2	1,094
Departure	465	1,373	908	206	671	3	674
Total	1,283	3,395	2,112	480	1,763	5	1,768
West Leg							
Approach	616	1,367	751	171	787	3	790
Departure	1,038	2,118	1,080	245	1,283	2	1,285
Total	1,654	3,484	1,830	416	2,070	5	2,075
Total Approaches							
Approach	2,133	4,306	2,173	494	2,627	5	2,632
Departure	2,133	4,306	2,173	494	2,627	5	2,632
Total	4,266	8,612	4,346	988	5,254	10	5,264

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
27 Kitching Street/Cactus Avenue							
NBL	202	212	10	2	204	0	204
NBT	320	450	130	30	350	0	350
NBR	25	30	5	1	26	0	26
SBL	43	57	14	3	46	0	46
SBT	232	270	38	9	241	0	241
SBR	104	108	4	1	105	0	105
EBL	84	103	19	4	88	0	88
EBT	591	616	25	6	597	5	602
EBR	132	139	7	2	134	0	134
WBL	23	31	8	2	25	0	25
WBT	681	827	146	33	714	3	717
WBR	27	49	22	5	32	0	32
North Leg							
Approach	379	435	56	13	392	0	392
Departure	431	602	171	39	470	0	470
Total	810	1,037	227	52	862	0	862
South Leg							
Approach	547	692	145	33	580	0	580
Departure	387	440	53	12	399	0	399
Total	934	1,132	198	45	979	0	979
East Leg							
Approach	731	907	176	40	771	3	774
Departure	659	703	44	10	669	5	674
Total	1,390	1,610	220	50	1,440	8	1,448
West Leg							
Approach	807	858	51	12	819	5	824
Departure	987	1,147	160	36	1,023	3	1,026
Total	1,794	2,005	211	48	1,842	8	1,850
Total Approaches							
Approach	2,464	2,892	428	97	2,561	8	2,569
Departure	2,464	2,892	428	97	2,561	8	2,569
Total	4,928	5,783	855	194	5,122	16	5,138

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
28 Kitching Street/Iris Avenue							
NBL	141	166	25	6	147	0	147
NBT	181	286	105	24	205	0	205
NBR	125	551	426	97	222	0	222
SBL	38	78	40	9	47	0	47
SBT	185	326	141	32	217	0	217
SBR	126	132	6	1	127	0	127
EBL	76	80	4	1	77	0	77
EBT	635	905	270	61	696	3	699
EBR	93	114	21	5	98	0	98
WBL	172	815	643	146	318	0	318
WBT	710	1,048	338	77	787	2	789
WBR	69	137	68	15	84	0	84
North Leg							
Approach	349	536	187	43	392	0	392
Departure	326	503	177	40	366	0	366
Total	675	1,039	364	83	758	0	758
South Leg							
Approach	447	1,003	556	126	573	0	573
Departure	450	1,255	805	183	633	0	633
Total	897	2,258	1,361	309	1,206	0	1,206
East Leg							
Approach	951	2,000	1,049	238	1,189	2	1,191
Departure	798	1,534	736	167	965	3	968
Total	1,749	3,534	1,785	406	2,155	5	2,160
West Leg							
Approach	804	1,099	295	67	871	3	874
Departure	977	1,346	369	84	1,061	2	1,063
Total	1,781	2,445	664	151	1,932	5	1,937
Total Approaches							
Approach	2,551	4,638	2,087	474	3,025	5	3,030
Departure	2,551	4,638	2,087	474	3,025	5	3,030
Total	5,102	9,276	4,174	949	6,051	10	6,061

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
29 Lasselle Street/Alessandro Boulevard							
NBL	262	273	11	3	265	0	265
NBT	314	573	259	59	373	0	373
NBR	119	177	58	13	132	0	132
SBL	17	55	38	9	26	1	27
SBT	258	269	11	3	261	0	261
SBR	77	175	98	22	99	0	99
EBL	17	90	73	17	34	0	34
EBT	194	835	641	146	340	3	343
EBR	190	263	73	17	207	0	207
WBL	93	133	40	9	102	0	102
WBT	479	1,489	1,010	230	709	2	711
WBR	9	49	40	9	18	0	18
North Leg							
Approach	352	499	147	33	385	1	386
Departure	340	712	372	85	425	0	425
Total	692	1,211	519	118	810	1	811
South Leg							
Approach	695	1,023	328	75	770	0	770
Departure	541	665	124	28	569	0	569
Total	1,236	1,688	452	103	1,339	0	1,339
East Leg							
Approach	581	1,671	1,090	248	829	2	831
Departure	330	1,067	737	168	498	4	502
Total	911	2,738	1,827	415	1,326	6	1,332
West Leg							
Approach	401	1,188	787	179	580	3	583
Departure	818	1,937	1,119	254	1,072	2	1,074
Total	1,219	3,125	1,906	433	1,652	5	1,657
Total Approaches							
Approach	2,029	4,381	2,352	535	2,564	6	2,570
Departure	2,029	4,381	2,352	535	2,564	6	2,570
Total	4,058	8,762	4,704	1,069	5,127	12	5,139

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
30 Lasselle Street/Cactus Avenue							
NBL	188	197	9	2	190	0	190
NBT	587	746	159	36	623	0	623
NBR	302	447	145	33	335	0	335
SBL	72	136	64	15	87	0	87
SBT	462	625	163	37	499	0	499
SBR	46	49	3	1	47	0	47
EBL	67	68	1	0	67	0	67
EBT	389	462	73	17	406	6	412
EBR	184	193	9	2	186	0	186
WBL	179	305	126	29	208	0	208
WBT	446	601	155	35	481	4	485
WBR	65	133	68	15	80	0	80
North Leg							
Approach	580	810	230	52	632	0	632
Departure	719	947	228	52	771	0	771
Total	1,299	1,757	458	104	1,403	0	1,403
South Leg							
Approach	1,077	1,390	313	71	1,148	0	1,148
Departure	825	1,123	298	68	893	0	893
Total	1,902	2,514	612	139	2,041	0	2,041
East Leg							
Approach	690	1,039	349	79	769	4	773
Departure	763	1,045	282	64	827	6	833
Total	1,453	2,084	631	143	1,596	10	1,606
West Leg							
Approach	640	723	83	19	659	6	665
Departure	680	847	167	38	718	4	722
Total	1,320	1,571	251	57	1,377	10	1,387
Total Approaches							
Approach	2,987	3,963	976	222	3,209	10	3,219
Departure	2,987	3,963	976	222	3,209	10	3,219
Total	5,974	7,925	1,951	443	6,417	20	6,437

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
31 Lasselle Street/John F Kennedy Drive							
NBL	125	178	53	12	137	1	138
NBT	780	1,017	237	54	834	0	834
NBR	60	61	1	0	60	0	60
SBL	236	248	12	3	239	0	239
SBT	553	789	236	54	607	0	607
SBR	115	151	36	8	123	0	123
EBL	78	102	24	5	83	0	83
EBT	359	370	11	3	362	0	362
EBR	77	119	42	10	87	1	88
WBL	40	44	4	1	41	0	41
WBT	277	284	7	2	279	0	279
WBR	185	194	9	2	187	0	187
North Leg							
Approach	904	1,188	284	65	969	0	969
Departure	1,043	1,313	270	61	1,104	0	1,104
Total	1,947	2,501	554	126	2,073	0	2,073
South Leg							
Approach	965	1,256	291	66	1,031	1	1,032
Departure	670	952	282	64	734	1	735
Total	1,635	2,208	573	130	1,765	2	1,767
East Leg							
Approach	502	522	20	5	507	0	507
Departure	655	679	24	5	660	0	660
Total	1,157	1,201	44	10	1,167	0	1,167
West Leg							
Approach	514	591	77	18	532	1	533
Departure	517	613	96	22	539	1	540
Total	1,031	1,204	173	39	1,070	2	1,072
Total Approaches							
Approach	2,885	3,557	672	153	3,038	2	3,040
Departure	2,885	3,557	672	153	3,038	2	3,040
Total	5,770	7,114	1,344	305	6,075	4	6,079

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
32 Lasselle Street/Iris Avenue							
NBL	364	531	167	38	402	0	402
NBT	589	596	7	2	591	0	591
NBR	442	538	96	22	464	4	468
SBL	127	190	63	14	141	1	142
SBT	468	480	12	3	471	0	471
SBR	97	174	77	18	115	0	115
EBL	138	235	97	22	160	0	160
EBT	502	1,026	524	119	621	3	624
EBR	288	403	115	26	314	0	314
WBL	539	754	215	49	588	2	590
WBT	566	1,385	819	186	752	2	754
WBR	103	175	72	16	119	1	120
North Leg							
Approach	692	844	152	35	727	1	728
Departure	830	1,006	176	40	870	1	871
Total	1,522	1,850	328	75	1,597	2	1,599
South Leg							
Approach	1,395	1,665	270	61	1,456	4	1,460
Departure	1,295	1,637	342	78	1,373	2	1,375
Total	2,690	3,302	612	139	2,829	6	2,835
East Leg							
Approach	1,208	2,314	1,106	251	1,459	5	1,464
Departure	1,071	1,754	683	155	1,226	8	1,234
Total	2,279	4,068	1,789	407	2,686	13	2,699
West Leg							
Approach	928	1,664	736	167	1,095	3	1,098
Departure	1,027	2,090	1,063	242	1,269	2	1,271
Total	1,955	3,754	1,799	409	2,364	5	2,369
Total Approaches							
Approach	4,223	6,487	2,264	515	4,738	13	4,751
Departure	4,223	6,487	2,264	515	4,738	13	4,751
Total	8,446	12,974	4,528	1,029	9,475	26	9,501

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
33 Lasselle Street/Krameria Avenue							
NBL	290	354	64	15	305	0	305
NBT	997	1,331	334	76	1,073	4	1077
NBR	197	207	10	2	199	0	199
SBL	75	116	41	9	84	0	84
SBT	665	1,071	406	92	757	2	759
SBR	94	207	113	26	120	0	120
EBL	283	413	130	30	313	0	313
EBT	185	194	9	2	187	0	187
EBR	317	333	16	4	321	0	321
WBL	79	83	4	1	80	0	80
WBT	125	131	6	1	126	0	126
WBR	80	92	12	3	83	0	83
North Leg							
Approach	834	1,394	560	127	961	2	963
Departure	1,360	1,836	476	108	1,468	4	1,472
Total	2,194	3,230	1,036	235	2,429	6	2,435
South Leg							
Approach	1,484	1,892	408	93	1,577	4	1,581
Departure	1,061	1,487	426	97	1,158	2	1,160
Total	2,545	3,379	834	189	2,734	6	2,740
East Leg							
Approach	284	306	22	5	289	0	289
Departure	457	517	60	14	471	0	471
Total	741	823	82	19	760	0	760
West Leg							
Approach	785	940	155	35	820	0	820
Departure	509	692	183	42	551	0	551
Total	1,294	1,632	338	77	1,371	0	1,371
Total Approaches							
Approach	3,387	4,532	1,145	260	3,647	6	3,653
Departure	3,387	4,532	1,145	260	3,647	6	3,653
Total	6,774	9,064	2,290	520	7,294	12	7,306

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
34 Lasselle Street/Via Xavier Lane							
NBL	4	4	0	0	4	0	4
NBT	1,486	1,852	366	83	1,569	3	1572
NBR	12	12	0	0	12	0	12
SBL	14	14	0	0	14	0	14
SBT	1,100	1,480	380	86	1,186	2	1188
SBR	9	9	0	0	9	0	9
EBL	24	24	0	0	24	0	24
EBT	0	0	0	0	0	0	0
EBR	5	5	0	0	5	0	5
WBL	21	21	0	0	21	0	21
WBT	0	0	0	0	0	0	0
WBR	40	40	0	0	40	0	40
North Leg							
Approach	1,123	1,503	380	86	1,209	2	1,211
Departure	1,550	1,916	366	83	1,633	3	1,636
Total	2,673	3,419	746	170	2,843	5	2,848
South Leg							
Approach	1,502	1,868	366	83	1,585	3	1,588
Departure	1,126	1,506	380	86	1,212	2	1,214
Total	2,628	3,374	746	170	2,798	5	2,803
East Leg							
Approach	61	61	0	0	61	0	61
Departure	26	26	0	0	26	0	26
Total	87	87	0	0	87	0	87
West Leg							
Approach	29	29	0	0	29	0	29
Departure	13	13	0	0	13	0	13
Total	42	42	0	0	42	0	42
Total Approaches							
Approach	2,715	3,461	746	170	2,885	5	2,890
Departure	2,715	3,461	746	170	2,885	5	2,890
Total	5,430	6,922	1,492	339	5,769	10	5,779

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
35 Lasselle Street/Lasselle Sports Park - Rojo Tierra							
NBL	12	12	0	0	12	0	12
NBT	1,472	1,838	366	83	1,555	3	1558
NBR	4	4	0	0	4	0	4
SBL	18	18	0	0	18	0	18
SBT	1,166	1,546	380	86	1,252	2	1254
SBR	9	9	0	0	9	0	9
EBL	2	2	0	0	2	0	2
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	10	10	0	0	10	0	10
WBT	0	0	0	0	0	0	0
WBR	56	56	0	0	56	0	56
North Leg							
Approach	1,193	1,573	380	86	1,279	2	1,281
Departure	1,530	1,896	366	83	1,613	3	1,616
Total	2,723	3,469	746	170	2,893	5	2,898
South Leg							
Approach	1,488	1,854	366	83	1,571	3	1,574
Departure	1,176	1,556	380	86	1,262	2	1,264
Total	2,664	3,410	746	170	2,834	5	2,839
East Leg							
Approach	66	66	0	0	66	0	66
Departure	22	22	0	0	22	0	22
Total	88	88	0	0	88	0	88
West Leg							
Approach	2	2	0	0	2	0	2
Departure	21	21	0	0	21	0	21
Total	23	23	0	0	23	0	23
Total Approaches							
Approach	2,749	3,495	746	170	2,919	5	2,924
Departure	2,749	3,495	746	170	2,919	5	2,924
Total	5,498	6,990	1,492	339	5,837	10	5,847

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
36 Lasselle Street/Cremello Way - Avenida De Plata							
NBL	3	10	7	2	5	0	5
NBT	1,394	1,744	350	80	1,474	3	1477
NBR	13	43	30	7	20	0	20
SBL	12	35	23	5	17	0	17
SBT	1,140	1,473	333	76	1,216	2	1218
SBR	24	68	44	10	34	0	34
EBL	77	81	4	1	78	0	78
EBT	2	5	3	1	3	0	3
EBR	6	7	1	0	6	0	6
WBL	31	82	51	12	43	0	43
WBT	2	12	10	2	4	0	4
WBR	17	37	20	5	22	0	22
North Leg							
Approach	1,176	1,576	400	91	1,267	2	1,269
Departure	1,488	1,862	374	85	1,573	3	1,576
Total	2,664	3,438	774	176	2,840	5	2,845
South Leg							
Approach	1,410	1,797	387	88	1,498	3	1,501
Departure	1,177	1,562	385	88	1,265	2	1,267
Total	2,587	3,359	772	175	2,762	5	2,767
East Leg							
Approach	50	131	81	18	68	0	68
Departure	27	83	56	13	40	0	40
Total	77	214	137	31	108	0	108
West Leg							
Approach	85	93	8	2	87	0	87
Departure	29	90	61	14	43	0	43
Total	114	183	69	16	130	0	130
Total Approaches							
Approach	2,721	3,597	876	199	2,920	5	2,925
Departure	2,721	3,597	876	199	2,920	5	2,925
Total	5,442	7,194	1,752	398	5,840	10	5,850

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
37 Lasselle Street/Avenida Classica - Kentucky Derby Drive							
NBL	22	22	0	0	22	0	22
NBT	1,052	1,457	405	92	1,144	2	1146
NBR	22	23	1	0	22	0	22
SBL	19	20	1	0	19	0	19
SBT	989	1,372	383	87	1,076	1	1077
SBR	105	105	0	0	105	0	105
EBL	329	331	2	0	329	0	329
EBT	8	8	0	0	8	0	8
EBR	7	7	0	0	7	0	7
WBL	46	47	1	0	46	0	46
WBT	3	3	0	0	3	0	3
WBR	29	29	0	0	29	0	29
North Leg							
Approach	1,113	1,497	384	87	1,200	1	1,201
Departure	1,410	1,817	407	93	1,503	2	1,505
Total	2,523	3,314	791	180	2,703	3	2,706
South Leg							
Approach	1,096	1,502	406	92	1,188	2	1,190
Departure	1,042	1,426	384	87	1,129	1	1,130
Total	2,138	2,928	790	180	2,318	3	2,321
East Leg							
Approach	78	79	1	0	78	0	78
Departure	49	51	2	1	50	0	50
Total	127	131	4	1	128	0	128
West Leg							
Approach	344	346	2	1	345	0	345
Departure	130	130	0	0	130	0	130
Total	474	477	3	1	475	0	475
Total Approaches							
Approach	2,631	3,425	794	180	2,811	3	2,814
Departure	2,631	3,425	794	180	2,811	3	2,814
Total	5,262	6,849	1,587	361	5,623	6	5,629

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
38 Lasselle Street/Via De Anza - Rancho Verde High School							
NBL	62	65	3	1	63	0	63
NBT	774	1,172	398	90	864	2	866
NBR	289	298	9	2	291	0	291
SBL	208	218	10	2	210	0	210
SBT	603	976	373	85	688	1	689
SBR	246	247	1	0	246	0	246
EBL	102	115	13	3	105	0	105
EBT	82	86	4	1	83	0	83
EBR	33	39	6	1	34	0	34
WBL	145	150	5	1	146	0	146
WBT	2	2	0	0	2	0	2
WBR	220	231	11	3	223	0	223
North Leg							
Approach	1,057	1,441	384	87	1,144	1	1,145
Departure	1,096	1,518	422	96	1,192	2	1,194
Total	2,153	2,959	806	183	2,336	3	2,339
South Leg							
Approach	1,125	1,535	410	93	1,218	2	1,220
Departure	781	1,165	384	87	868	1	869
Total	1,906	2,700	794	180	2,086	3	2,089
East Leg							
Approach	367	383	16	4	371	0	371
Departure	579	602	23	5	584	0	584
Total	946	985	39	9	955	0	955
West Leg							
Approach	217	240	23	5	222	0	222
Departure	310	314	4	1	311	0	311
Total	527	554	27	6	533	0	533
Total Approaches							
Approach	2,766	3,599	833	189	2,955	3	2,958
Departure	2,766	3,599	833	189	2,955	3	2,958
Total	5,532	7,199	1,667	379	5,911	6	5,917

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
39 Evans Road/Ramona Expressway							
NBL	390	550	160	36	426	0	426
NBT	525	1,088	563	128	653	1	654
NBR	27	105	78	18	45	0	45
SBL	208	533	325	74	282	0	282
SBT	343	672	329	75	418	1	419
SBR	440	462	22	5	445	0	445
EBL	294	309	15	3	297	0	297
EBT	520	845	325	74	594	0	594
EBR	196	243	47	11	207	0	207
WBL	22	81	59	13	35	0	35
WBT	1,164	2,021	857	195	1,359	0	1359
WBR	342	871	529	120	462	0	462
North Leg							
Approach	991	1,667	676	154	1,145	1	1,146
Departure	1,161	2,268	1,107	252	1,413	1	1,414
Total	2,152	3,935	1,783	405	2,557	2	2,559
South Leg							
Approach	942	1,743	801	182	1,124	1	1,125
Departure	561	996	435	99	660	1	661
Total	1,503	2,739	1,236	281	1,784	2	1,786
East Leg							
Approach	1,528	2,973	1,445	328	1,856	0	1,856
Departure	755	1,483	728	165	920	0	920
Total	2,283	4,456	2,173	494	2,777	0	2,777
West Leg							
Approach	1,010	1,397	387	88	1,098	0	1,098
Departure	1,994	3,033	1,039	236	2,230	0	2,230
Total	3,004	4,430	1,426	324	3,328	0	3,328
Total Approaches							
Approach	4,471	7,780	3,309	752	5,223	2	5,225
Departure	4,471	7,780	3,309	752	5,223	2	5,225
Total	8,942	15,559	6,617	1,504	10,446	4	10,450

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
40 Camino Flores/Iris Avenue							
NBL	10	11	1	0	10	0	10
NBT	2	2	0	0	2	0	2
NBR	2	2	0	0	2	0	2
SBL	133	140	7	2	135	0	135
SBT	2	2	0	0	2	0	2
SBR	76	80	4	1	77	0	77
EBL	100	105	5	1	101	0	101
EBT	965	1,652	687	156	1,121	9	1130
EBR	6	7	1	0	6	0	6
WBL	0	0	0	0	0	0	0
WBT	996	2,096	1,100	250	1,246	5	1251
WBR	218	227	9	2	220	0	220
North Leg							
Approach	211	222	11	2	213	0	213
Departure	320	334	14	3	323	0	323
Total	531	556	25	6	537	0	537
South Leg							
Approach	14	15	1	0	14	0	14
Departure	8	9	1	0	8	0	8
Total	22	24	2	1	23	0	23
East Leg							
Approach	1,214	2,323	1,109	252	1,466	5	1,471
Departure	1,100	1,794	694	158	1,258	9	1,267
Total	2,314	4,117	1,803	410	2,724	14	2,738
West Leg							
Approach	1,071	1,764	693	158	1,229	9	1,238
Departure	1,082	2,187	1,105	251	1,333	5	1,338
Total	2,153	3,951	1,798	409	2,562	14	2,576
Total Approaches							
Approach	2,510	4,324	1,814	412	2,922	14	2,936
Departure	2,510	4,324	1,814	412	2,922	14	2,936
Total	5,020	8,648	3,628	824	5,844	28	5,872

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
41 Coachlight Court - Avenida De Circo/Iris Avenue							
NBL	120	204	84	19	139	0	139
NBT	0	0	0	0	0	0	0
NBR	13	92	79	18	31	0	31
SBL	13	93	80	18	31	0	31
SBT	0	0	0	0	0	0	0
SBR	76	131	55	13	89	0	89
EBL	31	107	76	17	48	0	48
EBT	912	1,529	617	140	1,052	9	1061
EBR	44	151	107	24	68	0	68
WBL	4	66	62	14	18	0	18
WBT	1,018	1,984	966	220	1,238	5	1243
WBR	3	50	47	11	14	0	14
North Leg							
Approach	89	224	135	31	120	0	120
Departure	34	157	123	28	62	0	62
Total	123	381	258	59	182	0	182
South Leg							
Approach	133	296	163	37	170	0	170
Departure	48	217	169	38	86	0	86
Total	181	513	332	75	256	0	256
East Leg							
Approach	1,025	2,100	1,075	244	1,269	5	1,274
Departure	938	1,714	776	176	1,114	9	1,123
Total	1,963	3,814	1,851	421	2,384	14	2,398
West Leg							
Approach	987	1,787	800	182	1,169	9	1,178
Departure	1,214	2,319	1,105	251	1,465	5	1,470
Total	2,201	4,106	1,905	433	2,634	14	2,648
Total Approaches							
Approach	2,234	4,407	2,173	494	2,728	14	2,742
Departure	2,234	4,407	2,173	494	2,728	14	2,742
Total	4,468	8,814	4,346	988	5,456	28	5,484

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
42 Grande Vista Drive/Iris Avenue							
NBL	115	115	0	0	115	0	115
NBT	0	0	0	0	0	0	0
NBR	34	34	0	0	34	0	34
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	977	1,753	776	176	1,153	9	1162
EBR	69	72	3	1	70	0	70
WBL	7	9	2	0	7	0	7
WBT	806	1,993	1,187	270	1,076	6	1082
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	149	149	0	0	149	0	149
Departure	76	81	5	1	77	0	77
Total	225	230	5	1	226	0	226
East Leg							
Approach	813	2,002	1,189	270	1,083	6	1,089
Departure	1,011	1,787	776	176	1,187	9	1,196
Total	1,824	3,789	1,965	447	2,271	15	2,286
West Leg							
Approach	1,046	1,825	779	177	1,223	9	1,232
Departure	921	2,108	1,187	270	1,191	6	1,197
Total	1,967	3,933	1,966	447	2,414	15	2,429
Total Approaches							
Approach	2,008	3,976	1,968	447	2,455	15	2,470
Departure	2,008	3,976	1,968	447	2,455	15	2,470
Total	4,016	7,953	3,937	895	4,911	30	4,941

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps							
NBL	116	133	17	4	120	0	120
NBT	259	309	50	11	270	0	270
NBR	415	436	21	5	420	2	422
SBL	33	35	2	0	33	0	33
SBT	371	476	105	24	395	0	395
SBR	3	4	1	0	3	0	3
EBL	6	7	1	0	6	0	6
EBT	35	37	2	0	35	0	35
EBR	205	255	50	11	216	0	216
WBL	132	286	154	35	167	0	167
WBT	10	20	10	2	12	0	12
WBR	26	55	29	7	33	0	33
North Leg							
Approach	407	515	108	24	431	0	431
Departure	291	371	80	18	309	0	309
Total	698	886	188	43	741	0	741
South Leg							
Approach	790	878	88	20	810	2	812
Departure	708	1,017	309	70	778	0	778
Total	1,498	1,895	397	90	1,588	2	1,590
East Leg							
Approach	168	361	193	44	212	0	212
Departure	483	507	24	5	488	2	490
Total	651	868	217	49	700	2	702
West Leg							
Approach	246	299	53	12	258	0	258
Departure	129	157	28	6	135	0	135
Total	375	456	81	18	393	0	393
Total Approaches							
Approach	1,611	2,052	441	100	1,711	2	1,713
Departure	1,611	2,052	441	100	1,711	2	1,713
Total	3,222	4,104	882	201	3,423	4	3,427

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
44 Nason Street/SR-60 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	755	787	32	7	762	3	765
NBR	127	135	8	2	129	0	129
SBL	58	83	25	6	64	0	64
SBT	652	936	284	65	717	1	718
SBR	0	0	0	0	0	0	0
EBL	36	45	9	2	38	0	38
EBT	2	3	1	0	2	0	2
EBR	640	811	171	39	679	3	682
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	710	1,019	309	70	780	1	781
Departure	791	832	41	9	800	3	803
Total	1,501	1,851	350	80	1,581	4	1,585
South Leg							
Approach	882	922	40	9	891	3	894
Departure	1,292	1,747	455	103	1,395	4	1,399
Total	2,174	2,669	495	113	2,287	7	2,294
East Leg							
Approach	0	0	0	0	0	0	0
Departure	187	221	34	8	195	0	195
Total	187	221	34	8	195	0	195
West Leg							
Approach	678	859	181	41	719	3	722
Departure	0	0	0	0	0	0	0
Total	678	859	181	41	719	3	722
Total Approaches							
Approach	2,270	2,800	530	120	2,390	7	2,397
Departure	2,270	2,800	530	120	2,390	7	2,397
Total	4,540	5,600	1,060	241	4,781	14	4,795

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
45 Nason Street/Eucalyptus Avenue							
NBL	63	210	147	33	96	0	96
NBT	562	740	178	40	602	3	605
NBR	113	574	461	105	218	0	218
SBL	16	23	7	2	18	0	18
SBT	934	1,286	352	80	1,014	4	1018
SBR	114	120	6	1	115	0	115
EBL	229	240	11	3	232	0	232
EBT	170	296	126	29	199	0	199
EBR	209	348	139	32	241	0	241
WBL	91	490	399	91	182	0	182
WBT	103	382	279	63	166	0	166
WBR	19	28	9	2	21	0	21
North Leg							
Approach	1,064	1,429	365	83	1,147	4	1,151
Departure	810	1,008	198	45	855	3	858
Total	1,874	2,437	563	128	2,002	7	2,009
South Leg							
Approach	738	1,524	786	179	917	3	920
Departure	1,234	2,124	890	202	1,436	4	1,440
Total	1,972	3,648	1,676	381	2,353	7	2,360
East Leg							
Approach	213	900	687	156	369	0	369
Departure	299	893	594	135	434	0	434
Total	512	1,793	1,281	291	803	0	803
West Leg							
Approach	608	884	276	63	671	0	671
Departure	280	712	432	98	378	0	378
Total	888	1,596	708	161	1,049	0	1,049
Total Approaches							
Approach	2,623	4,737	2,114	480	3,103	7	3,110
Departure	2,623	4,737	2,114	480	3,103	7	3,110
Total	5,246	9,474	4,228	961	6,207	14	6,221

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
46 Nason Street/Cottonwood Avenue							
NBL	23	31	8	2	25	0	25
NBT	601	1,132	531	121	722	3	725
NBR	5	15	10	2	7	0	7
SBL	21	60	39	9	30	0	30
SBT	818	1,496	678	154	972	4	976
SBR	113	142	29	7	120	0	120
EBL	96	101	5	1	97	0	97
EBT	39	61	22	5	44	0	44
EBR	22	22	0	0	22	0	22
WBL	5	10	5	1	6	0	6
WBT	52	74	22	5	57	0	57
WBR	87	172	85	19	106	0	106
North Leg							
Approach	952	1,698	746	170	1,122	4	1,126
Departure	784	1,405	621	141	925	3	928
Total	1,736	3,103	1,367	311	2,047	7	2,054
South Leg							
Approach	629	1,178	549	125	754	3	757
Departure	845	1,528	683	155	1,000	4	1,004
Total	1,474	2,706	1,232	280	1,754	7	1,761
East Leg							
Approach	144	256	112	25	169	0	169
Departure	65	136	71	16	81	0	81
Total	209	392	183	42	251	0	251
West Leg							
Approach	157	184	27	6	163	0	163
Departure	188	247	59	13	201	0	201
Total	345	431	86	20	365	0	365
Total Approaches							
Approach	1,882	3,316	1,434	326	2,208	7	2,215
Departure	1,882	3,316	1,434	326	2,208	7	2,215
Total	3,764	6,632	2,868	652	4,416	14	4,430

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
47 Nason Street/Alessandro Boulevard							
NBL	81	236	155	35	116	3	119
NBT	450	749	299	68	518	3	521
NBR	29	56	27	6	35	0	35
SBL	47	106	59	13	60	0	60
SBT	708	1,025	317	72	780	4	784
SBR	97	333	236	54	151	0	151
EBL	52	184	132	30	82	0	82
EBT	122	497	375	85	207	0	207
EBR	96	250	154	35	131	4	135
WBL	127	163	36	8	135	0	135
WBT	302	920	618	140	442	0	442
WBR	119	207	88	20	139	0	139
North Leg							
Approach	852	1,464	612	139	991	4	995
Departure	621	1,140	519	118	739	3	742
Total	1,473	2,604	1,131	257	1,730	7	1,737
South Leg							
Approach	560	1,041	481	109	669	6	675
Departure	931	1,438	507	115	1,046	8	1,054
Total	1,491	2,479	988	225	1,716	14	1,730
East Leg							
Approach	548	1,290	742	169	717	0	717
Departure	198	659	461	105	303	0	303
Total	746	1,949	1,203	273	1,019	0	1,019
West Leg							
Approach	270	931	661	150	420	4	424
Departure	480	1,489	1,009	229	709	3	712
Total	750	2,420	1,670	380	1,130	7	1,137
Total Approaches							
Approach	2,230	4,726	2,496	567	2,797	14	2,811
Departure	2,230	4,726	2,496	567	2,797	14	2,811
Total	4,460	9,452	4,992	1,135	5,595	28	5,623

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
48 Nason Street/Cactus Avenue							
NBL	108	113	5	1	109	4	113
NBT	368	767	399	91	459	5	464
NBR	9	36	27	6	15	0	15
SBL	55	195	140	32	87	0	87
SBT	306	725	419	95	401	9	410
SBR	182	191	9	2	184	0	184
EBL	90	95	5	1	91	0	91
EBT	283	334	51	12	295	0	295
EBR	69	72	3	1	70	6	76
WBL	11	43	32	7	18	0	18
WBT	374	472	98	22	396	0	396
WBR	56	171	115	26	82	0	82
North Leg							
Approach	543	1,111	568	129	672	9	681
Departure	514	1,033	519	118	632	5	637
Total	1,057	2,144	1,087	247	1,304	14	1,318
South Leg							
Approach	485	916	431	98	583	9	592
Departure	386	840	454	103	489	15	504
Total	871	1,757	886	201	1,072	24	1,096
East Leg							
Approach	441	686	245	56	497	0	497
Departure	347	565	218	50	397	0	397
Total	788	1,251	463	105	893	0	893
West Leg							
Approach	442	501	59	13	455	6	461
Departure	664	777	113	26	690	4	694
Total	1,106	1,277	171	39	1,145	10	1,155
Total Approaches							
Approach	1,911	3,214	1,303	296	2,207	24	2,231
Departure	1,911	3,214	1,303	296	2,207	24	2,231
Total	3,822	6,429	2,607	592	4,414	48	4,462

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
49 Nason Street-Hillrose Lane/Iris Avenue							
NBL	13	17	4	1	14	0	14
NBT	39	41	2	0	39	0	39
NBR	7	7	0	0	7	0	7
SBL	109	151	42	10	119	15	134
SBT	9	9	0	0	9	0	9
SBR	228	628	400	91	319	0	319
EBL	280	639	359	82	362	0	362
EBT	709	1,104	395	90	799	9	808
EBR	22	24	2	0	22	0	22
WBL	7	7	0	0	7	0	7
WBT	572	1,354	782	178	750	6	756
WBR	82	143	61	14	96	9	105
North Leg							
Approach	346	788	442	100	446	15	461
Departure	401	823	422	96	497	9	506
Total	747	1,611	864	196	943	24	967
South Leg							
Approach	59	65	6	1	60	0	60
Departure	38	40	2	1	39	0	39
Total	97	106	9	2	99	0	99
East Leg							
Approach	661	1,504	843	192	853	15	868
Departure	825	1,262	437	99	924	24	948
Total	1,486	2,767	1,281	291	1,777	39	1,816
West Leg							
Approach	1,011	1,767	756	172	1,183	9	1,192
Departure	813	1,999	1,186	270	1,083	6	1,089
Total	1,824	3,766	1,942	441	2,265	15	2,280
Total Approaches							
Approach	2,077	4,125	2,048	465	2,542	39	2,581
Departure	2,077	4,125	2,048	465	2,542	39	2,581
Total	4,154	8,249	4,095	931	5,085	78	5,163

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
50 Pearl Lane - Oliver Street/Alessandro Boulevard							
NBL	135	142	7	2	137	0	137
NBT	0	0	0	0	0	0	0
NBR	23	37	14	3	26	0	26
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	3	145	142	32	35	0	35
EBL	1	34	33	8	9	0	9
EBT	209	594	385	88	297	0	297
EBR	58	61	3	1	59	0	59
WBL	9	10	1	0	9	0	9
WBT	416	919	503	114	530	0	530
WBR	1	65	64	15	16	0	16
North Leg							
Approach	3	145	142	32	35	0	35
Departure	2	99	97	22	24	0	24
Total	5	244	239	54	59	0	59
South Leg							
Approach	158	179	21	5	163	0	163
Departure	67	71	4	1	68	0	68
Total	225	250	25	6	231	0	231
East Leg							
Approach	426	994	568	129	555	0	555
Departure	232	631	399	91	323	0	323
Total	658	1,625	967	220	878	0	878
West Leg							
Approach	268	689	421	96	364	0	364
Departure	554	1,206	652	148	702	0	702
Total	822	1,895	1,073	244	1,066	0	1,066
Total Approaches							
Approach	855	2,007	1,152	262	1,117	0	1,117
Departure	855	2,007	1,152	262	1,117	0	1,117
Total	1,710	4,013	2,303	523	2,233	0	2,233

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
51 Oliver Street/Cactus Avenue							
NBL	209	219	10	2	211	0	211
NBT	101	106	5	1	102	0	102
NBR	29	108	79	18	47	0	47
SBL	4	4	0	0	4	0	4
SBT	42	44	2	0	42	1	43
SBR	7	7	0	0	7	0	7
EBL	23	24	1	0	23	0	23
EBT	247	259	12	3	250	0	250
EBR	212	223	11	2	214	0	214
WBL	25	115	90	20	45	0	45
WBT	281	282	1	0	281	0	281
WBR	17	22	5	1	18	0	18
North Leg							
Approach	53	55	2	1	54	1	55
Departure	141	152	11	3	144	0	144
Total	194	208	14	3	197	1	198
South Leg							
Approach	339	434	95	21	360	0	360
Departure	279	382	103	23	302	1	303
Total	618	815	197	45	663	1	664
East Leg							
Approach	323	419	96	22	345	0	345
Departure	280	371	91	21	301	0	301
Total	603	790	187	43	646	0	646
West Leg							
Approach	482	506	24	5	487	0	487
Departure	497	509	12	3	500	0	500
Total	979	1,015	36	8	987	0	987
Total Approaches							
Approach	1,197	1,414	217	49	1,246	1	1,247
Departure	1,197	1,414	217	49	1,246	1	1,247
Total	2,394	2,828	434	99	2,493	2	2,495

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
52 Oliver Street/John F Kennedy Drive							
NBL	0	0	0	0	0	0	0
NBT	274	361	87	20	294	1	295
NBR	65	68	3	1	66	0	66
SBL	229	304	75	17	246	0	246
SBT	70	74	4	1	71	1	72
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	24	25	1	0	24	0	24
WBT	0	0	0	0	0	0	0
WBR	88	162	74	17	105	0	105
North Leg							
Approach	299	378	79	18	317	1	318
Departure	362	523	161	37	399	1	400
Total	661	901	240	55	716	2	718
South Leg							
Approach	339	429	90	21	360	1	361
Departure	94	99	5	1	95	1	96
Total	433	528	95	22	455	2	457
East Leg							
Approach	112	187	75	17	129	0	129
Departure	294	372	78	18	312	0	312
Total	406	559	153	35	441	0	441
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	750	994	244	56	806	2	808
Departure	750	994	244	56	806	2	808
Total	1,500	1,989	489	111	1,611	4	1,615

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
53 Oliver Street/Iris Avenue							
NBL	80	102	22	5	85	1	86
NBT	26	27	1	0	26	0	26
NBR	21	22	1	0	21	0	21
SBL	5	5	0	0	5	0	5
SBT	17	18	1	0	17	0	17
SBR	149	169	20	5	154	2	156
EBL	125	195	70	16	141	1	142
EBT	496	862	366	83	579	5	584
EBR	24	25	1	0	24	0	24
WBL	37	39	2	0	37	0	37
WBT	478	1,263	785	178	656	7	663
WBR	7	13	6	1	8	0	8
North Leg							
Approach	171	192	21	5	176	2	178
Departure	158	235	77	18	176	1	177
Total	329	427	98	22	351	3	354
South Leg							
Approach	127	151	24	6	133	1	134
Departure	78	82	4	1	79	0	79
Total	205	233	28	6	211	1	212
East Leg							
Approach	522	1,315	793	180	702	7	709
Departure	522	889	367	83	605	5	610
Total	1,044	2,204	1,160	264	1,308	12	1,320
West Leg							
Approach	645	1,082	437	99	744	6	750
Departure	707	1,534	827	188	895	10	905
Total	1,352	2,616	1,264	287	1,639	16	1,655
Total Approaches							
Approach	1,465	2,741	1,276	290	1,755	16	1,771
Departure	1,465	2,741	1,276	290	1,755	16	1,771
Total	2,930	5,481	2,551	580	3,510	32	3,542

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
54 Via Del Lago/Iris Avenue - Moreno Beach Drive							
NBL	30	75	45	10	40	0	40
NBT	2	3	1	0	2	0	2
NBR	33	98	65	15	48	0	48
SBL	6	7	1	0	6	0	6
SBT	0	0	0	0	0	0	0
SBR	42	44	2	0	42	0	42
EBL	15	16	1	0	15	0	15
EBT	486	842	356	81	567	5	572
EBR	21	39	18	4	25	0	25
WBL	19	62	43	10	29	0	29
WBT	450	1,153	703	160	610	7	617
WBR	4	6	2	0	4	0	4
North Leg							
Approach	48	51	3	1	49	0	49
Departure	21	25	4	1	22	0	22
Total	69	76	7	2	71	0	71
South Leg							
Approach	65	176	111	25	90	0	90
Departure	40	101	61	14	54	0	54
Total	105	277	172	39	144	0	144
East Leg							
Approach	473	1,221	748	170	643	7	650
Departure	525	947	422	96	621	5	626
Total	998	2,168	1,170	266	1,264	12	1,276
West Leg							
Approach	522	897	375	85	607	5	612
Departure	522	1,272	750	170	692	7	699
Total	1,044	2,169	1,125	256	1,300	12	1,312
Total Approaches							
Approach	1,108	2,345	1,237	281	1,389	12	1,401
Departure	1,108	2,345	1,237	281	1,389	12	1,401
Total	2,216	4,690	2,474	562	2,778	24	2,802

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
55 Moreno Beach Drive/SR-60 Westbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	228	474	246	56	284	1	285
NBR	396	506	110	25	421	0	421
SBL	105	160	55	13	118	0	118
SBT	206	542	336	76	282	1	283
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	120	221	101	23	143	2	145
WBT	0	0	0	0	0	0	0
WBR	4	7	3	1	5	0	5
North Leg							
Approach	311	702	391	89	400	1	401
Departure	232	481	249	57	289	1	290
Total	543	1,183	640	145	688	2	690
South Leg							
Approach	624	980	356	81	705	1	706
Departure	326	763	437	99	425	3	428
Total	950	1,743	793	180	1,130	4	1,134
East Leg							
Approach	124	228	104	24	148	2	150
Departure	501	666	165	38	539	0	539
Total	625	894	269	61	686	2	688
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,059	1,910	851	193	1,252	4	1,256
Departure	1,059	1,910	851	193	1,252	4	1,256
Total	2,118	3,820	1,702	387	2,505	8	2,513

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
56 Moreno Beach Drive/SR-60 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	567	908	341	78	645	1	646
NBR	160	422	262	60	220	1	221
SBL	6	17	11	3	9	0	9
SBT	320	750	430	98	418	4	422
SBR	0	0	0	0	0	0	0
EBL	57	77	20	5	62	0	62
EBT	3	7	4	1	4	0	4
EBR	339	607	268	61	400	0	400
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	326	767	441	100	426	4	430
Departure	624	985	361	82	706	1	707
Total	950	1,752	802	182	1,132	5	1,137
South Leg							
Approach	727	1,330	603	137	864	2	866
Departure	659	1,357	698	159	818	4	822
Total	1,386	2,687	1,301	296	1,682	6	1,688
East Leg							
Approach	0	0	0	0	0	0	0
Departure	169	446	277	63	232	1	233
Total	169	446	277	63	232	1	233
West Leg							
Approach	399	691	292	66	465	0	465
Departure	0	0	0	0	0	0	0
Total	399	691	292	66	465	0	465
Total Approaches							
Approach	1,452	2,788	1,336	304	1,756	6	1,762
Departure	1,452	2,788	1,336	304	1,756	6	1,762
Total	2,904	5,576	2,672	607	3,511	12	3,523

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
57 Moreno Beach Drive/Eucalyptus Avenue							
NBL	51	102	51	12	63	0	63
NBT	464	511	47	11	475	2	477
NBR	19	21	2	0	19	0	19
SBL	124	295	171	39	163	0	163
SBT	410	515	105	24	434	4	438
SBR	125	546	421	96	221	0	221
EBL	213	597	384	87	300	0	300
EBT	42	116	74	17	59	0	59
EBR	64	94	30	7	71	0	71
WBL	9	22	13	3	12	0	12
WBT	16	133	117	27	43	0	43
WBR	50	230	180	41	91	0	91
North Leg							
Approach	659	1,356	697	158	817	4	821
Departure	727	1,338	611	139	866	2	868
Total	1,386	2,694	1,308	297	1,683	6	1,689
South Leg							
Approach	534	634	100	23	557	2	559
Departure	483	631	148	34	517	4	521
Total	1,017	1,265	248	56	1,073	6	1,079
East Leg							
Approach	75	385	310	70	145	0	145
Departure	185	432	247	56	241	0	241
Total	260	817	557	127	387	0	387
West Leg							
Approach	319	807	488	111	430	0	430
Departure	192	781	589	134	326	0	326
Total	511	1,588	1,077	245	756	0	756
Total Approaches							
Approach	1,587	3,182	1,595	363	1,950	6	1,956
Departure	1,587	3,182	1,595	363	1,950	6	1,956
Total	3,174	6,364	3,190	725	3,899	12	3,911

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
58 Moreno Beach Drive/Cottonwood Avenue							
NBL	4	4	0	0	4	0	4
NBT	467	510	43	10	477	2	479
NBR	25	110	85	19	44	0	44
SBL	27	82	55	13	40	0	40
SBT	369	549	180	41	410	4	414
SBR	10	11	1	0	10	0	10
EBL	10	11	1	0	10	0	10
EBT	36	59	23	5	41	0	41
EBR	4	4	0	0	4	0	4
WBL	33	149	116	26	59	1	60
WBT	66	106	40	9	75	0	75
WBR	41	94	53	12	53	0	53
North Leg							
Approach	406	642	236	54	460	4	464
Departure	518	615	97	22	540	2	542
Total	924	1,256	332	75	999	6	1,005
South Leg							
Approach	496	624	128	29	525	2	527
Departure	406	702	296	67	473	5	478
Total	902	1,326	424	96	998	7	1,005
East Leg							
Approach	140	349	209	48	188	1	189
Departure	88	251	163	37	125	0	125
Total	228	600	372	85	313	1	314
West Leg							
Approach	50	74	24	5	55	0	55
Departure	80	121	41	9	89	0	89
Total	130	194	64	15	145	0	145
Total Approaches							
Approach	1,092	1,688	596	136	1,228	7	1,235
Departure	1,092	1,688	596	136	1,228	7	1,235
Total	2,184	3,377	1,193	271	2,455	14	2,469

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
59 Moreno Beach Drive/Alessandro Boulevard							
NBL	60	70	10	2	62	0	62
NBT	455	577	122	28	483	3	486
NBR	33	289	256	58	91	1	92
SBL	9	61	52	12	21	0	21
SBT	433	629	196	45	478	4	482
SBR	73	77	4	1	74	0	74
EBL	41	43	2	0	41	0	41
EBT	102	518	416	95	197	0	197
EBR	50	55	5	1	51	0	51
WBL	50	310	260	59	109	1	110
WBT	206	796	590	134	340	0	340
WBR	11	46	35	8	19	0	19
North Leg							
Approach	515	767	252	57	572	4	576
Departure	507	666	159	36	543	3	546
Total	1,022	1,433	411	93	1,115	7	1,122
South Leg							
Approach	548	936	388	88	636	4	640
Departure	533	994	461	105	638	5	643
Total	1,081	1,930	849	193	1,274	9	1,283
East Leg							
Approach	267	1,152	885	201	468	1	469
Departure	144	868	724	165	309	1	310
Total	411	2,020	1,609	366	777	2	779
West Leg							
Approach	193	616	423	96	289	0	289
Departure	339	943	604	137	476	0	476
Total	532	1,559	1,027	233	765	0	765
Total Approaches							
Approach	1,523	3,471	1,948	443	1,966	9	1,975
Departure	1,523	3,471	1,948	443	1,966	9	1,975
Total	3,046	6,941	3,895	885	3,931	18	3,949

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
60 Moreno Beach Drive/Cactus Avenue							
NBL	86	87	1	0	86	0	86
NBT	393	667	274	62	455	3	458
NBR	38	102	64	15	53	1	54
SBL	8	27	19	4	12	0	12
SBT	285	661	376	85	370	5	375
SBR	77	100	23	5	82	0	82
EBL	83	89	6	1	84	0	84
EBT	77	130	53	12	89	0	89
EBR	71	81	10	2	73	0	73
WBL	19	57	38	9	28	1	29
WBT	112	186	74	17	129	0	129
WBR	19	53	34	8	27	0	27
North Leg							
Approach	370	788	418	95	465	5	470
Departure	495	809	314	71	566	3	569
Total	865	1,597	732	166	1,031	8	1,039
South Leg							
Approach	517	856	339	77	594	4	598
Departure	375	799	424	96	471	6	477
Total	892	1,655	763	173	1,065	10	1,075
East Leg							
Approach	150	296	146	33	183	1	184
Departure	123	259	136	31	154	1	155
Total	273	555	282	64	337	2	339
West Leg							
Approach	231	300	69	16	247	0	247
Departure	275	373	98	22	297	0	297
Total	506	673	167	38	544	0	544
Total Approaches							
Approach	1,268	2,240	972	221	1,489	10	1,499
Departure	1,268	2,240	972	221	1,489	10	1,499
Total	2,536	4,480	1,944	442	2,978	20	2,998

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
61 Moreno Beach Drive/John F Kennedy Drive							
NBL	22	50	28	6	28	0	28
NBT	325	538	213	48	373	4	377
NBR	201	372	171	39	240	1	241
SBL	71	75	4	1	72	0	72
SBT	266	599	333	76	342	6	348
SBR	92	106	14	3	95	0	95
EBL	68	110	42	10	78	0	78
EBT	34	62	28	6	40	0	40
EBR	7	30	23	5	12	0	12
WBL	165	564	399	91	256	1	257
WBT	45	79	34	8	53	0	53
WBR	75	97	22	5	80	0	80
North Leg							
Approach	429	780	351	80	509	6	515
Departure	468	745	277	63	531	4	535
Total	897	1,525	628	143	1,040	10	1,050
South Leg							
Approach	548	960	412	94	642	5	647
Departure	438	1,193	755	172	610	7	617
Total	986	2,153	1,167	265	1,251	12	1,263
East Leg							
Approach	285	740	455	103	388	1	389
Departure	306	509	203	46	352	1	353
Total	591	1,249	658	149	740	2	742
West Leg							
Approach	109	202	93	21	130	0	130
Departure	159	235	76	17	176	0	176
Total	268	437	169	38	306	0	306
Total Approaches							
Approach	1,371	2,682	1,311	298	1,669	12	1,681
Departure	1,371	2,682	1,311	298	1,669	12	1,681
Total	2,742	5,363	2,621	596	3,338	24	3,362

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
62 Driveway 1/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	12	12	0	0	12	8	20
EBL	0	0	0	0	0	0	0
EBT	841	1,276	435	99	940	24	964
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	649	1,476	827	188	837	7	844
WBR	5	5	0	0	5	0	5
North Leg							
Approach	12	12	0	0	12	8	20
Departure	5	5	0	0	5	0	5
Total	17	17	0	0	17	8	25
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	654	1,481	827	188	842	7	849
Departure	841	1,276	435	99	940	24	964
Total	1,495	2,757	1,262	287	1,782	31	1,813
West Leg							
Approach	841	1,276	435	99	940	24	964
Departure	661	1,488	827	188	849	15	864
Total	1,502	2,764	1,262	287	1,789	39	1,828
Total Approaches							
Approach	1,507	2,769	1,262	287	1,794	39	1,833
Departure	1,507	2,769	1,262	287	1,794	39	1,833
Total	3,014	5,538	2,524	574	3,588	78	3,666

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
63 Driveway 2/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	10	10	0	0	10	6	25
SBT	0	0	0	0	0	0	0
SBR	14	14	0	0	14	4	18
EBL	187	187	0	0	187	24	245
EBT	661	1,096	435	99	760	0	726
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	639	1,466	827	188	827	3	830
WBR	46	46	0	0	46	5	51
North Leg							
Approach	24	24	0	0	24	10	43
Departure	233	233	0	0	233	29	296
Total	257	257	0	0	257	39	339
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	685	1,512	827	188	873	8	881
Departure	671	1,106	435	99	770	6	751
Total	1,356	2,618	1,262	287	1,643	14	1,632
West Leg							
Approach	848	1,283	435	99	947	24	971
Departure	653	1,480	827	188	841	7	848
Total	1,501	2,763	1,262	287	1,788	31	1,819
Total Approaches							
Approach	1,557	2,819	1,262	287	1,844	42	1,895
Departure	1,557	2,819	1,262	287	1,844	42	1,895
Total	3,114	5,638	2,524	574	3,688	84	3,790

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
64 Driveway 3/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	9	9	0	0	9	0	0
SBT	0	0	0	0	0	0	0
SBR	25	25	0	0	25	3	28
EBL	34	34	0	0	34	0	0
EBT	636	1,071	435	99	735	6	750
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	660	1,487	827	188	848	5	853
WBR	46	46	0	0	46	4	50
North Leg							
Approach	34	34	0	0	34	3	28
Departure	80	80	0	0	80	4	50
Total	114	114	0	0	114	7	78
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	706	1,533	827	188	894	9	903
Departure	645	1,080	435	99	744	6	750
Total	1,351	2,613	1,262	287	1,638	15	1,653
West Leg							
Approach	670	1,105	435	99	769	6	750
Departure	685	1,512	827	188	873	8	881
Total	1,355	2,617	1,262	287	1,642	14	1,631
Total Approaches							
Approach	1,410	2,672	1,262	287	1,697	18	1,681
Departure	1,410	2,672	1,262	287	1,697	18	1,681
Total	2,820	5,344	2,524	574	3,394	36	3,362

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
1	**I-215 Southbound Ramps/Alessandro Boulevard**							
NBL		0	0	0	0	0	0	0
NBT		0	0	0	0	0	0	0
NBR		0	0	0	0	0	0	0
SBL		228	432	204	46	274	0	274
SBT		0	0	0	0	0	0	0
SBR		329	345	16	4	333	0	333
EBL		0	0	0	0	0	0	0
EBT		1,470	2,905	1,435	326	1,796	1	1,797
EBR		435	571	136	31	466	0	466
WBL		0	0	0	0	0	0	0
WBT		1,175	2,740	1,565	356	1,531	1	1,532
WBR		108	194	86	20	128	0	128
North Leg								
	Approach	557	777	220	50	607	0	607
	Departure	108	194	86	20	128	0	128
	Total	665	971	306	70	735	0	735
South Leg								
	Approach	0	0	0	0	0	0	0
	Departure	435	571	136	31	466	0	466
	Total	435	571	136	31	466	0	466
East Leg								
	Approach	1,283	2,934	1,651	375	1,658	1	1,659
	Departure	1,698	3,337	1,639	373	2,071	1	2,072
	Total	2,981	6,271	3,290	748	3,729	2	3,731
West Leg								
	Approach	1,905	3,476	1,571	357	2,262	1	2,263
	Departure	1,504	3,085	1,581	359	1,863	1	1,864
	Total	3,409	6,561	3,152	716	4,125	2	4,127
Total Approaches								
	Approach	3,745	7,187	3,442	782	4,527	2	4,529
	Departure	3,745	7,187	3,442	782	4,527	2	4,529
	Total	7,490	14,375	6,885	1,565	9,055	4	9,059

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
2	**I-215 Northbound Ramps/Alessandro Boulevard**							
NBL		442	518	76	17	459	0	459
NBT		0	0	0	0	0	0	0
NBR		204	279	75	17	221	0	221
SBL		0	0	0	0	0	0	0
SBT		0	0	0	0	0	0	0
SBR		0	0	0	0	0	0	0
EBL		245	257	12	3	248	0	248
EBT		1,453	3,080	1,627	370	1,823	1	1,824
EBR		0	0	0	0	0	0	0
WBL		0	0	0	0	0	0	0
WBT		841	2,416	1,575	358	1,199	1	1,200
WBR		214	312	98	22	236	0	236
North Leg								
	Approach	0	0	0	0	0	0	0
	Departure	459	569	110	25	484	0	484
	Total	459	569	110	25	484	0	484
South Leg								
	Approach	646	797	151	34	680	0	680
	Departure	0	0	0	0	0	0	0
	Total	646	797	151	34	680	0	680
East Leg								
	Approach	1,055	2,728	1,673	380	1,435	1	1,436
	Departure	1,657	3,359	1,702	387	2,044	1	2,045
	Total	2,712	6,087	3,375	767	3,479	2	3,481
West Leg								
	Approach	1,698	3,337	1,639	373	2,071	1	2,072
	Departure	1,283	2,934	1,651	375	1,658	1	1,659
	Total	2,981	6,271	3,290	748	3,729	2	3,731
Total Approaches								
	Approach	3,399	6,862	3,463	787	4,186	2	4,188
	Departure	3,399	6,862	3,463	787	4,186	2	4,188
	Total	6,798	13,725	6,927	1,574	8,372	4	8,376

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
3 I-215 Southbound Ramps/Cactus Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	572	601	29	7	579	1	580
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	92	95	3	1	93	0	93
EBL	0	0	0	0	0	0	0
EBT	629	1,255	626	142	771	0	771
EBR	179	683	504	115	294	0	294
WBL	574	603	29	7	581	3	584
WBT	591	1,159	568	129	720	0	720
WBR	0	0	0	0	0	0	0
North Leg							
Approach	92	95	3	1	93	0	93
Departure	0	0	0	0	0	0	0
Total	92	95	3	1	93	0	93
South Leg							
Approach	572	601	29	7	579	1	580
Departure	753	1,286	533	121	874	3	877
Total	1,325	1,886	561	128	1,453	4	1,457
East Leg							
Approach	1,165	1,762	597	136	1,301	3	1,304
Departure	1,201	1,856	655	149	1,350	1	1,351
Total	2,366	3,617	1,251	284	2,650	4	2,654
West Leg							
Approach	808	1,938	1,130	257	1,065	0	1,065
Departure	683	1,254	571	130	813	0	813
Total	1,491	3,192	1,701	387	1,878	0	1,878
Total Approaches							
Approach	2,637	4,395	1,758	400	3,037	4	3,041
Departure	2,637	4,395	1,758	400	3,037	4	3,041
Total	5,274	8,791	3,517	799	6,073	8	6,081

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
4 I-215 Northbound Ramps/Cactus Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	1,209	1,856	647	147	1,356	1	1,357
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	1,166	1,762	596	135	1,301	3	1,304
WBR	537	537	0	0	537	2	539
North Leg							
Approach	0	0	0	0	0	0	0
Departure	537	537	0	0	537	2	539
Total	537	537	0	0	537	2	539
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	1,703	2,299	596	135	1,838	5	1,843
Departure	1,209	1,856	647	147	1,356	1	1,357
Total	2,912	4,155	1,243	283	3,195	6	3,201
West Leg							
Approach	1,209	1,856	647	147	1,356	1	1,357
Departure	1,166	1,762	596	135	1,301	3	1,304
Total	2,375	3,618	1,243	283	2,658	4	2,662
Total Approaches							
Approach	2,912	4,155	1,243	283	3,195	6	3,201
Departure	2,912	4,155	1,243	283	3,195	6	3,201
Total	5,824	8,310	2,486	565	6,389	12	6,401

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue							
NBL	56	61	5	1	57	0	57
NBT	84	336	252	57	141	0	141
NBR	630	790	160	36	666	2	668
SBL	217	992	775	176	393	0	393
SBT	4	26	22	5	9	0	9
SBR	114	370	256	58	172	0	172
EBL	18	83	65	15	33	0	33
EBT	1,120	1,629	509	116	1,236	1	1,237
EBR	71	144	73	17	88	0	88
WBL	0	0	0	0	0	0	0
WBT	1,533	1,868	335	76	1,609	6	1,615
WBR	112	613	501	114	226	0	226
North Leg							
Approach	335	1,388	1,053	239	574	0	574
Departure	214	1,032	818	186	400	0	400
Total	549	2,420	1,871	425	974	0	974
South Leg							
Approach	770	1,187	417	95	865	2	867
Departure	75	170	95	22	97	0	97
Total	845	1,357	512	116	961	2	963
East Leg							
Approach	1,645	2,481	836	190	1,835	6	1,841
Departure	1,967	3,411	1,444	328	2,295	3	2,298
Total	3,612	5,892	2,280	518	4,130	9	4,139
West Leg							
Approach	1,209	1,856	647	147	1,356	1	1,357
Departure	1,703	2,299	596	135	1,838	6	1,844
Total	2,912	4,155	1,243	282	3,194	7	3,201
Total Approaches							
Approach	3,959	6,912	2,953	671	4,630	9	4,639
Departure	3,959	6,912	2,953	671	4,630	9	4,639
Total	7,918	13,824	5,906	1,342	9,260	18	9,278

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
6 Day Street/Alessandro Boulevard							
NBL	8	13	5	1	9	0	9
NBT	57	170	113	26	83	0	83
NBR	8	8	0	0	8	0	8
SBL	176	749	573	130	306	0	306
SBT	38	122	84	19	57	0	57
SBR	107	1,047	940	214	321	0	321
EBL	172	1,037	865	197	369	0	369
EBT	1,227	1,816	589	134	1,361	1	1,362
EBR	10	11	1	0	10	0	10
WBL	9	9	0	0	9	0	9
WBT	885	1,389	504	115	1,000	1	1,001
WBR	161	447	286	65	226	0	226
North Leg							
Approach	321	1,918	1,597	363	684	0	684
Departure	390	1,654	1,264	287	677	0	677
Total	711	3,572	2,861	650	1,361	0	1,361
South Leg							
Approach	73	191	118	27	100	0	100
Departure	57	142	85	19	76	0	76
Total	130	334	204	46	176	0	176
East Leg							
Approach	1,055	1,845	790	180	1,235	1	1,236
Departure	1,411	2,573	1,162	264	1,675	1	1,676
Total	2,466	4,419	1,953	444	2,910	2	2,912
West Leg							
Approach	1,409	2,864	1,455	331	1,740	1	1,741
Departure	1,000	2,449	1,449	329	1,329	1	1,330
Total	2,409	5,313	2,904	660	3,069	2	3,071
Total Approaches							
Approach	2,858	6,819	3,961	900	3,758	2	3,760
Departure	2,858	6,819	3,961	900	3,758	2	3,760
Total	5,716	13,638	7,922	1,800	7,516	4	7,520

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
7 Elsworth Street/Alessandro Boulevard							
NBL	139	603	464	105	244	0	244
NBT	174	271	97	22	196	0	196
NBR	133	149	16	4	137	0	137
SBL	60	63	3	1	61	0	61
SBT	128	273	145	33	161	0	161
SBR	57	114	57	13	70	0	70
EBL	85	183	98	22	107	0	107
EBT	1,252	1,941	689	157	1,409	1	1,410
EBR	74	475	401	91	165	0	165
WBL	89	150	61	14	103	0	103
WBT	796	1,254	458	104	900	1	901
WBR	67	70	3	1	68	0	68
North Leg							
Approach	245	450	205	47	292	0	292
Departure	326	524	198	45	371	0	371
Total	571	974	403	92	663	0	663
South Leg							
Approach	446	1,023	577	131	577	0	577
Departure	291	898	607	138	429	0	429
Total	737	1,921	1,184	269	1,006	0	1,006
East Leg							
Approach	952	1,474	522	119	1,071	1	1,072
Departure	1,445	2,153	708	161	1,606	1	1,607
Total	2,397	3,627	1,230	280	2,677	2	2,679
West Leg							
Approach	1,411	2,599	1,188	270	1,681	1	1,682
Departure	992	1,971	979	223	1,215	1	1,216
Total	2,403	4,570	2,167	493	2,896	2	2,898
Total Approaches							
Approach	3,054	5,546	2,492	566	3,620	2	3,622
Departure	3,054	5,546	2,492	566	3,620	2	3,622
Total	6,108	11,093	4,985	1,133	7,241	4	7,245

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
8 Elsworth Street/Cactus Avenue							
NBL	208	470	262	60	268	0	268
NBT	64	152	88	20	84	0	84
NBR	98	108	10	2	100	0	100
SBL	201	250	49	11	212	0	212
SBT	24	327	303	69	93	0	93
SBR	165	420	255	58	223	0	223
EBL	104	328	224	51	155	0	155
EBT	1,661	2,438	777	177	1,838	3	1,841
EBR	25	402	377	86	111	0	111
WBL	18	118	100	23	41	0	41
WBT	1,139	1,400	261	59	1,198	6	1,204
WBR	98	126	28	6	104	0	104
North Leg							
Approach	390	997	607	138	528	0	528
Departure	266	606	340	77	343	0	343
Total	656	1,603	947	215	871	0	871
South Leg							
Approach	370	730	360	82	452	0	452
Departure	67	847	780	177	244	0	244
Total	437	1,577	1,140	259	696	0	696
East Leg							
Approach	1,255	1,644	389	88	1,343	6	1,349
Departure	1,960	2,796	836	190	2,150	3	2,153
Total	3,215	4,440	1,225	278	3,493	9	3,502
West Leg							
Approach	1,790	3,168	1,378	313	2,103	3	2,106
Departure	1,512	2,290	778	177	1,689	6	1,695
Total	3,302	5,458	2,156	490	3,792	9	3,801
Total Approaches							
Approach	3,805	6,539	2,734	621	4,426	9	4,435
Departure	3,805	6,539	2,734	621	4,426	9	4,435
Total	7,610	13,078	5,468	1,243	8,853	18	8,871

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
9	**Frederick Street/Alessandro Boulevard**							
NBL		76	80	4	1	77	0	77
NBT		328	383	55	13	341	0	341
NBR		77	115	38	9	86	0	86
SBL		257	575	318	72	329	0	329
SBT		316	524	208	47	363	0	363
SBR		159	236	77	18	177	0	177
EBL		272	352	80	18	290	0	290
EBT		1,314	2,166	852	194	1,508	1	1,509
EBR		105	128	23	5	110	0	110
WBL		55	94	39	9	64	0	64
WBT		860	1,321	461	105	965	1	966
WBR		196	355	159	36	232	0	232
North Leg								
	Approach	732	1,335	603	137	869	0	869
	Departure	796	1,090	294	67	863	0	863
	Total	1,528	2,425	897	204	1,732	0	1,732
South Leg								
	Approach	481	578	97	22	503	0	503
	Departure	476	746	270	61	537	0	537
	Total	957	1,324	367	83	1,040	0	1,040
East Leg								
	Approach	1,111	1,770	659	150	1,261	1	1,262
	Departure	1,648	2,856	1,208	275	1,923	1	1,924
	Total	2,759	4,626	1,867	424	3,183	2	3,185
West Leg								
	Approach	1,691	2,646	955	217	1,908	1	1,909
	Departure	1,095	1,637	542	123	1,218	1	1,219
	Total	2,786	4,283	1,497	340	3,126	2	3,128
Total Approaches								
	Approach	4,015	6,329	2,314	526	4,541	2	4,543
	Departure	4,015	6,329	2,314	526	4,541	2	4,543
	Total	8,030	12,658	4,628	1,052	9,082	4	9,086

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
10 Frederick Street/Cactus Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	351	419	68	15	366	0	366
SBT	0	0	0	0	0	0	0
SBR	154	282	128	29	183	0	183
EBL	84	88	4	1	85	0	85
EBT	2,009	2,857	848	193	2,202	3	2,205
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	1,121	1,368	247	56	1,177	6	1,183
WBR	172	181	9	2	174	0	174
North Leg							
Approach	505	701	196	45	550	0	550
Departure	256	269	13	3	259	0	259
Total	761	970	209	47	808	0	808
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	1,293	1,549	256	58	1,351	6	1,357
Departure	2,360	3,276	916	208	2,568	3	2,571
Total	3,653	4,825	1,172	266	3,919	9	3,928
West Leg							
Approach	2,093	2,945	852	194	2,287	3	2,290
Departure	1,275	1,650	375	85	1,360	6	1,366
Total	3,368	4,595	1,227	279	3,647	9	3,656
Total Approaches							
Approach	3,891	5,195	1,304	296	4,187	9	4,196
Departure	3,891	5,195	1,304	296	4,187	9	4,196
Total	7,782	10,390	2,608	593	8,375	18	8,393

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
11 Graham Street/Alessandro Boulevard							
NBL	87	164	77	18	105	0	105
NBT	213	414	201	46	259	0	259
NBR	71	201	130	30	101	0	101
SBL	134	260	126	29	163	0	163
SBT	179	369	190	43	222	0	222
SBR	68	88	20	5	73	0	73
EBL	107	133	26	6	113	0	113
EBT	1,324	2,385	1,061	241	1,565	1	1,566
EBR	147	281	134	30	177	0	177
WBL	156	404	248	56	212	0	212
WBT	970	1,576	606	138	1,108	1	1,109
WBR	159	266	107	24	183	0	183
North Leg							
Approach	381	717	336	76	457	0	457
Departure	479	813	334	76	555	0	555
Total	860	1,530	670	152	1,012	0	1,012
South Leg							
Approach	371	779	408	93	464	0	464
Departure	482	1,054	572	130	612	0	612
Total	853	1,833	980	223	1,076	0	1,076
East Leg							
Approach	1,285	2,246	961	218	1,503	1	1,504
Departure	1,529	2,846	1,317	299	1,828	1	1,829
Total	2,814	5,092	2,278	518	3,332	2	3,334
West Leg							
Approach	1,578	2,799	1,221	278	1,856	1	1,857
Departure	1,125	1,828	703	160	1,285	1	1,286
Total	2,703	4,627	1,924	437	3,140	2	3,142
Total Approaches							
Approach	3,615	6,541	2,926	665	4,280	2	4,282
Departure	3,615	6,541	2,926	665	4,280	2	4,282
Total	7,230	13,082	5,852	1,330	8,560	4	8,564

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
12 Graham Street - Riverside Drive/Cactus Avenue							
NBL	156	164	8	2	158	0	158
NBT	59	141	82	19	78	0	78
NBR	15	16	1	0	15	0	15
SBL	132	242	110	25	157	0	157
SBT	111	248	137	31	142	0	142
SBR	82	254	172	39	121	0	121
EBL	83	702	619	141	224	0	224
EBT	1,913	2,181	268	61	1,974	3	1,977
EBR	341	474	133	30	371	0	371
WBL	11	12	1	0	11	0	11
WBT	1,058	1,111	53	12	1,070	6	1,076
WBR	93	407	314	71	164	0	164
North Leg							
Approach	325	744	419	95	420	0	420
Departure	235	1,250	1,015	231	466	0	466
Total	560	1,994	1,434	326	886	0	886
South Leg							
Approach	230	321	91	21	251	0	251
Departure	463	734	271	61	524	0	524
Total	693	1,054	361	82	775	0	775
East Leg							
Approach	1,162	1,529	367	84	1,246	6	1,252
Departure	2,060	2,439	379	86	2,146	3	2,149
Total	3,222	3,968	746	170	3,392	9	3,401
West Leg							
Approach	2,337	3,357	1,020	232	2,569	3	2,572
Departure	1,296	1,529	233	53	1,349	6	1,355
Total	3,633	4,886	1,253	285	3,918	9	3,927
Total Approaches							
Approach	4,054	5,951	1,897	431	4,485	9	4,494
Departure	4,054	5,951	1,897	431	4,485	9	4,494
Total	8,108	11,902	3,794	862	8,970	18	8,988

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
13 Heacock Street/Alessandro Boulevard							
NBL	188	206	18	4	192	0	192
NBT	519	545	26	6	525	0	525
NBR	83	105	22	5	88	0	88
SBL	239	396	157	36	275	0	275
SBT	489	513	24	6	495	0	495
SBR	148	212	64	15	163	0	163
EBL	170	248	78	18	188	0	188
EBT	1,209	2,425	1,216	276	1,485	1	1,486
EBR	151	181	30	7	158	0	158
WBL	62	91	29	7	69	0	69
WBT	801	1,696	895	203	1,004	2	1,006
WBR	178	317	139	32	210	0	210
North Leg							
Approach	876	1,121	245	56	932	0	932
Departure	867	1,110	243	55	922	0	922
Total	1,743	2,231	488	111	1,854	0	1,854
South Leg							
Approach	790	856	66	15	805	0	805
Departure	702	785	83	19	721	0	721
Total	1,492	1,641	149	34	1,526	0	1,526
East Leg							
Approach	1,041	2,104	1,063	242	1,283	2	1,285
Departure	1,531	2,926	1,395	317	1,848	1	1,849
Total	2,572	5,030	2,458	559	3,131	3	3,134
West Leg							
Approach	1,530	2,854	1,324	301	1,831	1	1,832
Departure	1,137	2,114	977	222	1,359	2	1,361
Total	2,667	4,968	2,301	523	3,190	3	3,193
Total Approaches							
Approach	4,237	6,935	2,698	613	4,850	3	4,853
Departure	4,237	6,935	2,698	613	4,850	3	4,853
Total	8,474	13,871	5,397	1,227	9,701	6	9,707

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
14 Heacock Street/Cactus Avenue							
NBL	470	579	109	25	495	0	495
NBT	428	449	21	5	433	0	433
NBR	27	28	1	0	27	0	27
SBL	114	187	73	17	131	0	131
SBT	399	591	192	44	443	0	443
SBR	56	164	108	25	81	0	81
EBL	118	184	66	15	133	0	133
EBT	1,082	1,298	216	49	1,131	3	1,134
EBR	814	883	69	16	830	0	830
WBL	7	7	0	0	7	0	7
WBT	649	747	98	22	671	6	677
WBR	75	79	4	1	76	0	76
North Leg							
Approach	569	942	373	85	654	0	654
Departure	621	712	91	21	642	0	642
Total	1,190	1,654	464	105	1,295	0	1,295
South Leg							
Approach	925	1,057	132	30	955	0	955
Departure	1,220	1,481	261	59	1,279	0	1,279
Total	2,145	2,538	393	89	2,234	0	2,234
East Leg							
Approach	731	833	102	23	754	6	760
Departure	1,223	1,513	290	66	1,289	3	1,292
Total	1,954	2,346	392	89	2,043	9	2,052
West Leg							
Approach	2,014	2,365	351	80	2,094	3	2,097
Departure	1,175	1,490	315	72	1,247	6	1,253
Total	3,189	3,855	666	151	3,340	9	3,349
Total Approaches							
Approach	4,239	5,197	958	218	4,457	9	4,466
Departure	4,239	5,197	958	218	4,457	9	4,466
Total	8,478	10,394	1,916	435	8,913	18	8,931

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
15 Heacock Street/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	403	897	494	112	515	0	515
NBR	39	164	125	28	67	0	67
SBL	346	363	17	4	350	0	350
SBT	533	1,259	726	165	698	0	698
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	42	188	146	33	75	0	75
WBT	0	0	0	0	0	0	0
WBR	211	222	11	2	213	1	214
North Leg							
Approach	879	1,622	743	169	1,048	0	1,048
Departure	614	1,119	505	115	729	1	730
Total	1,493	2,741	1,248	284	1,777	1	1,778
South Leg							
Approach	442	1,061	619	141	583	0	583
Departure	575	1,447	872	198	773	0	773
Total	1,017	2,508	1,491	339	1,356	0	1,356
East Leg							
Approach	253	410	157	36	289	1	290
Departure	385	527	142	32	417	0	417
Total	638	937	299	68	706	1	707
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,574	3,093	1,519	345	1,919	1	1,920
Departure	1,574	3,093	1,519	345	1,919	1	1,920
Total	3,148	6,186	3,038	690	3,838	2	3,840

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
16 Indian Street/Alessandro Boulevard							
NBL	121	211	90	20	141	0	141
NBT	298	380	82	19	317	0	317
NBR	91	134	43	10	101	0	101
SBL	162	300	138	31	193	0	193
SBT	314	428	114	26	340	0	340
SBR	57	125	68	15	72	0	72
EBL	167	308	141	32	199	0	199
EBT	1,054	2,239	1,185	269	1,323	1	1,324
EBR	125	195	70	16	141	0	141
WBL	116	163	47	11	127	0	127
WBT	711	1,603	892	203	914	2	916
WBR	81	134	53	12	93	0	93
North Leg							
Approach	533	853	320	73	606	0	606
Departure	546	822	276	63	609	0	609
Total	1,079	1,675	596	135	1,214	0	1,214
South Leg							
Approach	510	725	215	49	559	0	559
Departure	555	786	231	53	608	0	608
Total	1,065	1,511	446	101	1,166	0	1,166
East Leg							
Approach	908	1,900	992	225	1,133	2	1,135
Departure	1,307	2,673	1,366	310	1,617	1	1,618
Total	2,215	4,573	2,358	536	2,751	3	2,754
West Leg							
Approach	1,346	2,742	1,396	317	1,663	1	1,664
Departure	889	1,939	1,050	239	1,128	2	1,130
Total	2,235	4,681	2,446	556	2,791	3	2,794
Total Approaches							
Approach	3,297	6,220	2,923	664	3,961	3	3,964
Departure	3,297	6,220	2,923	664	3,961	3	3,964
Total	6,594	12,440	5,846	1,329	7,923	6	7,929

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
17 Indian Street/Cactus Avenue							
NBL	73	132	59	13	86	0	86
NBT	252	486	234	53	305	0	305
NBR	38	46	8	2	40	0	40
SBL	67	76	9	2	69	0	69
SBT	352	672	320	73	425	0	425
SBR	31	53	22	5	36	0	36
EBL	53	88	35	8	61	0	61
EBT	1,002	1,038	36	8	1,010	3	1,013
EBR	170	296	126	29	199	0	199
WBL	40	47	7	2	42	0	42
WBT	533	563	30	7	540	6	546
WBR	57	64	7	2	59	0	59
North Leg							
Approach	450	801	351	80	530	0	530
Departure	362	638	276	63	425	0	425
Total	812	1,439	627	143	955	0	955
South Leg							
Approach	363	664	301	68	431	0	431
Departure	562	1,015	453	103	665	0	665
Total	925	1,679	754	171	1,096	0	1,096
East Leg							
Approach	630	674	44	10	640	6	646
Departure	1,107	1,160	53	12	1,119	3	1,122
Total	1,737	1,834	97	22	1,759	9	1,768
West Leg							
Approach	1,225	1,422	197	45	1,270	3	1,273
Departure	637	748	111	25	662	6	668
Total	1,862	2,170	308	70	1,932	9	1,941
Total Approaches							
Approach	2,668	3,561	893	203	2,871	9	2,880
Departure	2,668	3,561	893	203	2,871	9	2,880
Total	5,336	7,122	1,786	406	5,742	18	5,760

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
18 Indian Street/Iris Avenue							
NBL	17	88	71	16	33	0	33
NBT	84	285	201	46	130	0	130
NBR	9	55	46	10	19	0	19
SBL	252	373	121	28	280	0	280
SBT	176	255	79	18	194	0	194
SBR	22	27	5	1	23	0	23
EBL	26	27	1	0	26	0	26
EBT	293	391	98	22	315	0	315
EBR	75	98	23	5	80	0	80
WBL	9	18	9	2	11	0	11
WBT	191	324	133	30	221	1	222
WBR	179	200	21	5	184	0	184
North Leg							
Approach	450	655	205	47	497	0	497
Departure	289	512	223	51	340	0	340
Total	739	1,167	428	97	836	0	836
South Leg							
Approach	110	428	318	72	182	0	182
Departure	260	371	111	25	285	0	285
Total	370	799	429	98	468	0	468
East Leg							
Approach	379	542	163	37	416	1	417
Departure	554	819	265	60	614	0	614
Total	933	1,361	428	97	1,030	1	1,031
West Leg							
Approach	394	516	122	28	422	0	422
Departure	230	439	209	48	278	1	279
Total	624	955	331	75	699	1	700
Total Approaches							
Approach	1,333	2,141	808	184	1,517	1	1,518
Departure	1,333	2,141	808	184	1,517	1	1,518
Total	2,666	4,283	1,617	367	3,033	2	3,035

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
19 Perris Boulevard/Alessandro Boulevard							
NBL	244	493	249	57	301	0	301
NBT	618	1,024	406	92	710	0	710
NBR	114	347	233	53	167	0	167
SBL	139	287	148	34	173	0	173
SBT	743	1,342	599	136	879	0	879
SBR	180	247	67	15	195	0	195
EBL	396	511	115	26	422	0	422
EBT	726	1,719	993	226	952	1	953
EBR	242	501	259	59	301	0	301
WBL	189	523	334	76	265	0	265
WBT	604	1,272	668	152	756	3	759
WBR	111	192	81	18	129	0	129
North Leg							
Approach	1,062	1,876	814	185	1,247	0	1,247
Departure	1,125	1,727	602	137	1,262	0	1,262
Total	2,187	3,603	1,416	322	2,509	0	2,509
South Leg							
Approach	976	1,864	888	202	1,178	0	1,178
Departure	1,174	2,366	1,192	271	1,445	0	1,445
Total	2,150	4,230	2,080	473	2,623	0	2,623
East Leg							
Approach	904	1,987	1,083	246	1,150	3	1,153
Departure	979	2,353	1,374	312	1,291	1	1,292
Total	1,883	4,340	2,457	558	2,441	4	2,445
West Leg							
Approach	1,364	2,731	1,367	311	1,675	1	1,676
Departure	1,028	2,012	984	224	1,252	3	1,255
Total	2,392	4,743	2,351	534	2,926	4	2,930
Total Approaches							
Approach	4,306	8,458	4,152	944	5,250	4	5,254
Departure	4,306	8,458	4,152	944	5,250	4	5,254
Total	8,612	16,916	8,304	1,887	10,499	8	10,507

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
20 Perris Boulevard/Cactus Avenue							
NBL	156	264	108	25	181	0	181
NBT	724	1,548	824	187	911	0	911
NBR	63	150	87	20	83	0	83
SBL	124	182	58	13	137	0	137
SBT	872	2,013	1,141	259	1,131	0	1,131
SBR	61	64	3	1	62	0	62
EBL	97	102	5	1	98	0	98
EBT	752	809	57	13	765	3	768
EBR	189	320	131	30	219	0	219
WBL	58	144	86	20	78	0	78
WBT	507	569	62	14	521	6	527
WBR	57	81	24	5	62	0	62
North Leg							
Approach	1,057	2,259	1,202	273	1,330	0	1,330
Departure	878	1,731	853	194	1,072	0	1,072
Total	1,935	3,990	2,055	467	2,402	0	2,402
South Leg							
Approach	943	1,962	1,019	232	1,175	0	1,175
Departure	1,119	2,477	1,358	309	1,428	0	1,428
Total	2,062	4,439	2,377	540	2,602	0	2,602
East Leg							
Approach	622	794	172	39	661	6	667
Departure	939	1,141	202	46	985	3	988
Total	1,561	1,935	374	85	1,646	9	1,655
West Leg							
Approach	1,038	1,231	193	44	1,082	3	1,085
Departure	724	897	173	39	763	6	769
Total	1,762	2,128	366	83	1,845	9	1,854
Total Approaches							
Approach	3,660	6,246	2,586	588	4,248	9	4,257
Departure	3,660	6,246	2,586	588	4,248	9	4,257
Total	7,320	12,492	5,172	1,175	8,495	18	8,513

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
21 Perris Boulevard/Iris Avenue							
NBL	176	275	99	23	199	0	199
NBT	668	1,671	1,003	228	896	0	896
NBR	284	473	189	43	327	1	328
SBL	180	402	222	50	230	0	230
SBT	675	1,792	1,117	254	929	0	929
SBR	28	59	31	7	35	0	35
EBL	39	88	49	11	50	0	50
EBT	290	436	146	33	323	1	324
EBR	120	215	95	22	142	0	142
WBL	244	461	217	49	293	1	294
WBT	246	367	121	28	274	1	275
WBR	98	234	136	31	129	0	129
North Leg							
Approach	883	2,253	1,370	311	1,194	0	1,194
Departure	805	1,993	1,188	270	1,075	0	1,075
Total	1,688	4,246	2,558	581	2,269	0	2,269
South Leg							
Approach	1,128	2,419	1,291	293	1,421	1	1,422
Departure	1,039	2,468	1,429	325	1,364	1	1,365
Total	2,167	4,887	2,720	618	2,785	2	2,787
East Leg							
Approach	588	1,062	474	108	696	2	698
Departure	754	1,311	557	127	881	2	883
Total	1,342	2,373	1,031	234	1,576	4	1,580
West Leg							
Approach	449	739	290	66	515	1	516
Departure	450	701	251	57	507	1	508
Total	899	1,440	541	123	1,022	2	1,024
Total Approaches							
Approach	3,048	6,473	3,425	778	3,826	4	3,830
Departure	3,048	6,473	3,425	778	3,826	4	3,830
Total	6,096	12,946	6,850	1,557	7,653	8	7,661

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
22 Perris Boulevard/Krameria Avenue							
NBL	58	112	54	12	70	0	70
NBT	957	2,299	1,342	305	1,262	1	1,263
NBR	206	326	120	27	233	0	233
SBL	106	132	26	6	112	0	112
SBT	944	2,352	1,408	320	1,264	1	1,265
SBR	39	60	21	5	44	0	44
EBL	25	29	4	1	26	0	26
EBT	136	143	7	2	138	0	138
EBR	89	135	46	10	99	0	99
WBL	188	339	151	34	222	0	222
WBT	72	80	8	2	74	0	74
WBR	100	137	37	8	108	0	108
North Leg							
Approach	1,089	2,544	1,455	331	1,420	1	1,421
Departure	1,082	2,465	1,383	314	1,396	1	1,397
Total	2,171	5,009	2,838	645	2,816	2	2,818
South Leg							
Approach	1,221	2,737	1,516	345	1,566	1	1,567
Departure	1,221	2,826	1,605	365	1,586	1	1,587
Total	2,442	5,563	3,121	709	3,151	2	3,153
East Leg							
Approach	360	556	196	45	405	0	405
Departure	448	601	153	35	483	0	483
Total	808	1,157	349	79	887	0	887
West Leg							
Approach	250	307	57	13	263	0	263
Departure	169	252	83	19	188	0	188
Total	419	559	140	32	451	0	451
Total Approaches							
Approach	2,920	6,144	3,224	733	3,653	2	3,655
Departure	2,920	6,144	3,224	733	3,653	2	3,655
Total	5,840	12,288	6,448	1,465	7,305	4	7,309

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
23 Perris Boulevard/San Michele Road							
NBL	142	190	48	11	153	0	153
NBT	982	2,396	1,414	321	1,303	1	1,304
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	1,119	2,748	1,629	370	1,489	1	1,490
SBR	124	173	49	11	135	0	135
EBL	184	255	71	16	200	0	200
EBT	0	0	0	0	0	0	0
EBR	147	197	50	11	158	0	158
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	1,243	2,921	1,678	381	1,624	1	1,625
Departure	1,166	2,651	1,485	338	1,504	1	1,505
Total	2,409	5,572	3,163	719	3,128	2	3,130
South Leg							
Approach	1,124	2,586	1,462	332	1,456	1	1,457
Departure	1,266	2,945	1,679	382	1,648	1	1,649
Total	2,390	5,531	3,141	714	3,104	2	3,106
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	331	452	121	28	359	0	359
Departure	266	363	97	22	288	0	288
Total	597	815	218	50	647	0	647
Total Approaches							
Approach	2,698	5,959	3,261	741	3,439	2	3,441
Departure	2,698	5,959	3,261	741	3,439	2	3,441
Total	5,396	11,918	6,522	1,482	6,878	4	6,882

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
24 Perris Boulevard/Nandina Avenue							
NBL	28	29	1	0	28	0	28
NBT	1,063	2,306	1,243	283	1,346	1	1,347
NBR	46	147	101	23	69	0	69
SBL	21	135	114	26	47	0	47
SBT	1,229	2,673	1,444	328	1,557	1	1,558
SBR	49	102	53	12	61	0	61
EBL	42	116	74	17	59	0	59
EBT	21	85	64	15	36	0	36
EBR	125	173	48	11	136	0	136
WBL	23	174	151	34	57	0	57
WBT	4	29	25	6	10	0	10
WBR	10	152	142	32	42	0	42
North Leg							
Approach	1,299	2,910	1,611	366	1,665	1	1,666
Departure	1,115	2,574	1,459	332	1,447	1	1,448
Total	2,414	5,484	3,070	698	3,112	2	3,114
South Leg							
Approach	1,137	2,482	1,345	306	1,443	1	1,444
Departure	1,377	3,020	1,643	373	1,750	1	1,751
Total	2,514	5,502	2,988	679	3,193	2	3,195
East Leg							
Approach	37	355	318	72	109	0	109
Departure	88	367	279	63	151	0	151
Total	125	722	597	136	261	0	261
West Leg							
Approach	188	374	186	42	230	0	230
Departure	81	160	79	18	99	0	99
Total	269	534	265	60	329	0	329
Total Approaches							
Approach	2,661	6,121	3,460	786	3,447	2	3,449
Departure	2,661	6,121	3,460	786	3,447	2	3,449
Total	5,322	12,242	6,920	1,573	6,895	4	6,899

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
25	**Perris Boulevard/Harley Knox Boulevard**							
NBL		60	147	87	20	80	0	80
NBT		736	1,311	575	131	867	1	868
NBR		4	22	18	4	8	0	8
SBL		130	604	474	108	238	0	238
SBT		1,129	1,942	813	185	1,314	1	1,315
SBR		308	645	337	77	385	0	385
EBL		331	679	348	79	410	0	410
EBT		143	893	750	170	313	0	313
EBR		157	363	206	47	204	0	204
WBL		3	21	18	4	7	0	7
WBT		72	602	530	120	192	0	192
WBR		67	408	341	78	145	0	145
North Leg								
	Approach	1,567	3,191	1,624	369	1,936	1	1,937
	Departure	1,134	2,398	1,264	287	1,421	1	1,422
	Total	2,701	5,589	2,888	656	3,357	2	3,359
South Leg								
	Approach	800	1,480	680	155	955	1	956
	Departure	1,289	2,326	1,037	236	1,525	1	1,526
	Total	2,089	3,806	1,717	390	2,479	2	2,481
East Leg								
	Approach	142	1,031	889	202	344	0	344
	Departure	277	1,519	1,242	282	559	0	559
	Total	419	2,550	2,131	484	903	0	903
West Leg								
	Approach	631	1,935	1,304	296	927	0	927
	Departure	440	1,394	954	217	657	0	657
	Total	1,071	3,329	2,258	513	1,584	0	1,584
Total Approaches								
	Approach	3,140	7,637	4,497	1,022	4,162	2	4,164
	Departure	3,140	7,637	4,497	1,022	4,162	2	4,164
	Total	6,280	15,274	8,994	2,044	8,324	4	8,328

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
26 Kitching Street/Alessandro Boulevard							
NBL	141	148	7	2	143	0	143
NBT	234	285	51	12	246	0	246
NBR	20	52	32	7	27	0	27
SBL	47	175	128	29	76	0	76
SBT	228	339	111	25	253	0	253
SBR	105	143	38	9	114	0	114
EBL	135	193	58	13	148	0	148
EBT	643	1,966	1,323	301	944	2	946
EBR	196	239	43	10	206	0	206
WBL	21	67	46	10	31	0	31
WBT	514	1,490	976	222	736	3	739
WBR	69	256	187	43	112	0	112
North Leg							
Approach	380	657	277	63	443	0	443
Departure	438	734	296	67	505	0	505
Total	818	1,391	573	130	948	0	948
South Leg							
Approach	395	485	90	20	415	0	415
Departure	445	645	200	45	490	0	490
Total	840	1,130	290	66	906	0	906
East Leg							
Approach	604	1,813	1,209	275	879	3	882
Departure	710	2,193	1,483	337	1,047	2	1,049
Total	1,314	4,006	2,692	612	1,926	5	1,931
West Leg							
Approach	974	2,398	1,424	324	1,298	2	1,300
Departure	760	1,781	1,021	232	992	3	995
Total	1,734	4,179	2,445	556	2,290	5	2,295
Total Approaches							
Approach	2,353	5,353	3,000	682	3,035	5	3,040
Departure	2,353	5,353	3,000	682	3,035	5	3,040
Total	4,706	10,706	6,000	1,364	6,070	10	6,080

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
27 Kitching Street/Cactus Avenue							
NBL	103	107	4	1	104	0	104
NBT	221	377	156	35	256	0	256
NBR	17	41	24	5	22	0	22
SBL	29	101	72	16	45	0	45
SBT	260	560	300	68	328	0	328
SBR	51	76	25	6	57	0	57
EBL	40	42	2	0	40	0	40
EBT	667	845	178	40	707	3	710
EBR	169	177	8	2	171	0	171
WBL	33	57	24	5	38	0	38
WBT	490	581	91	21	511	6	517
WBR	26	51	25	6	32	0	32
North Leg							
Approach	340	737	397	90	430	0	430
Departure	287	470	183	42	329	0	329
Total	627	1,207	580	132	759	0	759
South Leg							
Approach	341	525	184	42	383	0	383
Departure	462	794	332	76	538	0	538
Total	803	1,319	516	117	920	0	920
East Leg							
Approach	549	689	140	32	581	6	587
Departure	713	987	274	62	775	3	778
Total	1,262	1,676	414	94	1,356	9	1,365
West Leg							
Approach	876	1,064	188	43	919	3	922
Departure	644	764	120	27	671	6	677
Total	1,520	1,828	308	70	1,590	9	1,599
Total Approaches							
Approach	2,106	3,015	909	207	2,313	9	2,322
Departure	2,106	3,015	909	207	2,313	9	2,322
Total	4,212	6,031	1,819	413	4,625	18	4,643

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
28	**Kitching Street/Iris Avenue**							
NBL		60	105	45	10	70	0	70
NBT		122	317	195	44	166	0	166
NBR		98	910	812	185	283	0	283
SBL		47	129	82	19	66	0	66
SBT		155	346	191	43	198	0	198
SBR		92	97	5	1	93	0	93
EBL		168	176	8	2	170	0	170
EBT		780	1,203	423	96	876	2	878
EBR		109	136	27	6	115	0	115
WBL		134	835	701	159	293	0	293
WBT		725	1,049	324	74	799	3	802
WBR		103	222	119	27	130	0	130
North Leg								
	Approach	294	572	278	63	357	0	357
	Departure	393	715	322	73	466	0	466
	Total	687	1,287	600	136	823	0	823
South Leg								
	Approach	280	1,332	1,052	239	519	0	519
	Departure	398	1,317	919	209	607	0	607
	Total	678	2,649	1,971	448	1,126	0	1,126
East Leg								
	Approach	962	2,106	1,144	260	1,222	3	1,225
	Departure	925	2,242	1,317	299	1,224	2	1,226
	Total	1,887	4,348	2,461	559	2,446	5	2,451
West Leg								
	Approach	1,057	1,515	458	104	1,161	2	1,163
	Departure	877	1,251	374	85	962	3	965
	Total	1,934	2,766	832	189	2,123	5	2,128
Total Approaches								
	Approach	2,593	5,525	2,932	666	3,259	5	3,264
	Departure	2,593	5,525	2,932	666	3,259	5	3,264
	Total	5,186	11,050	5,864	1,333	6,519	10	6,529

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
29	**Lasselle Street/Alessandro Boulevard**							
NBL		157	205	48	11	168	0	168
NBT		418	530	112	25	443	0	443
NBR		126	230	104	24	150	0	150
SBL		12	77	65	15	27	0	27
SBT		333	675	342	78	411	0	411
SBR		22	101	79	18	40	0	40
EBL		56	155	99	23	79	0	79
EBT		425	1,687	1,262	287	712	2	714
EBR		216	272	56	13	229	0	229
WBL		80	166	86	20	100	0	100
WBT		267	1,251	984	224	491	3	494
WBR		20	91	71	16	36	1	37
North Leg								
	Approach	367	853	486	110	477	0	477
	Departure	494	776	282	64	558	1	559
	Total	861	1,629	768	175	1,036	1	1,037
South Leg								
	Approach	701	965	264	60	761	0	761
	Departure	629	1,113	484	110	739	0	739
	Total	1,330	2,078	748	170	1,500	0	1,500
East Leg								
	Approach	367	1,508	1,141	259	626	4	630
	Departure	563	1,994	1,431	325	888	2	890
	Total	930	3,502	2,572	585	1,515	6	1,521
West Leg								
	Approach	697	2,114	1,417	322	1,019	2	1,021
	Departure	446	1,557	1,111	253	699	3	702
	Total	1,143	3,671	2,528	575	1,718	5	1,723
Total Approaches								
	Approach	2,132	5,440	3,308	752	2,884	6	2,890
	Departure	2,132	5,440	3,308	752	2,884	6	2,890
	Total	4,264	10,880	6,616	1,504	5,768	12	5,780

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
30 Lasselle Street/Cactus Avenue							
NBL	116	122	6	1	117	0	117
NBT	453	670	217	49	502	0	502
NBR	157	377	220	50	207	0	207
SBL	29	97	68	15	44	0	44
SBT	558	878	320	73	631	0	631
SBR	23	24	1	0	23	0	23
EBL	51	55	4	1	52	0	52
EBT	354	619	265	60	414	3	417
EBR	237	249	12	3	240	0	240
WBL	198	448	250	57	255	0	255
WBT	355	527	172	39	394	6	400
WBR	61	180	119	27	88	0	88
North Leg							
Approach	610	999	389	88	698	0	698
Departure	565	905	340	77	642	0	642
Total	1,175	1,904	729	166	1,341	0	1,341
South Leg							
Approach	726	1,169	443	101	827	0	827
Departure	993	1,575	582	132	1,125	0	1,125
Total	1,719	2,744	1,025	233	1,952	0	1,952
East Leg							
Approach	614	1,155	541	123	737	6	743
Departure	540	1,093	553	126	666	3	669
Total	1,154	2,248	1,094	249	1,403	9	1,412
West Leg							
Approach	642	923	281	64	706	3	709
Departure	494	673	179	41	535	6	541
Total	1,136	1,596	460	104	1,240	9	1,249
Total Approaches							
Approach	2,592	4,246	1,654	376	2,968	9	2,977
Departure	2,592	4,246	1,654	376	2,968	9	2,977
Total	5,184	8,491	3,307	752	5,936	18	5,954

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
31 Lasselle Street/John F Kennedy Drive							
NBL	95	197	102	23	118	1	119
NBT	659	980	321	73	732	0	732
NBR	38	40	2	0	38	0	38
SBL	78	79	1	0	78	0	78
SBT	805	1,200	395	90	895	0	895
SBR	73	179	106	24	97	0	97
EBL	97	179	82	19	116	0	116
EBT	83	88	5	1	84	0	84
EBR	168	264	96	22	190	1	191
WBL	37	39	2	0	37	0	37
WBT	99	121	22	5	104	0	104
WBR	92	97	5	1	93	0	93
North Leg							
Approach	956	1,458	502	114	1,070	0	1,070
Departure	848	1,256	408	93	941	0	941
Total	1,804	2,714	910	207	2,011	0	2,011
South Leg							
Approach	792	1,217	425	97	889	1	890
Departure	1,010	1,503	493	112	1,122	1	1,123
Total	1,802	2,720	918	209	2,011	2	2,013
East Leg							
Approach	228	256	28	6	234	0	234
Departure	199	207	8	2	201	0	201
Total	427	463	36	8	435	0	435
West Leg							
Approach	348	531	183	42	390	1	391
Departure	267	497	230	52	319	1	320
Total	615	1,028	413	94	709	2	711
Total Approaches							
Approach	2,324	3,462	1,138	259	2,583	2	2,585
Departure	2,324	3,462	1,138	259	2,583	2	2,585
Total	4,648	6,925	2,277	517	5,165	4	5,169

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
32 Lasselle Street/Iris Avenue							
NBL	221	366	145	33	254	0	254
NBT	611	629	18	4	615	0	615
NBR	499	730	231	53	552	2	554
SBL	221	429	208	47	268	1	269
SBT	714	751	37	8	722	0	722
SBR	94	206	112	25	119	0	119
EBL	182	392	210	48	230	0	230
EBT	445	1,362	917	208	653	2	655
EBR	288	478	190	43	331	0	331
WBL	600	707	107	24	624	4	628
WBT	624	1,535	911	207	831	4	835
WBR	86	132	46	10	96	1	97
North Leg							
Approach	1,029	1,386	357	81	1,110	1	1,111
Departure	879	1,153	274	62	941	1	942
Total	1,908	2,539	631	143	2,051	2	2,053
South Leg							
Approach	1,331	1,725	394	90	1,421	2	1,423
Departure	1,602	1,936	334	76	1,678	4	1,682
Total	2,933	3,661	728	165	3,098	6	3,104
East Leg							
Approach	1,310	2,374	1,064	242	1,552	9	1,561
Departure	1,165	2,521	1,356	308	1,473	5	1,478
Total	2,475	4,895	2,420	550	3,025	14	3,039
West Leg							
Approach	915	2,232	1,317	299	1,214	2	1,216
Departure	939	2,107	1,168	265	1,204	4	1,208
Total	1,854	4,339	2,485	565	2,419	6	2,425
Total Approaches							
Approach	4,585	7,717	3,132	712	5,297	14	5,311
Departure	4,585	7,717	3,132	712	5,297	14	5,311
Total	9,170	15,434	6,264	1,424	10,594	28	10,622

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
33 Lasselle Street/Krameria Avenue							
NBL	89	120	31	7	96	0	96
NBT	819	1,281	462	105	924	2	926
NBR	81	85	4	1	82	0	82
SBL	102	123	21	5	107	0	107
SBT	1,133	1,563	430	98	1,231	4	1,235
SBR	70	153	83	19	89	0	89
EBL	155	319	164	37	192	0	192
EBT	47	49	2	1	48	0	48
EBR	195	219	24	5	200	0	200
WBL	57	60	3	1	58	0	58
WBT	37	40	3	1	38	0	38
WBR	62	78	16	4	66	0	66
North Leg							
Approach	1,305	1,839	534	121	1,426	4	1,430
Departure	1,036	1,678	642	146	1,182	2	1,184
Total	2,341	3,517	1,176	267	2,608	6	2,614
South Leg							
Approach	989	1,486	497	113	1,102	2	1,104
Departure	1,385	1,842	457	104	1,489	4	1,493
Total	2,374	3,328	954	217	2,591	6	2,597
East Leg							
Approach	156	178	22	5	161	0	161
Departure	230	257	27	6	236	0	236
Total	386	435	49	11	397	0	397
West Leg							
Approach	397	587	190	43	440	0	440
Departure	196	313	117	27	223	0	223
Total	593	900	307	70	663	0	663
Total Approaches							
Approach	2,847	4,090	1,243	283	3,130	6	3,136
Departure	2,847	4,090	1,243	283	3,130	6	3,136
Total	5,694	8,181	2,487	565	6,259	12	6,271

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
34	**Lasselle Street/Via Xavier Lane**							
NBL		1	1	0	0	1	0	1
NBT		876	1,333	457	104	980	2	982
NBR		12	13	1	0	12	0	12
SBL		29	30	1	0	29	0	29
SBT		1,218	1,654	436	99	1,317	4	1,321
SBR		21	21	0	0	21	0	21
EBL		11	11	0	0	11	0	11
EBT		0	0	0	0	0	0	0
EBR		2	2	0	0	2	0	2
WBL		10	10	0	0	10	0	10
WBT		0	0	0	0	0	0	0
WBR		29	29	0	0	29	0	29
North Leg								
	Approach	1,268	1,705	437	99	1,367	4	1,371
	Departure	916	1,373	457	104	1,020	2	1,022
	Total	2,184	3,078	894	203	2,387	6	2,393
South Leg								
	Approach	889	1,347	458	104	993	2	995
	Departure	1,230	1,666	436	99	1,329	4	1,333
	Total	2,119	3,013	894	203	2,322	6	2,328
East Leg								
	Approach	39	39	0	0	39	0	39
	Departure	41	43	2	1	42	0	42
	Total	80	82	2	1	81	0	81
West Leg								
	Approach	13	13	0	0	13	0	13
	Departure	22	22	0	0	22	0	22
	Total	35	35	0	0	35	0	35
Total Approaches								
	Approach	2,209	3,104	895	204	2,413	6	2,419
	Departure	2,209	3,104	895	204	2,413	6	2,419
	Total	4,418	6,209	1,791	407	4,825	12	4,837

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
35 Lasselle Street/Lasselle Sports Park - Rojo Tierra							
NBL	2	2	0	0	2	0	2
NBT	874	1,330	456	104	978	2	980
NBR	12	13	1	0	12	0	12
SBL	57	60	3	1	58	0	58
SBT	1,189	1,625	436	99	1,288	3	1,291
SBR	7	7	0	0	7	0	7
EBL	13	13	0	0	13	0	13
EBT	1	1	0	0	1	0	1
EBR	3	3	0	0	3	0	3
WBL	4	4	0	0	4	0	4
WBT	2	2	0	0	2	0	2
WBR	33	33	0	0	33	0	33
North Leg							
Approach	1,253	1,692	439	100	1,353	3	1,356
Departure	920	1,376	456	104	1,024	2	1,026
Total	2,173	3,068	895	203	2,376	5	2,381
South Leg							
Approach	888	1,345	457	104	992	2	994
Departure	1,196	1,632	436	99	1,295	3	1,298
Total	2,084	2,977	893	203	2,287	5	2,292
East Leg							
Approach	39	39	0	0	39	0	39
Departure	70	74	4	1	71	0	71
Total	109	113	4	1	110	0	110
West Leg							
Approach	17	17	0	0	17	0	17
Departure	11	11	0	0	11	0	11
Total	28	28	0	0	28	0	28
Total Approaches							
Approach	2,197	3,093	896	204	2,401	5	2,406
Departure	2,197	3,093	896	204	2,401	5	2,406
Total	4,394	6,186	1,792	407	4,801	10	4,811

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
36 Lasselle Street/Cremello Way - Avenida De Plata							
NBL	9	10	1	0	9	0	9
NBT	852	1,220	368	84	936	2	938
NBR	10	65	55	13	23	0	23
SBL	17	82	65	15	32	0	32
SBT	1,159	1,548	389	88	1,247	3	1,250
SBR	19	20	1	0	19	0	19
EBL	24	77	53	12	36	0	36
EBT	1	15	14	3	4	0	4
EBR	4	16	12	3	7	0	7
WBL	13	69	56	13	26	0	26
WBT	1	3	2	0	1	0	1
WBR	11	47	36	8	19	0	19
North Leg							
Approach	1,195	1,650	455	103	1,298	3	1,301
Departure	887	1,344	457	104	991	2	993
Total	2,082	2,994	912	207	2,289	5	2,294
South Leg							
Approach	871	1,295	424	96	967	2	969
Departure	1,176	1,633	457	104	1,280	3	1,283
Total	2,047	2,928	881	200	2,247	5	2,252
East Leg							
Approach	25	119	94	21	46	0	46
Departure	28	162	134	30	58	0	58
Total	53	281	228	52	105	0	105
West Leg							
Approach	29	108	79	18	47	0	47
Departure	29	33	4	1	30	0	30
Total	58	141	83	19	77	0	77
Total Approaches							
Approach	2,120	3,172	1,052	239	2,359	5	2,364
Departure	2,120	3,172	1,052	239	2,359	5	2,364
Total	4,240	6,344	2,104	478	4,718	10	4,728

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
37 Lasselle Street/Avenida Classica - Kentucky Derby Drive							
NBL	21	22	1	0	21	0	21
NBT	816	1,254	438	100	916	1	917
NBR	8	8	0	0	8	0	8
SBL	9	9	0	0	9	0	9
SBT	1,086	1,544	458	104	1,190	3	1,193
SBR	48	50	2	1	49	0	49
EBL	51	51	0	0	51	0	51
EBT	1	1	0	0	1	0	1
EBR	6	6	0	0	6	0	6
WBL	8	8	0	0	8	0	8
WBT	1	1	0	0	1	0	1
WBR	4	4	0	0	4	0	4
North Leg							
Approach	1,143	1,603	460	105	1,248	3	1,251
Departure	871	1,309	438	100	971	1	972
Total	2,014	2,912	898	204	2,218	4	2,222
South Leg							
Approach	845	1,284	439	100	945	1	946
Departure	1,100	1,558	458	104	1,204	3	1,207
Total	1,945	2,842	897	204	2,149	4	2,153
East Leg							
Approach	13	13	0	0	13	0	13
Departure	18	18	0	0	18	0	18
Total	31	31	0	0	31	0	31
West Leg							
Approach	58	58	0	0	58	0	58
Departure	70	73	3	1	71	0	71
Total	128	131	3	1	129	0	129
Total Approaches							
Approach	2,059	2,958	899	204	2,263	4	2,267
Departure	2,059	2,958	899	204	2,263	4	2,267
Total	4,118	5,917	1,799	409	4,527	8	4,535

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
38 Lasselle Street/Via De Anza - Rancho Verde High School							
NBL	62	64	2	0	62	0	62
NBT	727	1,162	435	99	826	1	827
NBR	76	80	4	1	77	0	77
SBL	142	149	7	2	144	0	144
SBT	1,042	1,500	458	104	1,146	2	1,148
SBR	9	9	0	0	9	0	9
EBL	9	10	1	0	9	0	9
EBT	5	5	0	0	5	0	5
EBR	19	20	1	0	19	0	19
WBL	68	71	3	1	69	0	69
WBT	4	4	0	0	4	0	4
WBR	109	112	3	1	110	0	110
North Leg							
Approach	1,193	1,658	465	106	1,299	2	1,301
Departure	845	1,284	439	100	945	1	946
Total	2,038	2,942	904	205	2,243	3	2,246
South Leg							
Approach	865	1,306	441	100	965	1	966
Departure	1,129	1,591	462	105	1,234	2	1,236
Total	1,994	2,897	903	205	2,199	3	2,202
East Leg							
Approach	181	188	7	2	183	0	183
Departure	223	234	11	3	226	0	226
Total	404	422	18	4	408	0	408
West Leg							
Approach	33	35	2	1	34	0	34
Departure	75	77	2	1	76	0	76
Total	108	112	4	1	109	0	109
Total Approaches							
Approach	2,272	3,187	915	208	2,480	3	2,483
Departure	2,272	3,187	915	208	2,480	3	2,483
Total	4,544	6,374	1,830	416	4,960	6	4,966

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
39 Evans Road/Ramona Expressway							
NBL	237	242	5	1	238	0	238
NBT	375	832	457	104	479	1	480
NBR	13	74	61	14	27	0	27
SBL	263	762	499	113	376	0	376
SBT	491	1,203	712	162	653	1	654
SBR	357	375	18	4	361	0	361
EBL	366	384	18	4	370	0	370
EBT	1,089	2,106	1,017	231	1,320	0	1,320
EBR	350	572	222	50	400	0	400
WBL	15	123	108	25	40	0	40
WBT	672	1,162	490	111	783	0	783
WBR	191	718	527	120	311	0	311
North Leg							
Approach	1,111	2,340	1,229	279	1,390	1	1,391
Departure	932	1,934	1,002	228	1,160	1	1,161
Total	2,043	4,274	2,231	507	2,550	2	2,552
South Leg							
Approach	625	1,148	523	119	744	1	745
Departure	856	1,898	1,042	237	1,093	1	1,094
Total	1,481	3,046	1,565	356	1,837	2	1,839
East Leg							
Approach	878	2,003	1,125	256	1,134	0	1,134
Departure	1,365	2,942	1,577	358	1,723	0	1,723
Total	2,243	4,945	2,702	614	2,857	0	2,857
West Leg							
Approach	1,805	3,062	1,257	286	2,091	0	2,091
Departure	1,266	1,779	513	117	1,383	0	1,383
Total	3,071	4,841	1,770	402	3,473	0	3,473
Total Approaches							
Approach	4,419	8,553	4,134	940	5,359	2	5,361
Departure	4,419	8,553	4,134	940	5,359	2	5,361
Total	8,838	17,106	8,268	1,879	10,717	4	10,721

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
40 Camino Flores/Iris Avenue							
NBL	2	2	0	0	2	0	2
NBT	0	0	0	0	0	0	0
NBR	2	2	0	0	2	0	2
SBL	112	117	5	1	113	0	113
SBT	1	1	0	0	1	0	1
SBR	119	125	6	1	120	0	120
EBL	193	200	7	2	195	0	195
EBT	969	2,321	1,352	307	1,276	5	1,281
EBR	2	2	0	0	2	0	2
WBL	6	6	0	0	6	0	6
WBT	1,084	2,152	1,068	243	1,327	9	1,336
WBR	104	109	5	1	105	0	105
North Leg							
Approach	232	243	11	2	234	0	234
Departure	297	309	12	3	300	0	300
Total	529	552	23	5	534	0	534
South Leg							
Approach	4	4	0	0	4	0	4
Departure	9	9	0	0	9	0	9
Total	13	13	0	0	13	0	13
East Leg							
Approach	1,194	2,267	1,073	244	1,438	9	1,447
Departure	1,083	2,440	1,357	308	1,391	5	1,396
Total	2,277	4,707	2,430	552	2,829	14	2,843
West Leg							
Approach	1,164	2,523	1,359	309	1,473	5	1,478
Departure	1,205	2,279	1,074	244	1,449	9	1,458
Total	2,369	4,802	2,433	553	2,922	14	2,936
Total Approaches							
Approach	2,594	5,037	2,443	555	3,149	14	3,163
Departure	2,594	5,037	2,443	555	3,149	14	3,163
Total	5,188	10,074	4,886	1,111	6,299	28	6,327

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
41 Coachlight Court - Avenida De Circo/Iris Avenue							
NBL	52	171	119	27	79	0	79
NBT	0	0	0	0	0	0	0
NBR	5	93	88	20	25	0	25
SBL	13	168	155	35	48	0	48
SBT	0	0	0	0	0	0	0
SBR	41	94	53	12	53	0	53
EBL	50	125	75	17	67	0	67
EBT	985	2,237	1,252	285	1,270	5	1,275
EBR	48	252	204	46	94	0	94
WBL	2	47	45	10	12	0	12
WBT	1,101	1,993	892	203	1,304	10	1,314
WBR	10	113	103	23	33	0	33
North Leg							
Approach	54	262	208	47	101	0	101
Departure	60	238	178	40	100	0	100
Total	114	500	386	88	202	0	202
South Leg							
Approach	57	264	207	47	104	0	104
Departure	50	299	249	57	107	0	107
Total	107	563	456	104	211	0	211
East Leg							
Approach	1,113	2,153	1,040	236	1,349	10	1,359
Departure	1,003	2,498	1,495	340	1,343	5	1,348
Total	2,116	4,651	2,535	576	2,692	15	2,707
West Leg							
Approach	1,083	2,614	1,531	348	1,431	5	1,436
Departure	1,194	2,258	1,064	242	1,436	10	1,446
Total	2,277	4,872	2,595	590	2,867	15	2,882
Total Approaches							
Approach	2,307	5,293	2,986	679	2,986	15	3,001
Departure	2,307	5,293	2,986	679	2,986	15	3,001
Total	4,614	10,586	5,972	1,357	5,971	30	6,001

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
42 Grande Vista Drive/Iris Avenue							
NBL	54	57	3	1	55	0	55
NBT	0	0	0	0	0	0	0
NBR	24	25	1	0	24	0	24
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	846	2,340	1,494	340	1,186	5	1,191
EBR	60	64	4	1	61	0	61
WBL	26	27	1	0	26	0	26
WBT	1,108	2,320	1,212	275	1,383	10	1,393
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	78	82	4	1	79	0	79
Departure	86	91	5	1	87	0	87
Total	164	173	9	2	166	0	166
East Leg							
Approach	1,134	2,347	1,213	276	1,410	10	1,420
Departure	870	2,365	1,495	340	1,210	5	1,215
Total	2,004	4,712	2,708	616	2,620	15	2,635
West Leg							
Approach	906	2,404	1,498	340	1,246	5	1,251
Departure	1,162	2,377	1,215	276	1,438	10	1,448
Total	2,068	4,781	2,713	617	2,685	15	2,700
Total Approaches							
Approach	2,118	4,833	2,715	617	2,735	15	2,750
Departure	2,118	4,833	2,715	617	2,735	15	2,750
Total	4,236	9,666	5,430	1,234	5,470	30	5,500

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps							
NBL	157	242	85	19	176	0	176
NBT	277	620	343	78	355	0	355
NBR	602	833	231	53	655	4	659
SBL	24	34	10	2	26	0	26
SBT	216	292	76	17	233	0	233
SBR	10	16	6	1	11	0	11
EBL	6	18	12	3	9	0	9
EBT	22	40	18	4	26	0	26
EBR	125	216	91	21	146	0	146
WBL	144	307	163	37	181	0	181
WBT	21	52	31	7	28	0	28
WBR	18	65	47	11	29	0	29
North Leg							
Approach	250	342	92	21	271	0	271
Departure	301	703	402	91	392	0	392
Total	551	1,045	494	112	663	0	663
South Leg							
Approach	1,036	1,695	659	150	1,186	4	1,190
Departure	485	815	330	75	560	0	560
Total	1,521	2,510	989	225	1,746	4	1,750
East Leg							
Approach	183	424	241	55	238	0	238
Departure	648	907	259	59	707	4	711
Total	831	1,331	500	114	945	4	949
West Leg							
Approach	153	274	121	28	181	0	181
Departure	188	310	122	28	216	0	216
Total	341	584	243	55	396	0	396
Total Approaches							
Approach	1,622	2,735	1,113	253	1,875	4	1,879
Departure	1,622	2,735	1,113	253	1,875	4	1,879
Total	3,244	5,470	2,226	506	3,750	8	3,758

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
44	**Nason Street/SR-60 Eastbound Ramps**							
NBL		0	0	0	0	0	0	0
NBT		948	1,618	670	152	1,100	4	1,104
NBR		129	166	37	8	137	0	137
SBL		37	39	2	0	37	0	37
SBT		439	775	336	76	515	0	515
SBR		0	0	0	0	0	0	0
EBL		99	104	5	1	100	0	100
EBT		8	8	0	0	8	0	8
EBR		592	618	26	6	598	2	600
WBL		0	0	0	0	0	0	0
WBT		0	0	0	0	0	0	0
WBR		0	0	0	0	0	0	0
North Leg								
	Approach	476	814	338	77	553	0	553
	Departure	1,047	1,722	675	153	1,200	4	1,204
	Total	1,523	2,536	1,013	230	1,753	4	1,757
South Leg								
	Approach	1,077	1,784	707	161	1,238	4	1,242
	Departure	1,031	1,393	362	82	1,113	2	1,115
	Total	2,108	3,177	1,069	243	2,351	6	2,357
East Leg								
	Approach	0	0	0	0	0	0	0
	Departure	174	213	39	9	183	0	183
	Total	174	213	39	9	183	0	183
West Leg								
	Approach	699	730	31	7	706	2	708
	Departure	0	0	0	0	0	0	0
	Total	699	730	31	7	706	2	708
Total Approaches								
	Approach	2,252	3,328	1,076	245	2,497	6	2,503
	Departure	2,252	3,328	1,076	245	2,497	6	2,503
	Total	4,504	6,657	2,153	489	4,993	12	5,005

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
45 Nason Street/Eucalyptus Avenue							
NBL	35	50	15	3	38	0	38
NBT	806	1,348	542	123	929	4	933
NBR	185	688	503	114	299	0	299
SBL	14	46	32	7	21	0	21
SBT	705	1,081	376	85	790	2	792
SBR	73	92	19	4	77	0	77
EBL	59	134	75	17	76	0	76
EBT	125	629	504	115	240	0	240
EBR	53	124	71	16	69	0	69
WBL	134	591	457	104	238	0	238
WBT	124	450	326	74	198	0	198
WBR	24	102	78	18	42	0	42
North Leg							
Approach	792	1,219	427	97	889	2	891
Departure	889	1,584	695	158	1,047	4	1,051
Total	1,681	2,803	1,122	255	1,936	6	1,942
South Leg							
Approach	1,026	2,086	1,060	241	1,267	4	1,271
Departure	892	1,796	904	205	1,097	2	1,099
Total	1,918	3,882	1,964	446	2,364	6	2,370
East Leg							
Approach	282	1,143	861	196	478	0	478
Departure	324	1,363	1,039	236	560	0	560
Total	606	2,506	1,900	432	1,038	0	1,038
West Leg							
Approach	237	887	650	148	385	0	385
Departure	232	592	360	82	314	0	314
Total	469	1,479	1,010	230	699	0	699
Total Approaches							
Approach	2,337	5,335	2,998	681	3,018	6	3,024
Departure	2,337	5,335	2,998	681	3,018	6	3,024
Total	4,674	10,670	5,996	1,363	6,037	12	6,049

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
46 Nason Street/Cottonwood Avenue							
NBL	30	38	8	2	32	0	32
NBT	835	1,589	754	171	1,006	5	1,011
NBR	7	39	32	7	14	0	14
SBL	25	120	95	22	47	0	47
SBT	640	1,307	667	152	792	2	794
SBR	98	107	9	2	100	0	100
EBL	77	133	56	13	90	0	90
EBT	24	121	97	22	46	0	46
EBR	39	83	44	10	49	0	49
WBL	2	10	8	2	4	0	4
WBT	37	95	58	13	50	0	50
WBR	22	85	63	14	36	0	36
North Leg							
Approach	763	1,534	771	175	938	2	940
Departure	934	1,807	873	198	1,132	5	1,137
Total	1,697	3,341	1,644	374	2,071	7	2,078
South Leg							
Approach	872	1,666	794	180	1,052	5	1,057
Departure	681	1,400	719	163	844	2	846
Total	1,553	3,066	1,513	344	1,897	7	1,904
East Leg							
Approach	61	190	129	29	90	0	90
Departure	56	280	224	51	107	0	107
Total	117	470	353	80	197	0	197
West Leg							
Approach	140	337	197	45	185	0	185
Departure	165	240	75	17	182	0	182
Total	305	577	272	62	367	0	367
Total Approaches							
Approach	1,836	3,727	1,891	430	2,266	7	2,273
Departure	1,836	3,727	1,891	430	2,266	7	2,273
Total	3,672	7,454	3,782	860	4,532	14	4,546

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
47 Nason Street/Alessandro Boulevard							
NBL	75	257	182	41	116	4	120
NBT	680	1,023	343	78	758	5	763
NBR	89	149	60	14	103	0	103
SBL	47	88	41	9	56	0	56
SBT	556	982	426	97	653	2	655
SBR	70	268	198	45	115	0	115
EBL	120	426	306	70	190	0	190
EBT	294	1,160	866	197	491	0	491
EBR	76	283	207	47	123	2	125
WBL	25	53	28	6	31	0	31
WBT	189	875	686	156	345	0	345
WBR	61	124	63	14	75	0	75
North Leg							
Approach	673	1,338	665	151	824	2	826
Departure	861	1,573	712	162	1,023	5	1,028
Total	1,534	2,911	1,377	313	1,847	7	1,854
South Leg							
Approach	844	1,429	585	133	977	9	986
Departure	657	1,318	661	150	807	4	811
Total	1,501	2,747	1,246	283	1,784	13	1,797
East Leg							
Approach	275	1,052	777	177	452	0	452
Departure	430	1,397	967	220	650	0	650
Total	705	2,449	1,744	396	1,101	0	1,101
West Leg							
Approach	490	1,869	1,379	313	803	2	805
Departure	334	1,400	1,066	242	576	4	580
Total	824	3,269	2,445	556	1,380	6	1,386
Total Approaches							
Approach	2,282	5,688	3,406	774	3,056	13	3,069
Departure	2,282	5,688	3,406	774	3,056	13	3,069
Total	4,564	11,376	6,812	1,548	6,112	26	6,138

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
48	**Nason Street/Cactus Avenue**							
NBL		35	37	2	0	35	7	42
NBT		310	758	448	102	412	9	421
NBR		20	73	53	12	32	0	32
SBL		88	271	183	42	130	0	130
SBT		433	960	527	120	553	5	558
SBR		119	125	6	1	120	0	120
EBL		128	134	6	1	129	0	129
EBT		391	538	147	33	424	0	424
EBR		82	86	4	1	83	3	86
WBL		23	112	89	20	43	0	43
WBT		281	390	109	25	306	0	306
WBR		42	190	148	34	76	0	76
North Leg								
	Approach	640	1,356	716	163	803	5	808
	Departure	480	1,082	602	137	617	9	626
	Total	1,120	2,438	1,318	300	1,420	14	1,434
South Leg								
	Approach	365	868	503	114	479	16	495
	Departure	538	1,158	620	141	679	8	687
	Total	903	2,026	1,123	255	1,158	24	1,182
East Leg								
	Approach	346	692	346	79	425	0	425
	Departure	499	882	383	87	586	0	586
	Total	845	1,574	729	166	1,011	0	1,011
West Leg								
	Approach	601	759	158	36	637	3	640
	Departure	435	552	117	27	462	7	469
	Total	1,036	1,310	274	62	1,098	10	1,108
Total Approaches								
	Approach	1,952	3,674	1,722	391	2,343	24	2,367
	Departure	1,952	3,674	1,722	391	2,343	24	2,367
	Total	3,904	7,348	3,444	783	4,687	48	4,735

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
49 Nason Street-Hillrose Lane/Iris Avenue							
NBL	11	12	1	0	11	0	11
NBT	34	34	0	0	34	0	34
NBR	13	14	1	0	13	0	13
SBL	107	212	105	24	131	8	139
SBT	44	46	2	1	45	0	45
SBR	352	866	514	117	469	0	469
EBL	211	622	411	93	304	0	304
EBT	642	1,712	1,070	243	885	5	890
EBR	17	23	6	1	18	0	18
WBL	20	21	1	0	20	0	20
WBT	771	1,467	696	158	929	10	939
WBR	122	207	85	19	141	16	157
North Leg							
Approach	503	1,124	621	141	644	8	652
Departure	367	863	496	113	480	16	496
Total	870	1,987	1,117	254	1,124	24	1,148
South Leg							
Approach	58	60	2	0	58	0	58
Departure	81	90	9	2	83	0	83
Total	139	150	11	2	141	0	141
East Leg							
Approach	913	1,695	782	178	1,091	26	1,117
Departure	762	1,938	1,176	267	1,029	13	1,042
Total	1,675	3,633	1,958	445	2,120	39	2,159
West Leg							
Approach	870	2,357	1,487	338	1,208	5	1,213
Departure	1,134	2,345	1,211	275	1,409	10	1,419
Total	2,004	4,702	2,698	613	2,617	15	2,632
Total Approaches							
Approach	2,344	5,236	2,892	657	3,001	39	3,040
Departure	2,344	5,236	2,892	657	3,001	39	3,040
Total	4,688	10,472	5,784	1,314	6,002	78	6,080

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
50 Pearl Lane - Oliver Street/Alessandro Boulevard							
NBL	72	76	4	1	73	0	73
NBT	0	0	0	0	0	0	0
NBR	13	31	18	4	17	0	17
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	1	144	143	33	34	0	34
EBL	1	172	171	39	40	0	40
EBT	373	1,150	777	177	550	0	550
EBR	65	68	3	1	66	0	66
WBL	9	31	22	5	14	0	14
WBT	229	750	521	118	347	0	347
WBR	0	0	0	0	0	0	0
North Leg							
Approach	1	144	143	33	34	0	34
Departure	1	172	171	39	40	0	40
Total	2	316	314	71	73	0	73
South Leg							
Approach	85	107	22	5	90	0	90
Departure	74	99	25	6	80	0	80
Total	159	206	47	11	170	0	170
East Leg							
Approach	238	781	543	123	361	0	361
Departure	386	1,181	795	181	567	0	567
Total	624	1,962	1,338	304	928	0	928
West Leg							
Approach	439	1,390	951	216	655	0	655
Departure	302	970	668	152	454	0	454
Total	741	2,360	1,619	368	1,109	0	1,109
Total Approaches							
Approach	763	2,422	1,659	377	1,140	0	1,140
Departure	763	2,422	1,659	377	1,140	0	1,140
Total	1,526	4,844	3,318	754	2,280	0	2,280

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
51 Oliver Street/Cactus Avenue							
NBL	88	92	4	1	89	0	89
NBT	47	49	2	1	48	1	49
NBR	20	141	121	28	48	0	48
SBL	7	19	12	3	10	0	10
SBT	41	43	2	0	41	0	41
SBR	7	7	0	0	7	0	7
EBL	9	9	0	0	9	0	9
EBT	335	341	6	1	336	0	336
EBR	90	95	5	1	91	0	91
WBL	24	127	103	23	47	0	47
WBT	235	247	12	3	238	0	238
WBR	8	13	5	1	9	0	9
North Leg							
Approach	55	69	14	3	58	0	58
Departure	64	72	8	2	66	1	67
Total	119	141	22	5	124	1	125
South Leg							
Approach	155	283	128	29	184	1	185
Departure	155	265	110	25	180	0	180
Total	310	547	237	54	364	1	365
East Leg							
Approach	267	387	120	27	294	0	294
Departure	362	501	139	32	394	0	394
Total	629	888	259	59	688	0	688
West Leg							
Approach	434	445	11	2	436	0	436
Departure	330	347	17	4	334	0	334
Total	764	791	27	6	770	0	770
Total Approaches							
Approach	911	1,184	273	62	973	1	974
Departure	911	1,184	273	62	973	1	974
Total	1,822	2,368	546	124	1,946	2	1,948

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
52 Oliver Street/John F Kennedy Drive							
NBL	0	0	0	0	0	0	0
NBT	102	157	55	13	115	1	116
NBR	25	26	1	0	25	0	25
SBL	102	232	130	30	132	0	132
SBT	60	178	118	27	87	1	88
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	35	39	4	1	36	0	36
WBT	0	0	0	0	0	0	0
WBR	67	169	102	23	90	0	90
North Leg							
Approach	162	410	248	56	218	1	219
Departure	169	326	157	36	205	1	206
Total	331	736	405	92	423	2	425
South Leg							
Approach	127	183	56	13	140	1	141
Departure	95	217	122	28	123	1	124
Total	222	400	178	41	263	2	265
East Leg							
Approach	102	208	106	24	126	0	126
Departure	127	258	131	30	157	0	157
Total	229	466	237	54	283	0	283
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	391	801	410	93	484	2	486
Departure	391	801	410	93	484	2	486
Total	782	1,603	821	186	968	4	972

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
53 Oliver Street/Iris Avenue							
NBL	36	80	44	10	46	0	46
NBT	13	13	0	0	13	0	13
NBR	20	34	14	3	23	0	23
SBL	7	11	4	1	8	0	8
SBT	19	21	2	0	19	0	19
SBR	119	239	120	27	146	1	147
EBL	63	103	40	9	72	2	74
EBT	615	1,678	1,063	242	857	8	865
EBR	45	89	44	10	55	1	56
WBL	36	40	4	1	37	0	37
WBT	587	1,193	606	138	725	4	729
WBR	6	6	0	0	6	0	6
North Leg							
Approach	145	271	126	29	174	1	175
Departure	82	122	40	9	91	2	93
Total	227	393	166	38	265	3	268
South Leg							
Approach	69	127	58	13	82	0	82
Departure	100	150	50	11	111	1	112
Total	169	277	108	25	194	1	195
East Leg							
Approach	629	1,239	610	139	768	4	772
Departure	642	1,723	1,081	246	888	8	896
Total	1,271	2,962	1,691	384	1,655	12	1,667
West Leg							
Approach	723	1,870	1,147	261	984	11	995
Departure	742	1,512	770	175	917	5	922
Total	1,465	3,382	1,917	436	1,901	16	1,917
Total Approaches							
Approach	1,566	3,507	1,941	441	2,007	16	2,023
Departure	1,566	3,507	1,941	441	2,007	16	2,023
Total	3,132	7,015	3,883	882	4,014	32	4,046

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
54 Via Del Lago/Iris Avenue - Moreno Beach Drive							
NBL	16	60	44	10	26	0	26
NBT	1	2	1	0	1	0	1
NBR	30	141	111	25	55	0	55
SBL	12	13	1	0	12	0	12
SBT	2	4	2	0	2	0	2
SBR	20	21	1	0	20	0	20
EBL	34	35	1	0	34	0	34
EBT	588	1,581	993	226	814	8	822
EBR	20	114	94	21	41	0	41
WBL	47	241	194	44	91	0	91
WBT	593	1,140	547	124	717	4	721
WBR	19	20	1	0	19	0	19
North Leg							
Approach	34	38	4	1	35	0	35
Departure	54	57	3	1	55	0	55
Total	88	95	7	2	90	0	90
South Leg							
Approach	47	203	156	35	82	0	82
Departure	69	359	290	66	135	0	135
Total	116	562	446	101	217	0	217
East Leg							
Approach	659	1,401	742	169	828	4	832
Departure	630	1,735	1,105	251	881	8	889
Total	1,289	3,136	1,847	420	1,709	12	1,721
West Leg							
Approach	642	1,730	1,088	247	889	8	897
Departure	629	1,221	592	135	764	4	768
Total	1,271	2,951	1,680	382	1,653	12	1,665
Total Approaches							
Approach	1,382	3,372	1,990	452	1,834	12	1,846
Departure	1,382	3,372	1,990	452	1,834	12	1,846
Total	2,764	6,744	3,980	905	3,669	24	3,693

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
55 Moreno Beach Drive/SR-60 Westbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	250	630	380	86	336	1	337
NBR	409	659	250	57	466	0	466
SBL	53	136	83	19	72	0	72
SBT	185	405	220	50	235	1	236
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	142	291	149	34	176	1	177
WBT	0	0	0	0	0	0	0
WBR	9	34	25	6	15	0	15
North Leg							
Approach	238	541	303	69	307	1	308
Departure	259	664	405	92	351	1	352
Total	497	1,205	708	161	658	2	660
South Leg							
Approach	659	1,289	630	143	802	1	803
Departure	327	696	369	84	411	2	413
Total	986	1,985	999	227	1,213	3	1,216
East Leg							
Approach	151	325	174	40	191	1	192
Departure	462	795	333	76	538	0	538
Total	613	1,120	507	115	728	1	729
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,048	2,155	1,107	252	1,300	3	1,303
Departure	1,048	2,155	1,107	252	1,300	3	1,303
Total	2,096	4,310	2,214	503	2,599	6	2,605

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
56 Moreno Beach Drive/SR-60 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	564	1,124	560	127	691	1	692
NBR	200	550	350	80	280	3	283
SBL	6	16	10	2	8	0	8
SBT	321	679	358	81	402	2	404
SBR	0	0	0	0	0	0	0
EBL	95	158	63	14	109	0	109
EBT	0	0	0	0	0	0	0
EBR	477	843	366	83	560	0	560
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	327	695	368	84	411	2	413
Departure	659	1,282	623	142	801	1	802
Total	986	1,977	991	225	1,211	3	1,214
South Leg							
Approach	764	1,674	910	207	971	4	975
Departure	798	1,522	724	165	963	2	965
Total	1,562	3,196	1,634	371	1,933	6	1,939
East Leg							
Approach	0	0	0	0	0	0	0
Departure	206	566	360	82	288	3	291
Total	206	566	360	82	288	3	291
West Leg							
Approach	572	1,001	429	98	670	0	670
Departure	0	0	0	0	0	0	0
Total	572	1,001	429	98	670	0	670
Total Approaches							
Approach	1,663	3,370	1,707	388	2,051	6	2,057
Departure	1,663	3,370	1,707	388	2,051	6	2,057
Total	3,326	6,740	3,414	776	4,102	12	4,114

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
57 Moreno Beach Drive/Eucalyptus Avenue							
NBL	91	205	114	26	117	0	117
NBT	373	515	142	32	405	4	409
NBR	23	107	84	19	42	0	42
SBL	51	287	236	54	105	0	105
SBT	528	639	111	25	553	2	555
SBR	219	596	377	86	305	0	305
EBL	285	789	504	115	400	0	400
EBT	23	215	192	44	67	0	67
EBR	121	244	123	28	149	0	149
WBL	35	89	54	12	47	0	47
WBT	28	159	131	30	58	0	58
WBR	106	368	262	60	166	0	166
North Leg							
Approach	798	1,522	724	165	963	2	965
Departure	764	1,672	908	206	970	4	974
Total	1,562	3,194	1,632	371	1,933	6	1,939
South Leg							
Approach	487	827	340	77	564	4	568
Departure	684	972	288	65	749	2	751
Total	1,171	1,799	628	143	1,314	6	1,320
East Leg							
Approach	169	616	447	102	271	0	271
Departure	97	609	512	116	213	0	213
Total	266	1,225	959	218	484	0	484
West Leg							
Approach	429	1,248	819	186	615	0	615
Departure	338	960	622	141	479	0	479
Total	767	2,208	1,441	328	1,095	0	1,095
Total Approaches							
Approach	1,883	4,213	2,330	530	2,413	6	2,419
Departure	1,883	4,213	2,330	530	2,413	6	2,419
Total	3,766	8,426	4,660	1,059	4,825	12	4,837

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
58 Moreno Beach Drive/Cottonwood Avenue							
NBL	7	12	5	1	8	0	8
NBT	558	898	340	77	635	4	639
NBR	54	342	288	65	119	1	120
SBL	58	122	64	15	73	0	73
SBT	603	971	368	84	687	2	689
SBR	15	16	1	0	15	0	15
EBL	10	11	1	0	10	0	10
EBT	27	120	93	21	48	0	48
EBR	9	31	22	5	14	0	14
WBL	39	256	217	49	88	0	88
WBT	32	76	44	10	42	0	42
WBR	65	141	76	17	82	0	82
North Leg							
Approach	676	1,109	433	98	774	2	776
Departure	633	1,050	417	95	728	4	732
Total	1,309	2,159	850	193	1,502	6	1,508
South Leg							
Approach	619	1,252	633	144	763	5	768
Departure	651	1,258	607	138	789	2	791
Total	1,270	2,510	1,240	282	1,552	7	1,559
East Leg							
Approach	136	473	337	77	213	0	213
Departure	139	584	445	101	240	1	241
Total	275	1,057	782	178	453	1	454
West Leg							
Approach	46	162	116	26	72	0	72
Departure	54	104	50	11	65	0	65
Total	100	266	166	38	138	0	138
Total Approaches							
Approach	1,477	2,996	1,519	345	1,822	7	1,829
Departure	1,477	2,996	1,519	345	1,822	7	1,829
Total	2,954	5,992	3,038	690	3,644	14	3,658

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
59 Moreno Beach Drive/Alessandro Boulevard							
NBL	68	126	58	13	81	0	81
NBT	479	894	415	94	573	5	578
NBR	59	357	298	68	127	1	128
SBL	22	134	112	25	47	0	47
SBT	556	984	428	97	653	2	655
SBR	63	117	54	12	75	0	75
EBL	119	174	55	13	132	0	132
EBT	193	916	723	164	357	0	357
EBR	65	90	25	6	71	0	71
WBL	58	343	285	65	123	1	124
WBT	104	646	542	123	227	0	227
WBR	25	157	132	30	55	0	55
North Leg							
Approach	641	1,235	594	135	776	2	778
Departure	623	1,225	602	137	760	5	765
Total	1,264	2,460	1,196	272	1,536	7	1,543
South Leg							
Approach	606	1,377	771	175	781	6	787
Departure	679	1,417	738	168	847	3	850
Total	1,285	2,794	1,509	343	1,628	9	1,637
East Leg							
Approach	187	1,146	959	218	405	1	406
Departure	274	1,407	1,133	258	532	1	533
Total	461	2,553	2,092	475	936	2	938
West Leg							
Approach	377	1,180	803	183	560	0	560
Departure	235	889	654	149	384	0	384
Total	612	2,069	1,457	331	943	0	943
Total Approaches							
Approach	1,811	4,938	3,127	711	2,522	9	2,531
Departure	1,811	4,938	3,127	711	2,522	9	2,531
Total	3,622	9,876	6,254	1,421	5,043	18	5,061

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
60 Moreno Beach Drive/Cactus Avenue							
NBL	105	110	5	1	106	0	106
NBT	404	967	563	128	532	6	538
NBR	32	114	82	19	51	1	52
SBL	41	166	125	28	69	0	69
SBT	468	985	517	118	586	3	589
SBR	108	117	9	2	110	0	110
EBL	111	135	24	5	116	0	116
EBT	152	274	122	28	180	0	180
EBR	134	141	7	2	136	0	136
WBL	20	80	60	14	34	1	35
WBT	102	209	107	24	126	0	126
WBR	22	114	92	21	43	0	43
North Leg							
Approach	617	1,268	651	148	765	3	768
Departure	537	1,216	679	154	691	6	697
Total	1,154	2,484	1,330	302	1,456	9	1,465
South Leg							
Approach	541	1,191	650	148	689	7	696
Departure	622	1,206	584	133	755	4	759
Total	1,163	2,397	1,234	280	1,443	11	1,454
East Leg							
Approach	144	403	259	59	203	1	204
Departure	225	554	329	75	300	1	301
Total	369	957	588	134	503	2	505
West Leg							
Approach	397	550	153	35	432	0	432
Departure	315	436	121	28	343	0	343
Total	712	986	274	62	774	0	774
Total Approaches							
Approach	1,699	3,412	1,713	389	2,088	11	2,099
Departure	1,699	3,412	1,713	389	2,088	11	2,099
Total	3,398	6,824	3,426	779	4,177	22	4,199

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
61 Moreno Beach Drive/John F Kennedy Drive							
NBL	11	54	43	10	21	0	21
NBT	395	902	507	115	510	7	517
NBR	223	754	531	121	344	1	345
SBL	94	117	23	5	99	0	99
SBT	407	838	431	98	505	4	509
SBR	73	131	58	13	86	0	86
EBL	59	108	49	11	70	0	70
EBT	25	68	43	10	35	0	35
EBR	7	32	25	6	13	0	13
WBL	251	543	292	66	317	1	318
WBT	43	81	38	9	52	0	52
WBR	70	74	4	1	71	0	71
North Leg							
Approach	574	1,086	512	116	690	4	694
Departure	524	1,084	560	127	651	7	658
Total	1,098	2,170	1,072	244	1,342	11	1,353
South Leg							
Approach	629	1,710	1,081	246	875	8	883
Departure	665	1,413	748	170	835	5	840
Total	1,294	3,123	1,829	416	1,710	13	1,723
East Leg							
Approach	364	698	334	76	440	1	441
Departure	342	939	597	136	478	1	479
Total	706	1,637	931	211	917	2	919
West Leg							
Approach	91	208	117	27	118	0	118
Departure	127	266	139	32	159	0	159
Total	218	474	256	58	276	0	276
Total Approaches							
Approach	1,658	3,702	2,044	464	2,122	13	2,135
Departure	1,658	3,702	2,044	464	2,122	13	2,135
Total	3,316	7,403	4,087	929	4,245	26	4,271

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
62 Driveway 1/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	110	110	0	0	110	14	124
EBL	0	0	0	0	0	0	0
EBT	826	2,000	1,174	267	1,093	13	1,106
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	803	1,573	770	175	978	12	990
WBR	0	0	0	0	0	0	0
North Leg							
Approach	110	110	0	0	110	14	124
Departure	0	0	0	0	0	0	0
Total	110	110	0	0	110	14	124
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	803	1,573	770	175	978	12	990
Departure	826	2,000	1,174	267	1,093	13	1,106
Total	1,629	3,573	1,944	442	2,071	25	2,096
West Leg							
Approach	826	2,000	1,174	267	1,093	13	1,106
Departure	913	1,683	770	175	1,088	26	1,114
Total	1,739	3,683	1,944	442	2,181	39	2,220
Total Approaches							
Approach	1,739	3,683	1,944	442	2,181	39	2,220
Departure	1,739	3,683	1,944	442	2,181	39	2,220
Total	3,478	7,366	3,888	884	4,362	78	4,440

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
63 Driveway 2/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	49	49	0	0	49	11	89
SBT	0	0	0	0	0	0	0
SBR	44	44	0	0	44	7	51
EBL	139	139	0	0	139	13	160
EBT	645	1,816	1,171	266	911	0	903
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	759	1,533	774	176	935	5	940
WBR	19	19	0	0	19	3	22
North Leg							
Approach	93	93	0	0	93	18	140
Departure	158	158	0	0	158	16	182
Total	251	251	0	0	251	34	322
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	778	1,552	774	176	954	8	962
Departure	694	1,865	1,171	266	960	11	992
Total	1,472	3,417	1,945	442	1,914	19	1,954
West Leg							
Approach	784	1,955	1,171	266	1,050	13	1,063
Departure	803	1,577	774	176	979	12	991
Total	1,587	3,532	1,945	442	2,029	25	2,054
Total Approaches							
Approach	1,655	3,600	1,945	442	2,097	39	2,165
Departure	1,655	3,600	1,945	442	2,097	39	2,165
Total	3,310	7,200	3,890	884	4,194	78	4,330

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Table C-9 - Phase I Project Completion Year (2023) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2023 without Project	Phase I Project Trips	Year 2023 with Project
64	**Driveway 3/Iris Avenue**							
NBL		0	0	0	0	0	0	0
NBT		0	0	0	0	0	0	0
NBR		0	0	0	0	0	0	0
SBL		29	29	0	0	29	0	0
SBT		0	0	0	0	0	0	0
SBR		48	48	0	0	48	5	53
EBL		8	8	0	0	8	0	0
EBT		693	1,867	1,174	267	960	11	1,000
EBR		0	0	0	0	0	0	0
WBL		0	0	0	0	0	0	0
WBT		730	1,500	770	175	905	3	908
WBR		12	12	0	0	12	2	14
North Leg								
	Approach	77	77	0	0	77	5	53
	Departure	20	20	0	0	20	2	14
	Total	97	97	0	0	97	7	67
South Leg								
	Approach	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0
East Leg								
	Approach	742	1,512	770	175	917	5	922
	Departure	722	1,896	1,174	267	989	11	1,000
	Total	1,464	3,408	1,944	442	1,906	16	1,922
West Leg								
	Approach	701	1,875	1,174	267	968	11	1,000
	Departure	778	1,548	770	175	953	8	961
	Total	1,479	3,423	1,944	442	1,921	19	1,961
Total Approaches								
	Approach	1,520	3,464	1,944	442	1,962	21	1,975
	Departure	1,520	3,464	1,944	442	1,962	21	1,975
	Total	3,040	6,928	3,888	884	3,924	42	3,950

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

		AM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
1	**I-215 Southbound Ramps/Alessandro Boulevard**							
NBL		0	0	0	0	0	0	0
NBT		0	0	0	0	0	0	0
NBR		0	0	0	0	0	0	0
SBL		196	328	132	84	280	0	280
SBT		0	0	0	0	0	0	0
SBR		225	280	55	35	260	0	260
EBL		0	0	0	0	0	0	0
EBT		714	1,663	949	604	1,318	12	1330
EBR		291	527	236	150	441	0	441
WBL		0	0	0	0	0	0	0
WBT		2,033	3,528	1,495	951	2,984	5	2989
WBR		188	268	80	51	239	0	239
North Leg								
	Approach	421	608	187	119	540	0	540
	Departure	188	268	80	51	239	0	239
	Total	609	876	267	170	779	0	779
South Leg								
	Approach	0	0	0	0	0	0	0
	Departure	291	527	236	150	441	0	441
	Total	291	527	236	150	441	0	441
East Leg								
	Approach	2,221	3,796	1,575	1,002	3,223	5	3,228
	Departure	910	1,991	1,081	688	1,598	12	1,610
	Total	3,131	5,787	2,656	1,690	4,821	17	4,838
West Leg								
	Approach	1,005	2,190	1,185	754	1,759	12	1,771
	Departure	2,258	3,808	1,550	986	3,244	5	3,249
	Total	3,263	5,998	2,735	1,740	5,003	17	5,020
Total Approaches								
	Approach	3,647	6,594	2,947	1,875	5,522	17	5,539
	Departure	3,647	6,594	2,947	1,875	5,522	17	5,539
	Total	7,294	13,188	5,894	3,751	11,045	34	11,079

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

		AM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
2	**I-215 Northbound Ramps/Alessandro Boulevard**							
NBL		813	854	41	26	839	0	839
NBT		1	1	0	0	1	0	1
NBR		123	167	44	28	151	0	151
SBL		0	0	0	0	0	0	0
SBT		0	0	0	0	0	0	0
SBR		0	0	0	0	0	0	0
EBL		66	69	3	2	68	0	68
EBT		844	1,922	1,078	686	1,530	12	1542
EBR		0	0	0	0	0	0	0
WBL		0	0	0	0	0	0	0
WBT		1,408	2,943	1,535	977	2,385	5	2390
WBR		112	118	6	4	116	0	116
North Leg								
	Approach	0	0	0	0	0	0	0
	Departure	179	188	9	6	185	0	185
	Total	179	188	9	6	185	0	185
South Leg								
	Approach	937	1,022	85	54	991	0	991
	Departure	0	0	0	0	0	0	0
	Total	937	1,022	85	54	991	0	991
East Leg								
	Approach	1,520	3,061	1,541	980	2,500	5	2,505
	Departure	967	2,089	1,122	714	1,681	12	1,693
	Total	2,487	5,150	2,663	1,694	4,181	17	4,198
West Leg								
	Approach	910	1,991	1,081	688	1,598	12	1,610
	Departure	2,221	3,797	1,576	1,003	3,224	5	3,229
	Total	3,131	5,788	2,657	1,691	4,822	17	4,839
Total Approaches								
	Approach	3,367	6,074	2,707	1,722	5,089	17	5,106
	Departure	3,367	6,074	2,707	1,722	5,089	17	5,106
	Total	6,734	12,147	5,413	3,445	10,179	34	10,213

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

		AM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
3	**I-215 Southbound Ramps/Cactus Avenue**							
NBL		0	0	0	0	0	0	0
NBT		0	0	0	0	0	0	0
NBR		565	785	220	140	705	24	729
SBL		0	0	0	0	0	0	0
SBT		0	0	0	0	0	0	0
SBR		231	442	211	134	365	0	365
EBL		0	0	0	0	0	0	0
EBT		316	382	66	42	358	4	362
EBR		17	200	183	116	133	0	133
WBL		469	492	23	15	484	14	498
WBT		1,169	2,166	997	634	1,803	2	1805
WBR		0	0	0	0	0	0	0
North Leg								
	Approach	231	442	211	134	365	0	365
	Departure	0	0	0	0	0	0	0
	Total	231	442	211	134	365	0	365
South Leg								
	Approach	565	785	220	140	705	24	729
	Departure	486	692	206	131	617	14	631
	Total	1,051	1,477	426	271	1,322	38	1,360
East Leg								
	Approach	1,638	2,658	1,020	649	2,287	16	2,303
	Departure	881	1,167	286	182	1,063	28	1,091
	Total	2,519	3,825	1,306	831	3,350	44	3,394
West Leg								
	Approach	333	582	249	158	491	4	495
	Departure	1,400	2,608	1,208	769	2,169	2	2,171
	Total	1,733	3,190	1,457	927	2,660	6	2,666
Total Approaches								
	Approach	2,767	4,467	1,700	1,082	3,849	44	3,893
	Departure	2,767	4,467	1,700	1,082	3,849	44	3,893
	Total	5,534	8,935	3,401	2,164	7,698	88	7,786

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

		AM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
4	**I-215 Northbound Ramps/Cactus Avenue**							
NBL		0	0	0	0	0	0	0
NBT		0	0	0	0	0	0	0
NBR		0	0	0	0	0	0	0
SBL		0	0	0	0	0	0	0
SBT		0	0	0	0	0	0	0
SBR		0	0	0	0	0	0	0
EBL		0	0	0	0	0	0	0
EBT		895	1,167	272	173	1,068	28	1096
EBR		0	0	0	0	0	0	0
WBL		0	0	0	0	0	0	0
WBT		1,639	2,658	1,019	648	2,287	15	2302
WBR		337	337	0	0	337	10	347
North Leg								
	Approach	0	0	0	0	0	0	0
	Departure	337	337	0	0	337	10	347
	Total	337	337	0	0	337	10	347
South Leg								
	Approach	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0
East Leg								
	Approach	1,976	2,995	1,019	648	2,624	25	2,649
	Departure	895	1,167	272	173	1,068	28	1,096
	Total	2,871	4,162	1,291	822	3,693	53	3,746
West Leg								
	Approach	895	1,167	272	173	1,068	28	1,096
	Departure	1,639	2,658	1,019	648	2,287	15	2,302
	Total	2,534	3,825	1,291	822	3,356	43	3,399
Total Approaches								
	Approach	2,871	4,162	1,291	822	3,693	53	3,746
	Departure	2,871	4,162	1,291	822	3,693	53	3,746
	Total	5,742	8,324	2,582	1,643	7,385	106	7,491

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

		AM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
5	**I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue**							
NBL		289	330	41	26	315	0	315
NBT		261	510	249	158	419	0	419
NBR		722	758	36	23	745	32	777
SBL		18	112	94	60	78	0	78
SBT		2	21	19	12	14	0	14
SBR		41	296	255	162	203	0	203
EBL		9	25	16	10	19	0	19
EBT		834	1,034	200	127	961	28	989
EBR		52	108	56	36	88	0	88
WBL		0	0	0	0	0	0	0
WBT		1,646	2,369	723	460	2,106	25	2131
WBR		295	825	530	337	632	0	632
North Leg								
	Approach	61	429	368	234	295	0	295
	Departure	565	1,360	795	506	1,071	0	1,071
	Total	626	1,789	1,163	740	1,366	0	1,366
South Leg								
	Approach	1,272	1,599	327	208	1,480	32	1,512
	Departure	54	129	75	48	102	0	102
	Total	1,326	1,728	402	256	1,582	32	1,614
East Leg								
	Approach	1,941	3,194	1,253	797	2,738	25	2,763
	Departure	1,574	1,904	330	210	1,784	60	1,844
	Total	3,515	5,098	1,583	1,007	4,522	85	4,607
West Leg								
	Approach	895	1,167	272	173	1,068	28	1,096
	Departure	1,976	2,995	1,019	649	2,625	25	2,650
	Total	2,871	4,162	1,291	822	3,693	53	3,746
Total Approaches								
	Approach	4,169	6,389	2,220	1,412	5,581	85	5,666
	Departure	4,169	6,389	2,220	1,412	5,581	85	5,666
	Total	8,338	12,777	4,439	2,825	11,163	170	11,333

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
6 Day Street/Alessandro Boulevard							
NBL	11	23	12	8	19	0	19
NBT	65	337	272	173	238	0	238
NBR	16	17	1	1	17	0	17
SBL	46	299	253	161	207	0	207
SBT	23	63	40	25	48	0	48
SBR	67	858	791	503	570	0	570
EBL	109	743	634	403	512	0	512
EBT	610	866	256	163	773	12	785
EBR	16	17	1	1	17	0	17
WBL	7	7	0	0	7	0	7
WBT	1,211	1,821	610	388	1,599	5	1604
WBR	110	403	293	186	296	0	296
North Leg							
Approach	136	1,220	1,084	690	826	0	826
Departure	284	1,483	1,199	763	1,047	0	1,047
Total	420	2,703	2,283	1,453	1,873	0	1,873
South Leg							
Approach	92	377	285	181	273	0	273
Departure	46	87	41	26	72	0	72
Total	138	464	326	208	346	0	346
East Leg							
Approach	1,328	2,231	903	575	1,903	5	1,908
Departure	672	1,182	510	325	997	12	1,009
Total	2,000	3,413	1,413	899	2,899	17	2,916
West Leg							
Approach	735	1,626	891	567	1,302	12	1,314
Departure	1,289	2,702	1,413	899	2,188	5	2,193
Total	2,024	4,328	2,304	1,466	3,490	17	3,507
Total Approaches							
Approach	2,291	5,454	3,163	2,013	4,304	17	4,321
Departure	2,291	5,454	3,163	2,013	4,304	17	4,321
Total	4,582	10,908	6,326	4,026	8,608	34	8,642

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
7 Elsworth Street/Alessandro Boulevard							
NBL	71	349	278	177	248	0	248
NBT	90	123	33	21	111	0	111
NBR	53	79	26	17	70	0	70
SBL	44	46	2	1	45	0	45
SBT	113	175	62	39	152	0	152
SBR	60	127	67	43	103	0	103
EBL	42	63	21	13	55	0	55
EBT	490	792	302	192	682	12	694
EBR	96	374	278	177	273	0	273
WBL	77	86	9	6	83	0	83
WBT	1,127	1,716	589	375	1,502	5	1507
WBR	55	58	3	2	57	0	57
North Leg							
Approach	217	348	131	83	300	0	300
Departure	187	244	57	36	223	0	223
Total	404	592	188	120	524	0	524
South Leg							
Approach	214	551	337	214	428	0	428
Departure	286	635	349	222	508	0	508
Total	500	1,186	686	437	937	0	937
East Leg							
Approach	1,259	1,860	601	382	1,641	5	1,646
Departure	587	917	330	210	797	12	809
Total	1,846	2,777	931	592	2,438	17	2,455
West Leg							
Approach	628	1,229	601	382	1,010	12	1,022
Departure	1,258	2,192	934	594	1,852	5	1,857
Total	1,886	3,421	1,535	977	2,863	17	2,880
Total Approaches							
Approach	2,318	3,988	1,670	1,063	3,381	17	3,398
Departure	2,318	3,988	1,670	1,063	3,381	17	3,398
Total	4,636	7,976	3,340	2,125	6,761	34	6,795

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
8 Elsworth Street/Cactus Avenue							
NBL	44	408	364	232	276	0	276
NBT	15	92	77	49	64	0	64
NBR	28	126	98	62	90	0	90
SBL	72	76	4	2	74	0	74
SBT	74	78	4	2	76	0	76
SBR	113	159	46	29	142	0	142
EBL	132	183	51	32	164	0	164
EBT	1,109	1,134	25	16	1,125	61	1186
EBR	240	339	99	63	303	0	303
WBL	90	95	5	3	93	0	93
WBT	1,659	2,305	646	411	2,070	25	2095
WBR	77	81	4	2	79	0	79
North Leg							
Approach	259	312	53	34	293	0	293
Departure	224	356	132	84	308	0	308
Total	483	668	185	118	601	0	601
South Leg							
Approach	87	626	539	343	430	0	430
Departure	404	511	107	68	472	0	472
Total	491	1,137	646	411	902	0	902
East Leg							
Approach	1,826	2,480	654	416	2,242	25	2,267
Departure	1,209	1,336	127	81	1,290	61	1,351
Total	3,035	3,816	781	497	3,532	86	3,618
West Leg							
Approach	1,481	1,656	175	111	1,592	61	1,653
Departure	1,816	2,872	1,056	672	2,488	25	2,513
Total	3,297	4,528	1,231	783	4,080	86	4,166
Total Approaches							
Approach	3,653	5,075	1,422	905	4,558	86	4,644
Departure	3,653	5,075	1,422	905	4,558	86	4,644
Total	7,306	10,149	2,843	1,809	9,115	172	9,287

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
9 Frederick Street/Alessandro Boulevard							
NBL	70	74	4	2	72	0	72
NBT	230	369	139	88	318	0	318
NBR	15	24	9	6	21	0	21
SBL	111	186	75	48	159	0	159
SBT	261	274	13	8	269	0	269
SBR	155	158	3	2	157	0	157
EBL	106	181	75	48	154	0	154
EBT	399	682	283	180	579	12	591
EBR	81	85	4	3	84	0	84
WBL	96	130	34	22	118	0	118
WBT	1,422	2,123	701	446	1,868	5	1873
WBR	99	242	143	91	190	0	190
North Leg							
Approach	527	618	91	58	585	0	585
Departure	435	792	357	227	662	0	662
Total	962	1,410	448	285	1,247	0	1,247
South Leg							
Approach	315	467	152	96	411	0	411
Departure	438	489	51	33	471	0	471
Total	753	956	203	129	882	0	882
East Leg							
Approach	1,617	2,495	878	559	2,176	5	2,181
Departure	525	892	367	234	759	12	771
Total	2,142	3,387	1,245	792	2,934	17	2,951
West Leg							
Approach	586	948	362	230	816	12	828
Departure	1,647	2,355	708	450	2,097	5	2,102
Total	2,233	3,303	1,070	681	2,914	17	2,931
Total Approaches							
Approach	3,045	4,528	1,483	943	3,988	17	4,005
Departure	3,045	4,528	1,483	943	3,988	17	4,005
Total	6,090	9,055	2,965	1,887	7,977	34	8,011

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
10 Frederick Street/Cactus Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	149	156	7	5	154	0	154
SBT	0	0	0	0	0	0	0
SBR	115	121	6	4	119	0	119
EBL	133	227	94	60	193	0	193
EBT	1,064	1,117	53	34	1,098	61	1159
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	1,809	2,486	677	431	2,240	25	2265
WBR	153	161	8	5	158	0	158
North Leg							
Approach	264	277	13	8	272	0	272
Departure	286	388	102	65	351	0	351
Total	550	665	115	73	623	0	623
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	1,962	2,647	685	436	2,398	25	2,423
Departure	1,213	1,274	61	39	1,252	61	1,313
Total	3,175	3,920	745	474	3,649	86	3,735
West Leg							
Approach	1,197	1,344	147	94	1,291	61	1,352
Departure	1,924	2,607	683	434	2,358	25	2,383
Total	3,121	3,951	830	528	3,649	86	3,735
Total Approaches							
Approach	3,423	4,268	845	538	3,961	86	4,047
Departure	3,423	4,268	845	538	3,961	86	4,047
Total	6,846	8,536	1,690	1,076	7,922	172	8,094

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
11 Graham Street/Alessandro Boulevard							
NBL	65	186	121	77	142	0	142
NBT	187	362	175	111	298	0	298
NBR	15	111	96	61	76	0	76
SBL	98	199	101	64	162	0	162
SBT	148	213	65	41	189	0	189
SBR	74	78	4	2	76	0	76
EBL	25	26	1	1	26	0	26
EBT	432	847	415	264	696	16	712
EBR	51	71	20	13	64	0	64
WBL	80	225	145	92	172	0	172
WBT	1,436	2,205	769	489	1,925	7	1932
WBR	121	126	5	3	124	0	124
North Leg							
Approach	320	490	170	108	428	0	428
Departure	333	514	181	115	448	0	448
Total	653	1,004	351	223	876	0	876
South Leg							
Approach	267	659	392	249	516	0	516
Departure	279	509	230	146	425	0	425
Total	546	1,168	622	396	942	0	942
East Leg							
Approach	1,637	2,556	919	585	2,222	7	2,229
Departure	545	1,157	612	389	934	16	950
Total	2,182	3,713	1,531	974	3,156	23	3,179
West Leg							
Approach	508	944	436	278	786	16	802
Departure	1,575	2,469	894	569	2,144	7	2,151
Total	2,083	3,413	1,330	846	2,929	23	2,952
Total Approaches							
Approach	2,732	4,649	1,917	1,220	3,952	23	3,975
Departure	2,732	4,649	1,917	1,220	3,952	23	3,975
Total	5,464	9,298	3,834	2,440	7,904	46	7,950

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
12 Graham Street - Riverside Drive/Cactus Avenue							
NBL	184	498	314	200	384	0	384
NBT	50	68	18	11	61	0	61
NBR	7	7	0	0	7	0	7
SBL	89	93	4	3	92	0	92
SBT	51	54	3	2	53	0	53
SBR	99	132	33	21	120	0	120
EBL	93	413	320	204	297	0	297
EBT	929	1,128	199	127	1,056	61	1117
EBR	171	226	55	35	206	0	206
WBL	17	18	1	1	18	0	18
WBT	1,649	2,029	380	242	1,891	25	1916
WBR	93	98	5	3	96	0	96
North Leg							
Approach	239	279	40	25	264	0	264
Departure	236	579	343	218	454	0	454
Total	475	858	383	244	719	0	719
South Leg							
Approach	241	573	332	211	452	0	452
Departure	239	297	58	37	276	0	276
Total	480	871	391	249	729	0	729
East Leg							
Approach	1,759	2,145	386	245	2,004	25	2,029
Departure	1,025	1,229	204	130	1,155	61	1,216
Total	2,784	3,373	589	375	3,159	86	3,245
West Leg							
Approach	1,193	1,767	574	365	1,558	61	1,619
Departure	1,932	2,659	727	463	2,395	25	2,420
Total	3,125	4,426	1,301	828	3,953	86	4,039
Total Approaches							
Approach	3,432	4,764	1,332	848	4,280	86	4,366
Departure	3,432	4,764	1,332	848	4,280	86	4,366
Total	6,864	9,528	2,664	1,695	8,559	172	8,731

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
13 Heacock Street/Alessandro Boulevard							
NBL	204	214	10	6	210	0	210
NBT	426	447	21	14	440	0	440
NBR	37	40	3	2	39	0	39
SBL	125	245	120	76	201	0	201
SBT	268	281	13	9	277	0	277
SBR	175	206	31	20	195	0	195
EBL	92	172	80	51	143	0	143
EBT	350	923	573	365	715	20	735
EBR	52	55	3	2	54	0	54
WBL	24	27	3	2	26	0	26
WBT	1,268	2,266	998	635	1,903	8	1911
WBR	140	295	155	99	239	0	239
North Leg							
Approach	568	732	164	105	673	0	673
Departure	658	914	256	163	821	0	821
Total	1,226	1,647	421	268	1,494	0	1,494
South Leg							
Approach	667	702	35	22	689	0	689
Departure	344	363	19	12	356	0	356
Total	1,011	1,065	54	34	1,045	0	1,045
East Leg							
Approach	1,432	2,588	1,156	736	2,168	8	2,176
Departure	512	1,208	696	443	955	20	975
Total	1,944	3,796	1,852	1,179	3,123	28	3,151
West Leg							
Approach	494	1,150	656	417	911	20	931
Departure	1,647	2,686	1,039	661	2,308	8	2,316
Total	2,141	3,836	1,695	1,079	3,220	28	3,248
Total Approaches							
Approach	3,161	5,172	2,011	1,279	4,440	28	4,468
Departure	3,161	5,172	2,011	1,279	4,440	28	4,468
Total	6,322	10,343	4,021	2,559	8,881	56	8,937

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
14 Heacock Street/Cactus Avenue							
NBL	671	856	185	118	789	0	789
NBT	498	563	65	41	539	0	539
NBR	8	8	0	0	8	0	8
SBL	68	71	3	2	70	0	70
SBT	272	286	14	9	281	0	281
SBR	66	90	24	15	81	0	81
EBL	76	139	63	40	116	0	116
EBT	556	563	7	4	560	61	621
EBR	402	422	20	13	415	0	415
WBL	14	15	1	0	14	0	14
WBT	1,014	1,025	11	7	1,021	25	1046
WBR	108	113	5	3	111	0	111
North Leg							
Approach	406	447	41	26	432	0	432
Departure	682	815	133	85	767	0	767
Total	1,088	1,262	174	111	1,199	0	1,199
South Leg							
Approach	1,177	1,427	250	159	1,336	0	1,336
Departure	688	722	34	22	710	0	710
Total	1,865	2,150	285	181	2,046	0	2,046
East Leg							
Approach	1,136	1,153	17	11	1,147	25	1,172
Departure	632	643	11	7	639	61	700
Total	1,768	1,796	28	18	1,786	86	1,872
West Leg							
Approach	1,034	1,124	90	57	1,091	61	1,152
Departure	1,751	1,971	220	140	1,891	25	1,916
Total	2,785	3,095	310	197	2,982	86	3,068
Total Approaches							
Approach	3,753	4,152	399	254	4,007	86	4,093
Departure	3,753	4,152	399	254	4,007	86	4,093
Total	7,506	8,303	797	507	8,013	172	8,185

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
15 Heacock Street/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	375	753	378	241	616	0	616
NBR	48	158	110	70	118	0	118
SBL	175	184	9	6	181	8	189
SBT	359	775	416	265	624	0	624
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	57	211	154	98	155	0	155
WBT	0	0	0	0	0	0	0
WBR	388	407	19	12	400	3	403
North Leg							
Approach	534	959	425	270	804	8	812
Departure	763	1,160	397	253	1,016	3	1,019
Total	1,297	2,119	822	523	1,820	11	1,831
South Leg							
Approach	423	911	488	311	734	0	734
Departure	416	986	570	363	779	0	779
Total	839	1,897	1,058	673	1,512	0	1,512
East Leg							
Approach	445	618	173	110	555	3	558
Departure	223	342	119	76	299	8	307
Total	668	960	292	186	854	11	865
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,402	2,488	1,086	691	2,093	11	2,104
Departure	1,402	2,488	1,086	691	2,093	11	2,104
Total	2,804	4,976	2,172	1,382	4,186	22	4,208

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
16 Indian Street/Alessandro Boulevard							
NBL	119	131	12	8	127	0	127
NBT	246	270	24	15	261	0	261
NBR	65	70	5	3	68	0	68
SBL	86	141	55	35	121	0	121
SBT	197	227	30	19	216	0	216
SBR	65	108	43	27	92	0	92
EBL	44	113	69	44	88	0	88
EBT	380	965	585	372	752	24	776
EBR	56	100	44	28	84	0	84
WBL	66	94	28	18	84	0	84
WBT	1,086	2,215	1,129	718	1,804	10	1814
WBR	41	83	42	27	68	0	68
North Leg							
Approach	348	476	128	81	429	0	429
Departure	331	466	135	86	417	0	417
Total	679	942	263	167	846	0	846
South Leg							
Approach	430	471	41	26	456	0	456
Departure	319	421	102	65	384	0	384
Total	749	892	143	91	840	0	840
East Leg							
Approach	1,193	2,392	1,199	763	1,956	10	1,966
Departure	531	1,176	645	410	941	24	965
Total	1,724	3,568	1,844	1,173	2,897	34	2,931
West Leg							
Approach	480	1,178	698	444	924	24	948
Departure	1,270	2,454	1,184	753	2,023	10	2,033
Total	1,750	3,632	1,882	1,198	2,948	34	2,982
Total Approaches							
Approach	2,451	4,517	2,066	1,315	3,766	34	3,800
Departure	2,451	4,517	2,066	1,315	3,766	34	3,800
Total	4,902	9,034	4,132	2,629	7,531	68	7,599

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
17 Indian Street/Cactus Avenue							
NBL	117	155	38	24	141	0	141
NBT	366	503	137	87	453	0	453
NBR	62	70	8	5	67	0	67
SBL	100	111	11	7	107	0	107
SBT	287	419	132	84	371	0	371
SBR	41	54	13	8	49	0	49
EBL	54	57	3	2	56	0	56
EBT	485	509	24	15	500	61	561
EBR	111	127	16	10	121	0	121
WBL	37	41	4	3	40	0	40
WBT	973	1,022	49	31	1,004	25	1029
WBR	63	64	1	1	64	0	64
North Leg							
Approach	428	584	156	99	527	0	527
Departure	483	624	141	90	573	0	573
Total	911	1,208	297	189	1,100	0	1,100
South Leg							
Approach	545	728	183	116	661	0	661
Departure	435	587	152	97	532	0	532
Total	980	1,315	335	213	1,193	0	1,193
East Leg							
Approach	1,073	1,127	54	34	1,107	25	1,132
Departure	647	690	43	28	675	61	736
Total	1,720	1,817	97	62	1,782	86	1,868
West Leg							
Approach	650	693	43	28	678	61	739
Departure	1,131	1,231	100	63	1,194	25	1,219
Total	1,781	1,924	143	91	1,872	86	1,958
Total Approaches							
Approach	2,696	3,132	436	277	2,973	86	3,059
Departure	2,696	3,132	436	277	2,973	86	3,059
Total	5,392	6,264	872	555	5,947	172	6,119

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
18 Indian Street/Iris Avenue							
NBL	48	54	6	4	52	0	52
NBT	284	298	14	9	293	0	293
NBR	16	28	12	8	24	4	28
SBL	280	294	14	9	289	4	293
SBT	234	385	151	96	330	0	330
SBR	31	33	2	1	32	0	32
EBL	73	77	4	2	75	0	75
EBT	165	272	107	68	233	8	241
EBR	31	87	56	36	67	0	67
WBL	8	28	20	13	21	2	23
WBT	357	466	109	69	426	3	429
WBR	436	495	59	38	474	2	476
North Leg							
Approach	545	712	167	106	651	4	655
Departure	793	870	77	49	842	2	844
Total	1,338	1,581	243	155	1,493	6	1,499
South Leg							
Approach	348	380	32	20	368	4	372
Departure	273	500	227	144	417	2	419
Total	621	880	259	165	786	6	792
East Leg							
Approach	801	989	188	120	921	7	928
Departure	461	594	133	85	546	16	562
Total	1,262	1,583	321	204	1,466	23	1,489
West Leg							
Approach	269	436	167	106	375	8	383
Departure	436	553	117	74	510	3	513
Total	705	988	283	180	885	11	896
Total Approaches							
Approach	1,963	2,516	553	352	2,315	23	2,338
Departure	1,963	2,516	553	352	2,315	23	2,338
Total	3,926	5,033	1,107	704	4,630	46	4,676

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
19 Perris Boulevard/Alessandro Boulevard							
NBL	271	524	253	161	432	0	432
NBT	711	1,084	373	237	948	0	948
NBR	103	246	143	91	194	0	194
SBL	159	278	119	76	235	4	239
SBT	461	834	373	237	698	0	698
SBR	211	298	87	55	266	0	266
EBL	115	179	64	41	156	0	156
EBT	325	791	466	297	622	28	650
EBR	76	192	116	74	150	0	150
WBL	104	267	163	104	208	0	208
WBT	850	1,704	854	543	1,393	12	1405
WBR	115	182	67	43	158	2	160
North Leg							
Approach	831	1,410	579	368	1,199	4	1,203
Departure	941	1,445	504	321	1,262	2	1,264
Total	1,772	2,855	1,083	689	2,461	6	2,467
South Leg							
Approach	1,085	1,854	769	489	1,574	0	1,574
Departure	641	1,293	652	415	1,056	0	1,056
Total	1,726	3,147	1,421	904	2,630	0	2,630
East Leg							
Approach	1,069	2,153	1,084	690	1,759	14	1,773
Departure	587	1,315	728	463	1,050	32	1,082
Total	1,656	3,468	1,812	1,153	2,809	46	2,855
West Leg							
Approach	516	1,162	646	411	927	28	955
Departure	1,332	2,526	1,194	760	2,092	12	2,104
Total	1,848	3,688	1,840	1,171	3,019	40	3,059
Total Approaches							
Approach	3,501	6,579	3,078	1,959	5,460	46	5,506
Departure	3,501	6,579	3,078	1,959	5,460	46	5,506
Total	7,002	13,158	6,156	3,917	10,919	92	11,011

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
20 Perris Boulevard/Cactus Avenue							
NBL	259	303	44	28	287	0	287
NBT	874	1,631	757	482	1,356	0	1356
NBR	129	235	106	67	196	0	196
SBL	76	100	24	15	91	4	95
SBT	510	1,182	672	428	938	0	938
SBR	96	101	5	3	99	0	99
EBL	90	95	5	3	93	0	93
EBT	476	500	24	15	491	61	552
EBR	135	206	71	45	180	0	180
WBL	66	185	119	76	142	0	142
WBT	793	807	14	9	802	25	827
WBR	79	128	49	31	110	2	112
North Leg							
Approach	682	1,383	701	446	1,128	4	1,132
Departure	1,043	1,854	811	516	1,559	2	1,561
Total	1,725	3,236	1,511	962	2,687	6	2,693
South Leg							
Approach	1,262	2,169	907	577	1,839	0	1,839
Departure	711	1,573	862	549	1,260	0	1,260
Total	1,973	3,742	1,769	1,126	3,099	0	3,099
East Leg							
Approach	938	1,120	182	116	1,054	27	1,081
Departure	681	835	154	98	779	65	844
Total	1,619	1,955	336	214	1,833	92	1,925
West Leg							
Approach	701	800	99	63	764	61	825
Departure	1,148	1,211	63	40	1,188	25	1,213
Total	1,849	2,011	162	103	1,952	86	2,038
Total Approaches							
Approach	3,583	5,472	1,889	1,202	4,785	92	4,877
Departure	3,583	5,472	1,889	1,202	4,785	92	4,877
Total	7,166	10,944	3,778	2,404	9,570	184	9,754

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
21 Perris Boulevard/Iris Avenue							
NBL	199	257	58	37	236	0	236
NBT	846	1,563	717	456	1,302	0	1302
NBR	293	401	108	69	362	16	378
SBL	94	198	104	66	160	4	164
SBT	342	1,079	737	469	811	0	811
SBR	61	121	60	38	99	0	99
EBL	44	75	31	20	64	0	64
EBT	304	386	82	52	356	16	372
EBR	88	167	79	50	138	0	138
WBL	234	432	198	126	360	7	367
WBT	477	556	79	50	527	7	534
WBR	105	175	70	45	150	2	152
North Leg							
Approach	497	1,398	901	573	1,070	4	1,074
Departure	995	1,813	818	521	1,516	2	1,518
Total	1,492	3,211	1,719	1,094	2,586	6	2,592
South Leg							
Approach	1,338	2,221	883	562	1,900	16	1,916
Departure	664	1,678	1,014	645	1,309	7	1,316
Total	2,002	3,899	1,897	1,207	3,209	23	3,232
East Leg							
Approach	816	1,163	347	221	1,037	16	1,053
Departure	691	985	294	187	878	36	914
Total	1,507	2,148	641	408	1,915	52	1,967
West Leg							
Approach	436	628	192	122	558	16	574
Departure	737	934	197	125	862	7	869
Total	1,173	1,562	389	248	1,421	23	1,444
Total Approaches							
Approach	3,087	5,410	2,323	1,478	4,565	52	4,617
Departure	3,087	5,410	2,323	1,478	4,565	52	4,617
Total	6,174	10,820	4,646	2,957	9,131	104	9,235

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
22 Perris Boulevard/Krameria Avenue							
NBL	101	106	5	3	104	0	104
NBT	1,174	2,055	881	561	1,735	16	1751
NBR	260	323	63	40	300	0	300
SBL	69	85	16	10	79	0	79
SBT	630	1,787	1,157	736	1,366	7	1373
SBR	4	4	0	0	4	0	4
EBL	23	24	1	1	24	0	24
EBT	151	159	8	5	156	0	156
EBR	78	100	22	14	92	0	92
WBL	195	261	66	42	237	0	237
WBT	129	135	6	4	133	0	133
WBR	155	163	8	5	160	0	160
North Leg							
Approach	703	1,876	1,173	746	1,449	7	1,456
Departure	1,352	2,242	890	566	1,918	16	1,934
Total	2,055	4,118	2,063	1,313	3,368	23	3,391
South Leg							
Approach	1,535	2,484	949	604	2,139	16	2,155
Departure	903	2,148	1,245	792	1,695	7	1,702
Total	2,438	4,632	2,194	1,396	3,834	23	3,857
East Leg							
Approach	479	559	80	51	530	0	530
Departure	480	567	87	55	535	0	535
Total	959	1,126	167	106	1,065	0	1,065
West Leg							
Approach	252	283	31	20	272	0	272
Departure	234	246	12	7	241	0	241
Total	486	528	42	27	513	0	513
Total Approaches							
Approach	2,969	5,202	2,233	1,421	4,390	23	4,413
Departure	2,969	5,202	2,233	1,421	4,390	23	4,413
Total	5,938	10,404	4,466	2,842	8,780	46	8,826

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
23 Perris Boulevard/San Michele Road							
NBL	121	133	12	8	129	0	129
NBT	1,491	2,553	1,062	676	2,167	16	2183
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	895	1,964	1,069	680	1,575	7	1582
SBR	74	109	35	22	96	0	96
EBL	72	97	25	16	88	0	88
EBT	0	0	0	0	0	0	0
EBR	33	43	10	6	39	0	39
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	969	2,073	1,104	703	1,672	7	1,679
Departure	1,563	2,650	1,087	692	2,255	16	2,271
Total	2,532	4,723	2,191	1,394	3,926	23	3,949
South Leg							
Approach	1,612	2,686	1,074	683	2,295	16	2,311
Departure	928	2,007	1,079	687	1,615	7	1,622
Total	2,540	4,693	2,153	1,370	3,910	23	3,933
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	105	140	35	22	127	0	127
Departure	195	242	47	30	225	0	225
Total	300	382	82	52	352	0	352
Total Approaches							
Approach	2,686	4,899	2,213	1,408	4,094	23	4,117
Departure	2,686	4,899	2,213	1,408	4,094	23	4,117
Total	5,372	9,798	4,426	2,817	8,189	46	8,235

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
24 Perris Boulevard/Nandina Avenue							
NBL	57	147	90	57	114	0	114
NBT	1,620	2,616	996	634	2,254	16	2270
NBR	12	97	85	54	66	0	66
SBL	13	148	135	86	99	0	99
SBT	912	1,774	862	549	1,461	7	1468
SBR	26	95	69	44	70	0	70
EBL	30	50	20	13	43	0	43
EBT	1	8	7	4	5	0	5
EBR	50	71	21	13	63	0	63
WBL	16	56	40	25	41	0	41
WBT	15	98	83	53	68	0	68
WBR	17	70	53	34	51	0	51
North Leg							
Approach	951	2,017	1,066	678	1,629	7	1,636
Departure	1,667	2,736	1,069	680	2,347	16	2,363
Total	2,618	4,753	2,135	1,359	3,977	23	4,000
South Leg							
Approach	1,689	2,860	1,171	745	2,434	16	2,450
Departure	978	1,901	923	587	1,565	7	1,572
Total	2,667	4,761	2,094	1,333	4,000	23	4,023
East Leg							
Approach	48	224	176	112	160	0	160
Departure	26	253	227	144	170	0	170
Total	74	477	403	256	330	0	330
West Leg							
Approach	81	129	48	31	112	0	112
Departure	98	340	242	154	252	0	252
Total	179	469	290	185	364	0	364
Total Approaches							
Approach	2,769	5,230	2,461	1,566	4,335	23	4,358
Departure	2,769	5,230	2,461	1,566	4,335	23	4,358
Total	5,538	10,460	4,922	3,132	8,670	46	8,716

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

		AM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
25	**Perris Boulevard/Harley Knox Boulevard**							
NBL		252	451	199	127	379	0	379
NBT		1,371	1,851	480	305	1,676	12	1688
NBR		7	41	34	22	29	0	29
SBL		37	267	230	146	183	0	183
SBT		657	1,071	414	263	920	5	925
SBR		250	545	295	188	438	2	440
EBL		236	452	216	137	373	4	377
EBT		33	277	244	155	188	0	188
EBR		72	137	65	41	113	0	113
WBL		1	4	3	2	3	0	3
WBT		170	820	650	414	584	0	584
WBR		167	608	441	281	448	0	448
North Leg								
	Approach	944	1,883	939	598	1,542	7	1,549
	Departure	1,774	2,911	1,137	724	2,498	16	2,514
	Total	2,718	4,794	2,076	1,321	4,039	23	4,062
South Leg								
	Approach	1,630	2,343	713	454	2,084	12	2,096
	Departure	730	1,212	482	307	1,037	5	1,042
	Total	2,360	3,555	1,195	760	3,120	17	3,137
East Leg								
	Approach	338	1,432	1,094	696	1,034	0	1,034
	Departure	77	585	508	323	400	0	400
	Total	415	2,017	1,602	1,019	1,434	0	1,434
West Leg								
	Approach	341	866	525	334	675	4	679
	Departure	672	1,816	1,144	728	1,400	2	1,402
	Total	1,013	2,682	1,669	1,062	2,075	6	2,081
Total Approaches								
	Approach	3,253	6,524	3,271	2,082	5,335	23	5,358
	Departure	3,253	6,524	3,271	2,082	5,335	23	5,358
	Total	6,506	13,048	6,542	4,163	10,669	46	10,715

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
26 Kitching Street/Alessandro Boulevard							
NBL	155	163	8	5	160	0	160
NBT	186	193	7	4	190	0	190
NBR	11	31	20	13	24	0	24
SBL	55	203	148	94	149	0	149
SBT	131	138	7	4	135	0	135
SBR	161	190	29	18	179	0	179
EBL	126	132	6	4	130	0	130
EBT	399	1,139	740	471	870	32	902
EBR	91	96	5	3	94	0	94
WBL	14	28	14	9	23	0	23
WBT	722	1,765	1,043	664	1,386	14	1400
WBR	82	229	147	94	176	0	176
North Leg							
Approach	347	531	184	117	464	0	464
Departure	394	554	160	102	496	0	496
Total	741	1,085	344	219	960	0	960
South Leg							
Approach	352	387	35	22	374	0	374
Departure	236	261	25	16	252	0	252
Total	588	648	60	38	626	0	626
East Leg							
Approach	818	2,022	1,204	766	1,584	14	1,598
Departure	465	1,373	908	578	1,043	32	1,075
Total	1,283	3,395	2,112	1,344	2,627	46	2,673
West Leg							
Approach	616	1,367	751	478	1,094	32	1,126
Departure	1,038	2,118	1,080	687	1,725	14	1,739
Total	1,654	3,484	1,830	1,165	2,819	46	2,865
Total Approaches							
Approach	2,133	4,306	2,173	1,383	3,516	46	3,562
Departure	2,133	4,306	2,173	1,383	3,516	46	3,562
Total	4,266	8,612	4,346	2,765	7,031	92	7,123

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

		AM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
27	**Kitching Street/Cactus Avenue**							
NBL		202	212	10	6	208	0	208
NBT		320	450	130	83	403	0	403
NBR		25	30	5	3	28	0	28
SBL		43	57	14	9	52	4	56
SBT		232	270	38	24	256	0	256
SBR		104	108	4	3	107	0	107
EBL		84	103	19	12	96	0	96
EBT		591	616	25	16	607	65	672
EBR		132	139	7	4	136	0	136
WBL		23	31	8	5	28	0	28
WBT		681	827	146	93	774	27	801
WBR		27	49	22	14	41	2	43
North Leg								
	Approach	379	435	56	36	415	4	419
	Departure	431	602	171	109	540	2	542
	Total	810	1,037	227	144	954	6	960
South Leg								
	Approach	547	692	145	92	639	0	639
	Departure	387	440	53	33	420	0	420
	Total	934	1,132	198	126	1,060	0	1,060
East Leg								
	Approach	731	907	176	112	843	29	872
	Departure	659	703	44	28	687	69	756
	Total	1,390	1,610	220	140	1,530	98	1,628
West Leg								
	Approach	807	858	51	32	839	65	904
	Departure	987	1,147	160	102	1,089	27	1,116
	Total	1,794	2,005	211	134	1,928	92	2,020
Total Approaches								
	Approach	2,464	2,892	428	272	2,736	98	2,834
	Departure	2,464	2,892	428	272	2,736	98	2,834
	Total	4,928	5,783	855	544	5,472	196	5,668

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
28 Kitching Street/Iris Avenue							
NBL	141	166	25	16	157	0	157
NBT	181	286	105	67	248	0	248
NBR	125	551	426	271	396	4	400
SBL	38	78	40	25	63	0	63
SBT	185	326	141	90	275	0	275
SBR	126	132	6	4	130	0	130
EBL	76	80	4	2	78	0	78
EBT	635	905	270	172	807	36	843
EBR	93	114	21	13	106	0	106
WBL	172	815	643	409	581	2	583
WBT	710	1,048	338	215	925	15	940
WBR	69	137	68	43	112	0	112
North Leg							
Approach	349	536	187	119	468	0	468
Departure	326	503	177	113	439	0	439
Total	675	1,039	364	232	907	0	907
South Leg							
Approach	447	1,003	556	354	801	4	805
Departure	450	1,255	805	512	962	2	964
Total	897	2,258	1,361	866	1,763	6	1,769
East Leg							
Approach	951	2,000	1,049	668	1,619	17	1,636
Departure	798	1,534	736	468	1,266	40	1,306
Total	1,749	3,534	1,785	1,136	2,885	57	2,942
West Leg							
Approach	804	1,099	295	188	992	36	1,028
Departure	977	1,346	369	235	1,212	15	1,227
Total	1,781	2,445	664	423	2,204	51	2,255
Total Approaches							
Approach	2,551	4,638	2,087	1,328	3,879	57	3,936
Departure	2,551	4,638	2,087	1,328	3,879	57	3,936
Total	5,102	9,276	4,174	2,656	7,758	114	7,872

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
29 Lasselle Street/Alessandro Boulevard							
NBL	262	273	11	7	269	0	269
NBT	314	573	259	165	479	0	479
NBR	119	177	58	37	156	0	156
SBL	17	55	38	24	41	8	49
SBT	258	269	11	7	265	0	265
SBR	77	175	98	62	139	0	139
EBL	17	90	73	46	63	0	63
EBT	194	835	641	408	602	32	634
EBR	190	263	73	46	236	0	236
WBL	93	133	40	25	118	0	118
WBT	479	1,489	1,010	643	1,122	14	1136
WBR	9	49	40	25	34	3	37
North Leg							
Approach	352	499	147	94	446	8	454
Departure	340	712	372	237	577	3	580
Total	692	1,211	519	330	1,022	11	1,033
South Leg							
Approach	695	1,023	328	209	904	0	904
Departure	541	665	124	79	620	0	620
Total	1,236	1,688	452	288	1,524	0	1,524
East Leg							
Approach	581	1,671	1,090	694	1,275	17	1,292
Departure	330	1,067	737	469	799	40	839
Total	911	2,738	1,827	1,163	2,074	57	2,131
West Leg							
Approach	401	1,188	787	501	902	32	934
Departure	818	1,937	1,119	712	1,530	14	1,544
Total	1,219	3,125	1,906	1,213	2,432	46	2,478
Total Approaches							
Approach	2,029	4,381	2,352	1,497	3,526	57	3,583
Departure	2,029	4,381	2,352	1,497	3,526	57	3,583
Total	4,058	8,762	4,704	2,993	7,051	114	7,165

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
30 Lasselle Street/Cactus Avenue							
NBL	188	197	9	6	194	0	194
NBT	587	746	159	101	688	0	688
NBR	302	447	145	92	394	0	394
SBL	72	136	64	41	113	4	117
SBT	462	625	163	104	566	0	566
SBR	46	49	3	2	48	0	48
EBL	67	68	1	1	68	0	68
EBT	389	462	73	46	435	69	504
EBR	184	193	9	6	190	0	190
WBL	179	305	126	80	259	0	259
WBT	446	601	155	99	545	29	574
WBR	65	133	68	43	108	2	110
North Leg							
Approach	580	810	230	146	726	4	730
Departure	719	947	228	145	864	2	866
Total	1,299	1,757	458	291	1,590	6	1,596
South Leg							
Approach	1,077	1,390	313	199	1,276	0	1,276
Departure	825	1,123	298	190	1,015	0	1,015
Total	1,902	2,514	612	389	2,291	0	2,291
East Leg							
Approach	690	1,039	349	222	912	31	943
Departure	763	1,045	282	179	942	73	1,015
Total	1,453	2,084	631	402	1,855	104	1,959
West Leg							
Approach	640	723	83	53	693	69	762
Departure	680	847	167	107	787	29	816
Total	1,320	1,571	251	159	1,479	98	1,577
Total Approaches							
Approach	2,987	3,963	976	621	3,608	104	3,712
Departure	2,987	3,963	976	621	3,608	104	3,712
Total	5,974	7,925	1,951	1,242	7,216	208	7,424

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
31 Lasselle Street/John F Kennedy Drive							
NBL	125	178	53	34	159	5	164
NBT	780	1,017	237	151	931	0	931
NBR	60	61	1	1	61	0	61
SBL	236	248	12	8	244	0	244
SBT	553	789	236	150	703	0	703
SBR	115	151	36	23	138	0	138
EBL	78	102	24	15	93	0	93
EBT	359	370	11	7	366	0	366
EBR	77	119	42	27	104	12	116
WBL	40	44	4	3	43	0	43
WBT	277	284	7	4	281	0	281
WBR	185	194	9	6	191	0	191
North Leg							
Approach	904	1,188	284	181	1,085	0	1,085
Departure	1,043	1,313	270	172	1,215	0	1,215
Total	1,947	2,501	554	353	2,300	0	2,300
South Leg							
Approach	965	1,256	291	185	1,150	5	1,155
Departure	670	952	282	179	849	12	861
Total	1,635	2,208	573	365	2,000	17	2,017
East Leg							
Approach	502	522	20	13	515	0	515
Departure	655	679	24	15	670	0	670
Total	1,157	1,201	44	28	1,185	0	1,185
West Leg							
Approach	514	591	77	49	563	12	575
Departure	517	613	96	61	578	5	583
Total	1,031	1,204	173	110	1,141	17	1,158
Total Approaches							
Approach	2,885	3,557	672	428	3,313	17	3,330
Departure	2,885	3,557	672	428	3,313	17	3,330
Total	5,770	7,114	1,344	855	6,625	34	6,659

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
32 Lasselle Street/Iris Avenue							
NBL	364	531	167	106	470	0	470
NBT	589	596	7	4	593	0	593
NBR	442	538	96	61	503	45	548
SBL	127	190	63	40	167	16	183
SBT	468	480	12	8	476	0	476
SBR	97	174	77	49	146	0	146
EBL	138	235	97	62	200	0	200
EBT	502	1,026	524	333	835	41	876
EBR	288	403	115	73	361	0	361
WBL	539	754	215	137	676	19	695
WBT	566	1,385	819	521	1,087	17	1104
WBR	103	175	72	46	149	7	156
North Leg							
Approach	692	844	152	97	789	16	805
Departure	830	1,006	176	112	942	7	949
Total	1,522	1,850	328	209	1,731	23	1,754
South Leg							
Approach	1,395	1,665	270	172	1,567	45	1,612
Departure	1,295	1,637	342	218	1,513	19	1,532
Total	2,690	3,302	612	389	3,079	64	3,143
East Leg							
Approach	1,208	2,314	1,106	704	1,912	43	1,955
Departure	1,071	1,754	683	435	1,506	102	1,608
Total	2,279	4,068	1,789	1,138	3,417	145	3,562
West Leg							
Approach	928	1,664	736	468	1,396	41	1,437
Departure	1,027	2,090	1,063	676	1,703	17	1,720
Total	1,955	3,754	1,799	1,145	3,100	58	3,158
Total Approaches							
Approach	4,223	6,487	2,264	1,441	5,664	145	5,809
Departure	4,223	6,487	2,264	1,441	5,664	145	5,809
Total	8,446	12,974	4,528	2,881	11,327	290	11,617

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
33 Lasselle Street/Krameria Avenue							
NBL	290	354	64	41	331	0	331
NBT	997	1,331	334	213	1,210	45	1255
NBR	197	207	10	6	203	0	203
SBL	75	116	41	26	101	0	101
SBT	665	1,071	406	258	923	19	942
SBR	94	207	113	72	166	0	166
EBL	283	413	130	83	366	0	366
EBT	185	194	9	6	191	0	191
EBR	317	333	16	10	327	0	327
WBL	79	83	4	3	82	0	82
WBT	125	131	6	4	129	0	129
WBR	80	92	12	8	88	0	88
North Leg							
Approach	834	1,394	560	356	1,190	19	1,209
Departure	1,360	1,836	476	303	1,663	45	1,708
Total	2,194	3,230	1,036	659	2,853	64	2,917
South Leg							
Approach	1,484	1,892	408	260	1,744	45	1,789
Departure	1,061	1,487	426	271	1,332	19	1,351
Total	2,545	3,379	834	531	3,076	64	3,140
East Leg							
Approach	284	306	22	14	298	0	298
Departure	457	517	60	38	495	0	495
Total	741	823	82	52	793	0	793
West Leg							
Approach	785	940	155	99	884	0	884
Departure	509	692	183	116	625	0	625
Total	1,294	1,632	338	215	1,509	0	1,509
Total Approaches							
Approach	3,387	4,532	1,145	729	4,116	64	4,180
Departure	3,387	4,532	1,145	729	4,116	64	4,180
Total	6,774	9,064	2,290	1,457	8,231	128	8,359

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
34 Lasselle Street/Via Xavier Lane							
NBL	4	4	0	0	4	0	4
NBT	1,486	1,852	366	233	1,719	41	1760
NBR	12	12	0	0	12	0	12
SBL	14	14	0	0	14	0	14
SBT	1,100	1,480	380	242	1,342	17	1359
SBR	9	9	0	0	9	2	11
EBL	24	24	0	0	24	4	28
EBT	0	0	0	0	0	0	0
EBR	5	5	0	0	5	0	5
WBL	21	21	0	0	21	0	21
WBT	0	0	0	0	0	0	0
WBR	40	40	0	0	40	0	40
North Leg							
Approach	1,123	1,503	380	242	1,365	19	1,384
Departure	1,550	1,916	366	233	1,783	45	1,828
Total	2,673	3,419	746	475	3,148	64	3,212
South Leg							
Approach	1,502	1,868	366	233	1,735	41	1,776
Departure	1,126	1,506	380	242	1,368	17	1,385
Total	2,628	3,374	746	475	3,103	58	3,161
East Leg							
Approach	61	61	0	0	61	0	61
Departure	26	26	0	0	26	0	26
Total	87	87	0	0	87	0	87
West Leg							
Approach	29	29	0	0	29	4	33
Departure	13	13	0	0	13	2	15
Total	42	42	0	0	42	6	48
Total Approaches							
Approach	2,715	3,461	746	475	3,190	64	3,254
Departure	2,715	3,461	746	475	3,190	64	3,254
Total	5,430	6,922	1,492	949	6,379	128	6,507

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
35 Lasselle Street/Lasselle Sports Park - Rojo Tierra							
NBL	12	12	0	0	12	0	12
NBT	1,472	1,838	366	233	1,705	36	1741
NBR	4	4	0	0	4	0	4
SBL	18	18	0	0	18	2	20
SBT	1,166	1,546	380	242	1,408	15	1423
SBR	9	9	0	0	9	0	9
EBL	2	2	0	0	2	0	2
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	10	10	0	0	10	0	10
WBT	0	0	0	0	0	0	0
WBR	56	56	0	0	56	4	60
North Leg							
Approach	1,193	1,573	380	242	1,435	17	1,452
Departure	1,530	1,896	366	233	1,763	40	1,803
Total	2,723	3,469	746	475	3,198	57	3,255
South Leg							
Approach	1,488	1,854	366	233	1,721	36	1,757
Departure	1,176	1,556	380	242	1,418	15	1,433
Total	2,664	3,410	746	475	3,139	51	3,190
East Leg							
Approach	66	66	0	0	66	4	70
Departure	22	22	0	0	22	2	24
Total	88	88	0	0	88	6	94
West Leg							
Approach	2	2	0	0	2	0	2
Departure	21	21	0	0	21	0	21
Total	23	23	0	0	23	0	23
Total Approaches							
Approach	2,749	3,495	746	475	3,224	57	3,281
Departure	2,749	3,495	746	475	3,224	57	3,281
Total	5,498	6,990	1,492	949	6,447	114	6,561

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
36 Lasselle Street/Cremello Way - Avenida De Plata							
NBL	3	10	7	4	7	0	7
NBT	1,394	1,744	350	223	1,617	32	1649
NBR	13	43	30	19	32	0	32
SBL	12	35	23	15	27	0	27
SBT	1,140	1,473	333	212	1,352	14	1366
SBR	24	68	44	28	52	2	54
EBL	77	81	4	2	79	4	83
EBT	2	5	3	2	4	0	4
EBR	6	7	1	1	7	0	7
WBL	31	82	51	32	63	0	63
WBT	2	12	10	6	8	0	8
WBR	17	37	20	13	30	0	30
North Leg							
Approach	1,176	1,576	400	255	1,431	16	1,447
Departure	1,488	1,862	374	238	1,726	36	1,762
Total	2,664	3,438	774	492	3,156	52	3,208
South Leg							
Approach	1,410	1,797	387	246	1,656	32	1,688
Departure	1,177	1,562	385	245	1,422	14	1,436
Total	2,587	3,359	772	491	3,078	46	3,124
East Leg							
Approach	50	131	81	52	102	0	102
Departure	27	83	56	36	63	0	63
Total	77	214	137	87	164	0	164
West Leg							
Approach	85	93	8	5	90	4	94
Departure	29	90	61	39	68	2	70
Total	114	183	69	44	158	6	164
Total Approaches							
Approach	2,721	3,597	876	557	3,278	52	3,330
Departure	2,721	3,597	876	557	3,278	52	3,330
Total	5,442	7,194	1,752	1,115	6,557	104	6,661

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
37 Lasselle Street/Avenida Classica - Kentucky Derby Drive							
NBL	22	22	0	0	22	0	22
NBT	1,052	1,457	405	258	1,310	28	1338
NBR	22	23	1	1	23	0	23
SBL	19	20	1	1	20	0	20
SBT	989	1,372	383	244	1,233	12	1245
SBR	105	105	0	0	105	2	107
EBL	329	331	2	1	330	4	334
EBT	8	8	0	0	8	0	8
EBR	7	7	0	0	7	0	7
WBL	46	47	1	1	47	0	47
WBT	3	3	0	0	3	0	3
WBR	29	29	0	0	29	0	29
North Leg							
Approach	1,113	1,497	384	244	1,357	14	1,371
Departure	1,410	1,817	407	259	1,669	32	1,701
Total	2,523	3,314	791	503	3,026	46	3,072
South Leg							
Approach	1,096	1,502	406	258	1,354	28	1,382
Departure	1,042	1,426	384	244	1,286	12	1,298
Total	2,138	2,928	790	503	2,641	40	2,681
East Leg							
Approach	78	79	1	1	79	0	79
Departure	49	51	2	2	51	0	51
Total	127	131	4	2	129	0	129
West Leg							
Approach	344	346	2	2	346	4	350
Departure	130	130	0	0	130	2	132
Total	474	477	3	2	476	6	482
Total Approaches							
Approach	2,631	3,425	794	505	3,136	46	3,182
Departure	2,631	3,425	794	505	3,136	46	3,182
Total	5,262	6,849	1,587	1,010	6,272	92	6,364

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
38 Lasselle Street/Via De Anza - Rancho Verde High School							
NBL	62	65	3	2	64	0	64
NBT	774	1,172	398	253	1,027	24	1051
NBR	289	298	9	6	295	0	295
SBL	208	218	10	6	214	0	214
SBT	603	976	373	237	840	10	850
SBR	246	247	1	1	247	2	249
EBL	102	115	13	8	110	4	114
EBT	82	86	4	3	85	0	85
EBR	33	39	6	4	37	0	37
WBL	145	150	5	3	148	0	148
WBT	2	2	0	0	2	0	2
WBR	220	231	11	7	227	0	227
North Leg							
Approach	1,057	1,441	384	244	1,301	12	1,313
Departure	1,096	1,518	422	269	1,365	28	1,393
Total	2,153	2,959	806	513	2,666	40	2,706
South Leg							
Approach	1,125	1,535	410	261	1,386	24	1,410
Departure	781	1,165	384	244	1,025	10	1,035
Total	1,906	2,700	794	505	2,411	34	2,445
East Leg							
Approach	367	383	16	10	377	0	377
Departure	579	602	23	15	594	0	594
Total	946	985	39	25	971	0	971
West Leg							
Approach	217	240	23	15	232	4	236
Departure	310	314	4	3	313	2	315
Total	527	554	27	17	544	6	550
Total Approaches							
Approach	2,766	3,599	833	530	3,296	40	3,336
Departure	2,766	3,599	833	530	3,296	40	3,336
Total	5,532	7,199	1,667	1,061	6,593	80	6,673

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
39 Evans Road/Ramona Expressway							
NBL	390	550	160	102	492	0	492
NBT	525	1,088	563	358	883	12	895
NBR	27	105	78	50	77	0	77
SBL	208	533	325	207	415	2	417
SBT	343	672	329	209	552	5	557
SBR	440	462	22	14	454	2	456
EBL	294	309	15	9	303	4	307
EBT	520	845	325	207	727	0	727
EBR	196	243	47	30	226	0	226
WBL	22	81	59	38	60	0	60
WBT	1,164	2,021	857	545	1,709	0	1709
WBR	342	871	529	337	679	4	683
North Leg							
Approach	991	1,667	676	430	1,421	9	1,430
Departure	1,161	2,268	1,107	704	1,865	20	1,885
Total	2,152	3,935	1,783	1,134	3,286	29	3,315
South Leg							
Approach	942	1,743	801	510	1,452	12	1,464
Departure	561	996	435	277	838	5	843
Total	1,503	2,739	1,236	787	2,290	17	2,307
East Leg							
Approach	1,528	2,973	1,445	920	2,448	4	2,452
Departure	755	1,483	728	463	1,218	2	1,220
Total	2,283	4,456	2,173	1,383	3,666	6	3,672
West Leg							
Approach	1,010	1,397	387	246	1,256	4	1,260
Departure	1,994	3,033	1,039	661	2,655	2	2,657
Total	3,004	4,430	1,426	907	3,911	6	3,917
Total Approaches							
Approach	4,471	7,780	3,309	2,106	6,577	29	6,606
Departure	4,471	7,780	3,309	2,106	6,577	29	6,606
Total	8,942	15,559	6,617	4,211	13,153	58	13,211

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
40 Camino Flores/Iris Avenue							
NBL	10	11	1	1	11	0	11
NBT	2	2	0	0	2	0	2
NBR	2	2	0	0	2	0	2
SBL	133	140	7	4	137	4	141
SBT	2	2	0	0	2	0	2
SBR	76	80	4	3	79	0	79
EBL	100	105	5	3	103	0	103
EBT	965	1,652	687	437	1,402	101	1503
EBR	6	7	1	1	7	0	7
WBL	0	0	0	0	0	0	0
WBT	996	2,096	1,100	700	1,696	42	1738
WBR	218	227	9	6	224	2	226
North Leg							
Approach	211	222	11	7	218	4	222
Departure	320	334	14	9	329	2	331
Total	531	556	25	16	547	6	553
South Leg							
Approach	14	15	1	1	15	0	15
Departure	8	9	1	1	9	0	9
Total	22	24	2	1	23	0	23
East Leg							
Approach	1,214	2,323	1,109	706	1,920	44	1,964
Departure	1,100	1,794	694	441	1,541	105	1,646
Total	2,314	4,117	1,803	1,147	3,461	149	3,610
West Leg							
Approach	1,071	1,764	693	441	1,512	101	1,613
Departure	1,082	2,187	1,105	703	1,785	42	1,827
Total	2,153	3,951	1,798	1,144	3,297	143	3,440
Total Approaches							
Approach	2,510	4,324	1,814	1,154	3,664	149	3,813
Departure	2,510	4,324	1,814	1,154	3,664	149	3,813
Total	5,020	8,648	3,628	2,309	7,329	298	7,627

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
41 Coachlight Court - Avenida De Circo/Iris Avenue							
NBL	120	204	84	53	173	0	173
NBT	0	0	0	0	0	0	0
NBR	13	92	79	50	63	0	63
SBL	13	93	80	51	64	0	64
SBT	0	0	0	0	0	0	0
SBR	76	131	55	35	111	0	111
EBL	31	107	76	48	79	0	79
EBT	912	1,529	617	393	1,305	105	1410
EBR	44	151	107	68	112	0	112
WBL	4	66	62	39	43	0	43
WBT	1,018	1,984	966	615	1,633	44	1677
WBR	3	50	47	30	33	0	33
North Leg							
Approach	89	224	135	86	175	0	175
Departure	34	157	123	78	112	0	112
Total	123	381	258	164	287	0	287
South Leg							
Approach	133	296	163	104	237	0	237
Departure	48	217	169	108	156	0	156
Total	181	513	332	211	392	0	392
East Leg							
Approach	1,025	2,100	1,075	684	1,709	44	1,753
Departure	938	1,714	776	494	1,432	105	1,537
Total	1,963	3,814	1,851	1,178	3,141	149	3,290
West Leg							
Approach	987	1,787	800	509	1,496	105	1,601
Departure	1,214	2,319	1,105	703	1,917	44	1,961
Total	2,201	4,106	1,905	1,212	3,413	149	3,562
Total Approaches							
Approach	2,234	4,407	2,173	1,383	3,617	149	3,766
Departure	2,234	4,407	2,173	1,383	3,617	149	3,766
Total	4,468	8,814	4,346	2,766	7,234	298	7,532

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
42 Grande Vista Drive/Iris Avenue							
NBL	115	115	0	0	115	0	115
NBT	0	0	0	0	0	0	0
NBR	34	34	0	0	34	0	34
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	977	1,753	776	494	1,471	109	1580
EBR	69	72	3	2	71	0	71
WBL	7	9	2	1	8	0	8
WBT	806	1,993	1,187	755	1,561	46	1607
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	149	149	0	0	149	0	149
Departure	76	81	5	3	79	0	79
Total	225	230	5	3	228	0	228
East Leg							
Approach	813	2,002	1,189	757	1,570	46	1,616
Departure	1,011	1,787	776	494	1,505	109	1,614
Total	1,824	3,789	1,965	1,250	3,074	155	3,229
West Leg							
Approach	1,046	1,825	779	496	1,542	109	1,651
Departure	921	2,108	1,187	755	1,676	46	1,722
Total	1,967	3,933	1,966	1,251	3,218	155	3,373
Total Approaches							
Approach	2,008	3,976	1,968	1,253	3,261	155	3,416
Departure	2,008	3,976	1,968	1,253	3,261	155	3,416
Total	4,016	7,953	3,937	2,505	6,521	310	6,831

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps							
NBL	116	133	17	11	127	2	129
NBT	259	309	50	32	291	2	293
NBR	415	436	21	13	428	17	445
SBL	33	35	2	1	34	0	34
SBT	371	476	105	67	438	4	442
SBR	3	4	1	1	4	0	4
EBL	6	7	1	1	7	0	7
EBT	35	37	2	1	36	0	36
EBR	205	255	50	32	237	4	241
WBL	132	286	154	98	230	0	230
WBT	10	20	10	6	16	0	16
WBR	26	55	29	18	44	0	44
North Leg							
Approach	407	515	108	69	476	4	480
Departure	291	371	80	51	342	2	344
Total	698	886	188	119	817	6	823
South Leg							
Approach	790	878	88	56	846	21	867
Departure	708	1,017	309	197	905	8	913
Total	1,498	1,895	397	252	1,750	29	1,779
East Leg							
Approach	168	361	193	123	291	0	291
Departure	483	507	24	15	498	17	515
Total	651	868	217	138	789	17	806
West Leg							
Approach	246	299	53	34	280	4	284
Departure	129	157	28	18	147	2	149
Total	375	456	81	51	426	6	432
Total Approaches							
Approach	1,611	2,052	441	281	1,892	29	1,921
Departure	1,611	2,052	441	281	1,892	29	1,921
Total	3,222	4,104	882	561	3,783	58	3,841

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
44 Nason Street/SR-60 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	755	787	32	20	775	20	795
NBR	127	135	8	5	132	0	132
SBL	58	83	25	16	74	0	74
SBT	652	936	284	181	833	8	841
SBR	0	0	0	0	0	0	0
EBL	36	45	9	6	42	0	42
EBT	2	3	1	1	3	0	3
EBR	640	811	171	109	749	41	790
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	710	1,019	309	197	907	8	915
Departure	791	832	41	26	817	20	837
Total	1,501	1,851	350	223	1,724	28	1,752
South Leg							
Approach	882	922	40	25	907	20	927
Departure	1,292	1,747	455	290	1,582	49	1,631
Total	2,174	2,669	495	315	2,489	69	2,558
East Leg							
Approach	0	0	0	0	0	0	0
Departure	187	221	34	22	209	0	209
Total	187	221	34	22	209	0	209
West Leg							
Approach	678	859	181	115	793	41	834
Departure	0	0	0	0	0	0	0
Total	678	859	181	115	793	41	834
Total Approaches							
Approach	2,270	2,800	530	337	2,607	69	2,676
Departure	2,270	2,800	530	337	2,607	69	2,676
Total	4,540	5,600	1,060	675	5,215	138	5,353

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
45 Nason Street/Eucalyptus Avenue							
NBL	63	210	147	94	157	2	159
NBT	562	740	178	113	675	20	695
NBR	113	574	461	293	406	0	406
SBL	16	23	7	4	20	0	20
SBT	934	1,286	352	224	1,158	49	1207
SBR	114	120	6	4	118	0	118
EBL	229	240	11	7	236	0	236
EBT	170	296	126	80	250	0	250
EBR	209	348	139	88	297	4	301
WBL	91	490	399	254	345	0	345
WBT	103	382	279	178	281	0	281
WBR	19	28	9	6	25	0	25
North Leg							
Approach	1,064	1,429	365	232	1,296	49	1,345
Departure	810	1,008	198	126	936	20	956
Total	1,874	2,437	563	358	2,232	69	2,301
South Leg							
Approach	738	1,524	786	500	1,238	22	1,260
Departure	1,234	2,124	890	566	1,800	53	1,853
Total	1,972	3,648	1,676	1,067	3,039	75	3,114
East Leg							
Approach	213	900	687	437	650	0	650
Departure	299	893	594	378	677	0	677
Total	512	1,793	1,281	815	1,327	0	1,327
West Leg							
Approach	608	884	276	176	784	4	788
Departure	280	712	432	275	555	2	557
Total	888	1,596	708	451	1,339	6	1,345
Total Approaches							
Approach	2,623	4,737	2,114	1,345	3,968	75	4,043
Departure	2,623	4,737	2,114	1,345	3,968	75	4,043
Total	5,246	9,474	4,228	2,691	7,937	150	8,087

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
46 Nason Street/Cottonwood Avenue							
NBL	23	31	8	5	28	0	28
NBT	601	1,132	531	338	939	22	961
NBR	5	15	10	6	11	0	11
SBL	21	60	39	25	46	0	46
SBT	818	1,496	678	431	1,249	53	1302
SBR	113	142	29	18	131	0	131
EBL	96	101	5	3	99	0	99
EBT	39	61	22	14	53	0	53
EBR	22	22	0	0	22	0	22
WBL	5	10	5	3	8	0	8
WBT	52	74	22	14	66	0	66
WBR	87	172	85	54	141	0	141
North Leg							
Approach	952	1,698	746	475	1,427	53	1,480
Departure	784	1,405	621	395	1,179	22	1,201
Total	1,736	3,103	1,367	870	2,606	75	2,681
South Leg							
Approach	629	1,178	549	349	978	22	1,000
Departure	845	1,528	683	435	1,280	53	1,333
Total	1,474	2,706	1,232	784	2,258	75	2,333
East Leg							
Approach	144	256	112	71	215	0	215
Departure	65	136	71	45	110	0	110
Total	209	392	183	116	325	0	325
West Leg							
Approach	157	184	27	17	174	0	174
Departure	188	247	59	38	226	0	226
Total	345	431	86	55	400	0	400
Total Approaches							
Approach	1,882	3,316	1,434	912	2,794	75	2,869
Departure	1,882	3,316	1,434	912	2,794	75	2,869
Total	3,764	6,632	2,868	1,825	5,589	150	5,739

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
47 Nason Street/Alessandro Boulevard							
NBL	81	236	155	99	180	20	200
NBT	450	749	299	190	640	22	662
NBR	29	56	27	17	46	0	46
SBL	47	106	59	38	85	0	85
SBT	708	1,025	317	202	910	53	963
SBR	97	333	236	150	247	0	247
EBL	52	184	132	84	136	0	136
EBT	122	497	375	239	361	0	361
EBR	96	250	154	98	194	49	243
WBL	127	163	36	23	150	0	150
WBT	302	920	618	393	695	0	695
WBR	119	207	88	56	175	0	175
North Leg							
Approach	852	1,464	612	389	1,241	53	1,294
Departure	621	1,140	519	330	951	22	973
Total	1,473	2,604	1,131	720	2,193	75	2,268
South Leg							
Approach	560	1,041	481	306	866	42	908
Departure	931	1,438	507	323	1,254	102	1,356
Total	1,491	2,479	988	629	2,120	144	2,264
East Leg							
Approach	548	1,290	742	472	1,020	0	1,020
Departure	198	659	461	293	491	0	491
Total	746	1,949	1,203	766	1,512	0	1,512
West Leg							
Approach	270	931	661	421	691	49	740
Departure	480	1,489	1,009	642	1,122	20	1,142
Total	750	2,420	1,670	1,063	1,813	69	1,882
Total Approaches							
Approach	2,230	4,726	2,496	1,588	3,818	144	3,962
Departure	2,230	4,726	2,496	1,588	3,818	144	3,962
Total	4,460	9,452	4,992	3,177	7,637	288	7,925

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
48 Nason Street/Cactus Avenue							
NBL	108	113	5	3	111	30	141
NBT	368	767	399	254	622	42	664
NBR	9	36	27	17	26	0	26
SBL	55	195	140	89	144	0	144
SBT	306	725	419	267	573	101	674
SBR	182	191	9	6	188	0	188
EBL	90	95	5	3	93	0	93
EBT	283	334	51	32	315	0	315
EBR	69	72	3	2	71	73	144
WBL	11	43	32	20	31	0	31
WBT	374	472	98	62	436	0	436
WBR	56	171	115	73	129	0	129
North Leg							
Approach	543	1,111	568	362	905	101	1,006
Departure	514	1,033	519	330	844	42	886
Total	1,057	2,144	1,087	691	1,748	143	1,891
South Leg							
Approach	485	916	431	275	760	72	832
Departure	386	840	454	289	675	174	849
Total	871	1,757	886	564	1,435	246	1,681
East Leg							
Approach	441	686	245	156	597	0	597
Departure	347	565	218	139	486	0	486
Total	788	1,251	463	295	1,083	0	1,083
West Leg							
Approach	442	501	59	38	480	73	553
Departure	664	777	113	72	736	30	766
Total	1,106	1,277	171	109	1,215	103	1,318
Total Approaches							
Approach	1,911	3,214	1,303	829	2,740	246	2,986
Departure	1,911	3,214	1,303	829	2,740	246	2,986
Total	3,822	6,429	2,607	1,659	5,481	492	5,973

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
49 Nason Street-Hillrose Lane/Iris Avenue							
NBL	13	17	4	3	16	0	16
NBT	39	41	2	1	40	0	40
NBR	7	7	0	0	7	4	11
SBL	109	151	42	27	136	174	310
SBT	9	9	0	0	9	0	9
SBR	228	628	400	255	483	0	483
EBL	280	639	359	228	508	0	508
EBT	709	1,104	395	251	960	109	1069
EBR	22	24	2	1	23	0	23
WBL	7	7	0	0	7	2	9
WBT	572	1,354	782	498	1,070	46	1116
WBR	82	143	61	39	121	73	194
North Leg							
Approach	346	788	442	281	627	174	801
Departure	401	823	422	269	670	73	743
Total	747	1,611	864	550	1,297	247	1,544
South Leg							
Approach	59	65	6	4	63	4	67
Departure	38	40	2	1	39	2	41
Total	97	106	9	6	103	6	109
East Leg							
Approach	661	1,504	843	537	1,198	121	1,319
Departure	825	1,262	437	278	1,103	287	1,390
Total	1,486	2,767	1,281	815	2,301	408	2,709
West Leg							
Approach	1,011	1,767	756	481	1,492	109	1,601
Departure	813	1,999	1,186	755	1,568	46	1,614
Total	1,824	3,766	1,942	1,236	3,060	155	3,215
Total Approaches							
Approach	2,077	4,125	2,048	1,303	3,380	408	3,788
Departure	2,077	4,125	2,048	1,303	3,380	408	3,788
Total	4,154	8,249	4,095	2,606	6,760	816	7,576

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
50 Pearl Lane - Oliver Street/Alessandro Boulevard							
NBL	135	142	7	4	139	2	141
NBT	0	0	0	0	0	0	0
NBR	23	37	14	9	32	2	34
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	3	145	142	90	93	0	93
EBL	1	34	33	21	22	0	22
EBT	209	594	385	245	454	0	454
EBR	58	61	3	2	60	4	64
WBL	9	10	1	1	10	4	14
WBT	416	919	503	320	736	0	736
WBR	1	65	64	41	42	0	42
North Leg							
Approach	3	145	142	90	93	0	93
Departure	2	99	97	62	64	0	64
Total	5	244	239	152	157	0	157
South Leg							
Approach	158	179	21	13	171	4	175
Departure	67	71	4	2	69	8	77
Total	225	250	25	16	241	12	253
East Leg							
Approach	426	994	568	361	787	4	791
Departure	232	631	399	254	486	2	488
Total	658	1,625	967	615	1,273	6	1,279
West Leg							
Approach	268	689	421	268	536	4	540
Departure	554	1,206	652	415	969	2	971
Total	822	1,895	1,073	683	1,505	6	1,511
Total Approaches							
Approach	855	2,007	1,152	733	1,588	12	1,600
Departure	855	2,007	1,152	733	1,588	12	1,600
Total	1,710	4,013	2,303	1,466	3,176	24	3,200

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
51 Oliver Street/Cactus Avenue							
NBL	209	219	10	7	216	2	218
NBT	101	106	5	3	104	3	107
NBR	29	108	79	50	79	2	81
SBL	4	4	0	0	4	0	4
SBT	42	44	2	1	43	8	51
SBR	7	7	0	0	7	0	7
EBL	23	24	1	1	24	0	24
EBT	247	259	12	8	255	0	255
EBR	212	223	11	7	219	4	223
WBL	25	115	90	57	82	4	86
WBT	281	282	1	1	282	0	282
WBR	17	22	5	3	20	0	20
North Leg							
Approach	53	55	2	2	55	8	63
Departure	141	152	11	7	148	3	151
Total	194	208	14	9	203	11	214
South Leg							
Approach	339	434	95	60	399	7	406
Departure	279	382	103	65	344	16	360
Total	618	815	197	125	743	23	766
East Leg							
Approach	323	419	96	61	384	4	388
Departure	280	371	91	58	338	2	340
Total	603	790	187	119	722	6	728
West Leg							
Approach	482	506	24	15	497	4	501
Departure	497	509	12	8	505	2	507
Total	979	1,015	36	23	1,002	6	1,008
Total Approaches							
Approach	1,197	1,414	217	138	1,335	23	1,358
Departure	1,197	1,414	217	138	1,335	23	1,358
Total	2,394	2,828	434	276	2,670	46	2,716

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
52 Oliver Street/John F Kennedy Drive							
NBL	0	0	0	0	0	0	0
NBT	274	361	87	55	329	7	336
NBR	65	68	3	2	67	2	69
SBL	229	304	75	48	277	0	277
SBT	70	74	4	3	73	16	89
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	24	25	1	1	25	4	29
WBT	0	0	0	0	0	0	0
WBR	88	162	74	47	135	0	135
North Leg							
Approach	299	378	79	50	349	16	365
Departure	362	523	161	102	464	7	471
Total	661	901	240	153	814	23	837
South Leg							
Approach	339	429	90	57	396	9	405
Departure	94	99	5	3	97	20	117
Total	433	528	95	61	494	29	523
East Leg							
Approach	112	187	75	48	160	4	164
Departure	294	372	78	50	344	2	346
Total	406	559	153	98	504	6	510
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	750	994	244	156	906	29	935
Departure	750	994	244	156	906	29	935
Total	1,500	1,989	489	311	1,811	58	1,869

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
53 Oliver Street/Iris Avenue							
NBL	80	102	22	14	94	8	102
NBT	26	27	1	1	27	0	27
NBR	21	22	1	1	22	0	22
SBL	5	5	0	0	5	0	5
SBT	17	18	1	1	18	0	18
SBR	149	169	20	13	162	20	182
EBL	125	195	70	45	170	8	178
EBT	496	862	366	233	729	37	766
EBR	24	25	1	1	25	3	28
WBL	37	39	2	1	38	0	38
WBT	478	1,263	785	500	978	89	1067
WBR	7	13	6	4	11	0	11
North Leg							
Approach	171	192	21	13	184	20	204
Departure	158	235	77	49	207	8	215
Total	329	427	98	63	392	28	420
South Leg							
Approach	127	151	24	15	142	8	150
Departure	78	82	4	2	80	3	83
Total	205	233	28	18	223	11	234
East Leg							
Approach	522	1,315	793	505	1,027	89	1,116
Departure	522	889	367	234	756	37	793
Total	1,044	2,204	1,160	738	1,782	126	1,908
West Leg							
Approach	645	1,082	437	278	923	48	971
Departure	707	1,534	827	526	1,233	117	1,350
Total	1,352	2,616	1,264	804	2,156	165	2,321
Total Approaches							
Approach	1,465	2,741	1,276	812	2,277	165	2,442
Departure	1,465	2,741	1,276	812	2,277	165	2,442
Total	2,930	5,481	2,551	1,623	4,553	330	4,883

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
54 Via Del Lago/Iris Avenue - Moreno Beach Drive							
NBL	30	75	45	29	59	0	59
NBT	2	3	1	1	3	0	3
NBR	33	98	65	41	74	0	74
SBL	6	7	1	1	7	0	7
SBT	0	0	0	0	0	0	0
SBR	42	44	2	1	43	0	43
EBL	15	16	1	0	15	0	15
EBT	486	842	356	227	713	37	750
EBR	21	39	18	11	32	0	32
WBL	19	62	43	27	46	0	46
WBT	450	1,153	703	447	897	89	986
WBR	4	6	2	1	5	0	5
North Leg							
Approach	48	51	3	2	50	0	50
Departure	21	25	4	2	23	0	23
Total	69	76	7	4	73	0	73
South Leg							
Approach	65	176	111	71	136	0	136
Departure	40	101	61	39	79	0	79
Total	105	277	172	109	214	0	214
East Leg							
Approach	473	1,221	748	476	949	89	1,038
Departure	525	947	422	269	794	37	831
Total	998	2,168	1,170	745	1,743	126	1,869
West Leg							
Approach	522	897	375	238	760	37	797
Departure	522	1,272	750	477	999	89	1,088
Total	1,044	2,169	1,125	716	1,760	126	1,886
Total Approaches							
Approach	1,108	2,345	1,237	787	1,895	126	2,021
Departure	1,108	2,345	1,237	787	1,895	126	2,021
Total	2,216	4,690	2,474	1,574	3,790	252	4,042

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
55 Moreno Beach Drive/SR-60 Westbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	228	474	246	157	385	7	392
NBR	396	506	110	70	466	0	466
SBL	105	160	55	35	140	0	140
SBT	206	542	336	214	420	16	436
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	120	221	101	64	184	28	212
WBT	0	0	0	0	0	0	0
WBR	4	7	3	2	6	0	6
North Leg							
Approach	311	702	391	249	560	16	576
Departure	232	481	249	158	390	7	397
Total	543	1,183	640	407	950	23	973
South Leg							
Approach	624	980	356	227	851	7	858
Departure	326	763	437	278	604	44	648
Total	950	1,743	793	505	1,455	51	1,506
East Leg							
Approach	124	228	104	66	190	28	218
Departure	501	666	165	105	606	0	606
Total	625	894	269	171	796	28	824
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,059	1,910	851	542	1,601	51	1,652
Departure	1,059	1,910	851	542	1,601	51	1,652
Total	2,118	3,820	1,702	1,083	3,201	102	3,303

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

		AM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
56	**Moreno Beach Drive/SR-60 Eastbound Ramps**							
NBL		0	0	0	0	0	0	0
NBT		567	908	341	217	784	7	791
NBR		160	422	262	167	327	12	339
SBL		6	17	11	7	13	0	13
SBT		320	750	430	274	594	45	639
SBR		0	0	0	0	0	0	0
EBL		57	77	20	13	70	0	70
EBT		3	7	4	3	6	0	6
EBR		339	607	268	171	510	0	510
WBL		0	0	0	0	0	0	0
WBT		0	0	0	0	0	0	0
WBR		0	0	0	0	0	0	0
North Leg								
	Approach	326	767	441	281	607	45	652
	Departure	624	985	361	230	854	7	861
	Total	950	1,752	802	510	1,460	52	1,512
South Leg								
	Approach	727	1,330	603	384	1,111	19	1,130
	Departure	659	1,357	698	444	1,103	45	1,148
	Total	1,386	2,687	1,301	828	2,214	64	2,278
East Leg								
	Approach	0	0	0	0	0	0	0
	Departure	169	446	277	176	345	12	357
	Total	169	446	277	176	345	12	357
West Leg								
	Approach	399	691	292	186	585	0	585
	Departure	0	0	0	0	0	0	0
	Total	399	691	292	186	585	0	585
Total Approaches								
	Approach	1,452	2,788	1,336	850	2,302	64	2,366
	Departure	1,452	2,788	1,336	850	2,302	64	2,366
	Total	2,904	5,576	2,672	1,700	4,604	128	4,732

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
57 Moreno Beach Drive/Eucalyptus Avenue							
NBL	51	102	51	32	83	0	83
NBT	464	511	47	30	494	19	513
NBR	19	21	2	1	20	0	20
SBL	124	295	171	109	233	0	233
SBT	410	515	105	67	477	45	522
SBR	125	546	421	268	393	0	393
EBL	213	597	384	244	457	0	457
EBT	42	116	74	47	89	0	89
EBR	64	94	30	19	83	0	83
WBL	9	22	13	8	17	0	17
WBT	16	133	117	74	90	0	90
WBR	50	230	180	115	165	0	165
North Leg							
Approach	659	1,356	697	444	1,103	45	1,148
Departure	727	1,338	611	389	1,116	19	1,135
Total	1,386	2,694	1,308	832	2,218	64	2,282
South Leg							
Approach	534	634	100	64	598	19	617
Departure	483	631	148	94	577	45	622
Total	1,017	1,265	248	158	1,175	64	1,239
East Leg							
Approach	75	385	310	197	272	0	272
Departure	185	432	247	157	342	0	342
Total	260	817	557	354	614	0	614
West Leg							
Approach	319	807	488	311	630	0	630
Departure	192	781	589	375	567	0	567
Total	511	1,588	1,077	685	1,196	0	1,196
Total Approaches							
Approach	1,587	3,182	1,595	1,015	2,602	64	2,666
Departure	1,587	3,182	1,595	1,015	2,602	64	2,666
Total	3,174	6,364	3,190	2,030	5,204	128	5,332

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
58 Moreno Beach Drive/Cottonwood Avenue							
NBL	4	4	0	0	4	0	4
NBT	467	510	43	27	494	19	513
NBR	25	110	85	54	79	3	82
SBL	27	82	55	35	62	0	62
SBT	369	549	180	115	484	45	529
SBR	10	11	1	0	10	0	10
EBL	10	11	1	0	10	0	10
EBT	36	59	23	15	51	0	51
EBR	4	4	0	0	4	0	4
WBL	33	149	116	74	107	8	115
WBT	66	106	40	25	91	0	91
WBR	41	94	53	34	75	0	75
North Leg							
Approach	406	642	236	150	556	45	601
Departure	518	615	97	61	579	19	598
Total	924	1,256	332	211	1,135	64	1,199
South Leg							
Approach	496	624	128	82	578	22	600
Departure	406	702	296	188	594	53	647
Total	902	1,326	424	270	1,172	75	1,247
East Leg							
Approach	140	349	209	133	273	8	281
Departure	88	251	163	104	192	3	195
Total	228	600	372	237	465	11	476
West Leg							
Approach	50	74	24	15	65	0	65
Departure	80	121	41	26	106	0	106
Total	130	194	64	41	171	0	171
Total Approaches							
Approach	1,092	1,688	596	380	1,472	75	1,547
Departure	1,092	1,688	596	380	1,472	75	1,547
Total	2,184	3,377	1,193	759	2,943	150	3,093

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
59 Moreno Beach Drive/Alessandro Boulevard							
NBL	60	70	10	6	66	0	66
NBT	455	577	122	78	533	22	555
NBR	33	289	256	163	196	5	201
SBL	9	61	52	33	42	0	42
SBT	433	629	196	125	558	53	611
SBR	73	77	4	2	75	0	75
EBL	41	43	2	1	42	0	42
EBT	102	518	416	265	367	0	367
EBR	50	55	5	3	53	0	53
WBL	50	310	260	165	215	12	227
WBT	206	796	590	375	581	0	581
WBR	11	46	35	22	33	0	33
North Leg							
Approach	515	767	252	160	675	53	728
Departure	507	666	159	101	608	22	630
Total	1,022	1,433	411	261	1,283	75	1,358
South Leg							
Approach	548	936	388	247	795	27	822
Departure	533	994	461	293	826	65	891
Total	1,081	1,930	849	540	1,621	92	1,713
East Leg							
Approach	267	1,152	885	563	830	12	842
Departure	144	868	724	461	605	5	610
Total	411	2,020	1,609	1,024	1,435	17	1,452
West Leg							
Approach	193	616	423	269	462	0	462
Departure	339	943	604	384	723	0	723
Total	532	1,559	1,027	653	1,185	0	1,185
Total Approaches							
Approach	1,523	3,471	1,948	1,239	2,762	92	2,854
Departure	1,523	3,471	1,948	1,239	2,762	92	2,854
Total	3,046	6,941	3,895	2,479	5,525	184	5,709

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
60 Moreno Beach Drive/Cactus Avenue							
NBL	86	87	1	1	87	0	87
NBT	393	667	274	174	567	27	594
NBR	38	102	64	41	79	5	84
SBL	8	27	19	12	20	0	20
SBT	285	661	376	239	524	65	589
SBR	77	100	23	15	92	0	92
EBL	83	89	6	4	87	0	87
EBT	77	130	53	34	111	0	111
EBR	71	81	10	6	77	0	77
WBL	19	57	38	24	43	12	55
WBT	112	186	74	47	159	0	159
WBR	19	53	34	22	41	0	41
North Leg							
Approach	370	788	418	266	636	65	701
Departure	495	809	314	200	695	27	722
Total	865	1,597	732	466	1,331	92	1,423
South Leg							
Approach	517	856	339	216	733	32	765
Departure	375	799	424	270	645	77	722
Total	892	1,655	763	486	1,378	109	1,487
East Leg							
Approach	150	296	146	93	243	12	255
Departure	123	259	136	87	210	5	215
Total	273	555	282	179	452	17	469
West Leg							
Approach	231	300	69	44	275	0	275
Departure	275	373	98	62	337	0	337
Total	506	673	167	106	612	0	612
Total Approaches							
Approach	1,268	2,240	972	619	1,887	109	1,996
Departure	1,268	2,240	972	619	1,887	109	1,996
Total	2,536	4,480	1,944	1,237	3,773	218	3,991

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
61 Moreno Beach Drive/John F Kennedy Drive							
NBL	22	50	28	18	40	0	40
NBT	325	538	213	136	461	32	493
NBR	201	372	171	109	310	5	315
SBL	71	75	4	2	73	0	73
SBT	266	599	333	212	478	77	555
SBR	92	106	14	9	101	0	101
EBL	68	110	42	27	95	0	95
EBT	34	62	28	18	52	0	52
EBR	7	30	23	15	22	0	22
WBL	165	564	399	254	419	12	431
WBT	45	79	34	22	67	0	67
WBR	75	97	22	14	89	0	89
North Leg							
Approach	429	780	351	223	652	77	729
Departure	468	745	277	176	644	32	676
Total	897	1,525	628	399	1,296	109	1,405
South Leg							
Approach	548	960	412	262	810	37	847
Departure	438	1,193	755	480	918	89	1,007
Total	986	2,153	1,167	743	1,729	126	1,855
East Leg							
Approach	285	740	455	290	575	12	587
Departure	306	509	203	129	435	5	440
Total	591	1,249	658	418	1,009	17	1,026
West Leg							
Approach	109	202	93	59	168	0	168
Departure	159	235	76	48	207	0	207
Total	268	437	169	108	376	0	376
Total Approaches							
Approach	1,371	2,682	1,311	834	2,205	126	2,331
Departure	1,371	2,682	1,311	834	2,205	126	2,331
Total	2,742	5,363	2,621	1,668	4,410	252	4,662

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
62 Driveway 1/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	12	12	0	0	12	64	76
EBL	0	0	0	0	0	0	0
EBT	841	1,276	435	277	1,118	288	1406
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	649	1,476	827	526	1,175	56	1231
WBR	5	5	0	0	5	4	9
North Leg							
Approach	12	12	0	0	12	64	76
Departure	5	5	0	0	5	4	9
Total	17	17	0	0	17	68	85
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	654	1,481	827	526	1,180	60	1,240
Departure	841	1,276	435	277	1,118	288	1,406
Total	1,495	2,757	1,262	803	2,298	348	2,646
West Leg							
Approach	841	1,276	435	277	1,118	288	1,406
Departure	661	1,488	827	526	1,187	120	1,307
Total	1,502	2,764	1,262	803	2,305	408	2,713
Total Approaches							
Approach	1,507	2,769	1,262	803	2,310	412	2,722
Departure	1,507	2,769	1,262	803	2,310	412	2,722
Total	3,014	5,538	2,524	1,606	4,620	824	5,444

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
63 Driveway 2/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	10	10	0	0	10	49	68
SBT	0	0	0	0	0	0	0
SBR	14	14	0	0	14	32	46
EBL	187	187	0	0	187	288	509
EBT	661	1,096	435	277	938	0	904
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	639	1,466	827	526	1,165	28	1193
WBR	46	46	0	0	46	61	107
North Leg							
Approach	24	24	0	0	24	81	114
Departure	233	233	0	0	233	349	616
Total	257	257	0	0	257	430	730
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	685	1,512	827	526	1,211	89	1,300
Departure	671	1,106	435	277	948	49	972
Total	1,356	2,618	1,262	803	2,159	138	2,272
West Leg							
Approach	848	1,283	435	277	1,125	288	1,413
Departure	653	1,480	827	526	1,179	60	1,239
Total	1,501	2,763	1,262	803	2,304	348	2,652
Total Approaches							
Approach	1,557	2,819	1,262	803	2,360	458	2,827
Departure	1,557	2,819	1,262	803	2,360	458	2,827
Total	3,114	5,638	2,524	1,606	4,720	916	5,654

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
64 Driveway 3/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	9	9	0	0	9	0	0
SBT	0	0	0	0	0	0	0
SBR	25	25	0	0	25	24	49
EBL	34	34	0	0	34	0	0
EBT	636	1,071	435	277	913	49	971
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	660	1,487	827	526	1,186	65	1251
WBR	46	46	0	0	46	53	99
North Leg							
Approach	34	34	0	0	34	24	49
Departure	80	80	0	0	80	53	99
Total	114	114	0	0	114	77	148
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	706	1,533	827	526	1,232	118	1,350
Departure	645	1,080	435	277	922	49	971
Total	1,351	2,613	1,262	803	2,154	167	2,321
West Leg							
Approach	670	1,105	435	277	947	49	971
Departure	685	1,512	827	526	1,211	89	1,300
Total	1,355	2,617	1,262	803	2,158	138	2,271
Total Approaches							
Approach	1,410	2,672	1,262	803	2,213	191	2,370
Departure	1,410	2,672	1,262	803	2,213	191	2,370
Total	2,820	5,344	2,524	1,606	4,426	382	4,740

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
1 I-215 Southbound Ramps/Alessandro Boulevard							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	228	432	204	130	358	0	358
SBT	0	0	0	0	0	0	0
SBR	329	345	16	10	339	0	339
EBL	0	0	0	0	0	0	0
EBT	1,470	2,905	1,435	913	2,383	6	2,389
EBR	435	571	136	87	522	0	522
WBL	0	0	0	0	0	0	0
WBT	1,175	2,740	1,565	996	2,171	14	2,185
WBR	108	194	86	55	163	0	163
North Leg							
Approach	557	777	220	140	697	0	697
Departure	108	194	86	55	163	0	163
Total	665	971	306	195	860	0	860
South Leg							
Approach	0	0	0	0	0	0	0
Departure	435	571	136	87	522	0	522
Total	435	571	136	87	522	0	522
East Leg							
Approach	1,283	2,934	1,651	1,051	2,334	14	2,348
Departure	1,698	3,337	1,639	1,043	2,741	6	2,747
Total	2,981	6,271	3,290	2,094	5,075	20	5,095
West Leg							
Approach	1,905	3,476	1,571	1,000	2,905	6	2,911
Departure	1,504	3,085	1,581	1,006	2,510	14	2,524
Total	3,409	6,561	3,152	2,006	5,415	20	5,435
Total Approaches							
Approach	3,745	7,187	3,442	2,191	5,936	20	5,956
Departure	3,745	7,187	3,442	2,191	5,936	20	5,956
Total	7,490	14,375	6,885	4,381	11,871	40	11,911

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
2 I-215 Northbound Ramps/Alessandro Boulevard							
NBL	442	518	76	48	490	0	490
NBT	0	0	0	0	0	0	0
NBR	204	279	75	48	252	0	252
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	245	257	12	8	253	0	253
EBT	1,453	3,080	1,627	1,035	2,488	6	2,494
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	841	2,416	1,575	1,002	1,843	14	1,857
WBR	214	312	98	62	276	0	276
North Leg							
Approach	0	0	0	0	0	0	0
Departure	459	569	110	70	529	0	529
Total	459	569	110	70	529	0	529
South Leg							
Approach	646	797	151	96	742	0	742
Departure	0	0	0	0	0	0	0
Total	646	797	151	96	742	0	742
East Leg							
Approach	1,055	2,728	1,673	1,065	2,120	14	2,134
Departure	1,657	3,359	1,702	1,083	2,740	6	2,746
Total	2,712	6,087	3,375	2,148	4,860	20	4,880
West Leg							
Approach	1,698	3,337	1,639	1,043	2,741	6	2,747
Departure	1,283	2,934	1,651	1,051	2,334	14	2,348
Total	2,981	6,271	3,290	2,094	5,075	20	5,095
Total Approaches							
Approach	3,399	6,862	3,463	2,204	5,603	20	5,623
Departure	3,399	6,862	3,463	2,204	5,603	20	5,623
Total	6,798	13,725	6,927	4,408	11,206	40	11,246

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
3 I-215 Southbound Ramps/Cactus Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	572	601	29	18	590	12	602
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	92	95	3	2	94	0	94
EBL	0	0	0	0	0	0	0
EBT	629	1,255	626	398	1,027	2	1,029
EBR	179	683	504	321	500	0	500
WBL	574	603	29	18	592	36	628
WBT	591	1,159	568	361	952	5	957
WBR	0	0	0	0	0	0	0
North Leg							
Approach	92	95	3	2	94	0	94
Departure	0	0	0	0	0	0	0
Total	92	95	3	2	94	0	94
South Leg							
Approach	572	601	29	18	590	12	602
Departure	753	1,286	533	339	1,092	36	1,128
Total	1,325	1,886	561	357	1,682	48	1,730
East Leg							
Approach	1,165	1,762	597	380	1,545	41	1,586
Departure	1,201	1,856	655	417	1,618	14	1,632
Total	2,366	3,617	1,251	796	3,162	55	3,217
West Leg							
Approach	808	1,938	1,130	719	1,527	2	1,529
Departure	683	1,254	571	363	1,046	5	1,051
Total	1,491	3,192	1,701	1,082	2,573	7	2,580
Total Approaches							
Approach	2,637	4,395	1,758	1,119	3,756	55	3,811
Departure	2,637	4,395	1,758	1,119	3,756	55	3,811
Total	5,274	8,791	3,517	2,238	7,512	110	7,622

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
4 I-215 Northbound Ramps/Cactus Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	1,209	1,856	647	412	1,621	14	1,635
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	1,166	1,762	596	379	1,545	41	1,586
WBR	537	537	0	0	537	27	564
North Leg							
Approach	0	0	0	0	0	0	0
Departure	537	537	0	0	537	27	564
Total	537	537	0	0	537	27	564
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	1,703	2,299	596	379	2,082	68	2,150
Departure	1,209	1,856	647	412	1,621	14	1,635
Total	2,912	4,155	1,243	791	3,703	82	3,785
West Leg							
Approach	1,209	1,856	647	412	1,621	14	1,635
Departure	1,166	1,762	596	379	1,545	41	1,586
Total	2,375	3,618	1,243	791	3,166	55	3,221
Total Approaches							
Approach	2,912	4,155	1,243	791	3,703	82	3,785
Departure	2,912	4,155	1,243	791	3,703	82	3,785
Total	5,824	8,310	2,486	1,582	7,406	164	7,570

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
5	**I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue**							
NBL		56	61	5	3	59	0	59
NBT		84	336	252	160	244	0	244
NBR		630	790	160	102	732	16	748
SBL		217	992	775	493	710	0	710
SBT		4	26	22	14	18	0	18
SBR		114	370	256	163	277	0	277
EBL		18	83	65	41	59	0	59
EBT		1,120	1,629	509	324	1,444	14	1,458
EBR		71	144	73	46	117	0	117
WBL		0	0	0	0	0	0	0
WBT		1,533	1,868	335	213	1,746	68	1,814
WBR		112	613	501	319	431	0	431
North Leg								
	Approach	335	1,388	1,053	670	1,005	0	1,005
	Departure	214	1,032	818	521	735	0	735
	Total	549	2,420	1,871	1,191	1,740	0	1,740
South Leg								
	Approach	770	1,187	417	265	1,035	16	1,051
	Departure	75	170	95	60	135	0	135
	Total	845	1,357	512	326	1,171	16	1,187
East Leg								
	Approach	1,645	2,481	836	532	2,177	68	2,245
	Departure	1,967	3,411	1,444	919	2,886	30	2,916
	Total	3,612	5,892	2,280	1,451	5,063	98	5,161
West Leg								
	Approach	1,209	1,856	647	412	1,621	14	1,635
	Departure	1,703	2,299	596	379	2,082	68	2,150
	Total	2,912	4,155	1,243	791	3,703	82	3,785
Total Approaches								
	Approach	3,959	6,912	2,953	1,879	5,838	98	5,936
	Departure	3,959	6,912	2,953	1,879	5,838	98	5,936
	Total	7,918	13,824	5,906	3,758	11,676	196	11,872

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
6 Day Street/Alessandro Boulevard							
NBL	8	13	5	3	11	0	11
NBT	57	170	113	72	129	0	129
NBR	8	8	0	0	8	0	8
SBL	176	749	573	365	541	0	541
SBT	38	122	84	53	91	0	91
SBR	107	1,047	940	598	705	0	705
EBL	172	1,037	865	550	722	0	722
EBT	1,227	1,816	589	375	1,602	6	1,608
EBR	10	11	1	1	11	0	11
WBL	9	9	0	0	9	0	9
WBT	885	1,389	504	321	1,206	14	1,220
WBR	161	447	286	182	343	0	343
North Leg							
Approach	321	1,918	1,597	1,016	1,337	0	1,337
Departure	390	1,654	1,264	804	1,194	0	1,194
Total	711	3,572	2,861	1,821	2,532	0	2,532
South Leg							
Approach	73	191	118	75	148	0	148
Departure	57	142	85	54	111	0	111
Total	130	334	204	130	260	0	260
East Leg							
Approach	1,055	1,845	790	503	1,558	14	1,572
Departure	1,411	2,573	1,162	740	2,151	6	2,157
Total	2,466	4,419	1,953	1,243	3,709	20	3,729
West Leg							
Approach	1,409	2,864	1,455	926	2,335	6	2,341
Departure	1,000	2,449	1,449	922	1,922	14	1,936
Total	2,409	5,313	2,904	1,848	4,257	20	4,277
Total Approaches							
Approach	2,858	6,819	3,961	2,521	5,379	20	5,399
Departure	2,858	6,819	3,961	2,521	5,379	20	5,399
Total	5,716	13,638	7,922	5,041	10,757	40	10,797

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
7 Elsworth Street/Alessandro Boulevard							
NBL	139	603	464	295	434	0	434
NBT	174	271	97	62	236	0	236
NBR	133	149	16	10	143	0	143
SBL	60	63	3	2	62	0	62
SBT	128	273	145	92	220	0	220
SBR	57	114	57	36	93	0	93
EBL	85	183	98	62	147	0	147
EBT	1,252	1,941	689	438	1,690	6	1,696
EBR	74	475	401	255	329	0	329
WBL	89	150	61	39	128	0	128
WBT	796	1,254	458	291	1,087	14	1,101
WBR	67	70	3	2	69	0	69
North Leg							
Approach	245	450	205	130	375	0	375
Departure	326	524	198	126	452	0	452
Total	571	974	403	257	828	0	828
South Leg							
Approach	446	1,023	577	367	813	0	813
Departure	291	898	607	386	677	0	677
Total	737	1,921	1,184	753	1,490	0	1,490
East Leg							
Approach	952	1,474	522	332	1,284	14	1,298
Departure	1,445	2,153	708	451	1,896	6	1,902
Total	2,397	3,627	1,230	783	3,180	20	3,200
West Leg							
Approach	1,411	2,599	1,188	756	2,167	6	2,173
Departure	992	1,971	979	623	1,615	14	1,629
Total	2,403	4,570	2,167	1,379	3,782	20	3,802
Total Approaches							
Approach	3,054	5,546	2,492	1,586	4,640	20	4,660
Departure	3,054	5,546	2,492	1,586	4,640	20	4,660
Total	6,108	11,093	4,985	3,172	9,280	40	9,320

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
8 Elsworth Street/Cactus Avenue							
NBL	208	470	262	167	375	0	375
NBT	64	152	88	56	120	0	120
NBR	98	108	10	6	104	0	104
SBL	201	250	49	31	232	0	232
SBT	24	327	303	193	217	0	217
SBR	165	420	255	162	327	0	327
EBL	104	328	224	143	247	0	247
EBT	1,661	2,438	777	494	2,155	30	2,185
EBR	25	402	377	240	265	0	265
WBL	18	118	100	64	82	0	82
WBT	1,139	1,400	261	166	1,305	68	1,373
WBR	98	126	28	18	116	0	116
North Leg							
Approach	390	997	607	386	776	0	776
Departure	266	606	340	216	482	0	482
Total	656	1,603	947	603	1,259	0	1,259
South Leg							
Approach	370	730	360	229	599	0	599
Departure	67	847	780	496	563	0	563
Total	437	1,577	1,140	725	1,162	0	1,162
East Leg							
Approach	1,255	1,644	389	248	1,503	68	1,571
Departure	1,960	2,796	836	532	2,492	30	2,522
Total	3,215	4,440	1,225	780	3,995	98	4,093
West Leg							
Approach	1,790	3,168	1,378	877	2,667	30	2,697
Departure	1,512	2,290	778	495	2,007	68	2,075
Total	3,302	5,458	2,156	1,372	4,674	98	4,772
Total Approaches							
Approach	3,805	6,539	2,734	1,740	5,545	98	5,643
Departure	3,805	6,539	2,734	1,740	5,545	98	5,643
Total	7,610	13,078	5,468	3,480	11,090	196	11,286

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
9	**Frederick Street/Alessandro Boulevard**							
NBL		76	80	4	2	78	0	78
NBT		328	383	55	35	363	0	363
NBR		77	115	38	24	101	0	101
SBL		257	575	318	202	459	0	459
SBT		316	524	208	132	448	0	448
SBR		159	236	77	49	208	0	208
EBL		272	352	80	51	323	0	323
EBT		1,314	2,166	852	542	1,856	6	1,862
EBR		105	128	23	15	120	0	120
WBL		55	94	39	25	80	0	80
WBT		860	1,321	461	293	1,153	14	1,167
WBR		196	355	159	101	297	0	297
North Leg								
	Approach	732	1,335	603	384	1,116	0	1,116
	Departure	796	1,090	294	187	983	0	983
	Total	1,528	2,425	897	571	2,099	0	2,099
South Leg								
	Approach	481	578	97	62	543	0	543
	Departure	476	746	270	172	648	0	648
	Total	957	1,324	367	233	1,190	0	1,190
East Leg								
	Approach	1,111	1,770	659	419	1,530	14	1,544
	Departure	1,648	2,856	1,208	769	2,417	6	2,423
	Total	2,759	4,626	1,867	1,188	3,947	20	3,967
West Leg								
	Approach	1,691	2,646	955	608	2,299	6	2,305
	Departure	1,095	1,637	542	345	1,440	14	1,454
	Total	2,786	4,283	1,497	953	3,739	20	3,759
Total Approaches								
	Approach	4,015	6,329	2,314	1,472	5,487	20	5,507
	Departure	4,015	6,329	2,314	1,472	5,487	20	5,507
	Total	8,030	12,658	4,628	2,945	10,975	40	11,015

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
10 Frederick Street/Cactus Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	351	419	68	43	394	0	394
SBT	0	0	0	0	0	0	0
SBR	154	282	128	81	235	0	235
EBL	84	88	4	3	87	0	87
EBT	2,009	2,857	848	540	2,549	30	2,579
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	1,121	1,368	247	157	1,278	68	1,346
WBR	172	181	9	5	177	0	177
North Leg							
Approach	505	701	196	125	630	0	630
Departure	256	269	13	8	264	0	264
Total	761	970	209	133	894	0	894
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	1,293	1,549	256	163	1,456	68	1,524
Departure	2,360	3,276	916	583	2,943	30	2,973
Total	3,653	4,825	1,172	746	4,399	98	4,497
West Leg							
Approach	2,093	2,945	852	542	2,635	30	2,665
Departure	1,275	1,650	375	239	1,514	68	1,582
Total	3,368	4,595	1,227	781	4,149	98	4,247
Total Approaches							
Approach	3,891	5,195	1,304	830	4,721	98	4,819
Departure	3,891	5,195	1,304	830	4,721	98	4,819
Total	7,782	10,390	2,608	1,659	9,441	196	9,637

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
11 Graham Street/Alessandro Boulevard							
NBL	87	164	77	49	136	0	136
NBT	213	414	201	128	341	0	341
NBR	71	201	130	83	154	0	154
SBL	134	260	126	80	214	0	214
SBT	179	369	190	121	300	0	300
SBR	68	88	20	13	81	0	81
EBL	107	133	26	17	124	0	124
EBT	1,324	2,385	1,061	675	1,999	8	2,007
EBR	147	281	134	85	232	0	232
WBL	156	404	248	158	314	0	314
WBT	970	1,576	606	386	1,356	18	1,374
WBR	159	266	107	68	227	0	227
North Leg							
Approach	381	717	336	214	595	0	595
Departure	479	813	334	213	692	0	692
Total	860	1,530	670	426	1,286	0	1,286
South Leg							
Approach	371	779	408	260	631	0	631
Departure	482	1,054	572	364	846	0	846
Total	853	1,833	980	624	1,477	0	1,477
East Leg							
Approach	1,285	2,246	961	612	1,897	18	1,915
Departure	1,529	2,846	1,317	838	2,367	8	2,375
Total	2,814	5,092	2,278	1,450	4,264	26	4,290
West Leg							
Approach	1,578	2,799	1,221	777	2,355	8	2,363
Departure	1,125	1,828	703	447	1,572	18	1,590
Total	2,703	4,627	1,924	1,224	3,927	26	3,953
Total Approaches							
Approach	3,615	6,541	2,926	1,862	5,477	26	5,503
Departure	3,615	6,541	2,926	1,862	5,477	26	5,503
Total	7,230	13,082	5,852	3,724	10,954	52	11,006

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
12 Graham Street - Riverside Drive/Cactus Avenue							
NBL	156	164	8	5	161	0	161
NBT	59	141	82	52	111	0	111
NBR	15	16	1	0	15	0	15
SBL	132	242	110	70	202	0	202
SBT	111	248	137	87	198	0	198
SBR	82	254	172	109	191	0	191
EBL	83	702	619	394	477	0	477
EBT	1,913	2,181	268	171	2,084	30	2,114
EBR	341	474	133	85	426	0	426
WBL	11	12	1	0	11	0	11
WBT	1,058	1,111	53	34	1,092	68	1,160
WBR	93	407	314	200	293	0	293
North Leg							
Approach	325	744	419	267	592	0	592
Departure	235	1,250	1,015	646	881	0	881
Total	560	1,994	1,434	913	1,473	0	1,473
South Leg							
Approach	230	321	91	58	288	0	288
Departure	463	734	271	172	635	0	635
Total	693	1,054	361	230	923	0	923
East Leg							
Approach	1,162	1,529	367	234	1,396	68	1,464
Departure	2,060	2,439	379	241	2,301	30	2,331
Total	3,222	3,968	746	475	3,697	98	3,795
West Leg							
Approach	2,337	3,357	1,020	649	2,986	30	3,016
Departure	1,296	1,529	233	148	1,444	68	1,512
Total	3,633	4,886	1,253	797	4,430	98	4,528
Total Approaches							
Approach	4,054	5,951	1,897	1,207	5,261	98	5,359
Departure	4,054	5,951	1,897	1,207	5,261	98	5,359
Total	8,108	11,902	3,794	2,414	10,522	196	10,718

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
13 Heacock Street/Alessandro Boulevard							
NBL	188	206	18	11	199	0	199
NBT	519	545	26	17	536	0	536
NBR	83	105	22	14	97	0	97
SBL	239	396	157	100	339	0	339
SBT	489	513	24	16	505	0	505
SBR	148	212	64	41	189	0	189
EBL	170	248	78	50	220	0	220
EBT	1,209	2,425	1,216	774	1,983	10	1,993
EBR	151	181	30	19	170	0	170
WBL	62	91	29	18	80	0	80
WBT	801	1,696	895	570	1,371	23	1,394
WBR	178	317	139	88	266	0	266
North Leg							
Approach	876	1,121	245	156	1,032	0	1,032
Departure	867	1,110	243	155	1,022	0	1,022
Total	1,743	2,231	488	311	2,054	0	2,054
South Leg							
Approach	790	856	66	42	832	0	832
Departure	702	785	83	53	755	0	755
Total	1,492	1,641	149	95	1,587	0	1,587
East Leg							
Approach	1,041	2,104	1,063	676	1,717	23	1,740
Departure	1,531	2,926	1,395	888	2,419	10	2,429
Total	2,572	5,030	2,458	1,564	4,136	33	4,169
West Leg							
Approach	1,530	2,854	1,324	843	2,373	10	2,383
Departure	1,137	2,114	977	622	1,759	23	1,782
Total	2,667	4,968	2,301	1,464	4,131	33	4,164
Total Approaches							
Approach	4,237	6,935	2,698	1,717	5,954	33	5,987
Departure	4,237	6,935	2,698	1,717	5,954	33	5,987
Total	8,474	13,871	5,397	3,434	11,908	66	11,974

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
14 Heacock Street/Cactus Avenue							
NBL	470	579	109	69	539	0	539
NBT	428	449	21	14	442	0	442
NBR	27	28	1	1	28	0	28
SBL	114	187	73	46	160	0	160
SBT	399	591	192	122	521	0	521
SBR	56	164	108	69	125	0	125
EBL	118	184	66	42	160	0	160
EBT	1,082	1,298	216	137	1,219	30	1,249
EBR	814	883	69	44	858	0	858
WBL	7	7	0	0	7	0	7
WBT	649	747	98	62	711	68	779
WBR	75	79	4	2	77	0	77
North Leg							
Approach	569	942	373	237	806	0	806
Departure	621	712	91	58	679	0	679
Total	1,190	1,654	464	295	1,485	0	1,485
South Leg							
Approach	925	1,057	132	84	1,009	0	1,009
Departure	1,220	1,481	261	166	1,386	0	1,386
Total	2,145	2,538	393	250	2,395	0	2,395
East Leg							
Approach	731	833	102	65	796	68	864
Departure	1,223	1,513	290	185	1,408	30	1,438
Total	1,954	2,346	392	250	2,204	98	2,302
West Leg							
Approach	2,014	2,365	351	223	2,237	30	2,267
Departure	1,175	1,490	315	200	1,375	68	1,443
Total	3,189	3,855	666	424	3,613	98	3,711
Total Approaches							
Approach	4,239	5,197	958	610	4,849	98	4,947
Departure	4,239	5,197	958	610	4,849	98	4,947
Total	8,478	10,394	1,916	1,219	9,697	196	9,893

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
15 Heacock Street/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	403	897	494	314	717	0	717
NBR	39	164	125	80	119	0	119
SBL	346	363	17	11	357	4	361
SBT	533	1,259	726	462	995	0	995
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	42	188	146	93	135	0	135
WBT	0	0	0	0	0	0	0
WBR	211	222	11	7	218	9	227
North Leg							
Approach	879	1,622	743	473	1,352	4	1,356
Departure	614	1,119	505	321	935	9	944
Total	1,493	2,741	1,248	794	2,287	13	2,300
South Leg							
Approach	442	1,061	619	394	836	0	836
Departure	575	1,447	872	555	1,130	0	1,130
Total	1,017	2,508	1,491	949	1,966	0	1,966
East Leg							
Approach	253	410	157	100	353	9	362
Departure	385	527	142	91	476	4	480
Total	638	937	299	190	828	13	841
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,574	3,093	1,519	967	2,541	13	2,554
Departure	1,574	3,093	1,519	967	2,541	13	2,554
Total	3,148	6,186	3,038	1,933	5,081	26	5,107

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
16 Indian Street/Alessandro Boulevard							
NBL	121	211	90	57	178	0	178
NBT	298	380	82	52	350	0	350
NBR	91	134	43	27	118	0	118
SBL	162	300	138	88	250	0	250
SBT	314	428	114	73	387	0	387
SBR	57	125	68	43	100	0	100
EBL	167	308	141	90	257	0	257
EBT	1,054	2,239	1,185	754	1,808	12	1,820
EBR	125	195	70	45	170	0	170
WBL	116	163	47	30	146	0	146
WBT	711	1,603	892	568	1,279	27	1,306
WBR	81	134	53	34	115	0	115
North Leg							
Approach	533	853	320	204	737	0	737
Departure	546	822	276	176	722	0	722
Total	1,079	1,675	596	379	1,458	0	1,458
South Leg							
Approach	510	725	215	137	647	0	647
Departure	555	786	231	147	702	0	702
Total	1,065	1,511	446	284	1,349	0	1,349
East Leg							
Approach	908	1,900	992	631	1,539	27	1,566
Departure	1,307	2,673	1,366	869	2,176	12	2,188
Total	2,215	4,573	2,358	1,501	3,716	39	3,755
West Leg							
Approach	1,346	2,742	1,396	888	2,234	12	2,246
Departure	889	1,939	1,050	668	1,557	27	1,584
Total	2,235	4,681	2,446	1,557	3,792	39	3,831
Total Approaches							
Approach	3,297	6,220	2,923	1,860	5,157	39	5,196
Departure	3,297	6,220	2,923	1,860	5,157	39	5,196
Total	6,594	12,440	5,846	3,720	10,314	78	10,392

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
17 Indian Street/Cactus Avenue							
NBL	73	132	59	38	111	0	111
NBT	252	486	234	149	401	0	401
NBR	38	46	8	5	43	0	43
SBL	67	76	9	6	73	0	73
SBT	352	672	320	204	556	0	556
SBR	31	53	22	14	45	0	45
EBL	53	88	35	22	75	0	75
EBT	1,002	1,038	36	23	1,025	30	1,055
EBR	170	296	126	80	250	0	250
WBL	40	47	7	4	44	0	44
WBT	533	563	30	19	552	68	620
WBR	57	64	7	4	61	0	61
North Leg							
Approach	450	801	351	223	673	0	673
Departure	362	638	276	176	538	0	538
Total	812	1,439	627	399	1,211	0	1,211
South Leg							
Approach	363	664	301	192	555	0	555
Departure	562	1,015	453	288	850	0	850
Total	925	1,679	754	480	1,405	0	1,405
East Leg							
Approach	630	674	44	28	658	68	726
Departure	1,107	1,160	53	34	1,141	30	1,171
Total	1,737	1,834	97	62	1,799	98	1,897
West Leg							
Approach	1,225	1,422	197	125	1,350	30	1,380
Departure	637	748	111	71	708	68	776
Total	1,862	2,170	308	196	2,058	98	2,156
Total Approaches							
Approach	2,668	3,561	893	568	3,236	98	3,334
Departure	2,668	3,561	893	568	3,236	98	3,334
Total	5,336	7,122	1,786	1,137	6,473	196	6,669

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
18 Indian Street/Iris Avenue							
NBL	17	88	71	45	62	0	62
NBT	84	285	201	128	212	0	212
NBR	9	55	46	29	38	2	40
SBL	252	373	121	77	329	2	331
SBT	176	255	79	50	226	0	226
SBR	22	27	5	3	25	0	25
EBL	26	27	1	1	27	0	27
EBT	293	391	98	62	355	4	359
EBR	75	98	23	15	90	0	90
WBL	9	18	9	6	15	5	20
WBT	191	324	133	85	276	9	285
WBR	179	200	21	13	192	5	197
North Leg							
Approach	450	655	205	130	580	2	582
Departure	289	512	223	142	431	5	436
Total	739	1,167	428	273	1,012	7	1,019
South Leg							
Approach	110	428	318	202	312	2	314
Departure	260	371	111	71	331	5	336
Total	370	799	429	273	643	7	650
East Leg							
Approach	379	542	163	104	483	19	502
Departure	554	819	265	169	723	8	731
Total	933	1,361	428	272	1,205	27	1,232
West Leg							
Approach	394	516	122	78	472	4	476
Departure	230	439	209	133	363	9	372
Total	624	955	331	211	835	13	848
Total Approaches							
Approach	1,333	2,141	808	514	1,847	27	1,874
Departure	1,333	2,141	808	514	1,847	27	1,874
Total	2,666	4,283	1,617	1,029	3,695	54	3,749

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
19 Perris Boulevard/Alessandro Boulevard							
NBL	244	493	249	158	402	0	402
NBT	618	1,024	406	258	876	0	876
NBR	114	347	233	148	262	0	262
SBL	139	287	148	94	233	2	235
SBT	743	1,342	599	381	1,124	0	1,124
SBR	180	247	67	43	223	0	223
EBL	396	511	115	73	469	0	469
EBT	726	1,719	993	632	1,358	14	1,372
EBR	242	501	259	165	407	0	407
WBL	189	523	334	213	402	0	402
WBT	604	1,272	668	425	1,029	32	1,061
WBR	111	192	81	52	163	5	168
North Leg							
Approach	1,062	1,876	814	518	1,580	2	1,582
Departure	1,125	1,727	602	383	1,508	5	1,513
Total	2,187	3,603	1,416	901	3,088	7	3,095
South Leg							
Approach	976	1,864	888	565	1,541	0	1,541
Departure	1,174	2,366	1,192	759	1,933	0	1,933
Total	2,150	4,230	2,080	1,324	3,474	0	3,474
East Leg							
Approach	904	1,987	1,083	689	1,593	37	1,630
Departure	979	2,353	1,374	874	1,853	16	1,869
Total	1,883	4,340	2,457	1,564	3,447	53	3,500
West Leg							
Approach	1,364	2,731	1,367	870	2,234	14	2,248
Departure	1,028	2,012	984	626	1,654	32	1,686
Total	2,392	4,743	2,351	1,496	3,888	46	3,934
Total Approaches							
Approach	4,306	8,458	4,152	2,642	6,948	53	7,001
Departure	4,306	8,458	4,152	2,642	6,948	53	7,001
Total	8,612	16,916	8,304	5,284	13,896	106	14,002

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
20 Perris Boulevard/Cactus Avenue							
NBL	156	264	108	69	225	0	225
NBT	724	1,548	824	524	1,248	0	1,248
NBR	63	150	87	55	118	0	118
SBL	124	182	58	37	161	2	163
SBT	872	2,013	1,141	726	1,598	0	1,598
SBR	61	64	3	2	63	0	63
EBL	97	102	5	3	100	0	100
EBT	752	809	57	36	788	30	818
EBR	189	320	131	83	272	0	272
WBL	58	144	86	55	113	0	113
WBT	507	569	62	39	546	68	614
WBR	57	81	24	15	72	5	77
North Leg							
Approach	1,057	2,259	1,202	765	1,822	2	1,824
Departure	878	1,731	853	543	1,421	5	1,426
Total	1,935	3,990	2,055	1,308	3,243	7	3,250
South Leg							
Approach	943	1,962	1,019	648	1,591	0	1,591
Departure	1,119	2,477	1,358	864	1,983	0	1,983
Total	2,062	4,439	2,377	1,513	3,575	0	3,575
East Leg							
Approach	622	794	172	109	731	73	804
Departure	939	1,141	202	129	1,068	32	1,100
Total	1,561	1,935	374	238	1,799	105	1,904
West Leg							
Approach	1,038	1,231	193	123	1,161	30	1,191
Departure	724	897	173	110	834	68	902
Total	1,762	2,128	366	233	1,995	98	2,093
Total Approaches							
Approach	3,660	6,246	2,586	1,646	5,306	105	5,411
Departure	3,660	6,246	2,586	1,646	5,306	105	5,411
Total	7,320	12,492	5,172	3,291	10,611	210	10,821

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
21 Perris Boulevard/Iris Avenue							
NBL	176	275	99	63	239	0	239
NBT	668	1,671	1,003	638	1,306	0	1,306
NBR	284	473	189	120	404	8	412
SBL	180	402	222	141	321	2	323
SBT	675	1,792	1,117	711	1,386	0	1,386
SBR	28	59	31	20	48	0	48
EBL	39	88	49	31	70	0	70
EBT	290	436	146	93	383	8	391
EBR	120	215	95	60	180	0	180
WBL	244	461	217	138	382	18	400
WBT	246	367	121	77	323	18	341
WBR	98	234	136	87	185	5	190
North Leg							
Approach	883	2,253	1,370	872	1,755	2	1,757
Departure	805	1,993	1,188	756	1,561	5	1,566
Total	1,688	4,246	2,558	1,628	3,316	7	3,323
South Leg							
Approach	1,128	2,419	1,291	822	1,950	8	1,958
Departure	1,039	2,468	1,429	909	1,948	18	1,966
Total	2,167	4,887	2,720	1,731	3,898	26	3,924
East Leg							
Approach	588	1,062	474	302	890	41	931
Departure	754	1,311	557	354	1,108	18	1,126
Total	1,342	2,373	1,031	656	1,998	59	2,057
West Leg							
Approach	449	739	290	185	634	8	642
Departure	450	701	251	160	610	18	628
Total	899	1,440	541	344	1,243	26	1,269
Total Approaches							
Approach	3,048	6,473	3,425	2,180	5,228	59	5,287
Departure	3,048	6,473	3,425	2,180	5,228	59	5,287
Total	6,096	12,946	6,850	4,359	10,455	118	10,573

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
22 Perris Boulevard/Krameria Avenue							
NBL	58	112	54	34	92	0	92
NBT	957	2,299	1,342	854	1,811	8	1,819
NBR	206	326	120	76	282	0	282
SBL	106	132	26	17	123	0	123
SBT	944	2,352	1,408	896	1,840	18	1,858
SBR	39	60	21	13	52	0	52
EBL	25	29	4	3	28	0	28
EBT	136	143	7	4	140	0	140
EBR	89	135	46	29	118	0	118
WBL	188	339	151	96	284	0	284
WBT	72	80	8	5	77	0	77
WBR	100	137	37	24	124	0	124
North Leg							
Approach	1,089	2,544	1,455	926	2,015	18	2,033
Departure	1,082	2,465	1,383	880	1,962	8	1,970
Total	2,171	5,009	2,838	1,806	3,977	26	4,003
South Leg							
Approach	1,221	2,737	1,516	965	2,186	8	2,194
Departure	1,221	2,826	1,605	1,021	2,242	18	2,260
Total	2,442	5,563	3,121	1,986	4,428	26	4,454
East Leg							
Approach	360	556	196	125	485	0	485
Departure	448	601	153	97	545	0	545
Total	808	1,157	349	222	1,030	0	1,030
West Leg							
Approach	250	307	57	36	286	0	286
Departure	169	252	83	53	222	0	222
Total	419	559	140	89	508	0	508
Total Approaches							
Approach	2,920	6,144	3,224	2,052	4,972	26	4,998
Departure	2,920	6,144	3,224	2,052	4,972	26	4,998
Total	5,840	12,288	6,448	4,103	9,943	52	9,995

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
23 Perris Boulevard/San Michele Road							
NBL	142	190	48	31	173	0	173
NBT	982	2,396	1,414	900	1,882	8	1,890
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	1,119	2,748	1,629	1,037	2,156	18	2,174
SBR	124	173	49	31	155	0	155
EBL	184	255	71	45	229	0	229
EBT	0	0	0	0	0	0	0
EBR	147	197	50	32	179	0	179
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	1,243	2,921	1,678	1,068	2,311	18	2,329
Departure	1,166	2,651	1,485	945	2,111	8	2,119
Total	2,409	5,572	3,163	2,013	4,422	26	4,448
South Leg							
Approach	1,124	2,586	1,462	930	2,054	8	2,062
Departure	1,266	2,945	1,679	1,068	2,334	18	2,352
Total	2,390	5,531	3,141	1,999	4,389	26	4,415
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	331	452	121	77	408	0	408
Departure	266	363	97	62	328	0	328
Total	597	815	218	139	736	0	736
Total Approaches							
Approach	2,698	5,959	3,261	2,075	4,773	26	4,799
Departure	2,698	5,959	3,261	2,075	4,773	26	4,799
Total	5,396	11,918	6,522	4,150	9,546	52	9,598

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
24 Perris Boulevard/Nandina Avenue							
NBL	28	29	1	1	29	0	29
NBT	1,063	2,306	1,243	791	1,854	8	1,862
NBR	46	147	101	64	110	0	110
SBL	21	135	114	73	94	0	94
SBT	1,229	2,673	1,444	919	2,148	18	2,166
SBR	49	102	53	34	83	0	83
EBL	42	116	74	47	89	0	89
EBT	21	85	64	41	62	0	62
EBR	125	173	48	31	156	0	156
WBL	23	174	151	96	119	0	119
WBT	4	29	25	16	20	0	20
WBR	10	152	142	90	100	0	100
North Leg							
Approach	1,299	2,910	1,611	1,025	2,324	18	2,342
Departure	1,115	2,574	1,459	928	2,043	8	2,051
Total	2,414	5,484	3,070	1,954	4,368	26	4,394
South Leg							
Approach	1,137	2,482	1,345	856	1,993	8	2,001
Departure	1,377	3,020	1,643	1,046	2,423	18	2,441
Total	2,514	5,502	2,988	1,901	4,415	26	4,441
East Leg							
Approach	37	355	318	202	239	0	239
Departure	88	367	279	178	266	0	266
Total	125	722	597	380	505	0	505
West Leg							
Approach	188	374	186	118	306	0	306
Departure	81	160	79	50	131	0	131
Total	269	534	265	169	438	0	438
Total Approaches							
Approach	2,661	6,121	3,460	2,202	4,863	26	4,889
Departure	2,661	6,121	3,460	2,202	4,863	26	4,889
Total	5,322	12,242	6,920	4,404	9,726	52	9,778

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
25 Perris Boulevard/Harley Knox Boulevard							
NBL	60	147	87	55	115	0	115
NBT	736	1,311	575	366	1,102	6	1,108
NBR	4	22	18	11	15	0	15
SBL	130	604	474	302	432	0	432
SBT	1,129	1,942	813	517	1,646	14	1,660
SBR	308	645	337	214	522	5	527
EBL	331	679	348	221	552	2	554
EBT	143	893	750	477	620	0	620
EBR	157	363	206	131	288	0	288
WBL	3	21	18	11	14	0	14
WBT	72	602	530	337	409	0	409
WBR	67	408	341	217	284	0	284
North Leg							
Approach	1,567	3,191	1,624	1,033	2,600	19	2,619
Departure	1,134	2,398	1,264	804	1,938	8	1,946
Total	2,701	5,589	2,888	1,838	4,539	27	4,566
South Leg							
Approach	800	1,480	680	433	1,233	6	1,239
Departure	1,289	2,326	1,037	660	1,949	14	1,963
Total	2,089	3,806	1,717	1,093	3,182	20	3,202
East Leg							
Approach	142	1,031	889	566	708	0	708
Departure	277	1,519	1,242	790	1,067	0	1,067
Total	419	2,550	2,131	1,356	1,775	0	1,775
West Leg							
Approach	631	1,935	1,304	830	1,461	2	1,463
Departure	440	1,394	954	607	1,047	5	1,052
Total	1,071	3,329	2,258	1,437	2,508	7	2,515
Total Approaches							
Approach	3,140	7,637	4,497	2,862	6,002	27	6,029
Departure	3,140	7,637	4,497	2,862	6,002	27	6,029
Total	6,280	15,274	8,994	5,723	12,003	54	12,057

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
26 Kitching Street/Alessandro Boulevard							
NBL	141	148	7	4	145	0	145
NBT	234	285	51	32	266	0	266
NBR	20	52	32	20	40	0	40
SBL	47	175	128	81	128	0	128
SBT	228	339	111	71	299	0	299
SBR	105	143	38	24	129	0	129
EBL	135	193	58	37	172	0	172
EBT	643	1,966	1,323	842	1,485	16	1,501
EBR	196	239	43	27	223	0	223
WBL	21	67	46	29	50	0	50
WBT	514	1,490	976	621	1,135	36	1,171
WBR	69	256	187	119	188	0	188
North Leg							
Approach	380	657	277	176	556	0	556
Departure	438	734	296	188	626	0	626
Total	818	1,391	573	365	1,183	0	1,183
South Leg							
Approach	395	485	90	57	452	0	452
Departure	445	645	200	127	572	0	572
Total	840	1,130	290	185	1,025	0	1,025
East Leg							
Approach	604	1,813	1,209	769	1,373	36	1,409
Departure	710	2,193	1,483	944	1,654	16	1,670
Total	1,314	4,006	2,692	1,713	3,027	52	3,079
West Leg							
Approach	974	2,398	1,424	906	1,880	16	1,896
Departure	760	1,781	1,021	650	1,410	36	1,446
Total	1,734	4,179	2,445	1,556	3,290	52	3,342
Total Approaches							
Approach	2,353	5,353	3,000	1,909	4,262	52	4,314
Departure	2,353	5,353	3,000	1,909	4,262	52	4,314
Total	4,706	10,706	6,000	3,818	8,524	104	8,628

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
27 Kitching Street/Cactus Avenue							
NBL	103	107	4	3	106	0	106
NBT	221	377	156	99	320	0	320
NBR	17	41	24	15	32	0	32
SBL	29	101	72	46	75	2	77
SBT	260	560	300	191	451	0	451
SBR	51	76	25	16	67	0	67
EBL	40	42	2	1	41	0	41
EBT	667	845	178	113	780	32	812
EBR	169	177	8	5	174	0	174
WBL	33	57	24	15	48	0	48
WBT	490	581	91	58	548	72	620
WBR	26	51	25	16	42	5	47
North Leg							
Approach	340	737	397	253	593	2	595
Departure	287	470	183	116	403	5	408
Total	627	1,207	580	369	996	7	1,003
South Leg							
Approach	341	525	184	117	458	0	458
Departure	462	794	332	212	674	0	674
Total	803	1,319	516	329	1,132	0	1,132
East Leg							
Approach	549	689	140	89	638	77	715
Departure	713	987	274	174	887	34	921
Total	1,262	1,676	414	263	1,525	111	1,636
West Leg							
Approach	876	1,064	188	120	996	32	1,028
Departure	644	764	120	76	720	72	792
Total	1,520	1,828	308	196	1,716	104	1,820
Total Approaches							
Approach	2,106	3,015	909	579	2,685	111	2,796
Departure	2,106	3,015	909	579	2,685	111	2,796
Total	4,212	6,031	1,819	1,157	5,369	222	5,591

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
28 Kitching Street/Iris Avenue							
NBL	60	105	45	29	89	0	89
NBT	122	317	195	124	246	0	246
NBR	98	910	812	517	615	2	617
SBL	47	129	82	52	99	0	99
SBT	155	346	191	122	277	0	277
SBR	92	97	5	3	95	0	95
EBL	168	176	8	5	173	0	173
EBT	780	1,203	423	269	1,049	18	1,067
EBR	109	136	27	17	126	0	126
WBL	134	835	701	446	580	5	585
WBT	725	1,049	324	206	931	41	972
WBR	103	222	119	76	179	0	179
North Leg							
Approach	294	572	278	177	471	0	471
Departure	393	715	322	205	598	0	598
Total	687	1,287	600	382	1,069	0	1,069
South Leg							
Approach	280	1,332	1,052	669	949	2	951
Departure	398	1,317	919	585	983	5	988
Total	678	2,649	1,971	1,254	1,932	7	1,939
East Leg							
Approach	962	2,106	1,144	728	1,690	46	1,736
Departure	925	2,242	1,317	838	1,763	20	1,783
Total	1,887	4,348	2,461	1,566	3,453	66	3,519
West Leg							
Approach	1,057	1,515	458	292	1,349	18	1,367
Departure	877	1,251	374	238	1,115	41	1,156
Total	1,934	2,766	832	529	2,463	59	2,522
Total Approaches							
Approach	2,593	5,525	2,932	1,866	4,459	66	4,525
Departure	2,593	5,525	2,932	1,866	4,459	66	4,525
Total	5,186	11,050	5,864	3,732	8,918	132	9,050

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
29 Lasselle Street/Alessandro Boulevard							
NBL	157	205	48	31	188	0	188
NBT	418	530	112	71	489	0	489
NBR	126	230	104	66	192	0	192
SBL	12	77	65	41	53	4	57
SBT	333	675	342	218	551	0	551
SBR	22	101	79	50	72	0	72
EBL	56	155	99	63	119	0	119
EBT	425	1,687	1,262	803	1,228	16	1,244
EBR	216	272	56	36	252	0	252
WBL	80	166	86	55	135	0	135
WBT	267	1,251	984	626	893	36	929
WBR	20	91	71	45	65	9	74
North Leg							
Approach	367	853	486	309	676	4	680
Departure	494	776	282	179	673	9	682
Total	861	1,629	768	489	1,350	13	1,363
South Leg							
Approach	701	965	264	168	869	0	869
Departure	629	1,113	484	308	937	0	937
Total	1,330	2,078	748	476	1,806	0	1,806
East Leg							
Approach	367	1,508	1,141	726	1,093	45	1,138
Departure	563	1,994	1,431	911	1,474	20	1,494
Total	930	3,502	2,572	1,637	2,567	65	2,632
West Leg							
Approach	697	2,114	1,417	902	1,599	16	1,615
Departure	446	1,557	1,111	707	1,153	36	1,189
Total	1,143	3,671	2,528	1,609	2,752	52	2,804
Total Approaches							
Approach	2,132	5,440	3,308	2,105	4,237	65	4,302
Departure	2,132	5,440	3,308	2,105	4,237	65	4,302
Total	4,264	10,880	6,616	4,210	8,474	130	8,604

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
30 Lasselle Street/Cactus Avenue							
NBL	116	122	6	4	120	0	120
NBT	453	670	217	138	591	0	591
NBR	157	377	220	140	297	0	297
SBL	29	97	68	43	72	2	74
SBT	558	878	320	204	762	0	762
SBR	23	24	1	1	24	0	24
EBL	51	55	4	3	54	0	54
EBT	354	619	265	169	523	34	557
EBR	237	249	12	8	245	0	245
WBL	198	448	250	159	357	0	357
WBT	355	527	172	109	464	77	541
WBR	61	180	119	76	137	5	142
North Leg							
Approach	610	999	389	248	858	2	860
Departure	565	905	340	216	781	5	786
Total	1,175	1,904	729	464	1,639	7	1,646
South Leg							
Approach	726	1,169	443	282	1,008	0	1,008
Departure	993	1,575	582	370	1,363	0	1,363
Total	1,719	2,744	1,025	652	2,371	0	2,371
East Leg							
Approach	614	1,155	541	344	958	82	1,040
Departure	540	1,093	553	352	892	36	928
Total	1,154	2,248	1,094	696	1,850	118	1,968
West Leg							
Approach	642	923	281	179	821	34	855
Departure	494	673	179	114	608	77	685
Total	1,136	1,596	460	293	1,429	111	1,540
Total Approaches							
Approach	2,592	4,246	1,654	1,052	3,644	118	3,762
Departure	2,592	4,246	1,654	1,052	3,644	118	3,762
Total	5,184	8,491	3,307	2,105	7,289	236	7,525

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
31 Lasselle Street/John F Kennedy Drive							
NBL	95	197	102	65	160	14	174
NBT	659	980	321	204	863	0	863
NBR	38	40	2	1	39	0	39
SBL	78	79	1	1	79	0	79
SBT	805	1,200	395	251	1,056	0	1,056
SBR	73	179	106	67	140	0	140
EBL	97	179	82	52	149	0	149
EBT	83	88	5	3	86	0	86
EBR	168	264	96	61	229	6	235
WBL	37	39	2	1	38	0	38
WBT	99	121	22	14	113	0	113
WBR	92	97	5	3	95	0	95
North Leg							
Approach	956	1,458	502	319	1,275	0	1,275
Departure	848	1,256	408	259	1,107	0	1,107
Total	1,804	2,714	910	579	2,383	0	2,383
South Leg							
Approach	792	1,217	425	270	1,062	14	1,076
Departure	1,010	1,503	493	314	1,324	6	1,330
Total	1,802	2,720	918	584	2,386	20	2,406
East Leg							
Approach	228	256	28	18	246	0	246
Departure	199	207	8	5	204	0	204
Total	427	463	36	23	450	0	450
West Leg							
Approach	348	531	183	116	464	6	470
Departure	267	497	230	146	413	14	427
Total	615	1,028	413	263	878	20	898
Total Approaches							
Approach	2,324	3,462	1,138	724	3,048	20	3,068
Departure	2,324	3,462	1,138	724	3,048	20	3,068
Total	4,648	6,925	2,277	1,449	6,097	40	6,137

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
32 Lasselle Street/Iris Avenue							
NBL	221	366	145	92	313	0	313
NBT	611	629	18	11	622	0	622
NBR	499	730	231	147	646	22	668
SBL	221	429	208	132	353	8	361
SBT	714	751	37	24	738	0	738
SBR	94	206	112	71	165	0	165
EBL	182	392	210	134	316	0	316
EBT	445	1,362	917	584	1,029	20	1,049
EBR	288	478	190	121	409	0	409
WBL	600	707	107	68	668	50	718
WBT	624	1,535	911	580	1,204	45	1,249
WBR	86	132	46	29	115	18	133
North Leg							
Approach	1,029	1,386	357	227	1,256	8	1,264
Departure	879	1,153	274	174	1,053	18	1,071
Total	1,908	2,539	631	402	2,310	26	2,336
South Leg							
Approach	1,331	1,725	394	251	1,582	22	1,604
Departure	1,602	1,936	334	213	1,815	50	1,865
Total	2,933	3,661	728	463	3,396	72	3,468
East Leg							
Approach	1,310	2,374	1,064	677	1,987	113	2,100
Departure	1,165	2,521	1,356	863	2,028	50	2,078
Total	2,475	4,895	2,420	1,540	4,015	163	4,178
West Leg							
Approach	915	2,232	1,317	838	1,753	20	1,773
Departure	939	2,107	1,168	743	1,682	45	1,727
Total	1,854	4,339	2,485	1,581	3,435	65	3,500
Total Approaches							
Approach	4,585	7,717	3,132	1,993	6,578	163	6,741
Departure	4,585	7,717	3,132	1,993	6,578	163	6,741
Total	9,170	15,434	6,264	3,986	13,156	326	13,482

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
33 Lasselle Street/Krameria Avenue							
NBL	89	120	31	20	109	0	109
NBT	819	1,281	462	294	1,113	22	1,135
NBR	81	85	4	3	84	0	84
SBL	102	123	21	13	115	0	115
SBT	1,133	1,563	430	274	1,407	50	1,457
SBR	70	153	83	53	123	0	123
EBL	155	319	164	104	259	0	259
EBT	47	49	2	1	48	0	48
EBR	195	219	24	15	210	0	210
WBL	57	60	3	2	59	0	59
WBT	37	40	3	2	39	0	39
WBR	62	78	16	10	72	0	72
North Leg							
Approach	1,305	1,839	534	340	1,645	50	1,695
Departure	1,036	1,678	642	409	1,445	22	1,467
Total	2,341	3,517	1,176	748	3,089	72	3,161
South Leg							
Approach	989	1,486	497	316	1,305	22	1,327
Departure	1,385	1,842	457	291	1,676	50	1,726
Total	2,374	3,328	954	607	2,981	72	3,053
East Leg							
Approach	156	178	22	14	170	0	170
Departure	230	257	27	17	247	0	247
Total	386	435	49	31	417	0	417
West Leg							
Approach	397	587	190	121	518	0	518
Departure	196	313	117	74	270	0	270
Total	593	900	307	196	789	0	789
Total Approaches							
Approach	2,847	4,090	1,243	791	3,638	72	3,710
Departure	2,847	4,090	1,243	791	3,638	72	3,710
Total	5,694	8,181	2,487	1,582	7,276	144	7,420

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
34 Lasselle Street/Via Xavier Lane							
NBL	1	1	0	0	1	0	1
NBT	876	1,333	457	291	1,167	20	1,187
NBR	12	13	1	1	13	0	13
SBL	29	30	1	1	30	0	30
SBT	1,218	1,654	436	277	1,495	45	1,540
SBR	21	21	0	0	21	5	26
EBL	11	11	0	0	11	2	13
EBT	0	0	0	0	0	0	0
EBR	2	2	0	0	2	0	2
WBL	10	10	0	0	10	0	10
WBT	0	0	0	0	0	0	0
WBR	29	29	0	0	29	0	29
North Leg							
Approach	1,268	1,705	437	278	1,546	50	1,596
Departure	916	1,373	457	291	1,207	22	1,229
Total	2,184	3,078	894	569	2,753	72	2,825
South Leg							
Approach	889	1,347	458	291	1,180	20	1,200
Departure	1,230	1,666	436	277	1,507	45	1,552
Total	2,119	3,013	894	569	2,688	65	2,753
East Leg							
Approach	39	39	0	0	39	0	39
Departure	41	43	2	2	43	0	43
Total	80	82	2	2	82	0	82
West Leg							
Approach	13	13	0	0	13	2	15
Departure	22	22	0	0	22	5	27
Total	35	35	0	0	35	7	42
Total Approaches							
Approach	2,209	3,104	895	570	2,779	72	2,851
Departure	2,209	3,104	895	570	2,779	72	2,851
Total	4,418	6,209	1,791	1,140	5,558	144	5,702

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
35 Lasselle Street/Lasselle Sports Park - Rojo Tierra							
NBL	2	2	0	0	2	0	2
NBT	874	1,330	456	290	1,164	18	1,182
NBR	12	13	1	1	13	0	13
SBL	57	60	3	2	59	5	64
SBT	1,189	1,625	436	277	1,466	41	1,507
SBR	7	7	0	0	7	0	7
EBL	13	13	0	0	13	0	13
EBT	1	1	0	0	1	0	1
EBR	3	3	0	0	3	0	3
WBL	4	4	0	0	4	0	4
WBT	2	2	0	0	2	0	2
WBR	33	33	0	0	33	2	35
North Leg							
Approach	1,253	1,692	439	279	1,532	46	1,578
Departure	920	1,376	456	290	1,210	20	1,230
Total	2,173	3,068	895	569	2,742	66	2,808
South Leg							
Approach	888	1,345	457	291	1,179	18	1,197
Departure	1,196	1,632	436	277	1,473	41	1,514
Total	2,084	2,977	893	568	2,652	59	2,711
East Leg							
Approach	39	39	0	0	39	2	41
Departure	70	74	4	2	72	5	77
Total	109	113	4	2	111	7	118
West Leg							
Approach	17	17	0	0	17	0	17
Departure	11	11	0	0	11	0	11
Total	28	28	0	0	28	0	28
Total Approaches							
Approach	2,197	3,093	896	570	2,767	66	2,833
Departure	2,197	3,093	896	570	2,767	66	2,833
Total	4,394	6,186	1,792	1,140	5,534	132	5,666

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
36 Lasselle Street/Cremello Way - Avenida De Plata							
NBL	9	10	1	1	10	0	10
NBT	852	1,220	368	234	1,086	16	1,102
NBR	10	65	55	35	45	0	45
SBL	17	82	65	41	58	0	58
SBT	1,159	1,548	389	248	1,407	36	1,443
SBR	19	20	1	1	20	5	25
EBL	24	77	53	34	58	2	60
EBT	1	15	14	9	10	0	10
EBR	4	16	12	8	12	0	12
WBL	13	69	56	36	49	0	49
WBT	1	3	2	1	2	0	2
WBR	11	47	36	23	34	0	34
North Leg							
Approach	1,195	1,650	455	290	1,485	41	1,526
Departure	887	1,344	457	291	1,178	18	1,196
Total	2,082	2,994	912	580	2,662	59	2,721
South Leg							
Approach	871	1,295	424	270	1,141	16	1,157
Departure	1,176	1,633	457	291	1,467	36	1,503
Total	2,047	2,928	881	561	2,608	52	2,660
East Leg							
Approach	25	119	94	60	85	0	85
Departure	28	162	134	85	113	0	113
Total	53	281	228	145	198	0	198
West Leg							
Approach	29	108	79	50	79	2	81
Departure	29	33	4	3	32	5	37
Total	58	141	83	53	111	7	118
Total Approaches							
Approach	2,120	3,172	1,052	669	2,789	59	2,848
Departure	2,120	3,172	1,052	669	2,789	59	2,848
Total	4,240	6,344	2,104	1,339	5,579	118	5,697

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
37 Lasselle Street/Avenida Classica - Kentucky Derby Drive							
NBL	21	22	1	1	22	0	22
NBT	816	1,254	438	279	1,095	14	1,109
NBR	8	8	0	0	8	0	8
SBL	9	9	0	0	9	0	9
SBT	1,086	1,544	458	291	1,377	32	1,409
SBR	48	50	2	2	50	5	55
EBL	51	51	0	0	51	2	53
EBT	1	1	0	0	1	0	1
EBR	6	6	0	0	6	0	6
WBL	8	8	0	0	8	0	8
WBT	1	1	0	0	1	0	1
WBR	4	4	0	0	4	0	4
North Leg							
Approach	1,143	1,603	460	293	1,436	37	1,473
Departure	871	1,309	438	279	1,150	16	1,166
Total	2,014	2,912	898	572	2,586	53	2,639
South Leg							
Approach	845	1,284	439	279	1,124	14	1,138
Departure	1,100	1,558	458	291	1,391	32	1,423
Total	1,945	2,842	897	571	2,516	46	2,562
East Leg							
Approach	13	13	0	0	13	0	13
Departure	18	18	0	0	18	0	18
Total	31	31	0	0	31	0	31
West Leg							
Approach	58	58	0	0	58	2	60
Departure	70	73	3	2	72	5	77
Total	128	131	3	2	130	7	137
Total Approaches							
Approach	2,059	2,958	899	572	2,631	53	2,684
Departure	2,059	2,958	899	572	2,631	53	2,684
Total	4,118	5,917	1,799	1,145	5,263	106	5,369

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
38 Lasselle Street/Via De Anza - Rancho Verde High School							
NBL	62	64	2	1	63	0	63
NBT	727	1,162	435	277	1,004	12	1,016
NBR	76	80	4	3	79	0	79
SBL	142	149	7	5	147	0	147
SBT	1,042	1,500	458	291	1,333	27	1,360
SBR	9	9	0	0	9	5	14
EBL	9	10	1	1	10	2	12
EBT	5	5	0	0	5	0	5
EBR	19	20	1	1	20	0	20
WBL	68	71	3	2	70	0	70
WBT	4	4	0	0	4	0	4
WBR	109	112	3	2	111	0	111
North Leg							
Approach	1,193	1,658	465	296	1,489	32	1,521
Departure	845	1,284	439	279	1,124	14	1,138
Total	2,038	2,942	904	575	2,613	46	2,659
South Leg							
Approach	865	1,306	441	281	1,146	12	1,158
Departure	1,129	1,591	462	294	1,423	27	1,450
Total	1,994	2,897	903	575	2,569	39	2,608
East Leg							
Approach	181	188	7	4	185	0	185
Departure	223	234	11	7	230	0	230
Total	404	422	18	11	415	0	415
West Leg							
Approach	33	35	2	1	34	2	36
Departure	75	77	2	1	76	5	81
Total	108	112	4	3	111	7	118
Total Approaches							
Approach	2,272	3,187	915	582	2,854	46	2,900
Departure	2,272	3,187	915	582	2,854	46	2,900
Total	4,544	6,374	1,830	1,164	5,708	92	5,800

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
39 Evans Road/Ramona Expressway							
NBL	237	242	5	3	240	0	240
NBT	375	832	457	291	666	6	672
NBR	13	74	61	39	52	0	52
SBL	263	762	499	318	581	5	586
SBT	491	1,203	712	453	944	14	958
SBR	357	375	18	11	368	5	373
EBL	366	384	18	12	378	2	380
EBT	1,089	2,106	1,017	647	1,736	0	1,736
EBR	350	572	222	141	491	0	491
WBL	15	123	108	69	84	0	84
WBT	672	1,162	490	312	984	0	984
WBR	191	718	527	335	526	2	528
North Leg							
Approach	1,111	2,340	1,229	782	1,893	24	1,917
Departure	932	1,934	1,002	638	1,570	10	1,580
Total	2,043	4,274	2,231	1,420	3,463	34	3,497
South Leg							
Approach	625	1,148	523	333	958	6	964
Departure	856	1,898	1,042	663	1,519	14	1,533
Total	1,481	3,046	1,565	996	2,477	20	2,497
East Leg							
Approach	878	2,003	1,125	716	1,594	2	1,596
Departure	1,365	2,942	1,577	1,004	2,369	5	2,374
Total	2,243	4,945	2,702	1,719	3,962	7	3,969
West Leg							
Approach	1,805	3,062	1,257	800	2,605	2	2,607
Departure	1,266	1,779	513	326	1,592	5	1,597
Total	3,071	4,841	1,770	1,126	4,197	7	4,204
Total Approaches							
Approach	4,419	8,553	4,134	2,631	7,050	34	7,084
Departure	4,419	8,553	4,134	2,631	7,050	34	7,084
Total	8,838	17,106	8,268	5,262	14,100	68	14,168

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
40 Camino Flores/Iris Avenue							
NBL	2	2	0	0	2	0	2
NBT	0	0	0	0	0	0	0
NBR	2	2	0	0	2	0	2
SBL	112	117	5	3	115	2	117
SBT	1	1	0	0	1	0	1
SBR	119	125	6	4	123	0	123
EBL	193	200	7	4	197	0	197
EBT	969	2,321	1,352	860	1,829	50	1,879
EBR	2	2	0	0	2	0	2
WBL	6	6	0	0	6	0	6
WBT	1,084	2,152	1,068	680	1,764	113	1,877
WBR	104	109	5	3	107	5	112
North Leg							
Approach	232	243	11	7	239	2	241
Departure	297	309	12	8	305	5	310
Total	529	552	23	15	544	7	551
South Leg							
Approach	4	4	0	0	4	0	4
Departure	9	9	0	0	9	0	9
Total	13	13	0	0	13	0	13
East Leg							
Approach	1,194	2,267	1,073	683	1,877	118	1,995
Departure	1,083	2,440	1,357	864	1,947	52	1,999
Total	2,277	4,707	2,430	1,546	3,823	170	3,993
West Leg							
Approach	1,164	2,523	1,359	865	2,029	50	2,079
Departure	1,205	2,279	1,074	683	1,888	113	2,001
Total	2,369	4,802	2,433	1,548	3,917	163	4,080
Total Approaches							
Approach	2,594	5,037	2,443	1,555	4,149	170	4,319
Departure	2,594	5,037	2,443	1,555	4,149	170	4,319
Total	5,188	10,074	4,886	3,109	8,297	340	8,637

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
41 Coachlight Court - Avenida De Circo/Iris Avenue							
NBL	52	171	119	76	128	0	128
NBT	0	0	0	0	0	0	0
NBR	5	93	88	56	61	0	61
SBL	13	168	155	99	112	0	112
SBT	0	0	0	0	0	0	0
SBR	41	94	53	34	75	0	75
EBL	50	125	75	48	98	0	98
EBT	985	2,237	1,252	797	1,782	52	1,834
EBR	48	252	204	130	178	0	178
WBL	2	47	45	29	31	0	31
WBT	1,101	1,993	892	568	1,669	117	1,786
WBR	10	113	103	66	76	0	76
North Leg							
Approach	54	262	208	132	186	0	186
Departure	60	238	178	113	173	0	173
Total	114	500	386	246	360	0	360
South Leg							
Approach	57	264	207	132	189	0	189
Departure	50	299	249	158	208	0	208
Total	107	563	456	290	397	0	397
East Leg							
Approach	1,113	2,153	1,040	662	1,775	117	1,892
Departure	1,003	2,498	1,495	951	1,954	52	2,006
Total	2,116	4,651	2,535	1,613	3,729	169	3,898
West Leg							
Approach	1,083	2,614	1,531	974	2,057	52	2,109
Departure	1,194	2,258	1,064	677	1,871	117	1,988
Total	2,277	4,872	2,595	1,651	3,928	169	4,097
Total Approaches							
Approach	2,307	5,293	2,986	1,900	4,207	169	4,376
Departure	2,307	5,293	2,986	1,900	4,207	169	4,376
Total	4,614	10,586	5,972	3,800	8,414	338	8,752

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
42 Grande Vista Drive/Iris Avenue							
NBL	54	57	3	2	56	0	56
NBT	0	0	0	0	0	0	0
NBR	24	25	1	1	25	0	25
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	846	2,340	1,494	951	1,797	54	1,851
EBR	60	64	4	3	63	0	63
WBL	26	27	1	1	27	0	27
WBT	1,108	2,320	1,212	771	1,879	122	2,001
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	78	82	4	2	80	0	80
Departure	86	91	5	3	89	0	89
Total	164	173	9	6	170	0	170
East Leg							
Approach	1,134	2,347	1,213	772	1,906	122	2,028
Departure	870	2,365	1,495	951	1,821	54	1,875
Total	2,004	4,712	2,708	1,723	3,727	176	3,903
West Leg							
Approach	906	2,404	1,498	953	1,859	54	1,913
Departure	1,162	2,377	1,215	773	1,935	122	2,057
Total	2,068	4,781	2,713	1,726	3,794	176	3,970
Total Approaches							
Approach	2,118	4,833	2,715	1,728	3,846	176	4,022
Departure	2,118	4,833	2,715	1,728	3,846	176	4,022
Total	4,236	9,666	5,430	3,455	7,691	352	8,043

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps							
NBL	157	242	85	54	211	5	216
NBT	277	620	343	218	495	5	500
NBR	602	833	231	147	749	45	794
SBL	24	34	10	6	30	0	30
SBT	216	292	76	48	264	2	266
SBR	10	16	6	4	14	0	14
EBL	6	18	12	8	14	0	14
EBT	22	40	18	11	33	0	33
EBR	125	216	91	58	183	2	185
WBL	144	307	163	104	248	0	248
WBT	21	52	31	20	41	0	41
WBR	18	65	47	30	48	0	48
North Leg							
Approach	250	342	92	59	309	2	311
Departure	301	703	402	256	557	5	562
Total	551	1,045	494	314	865	7	872
South Leg							
Approach	1,036	1,695	659	419	1,455	55	1,510
Departure	485	815	330	210	695	4	699
Total	1,521	2,510	989	629	2,150	59	2,209
East Leg							
Approach	183	424	241	153	336	0	336
Departure	648	907	259	165	813	45	858
Total	831	1,331	500	318	1,149	45	1,194
West Leg							
Approach	153	274	121	77	230	2	232
Departure	188	310	122	78	266	5	271
Total	341	584	243	155	496	7	503
Total Approaches							
Approach	1,622	2,735	1,113	708	2,330	59	2,389
Departure	1,622	2,735	1,113	708	2,330	59	2,389
Total	3,244	5,470	2,226	1,417	4,661	118	4,779

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
44 Nason Street/SR-60 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	948	1,618	670	426	1,374	54	1,428
NBR	129	166	37	24	153	0	153
SBL	37	39	2	1	38	0	38
SBT	439	775	336	214	653	4	657
SBR	0	0	0	0	0	0	0
EBL	99	104	5	3	102	0	102
EBT	8	8	0	0	8	0	8
EBR	592	618	26	17	609	20	629
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	476	814	338	215	691	4	695
Departure	1,047	1,722	675	430	1,477	54	1,531
Total	1,523	2,536	1,013	645	2,168	58	2,226
South Leg							
Approach	1,077	1,784	707	450	1,527	54	1,581
Departure	1,031	1,393	362	230	1,261	24	1,285
Total	2,108	3,177	1,069	680	2,788	78	2,866
East Leg							
Approach	0	0	0	0	0	0	0
Departure	174	213	39	25	199	0	199
Total	174	213	39	25	199	0	199
West Leg							
Approach	699	730	31	20	719	20	739
Departure	0	0	0	0	0	0	0
Total	699	730	31	20	719	20	739
Total Approaches							
Approach	2,252	3,328	1,076	685	2,937	78	3,015
Departure	2,252	3,328	1,076	685	2,937	78	3,015
Total	4,504	6,657	2,153	1,370	5,874	156	6,030

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
45 Nason Street/Eucalyptus Avenue							
NBL	35	50	15	10	45	5	50
NBT	806	1,348	542	345	1,151	54	1,205
NBR	185	688	503	320	505	0	505
SBL	14	46	32	20	34	0	34
SBT	705	1,081	376	239	944	24	968
SBR	73	92	19	12	85	0	85
EBL	59	134	75	48	107	0	107
EBT	125	629	504	321	446	0	446
EBR	53	124	71	45	98	2	100
WBL	134	591	457	291	425	0	425
WBT	124	450	326	207	331	0	331
WBR	24	102	78	50	74	0	74
North Leg							
Approach	792	1,219	427	272	1,064	24	1,088
Departure	889	1,584	695	442	1,331	54	1,385
Total	1,681	2,803	1,122	714	2,395	78	2,473
South Leg							
Approach	1,026	2,086	1,060	675	1,701	59	1,760
Departure	892	1,796	904	575	1,467	26	1,493
Total	1,918	3,882	1,964	1,250	3,168	85	3,253
East Leg							
Approach	282	1,143	861	548	830	0	830
Departure	324	1,363	1,039	661	985	0	985
Total	606	2,506	1,900	1,209	1,815	0	1,815
West Leg							
Approach	237	887	650	414	651	2	653
Departure	232	592	360	229	461	5	466
Total	469	1,479	1,010	643	1,112	7	1,119
Total Approaches							
Approach	2,337	5,335	2,998	1,908	4,245	85	4,330
Departure	2,337	5,335	2,998	1,908	4,245	85	4,330
Total	4,674	10,670	5,996	3,816	8,490	170	8,660

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
46 Nason Street/Cottonwood Avenue							
NBL	30	38	8	5	35	0	35
NBT	835	1,589	754	480	1,315	59	1,374
NBR	7	39	32	20	27	0	27
SBL	25	120	95	60	85	0	85
SBT	640	1,307	667	424	1,064	26	1,090
SBR	98	107	9	6	104	0	104
EBL	77	133	56	36	113	0	113
EBT	24	121	97	62	86	0	86
EBR	39	83	44	28	67	0	67
WBL	2	10	8	5	7	0	7
WBT	37	95	58	37	74	0	74
WBR	22	85	63	40	62	0	62
North Leg							
Approach	763	1,534	771	491	1,254	26	1,280
Departure	934	1,807	873	556	1,490	59	1,549
Total	1,697	3,341	1,644	1,046	2,743	85	2,828
South Leg							
Approach	872	1,666	794	505	1,377	59	1,436
Departure	681	1,400	719	458	1,139	26	1,165
Total	1,553	3,066	1,513	963	2,516	85	2,601
East Leg							
Approach	61	190	129	82	143	0	143
Departure	56	280	224	143	199	0	199
Total	117	470	353	225	342	0	342
West Leg							
Approach	140	337	197	125	265	0	265
Departure	165	240	75	48	213	0	213
Total	305	577	272	173	478	0	478
Total Approaches							
Approach	1,836	3,727	1,891	1,203	3,039	85	3,124
Departure	1,836	3,727	1,891	1,203	3,039	85	3,124
Total	3,672	7,454	3,782	2,407	6,079	170	6,249

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
47 Nason Street/Alessandro Boulevard							
NBL	75	257	182	116	191	54	245
NBT	680	1,023	343	218	898	59	957
NBR	89	149	60	38	127	0	127
SBL	47	88	41	26	73	0	73
SBT	556	982	426	271	827	26	853
SBR	70	268	198	126	196	0	196
EBL	120	426	306	195	315	0	315
EBT	294	1,160	866	551	845	0	845
EBR	76	283	207	132	208	24	232
WBL	25	53	28	18	43	0	43
WBT	189	875	686	437	626	0	626
WBR	61	124	63	40	101	0	101
North Leg							
Approach	673	1,338	665	423	1,096	26	1,122
Departure	861	1,573	712	453	1,314	59	1,373
Total	1,534	2,911	1,377	876	2,410	85	2,495
South Leg							
Approach	844	1,429	585	372	1,216	113	1,329
Departure	657	1,318	661	421	1,078	50	1,128
Total	1,501	2,747	1,246	793	2,294	163	2,457
East Leg							
Approach	275	1,052	777	494	769	0	769
Departure	430	1,397	967	615	1,045	0	1,045
Total	705	2,449	1,744	1,110	1,815	0	1,815
West Leg							
Approach	490	1,869	1,379	878	1,368	24	1,392
Departure	334	1,400	1,066	678	1,012	54	1,066
Total	824	3,269	2,445	1,556	2,380	78	2,458
Total Approaches							
Approach	2,282	5,688	3,406	2,167	4,449	163	4,612
Departure	2,282	5,688	3,406	2,167	4,449	163	4,612
Total	4,564	11,376	6,812	4,335	8,899	326	9,225

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
48 Nason Street/Cactus Avenue							
NBL	35	37	2	1	36	81	117
NBT	310	758	448	285	595	113	708
NBR	20	73	53	34	54	0	54
SBL	88	271	183	116	204	0	204
SBT	433	960	527	335	768	50	818
SBR	119	125	6	4	123	0	123
EBL	128	134	6	4	132	0	132
EBT	391	538	147	94	485	0	485
EBR	82	86	4	3	85	36	121
WBL	23	112	89	57	80	0	80
WBT	281	390	109	69	350	0	350
WBR	42	190	148	94	136	0	136
North Leg							
Approach	640	1,356	716	456	1,096	50	1,146
Departure	480	1,082	602	383	863	113	976
Total	1,120	2,438	1,318	839	1,959	163	2,122
South Leg							
Approach	365	868	503	320	685	194	879
Departure	538	1,158	620	395	933	86	1,019
Total	903	2,026	1,123	715	1,618	280	1,898
East Leg							
Approach	346	692	346	220	566	0	566
Departure	499	882	383	244	743	0	743
Total	845	1,574	729	464	1,309	0	1,309
West Leg							
Approach	601	759	158	100	701	36	737
Departure	435	552	117	74	509	81	590
Total	1,036	1,310	274	174	1,210	117	1,327
Total Approaches							
Approach	1,952	3,674	1,722	1,096	3,048	280	3,328
Departure	1,952	3,674	1,722	1,096	3,048	280	3,328
Total	3,904	7,348	3,444	2,192	6,096	560	6,656

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
49 Nason Street-Hillrose Lane/Iris Avenue							
NBL	11	12	1	1	12	0	12
NBT	34	34	0	0	34	0	34
NBR	13	14	1	0	13	2	15
SBL	107	212	105	67	174	86	260
SBT	44	46	2	1	45	0	45
SBR	352	866	514	327	679	0	679
EBL	211	622	411	262	473	0	473
EBT	642	1,712	1,070	681	1,323	54	1,377
EBR	17	23	6	4	21	0	21
WBL	20	21	1	1	21	5	26
WBT	771	1,467	696	443	1,214	122	1,336
WBR	122	207	85	54	176	194	370
North Leg							
Approach	503	1,124	621	395	898	86	984
Departure	367	863	496	316	683	194	877
Total	870	1,987	1,117	711	1,581	280	1,861
South Leg							
Approach	58	60	2	1	59	2	61
Departure	81	90	9	6	87	5	92
Total	139	150	11	7	146	7	153
East Leg							
Approach	913	1,695	782	498	1,411	321	1,732
Departure	762	1,938	1,176	748	1,510	142	1,652
Total	1,675	3,633	1,958	1,246	2,921	463	3,384
West Leg							
Approach	870	2,357	1,487	946	1,816	54	1,870
Departure	1,134	2,345	1,211	771	1,905	122	2,027
Total	2,004	4,702	2,698	1,717	3,721	176	3,897
Total Approaches							
Approach	2,344	5,236	2,892	1,840	4,184	463	4,647
Departure	2,344	5,236	2,892	1,840	4,184	463	4,647
Total	4,688	10,472	5,784	3,681	8,369	926	9,295

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
50 Pearl Lane - Oliver Street/Alessandro Boulevard							
NBL	72	76	4	2	74	5	79
NBT	0	0	0	0	0	0	0
NBR	13	31	18	11	24	5	29
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	1	144	143	91	92	0	92
EBL	1	172	171	109	110	0	110
EBT	373	1,150	777	494	867	0	867
EBR	65	68	3	2	67	2	69
WBL	9	31	22	14	23	2	25
WBT	229	750	521	332	561	0	561
WBR	0	0	0	0	0	0	0
North Leg							
Approach	1	144	143	91	92	0	92
Departure	1	172	171	109	110	0	110
Total	2	316	314	200	202	0	202
South Leg							
Approach	85	107	22	14	99	10	109
Departure	74	99	25	16	90	4	94
Total	159	206	47	30	189	14	203
East Leg							
Approach	238	781	543	346	584	2	586
Departure	386	1,181	795	506	892	5	897
Total	624	1,962	1,338	851	1,475	7	1,482
West Leg							
Approach	439	1,390	951	605	1,044	2	1,046
Departure	302	970	668	425	727	5	732
Total	741	2,360	1,619	1,030	1,771	7	1,778
Total Approaches							
Approach	763	2,422	1,659	1,056	1,819	14	1,833
Departure	763	2,422	1,659	1,056	1,819	14	1,833
Total	1,526	4,844	3,318	2,111	3,637	28	3,665

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
51 Oliver Street/Cactus Avenue							
NBL	88	92	4	3	91	5	96
NBT	47	49	2	1	48	9	57
NBR	20	141	121	77	97	5	102
SBL	7	19	12	8	15	0	15
SBT	41	43	2	1	42	4	46
SBR	7	7	0	0	7	0	7
EBL	9	9	0	0	9	0	9
EBT	335	341	6	4	339	0	339
EBR	90	95	5	3	93	2	95
WBL	24	127	103	66	90	2	92
WBT	235	247	12	7	242	0	242
WBR	8	13	5	3	11	0	11
North Leg							
Approach	55	69	14	9	64	4	68
Departure	64	72	8	5	69	9	78
Total	119	141	22	14	133	13	146
South Leg							
Approach	155	283	128	81	236	19	255
Departure	155	265	110	70	225	8	233
Total	310	547	237	151	461	27	488
East Leg							
Approach	267	387	120	76	343	2	345
Departure	362	501	139	88	450	5	455
Total	629	888	259	165	794	7	801
West Leg							
Approach	434	445	11	7	441	2	443
Departure	330	347	17	11	341	5	346
Total	764	791	27	17	781	7	788
Total Approaches							
Approach	911	1,184	273	174	1,085	27	1,112
Departure	911	1,184	273	174	1,085	27	1,112
Total	1,822	2,368	546	347	2,169	54	2,223

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
52 Oliver Street/John F Kennedy Drive							
NBL	0	0	0	0	0	0	0
NBT	102	157	55	35	137	18	155
NBR	25	26	1	1	26	5	31
SBL	102	232	130	83	185	0	185
SBT	60	178	118	75	135	8	143
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	35	39	4	3	38	2	40
WBT	0	0	0	0	0	0	0
WBR	67	169	102	65	132	0	132
North Leg							
Approach	162	410	248	158	320	8	328
Departure	169	326	157	100	269	18	287
Total	331	736	405	258	589	26	615
South Leg							
Approach	127	183	56	36	163	23	186
Departure	95	217	122	78	173	10	183
Total	222	400	178	113	335	33	368
East Leg							
Approach	102	208	106	67	169	2	171
Departure	127	258	131	84	211	5	216
Total	229	466	237	151	380	7	387
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	391	801	410	261	652	33	685
Departure	391	801	410	261	652	33	685
Total	782	1,603	821	522	1,304	66	1,370

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
53 Oliver Street/Iris Avenue							
NBL	36	80	44	28	64	4	68
NBT	13	13	0	0	13	0	13
NBR	20	34	14	9	29	0	29
SBL	7	11	4	3	10	0	10
SBT	19	21	2	1	20	0	20
SBR	119	239	120	76	195	10	205
EBL	63	103	40	25	88	23	111
EBT	615	1,678	1,063	676	1,291	99	1,390
EBR	45	89	44	28	73	9	82
WBL	36	40	4	3	39	0	39
WBT	587	1,193	606	386	973	44	1,017
WBR	6	6	0	0	6	0	6
North Leg							
Approach	145	271	126	80	225	10	235
Departure	82	122	40	26	108	23	131
Total	227	393	166	106	333	33	366
South Leg							
Approach	69	127	58	37	106	4	110
Departure	100	150	50	32	132	9	141
Total	169	277	108	69	238	13	251
East Leg							
Approach	629	1,239	610	388	1,017	44	1,061
Departure	642	1,723	1,081	688	1,330	99	1,429
Total	1,271	2,962	1,691	1,076	2,347	143	2,490
West Leg							
Approach	723	1,870	1,147	730	1,453	131	1,584
Departure	742	1,512	770	490	1,232	58	1,290
Total	1,465	3,382	1,917	1,220	2,685	189	2,874
Total Approaches							
Approach	1,566	3,507	1,941	1,235	2,801	189	2,990
Departure	1,566	3,507	1,941	1,235	2,801	189	2,990
Total	3,132	7,015	3,883	2,471	5,603	378	5,981

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
54 Via Del Lago/Iris Avenue - Moreno Beach Drive							
NBL	16	60	44	28	44	0	44
NBT	1	2	1	1	2	0	2
NBR	30	141	111	71	101	0	101
SBL	12	13	1	1	13	0	13
SBT	2	4	2	1	3	0	3
SBR	20	21	1	1	21	0	21
EBL	34	35	1	1	35	0	35
EBT	588	1,581	993	632	1,220	99	1,319
EBR	20	114	94	60	80	0	80
WBL	47	241	194	123	170	0	170
WBT	593	1,140	547	348	941	44	985
WBR	19	20	1	1	20	0	20
North Leg							
Approach	34	38	4	3	37	0	37
Departure	54	57	3	2	56	0	56
Total	88	95	7	4	92	0	92
South Leg							
Approach	47	203	156	99	146	0	146
Departure	69	359	290	185	254	0	254
Total	116	562	446	284	400	0	400
East Leg							
Approach	659	1,401	742	472	1,131	44	1,175
Departure	630	1,735	1,105	703	1,333	99	1,432
Total	1,289	3,136	1,847	1,175	2,464	143	2,607
West Leg							
Approach	642	1,730	1,088	692	1,334	99	1,433
Departure	629	1,221	592	377	1,006	44	1,050
Total	1,271	2,951	1,680	1,069	2,340	143	2,483
Total Approaches							
Approach	1,382	3,372	1,990	1,266	2,648	143	2,791
Departure	1,382	3,372	1,990	1,266	2,648	143	2,791
Total	2,764	6,744	3,980	2,533	5,297	286	5,583

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
55 Moreno Beach Drive/SR-60 Westbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	250	630	380	242	492	18	510
NBR	409	659	250	159	568	0	568
SBL	53	136	83	53	106	0	106
SBT	185	405	220	140	325	8	333
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	142	291	149	95	237	14	251
WBT	0	0	0	0	0	0	0
WBR	9	34	25	16	25	0	25
North Leg							
Approach	238	541	303	193	431	8	439
Departure	259	664	405	258	517	18	535
Total	497	1,205	708	451	948	26	974
South Leg							
Approach	659	1,289	630	401	1,060	18	1,078
Departure	327	696	369	235	562	22	584
Total	986	1,985	999	636	1,622	40	1,662
East Leg							
Approach	151	325	174	111	262	14	276
Departure	462	795	333	212	674	0	674
Total	613	1,120	507	323	936	14	950
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,048	2,155	1,107	704	1,752	40	1,792
Departure	1,048	2,155	1,107	704	1,752	40	1,792
Total	2,096	4,310	2,214	1,409	3,505	80	3,585

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
56 Moreno Beach Drive/SR-60 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	564	1,124	560	356	920	18	938
NBR	200	550	350	223	423	32	455
SBL	6	16	10	6	12	0	12
SBT	321	679	358	228	549	22	571
SBR	0	0	0	0	0	0	0
EBL	95	158	63	40	135	0	135
EBT	0	0	0	0	0	0	0
EBR	477	843	366	233	710	0	710
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	327	695	368	234	561	22	583
Departure	659	1,282	623	396	1,055	18	1,073
Total	986	1,977	991	631	1,617	40	1,657
South Leg							
Approach	764	1,674	910	579	1,343	50	1,393
Departure	798	1,522	724	461	1,259	22	1,281
Total	1,562	3,196	1,634	1,040	2,602	72	2,674
East Leg							
Approach	0	0	0	0	0	0	0
Departure	206	566	360	229	435	32	467
Total	206	566	360	229	435	32	467
West Leg							
Approach	572	1,001	429	273	845	0	845
Departure	0	0	0	0	0	0	0
Total	572	1,001	429	273	845	0	845
Total Approaches							
Approach	1,663	3,370	1,707	1,086	2,749	72	2,821
Departure	1,663	3,370	1,707	1,086	2,749	72	2,821
Total	3,326	6,740	3,414	2,173	5,499	144	5,643

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
57 Moreno Beach Drive/Eucalyptus Avenue							
NBL	91	205	114	73	164	0	164
NBT	373	515	142	90	463	50	513
NBR	23	107	84	53	76	0	76
SBL	51	287	236	150	201	0	201
SBT	528	639	111	71	599	22	621
SBR	219	596	377	240	459	0	459
EBL	285	789	504	321	606	0	606
EBT	23	215	192	122	145	0	145
EBR	121	244	123	78	199	0	199
WBL	35	89	54	34	69	0	69
WBT	28	159	131	83	111	0	111
WBR	106	368	262	167	273	0	273
North Leg							
Approach	798	1,522	724	461	1,259	22	1,281
Departure	764	1,672	908	578	1,342	50	1,392
Total	1,562	3,194	1,632	1,039	2,601	72	2,673
South Leg							
Approach	487	827	340	216	703	50	753
Departure	684	972	288	183	867	22	889
Total	1,171	1,799	628	400	1,571	72	1,643
East Leg							
Approach	169	616	447	284	453	0	453
Departure	97	609	512	326	423	0	423
Total	266	1,225	959	610	876	0	876
West Leg							
Approach	429	1,248	819	521	950	0	950
Departure	338	960	622	396	734	0	734
Total	767	2,208	1,441	917	1,684	0	1,684
Total Approaches							
Approach	1,883	4,213	2,330	1,483	3,366	72	3,438
Departure	1,883	4,213	2,330	1,483	3,366	72	3,438
Total	3,766	8,426	4,660	2,965	6,731	144	6,875

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
58 Moreno Beach Drive/Cottonwood Avenue							
NBL	7	12	5	3	10	0	10
NBT	558	898	340	216	774	50	824
NBR	54	342	288	183	237	9	246
SBL	58	122	64	41	99	0	99
SBT	603	971	368	234	837	22	859
SBR	15	16	1	0	15	0	15
EBL	10	11	1	1	11	0	11
EBT	27	120	93	59	86	0	86
EBR	9	31	22	14	23	0	23
WBL	39	256	217	138	177	4	181
WBT	32	76	44	28	60	0	60
WBR	65	141	76	48	113	0	113
North Leg							
Approach	676	1,109	433	275	951	22	973
Departure	633	1,050	417	265	898	50	948
Total	1,309	2,159	850	541	1,850	72	1,922
South Leg							
Approach	619	1,252	633	403	1,022	59	1,081
Departure	651	1,258	607	386	1,037	26	1,063
Total	1,270	2,510	1,240	789	2,059	85	2,144
East Leg							
Approach	136	473	337	214	350	4	354
Departure	139	584	445	283	422	9	431
Total	275	1,057	782	498	773	13	786
West Leg							
Approach	46	162	116	74	120	0	120
Departure	54	104	50	32	86	0	86
Total	100	266	166	105	205	0	205
Total Approaches							
Approach	1,477	2,996	1,519	966	2,443	85	2,528
Departure	1,477	2,996	1,519	966	2,443	85	2,528
Total	2,954	5,992	3,038	1,933	4,887	170	5,057

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
59 Moreno Beach Drive/Alessandro Boulevard							
NBL	68	126	58	37	105	0	105
NBT	479	894	415	264	743	59	802
NBR	59	357	298	190	249	14	263
SBL	22	134	112	71	93	0	93
SBT	556	984	428	272	828	26	854
SBR	63	117	54	34	97	0	97
EBL	119	174	55	35	154	0	154
EBT	193	916	723	460	653	0	653
EBR	65	90	25	16	81	0	81
WBL	58	343	285	181	239	6	245
WBT	104	646	542	345	449	0	449
WBR	25	157	132	84	109	0	109
North Leg							
Approach	641	1,235	594	378	1,019	26	1,045
Departure	623	1,225	602	383	1,006	59	1,065
Total	1,264	2,460	1,196	761	2,025	85	2,110
South Leg							
Approach	606	1,377	771	491	1,097	73	1,170
Departure	679	1,417	738	470	1,149	32	1,181
Total	1,285	2,794	1,509	960	2,245	105	2,350
East Leg							
Approach	187	1,146	959	610	797	6	803
Departure	274	1,407	1,133	721	995	14	1,009
Total	461	2,553	2,092	1,331	1,792	20	1,812
West Leg							
Approach	377	1,180	803	511	888	0	888
Departure	235	889	654	416	651	0	651
Total	612	2,069	1,457	927	1,539	0	1,539
Total Approaches							
Approach	1,811	4,938	3,127	1,990	3,801	105	3,906
Departure	1,811	4,938	3,127	1,990	3,801	105	3,906
Total	3,622	9,876	6,254	3,980	7,602	210	7,812

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
60 Moreno Beach Drive/Cactus Avenue							
NBL	105	110	5	3	108	0	108
NBT	404	967	563	358	762	72	834
NBR	32	114	82	52	84	14	98
SBL	41	166	125	80	121	0	121
SBT	468	985	517	329	797	32	829
SBR	108	117	9	6	114	0	114
EBL	111	135	24	15	126	0	126
EBT	152	274	122	78	230	0	230
EBR	134	141	7	4	138	0	138
WBL	20	80	60	38	58	6	64
WBT	102	209	107	68	170	0	170
WBR	22	114	92	59	81	0	81
North Leg							
Approach	617	1,268	651	414	1,031	32	1,063
Departure	537	1,216	679	432	969	72	1,041
Total	1,154	2,484	1,330	846	2,000	104	2,104
South Leg							
Approach	541	1,191	650	414	955	86	1,041
Departure	622	1,206	584	371	993	38	1,031
Total	1,163	2,397	1,234	785	1,948	124	2,072
East Leg							
Approach	144	403	259	165	309	6	315
Departure	225	554	329	209	434	14	448
Total	369	957	588	374	743	20	763
West Leg							
Approach	397	550	153	97	494	0	494
Departure	315	436	121	77	392	0	392
Total	712	986	274	174	886	0	886
Total Approaches							
Approach	1,699	3,412	1,713	1,090	2,789	124	2,913
Departure	1,699	3,412	1,713	1,090	2,789	124	2,913
Total	3,398	6,824	3,426	2,180	5,578	248	5,826

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
61 Moreno Beach Drive/John F Kennedy Drive							
NBL	11	54	43	27	38	0	38
NBT	395	902	507	323	718	86	804
NBR	223	754	531	338	561	14	575
SBL	94	117	23	15	109	0	109
SBT	407	838	431	274	681	38	719
SBR	73	131	58	37	110	0	110
EBL	59	108	49	31	90	0	90
EBT	25	68	43	27	52	0	52
EBR	7	32	25	16	23	0	23
WBL	251	543	292	186	437	6	443
WBT	43	81	38	24	67	0	67
WBR	70	74	4	2	72	0	72
North Leg							
Approach	574	1,086	512	326	900	38	938
Departure	524	1,084	560	356	880	86	966
Total	1,098	2,170	1,072	682	1,780	124	1,904
South Leg							
Approach	629	1,710	1,081	688	1,317	100	1,417
Departure	665	1,413	748	476	1,141	44	1,185
Total	1,294	3,123	1,829	1,164	2,458	144	2,602
East Leg							
Approach	364	698	334	212	576	6	582
Departure	342	939	597	380	722	14	736
Total	706	1,637	931	592	1,298	20	1,318
West Leg							
Approach	91	208	117	74	165	0	165
Departure	127	266	139	88	215	0	215
Total	218	474	256	163	381	0	381
Total Approaches							
Approach	1,658	3,702	2,044	1,300	2,958	144	3,102
Departure	1,658	3,702	2,044	1,300	2,958	144	3,102
Total	3,316	7,403	4,087	2,601	5,917	288	6,205

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
62 Driveway 1/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	110	110	0	0	110	171	281
EBL	0	0	0	0	0	0	0
EBT	826	2,000	1,174	747	1,573	142	1,715
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	803	1,573	770	490	1,293	149	1,442
WBR	0	0	0	0	0	2	2
North Leg							
Approach	110	110	0	0	110	171	281
Departure	0	0	0	0	0	2	2
Total	110	110	0	0	110	173	283
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	803	1,573	770	490	1,293	151	1,444
Departure	826	2,000	1,174	747	1,573	142	1,715
Total	1,629	3,573	1,944	1,237	2,866	293	3,159
West Leg							
Approach	826	2,000	1,174	747	1,573	142	1,715
Departure	913	1,683	770	490	1,403	320	1,723
Total	1,739	3,683	1,944	1,237	2,976	462	3,438
Total Approaches							
Approach	1,739	3,683	1,944	1,237	2,976	464	3,440
Departure	1,739	3,683	1,944	1,237	2,976	464	3,440
Total	3,478	7,366	3,888	2,474	5,952	928	6,880

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
63 Driveway 2/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	49	49	0	0	49	131	209
SBT	0	0	0	0	0	0	0
SBR	44	44	0	0	44	86	130
EBL	139	139	0	0	139	142	289
EBT	645	1,816	1,171	745	1,390	0	1,382
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	759	1,533	774	493	1,252	65	1,317
WBR	19	19	0	0	19	30	49
North Leg							
Approach	93	93	0	0	93	217	339
Departure	158	158	0	0	158	172	338
Total	251	251	0	0	251	389	677
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	778	1,552	774	493	1,271	95	1,366
Departure	694	1,865	1,171	745	1,439	131	1,591
Total	1,472	3,417	1,945	1,238	2,710	226	2,957
West Leg							
Approach	784	1,955	1,171	745	1,529	142	1,671
Departure	803	1,577	774	493	1,296	151	1,447
Total	1,587	3,532	1,945	1,238	2,825	293	3,118
Total Approaches							
Approach	1,655	3,600	1,945	1,238	2,893	454	3,376
Departure	1,655	3,600	1,945	1,238	2,893	454	3,376
Total	3,310	7,200	3,890	2,475	5,785	908	6,751

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Table C-10 - Phase II Project Completion Year (2032) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2032 without Project	Phases I + II Project Trips	Year 2032 with Project
64 Driveway 3/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	29	29	0	0	29	0	0
SBT	0	0	0	0	0	0	0
SBR	48	48	0	0	48	63	111
EBL	8	8	0	0	8	0	0
EBT	693	1,867	1,174	747	1,440	131	1,600
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	730	1,500	770	490	1,220	32	1,252
WBR	12	12	0	0	12	26	38
North Leg							
Approach	77	77	0	0	77	63	111
Departure	20	20	0	0	20	26	38
Total	97	97	0	0	97	89	149
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	742	1,512	770	490	1,232	58	1,290
Departure	722	1,896	1,174	747	1,469	131	1,600
Total	1,464	3,408	1,944	1,237	2,701	189	2,890
West Leg							
Approach	701	1,875	1,174	747	1,448	131	1,600
Departure	778	1,548	770	490	1,268	95	1,363
Total	1,479	3,423	1,944	1,237	2,716	226	2,963
Total Approaches							
Approach	1,520	3,464	1,944	1,237	2,757	252	3,001
Departure	1,520	3,464	1,944	1,237	2,757	252	3,001
Total	3,040	6,928	3,888	2,474	5,514	504	6,002

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
1 I-215 Southbound Ramps/Alessandro Boulevard							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	196	328	132	120	316	0	316
SBT	0	0	0	0	0	0	0
SBR	225	280	55	50	275	0	275
EBL	0	0	0	0	0	0	0
EBT	714	1,663	949	863	1,577	23	1600
EBR	291	527	236	215	506	0	506
WBL	0	0	0	0	0	0	0
WBT	2,033	3,528	1,495	1,359	3,392	9	3401
WBR	188	268	80	73	261	0	261
North Leg							
Approach	421	608	187	170	591	0	591
Departure	188	268	80	73	261	0	261
Total	609	876	267	243	852	0	852
South Leg							
Approach	0	0	0	0	0	0	0
Departure	291	527	236	215	506	0	506
Total	291	527	236	215	506	0	506
East Leg							
Approach	2,221	3,796	1,575	1,432	3,653	9	3,662
Departure	910	1,991	1,081	983	1,893	23	1,916
Total	3,131	5,787	2,656	2,415	5,546	32	5,578
West Leg							
Approach	1,005	2,190	1,185	1,077	2,082	23	2,105
Departure	2,258	3,808	1,550	1,409	3,667	9	3,676
Total	3,263	5,998	2,735	2,486	5,749	32	5,781
Total Approaches							
Approach	3,647	6,594	2,947	2,679	6,326	32	6,358
Departure	3,647	6,594	2,947	2,679	6,326	32	6,358
Total	7,294	13,188	5,894	5,358	12,652	64	12,716

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
2 I-215 Northbound Ramps/Alessandro Boulevard							
NBL	813	854	41	37	850	0	850
NBT	1	1	0	0	1	0	1
NBR	123	167	44	40	163	0	163
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	66	69	3	3	69	0	69
EBT	844	1,922	1,078	980	1,824	23	1847
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	1,408	2,943	1,535	1,395	2,803	9	2812
WBR	112	118	6	5	117	0	117
North Leg							
Approach	0	0	0	0	0	0	0
Departure	179	188	9	8	187	0	187
Total	179	188	9	8	187	0	187
South Leg							
Approach	937	1,022	85	77	1,014	0	1,014
Departure	0	0	0	0	0	0	0
Total	937	1,022	85	77	1,014	0	1,014
East Leg							
Approach	1,520	3,061	1,541	1,401	2,921	9	2,930
Departure	967	2,089	1,122	1,020	1,987	23	2,010
Total	2,487	5,150	2,663	2,421	4,908	32	4,940
West Leg							
Approach	910	1,991	1,081	983	1,893	23	1,916
Departure	2,221	3,797	1,576	1,432	3,653	9	3,662
Total	3,131	5,788	2,657	2,415	5,546	32	5,578
Total Approaches							
Approach	3,367	6,074	2,707	2,461	5,828	32	5,860
Departure	3,367	6,074	2,707	2,461	5,828	32	5,860
Total	6,734	12,147	5,413	4,921	11,655	64	11,719

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
3 I-215 Southbound Ramps/Cactus Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	565	785	220	200	765	46	811
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	231	442	211	192	423	0	423
EBL	0	0	0	0	0	0	0
EBT	316	382	66	60	376	8	384
EBR	17	200	183	166	183	0	183
WBL	469	492	23	21	490	24	514
WBT	1,169	2,166	997	906	2,075	3	2078
WBR	0	0	0	0	0	0	0
North Leg							
Approach	231	442	211	192	423	0	423
Departure	0	0	0	0	0	0	0
Total	231	442	211	192	423	0	423
South Leg							
Approach	565	785	220	200	765	46	811
Departure	486	692	206	188	674	24	698
Total	1,051	1,477	426	388	1,439	70	1,509
East Leg							
Approach	1,638	2,658	1,020	928	2,566	27	2,593
Departure	881	1,167	286	260	1,141	54	1,195
Total	2,519	3,825	1,306	1,188	3,707	81	3,788
West Leg							
Approach	333	582	249	226	559	8	567
Departure	1,400	2,608	1,208	1,098	2,498	3	2,501
Total	1,733	3,190	1,457	1,325	3,058	11	3,069
Total Approaches							
Approach	2,767	4,467	1,700	1,546	4,313	81	4,394
Departure	2,767	4,467	1,700	1,546	4,313	81	4,394
Total	5,534	8,935	3,401	3,092	8,626	162	8,788

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
4 I-215 Northbound Ramps/Cactus Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	895	1,167	272	247	1,142	53	1195
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	1,639	2,658	1,019	926	2,565	27	2592
WBR	337	337	0	0	337	18	355
North Leg							
Approach	0	0	0	0	0	0	0
Departure	337	337	0	0	337	18	355
Total	337	337	0	0	337	18	355
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	1,976	2,995	1,019	926	2,902	45	2,947
Departure	895	1,167	272	247	1,142	53	1,195
Total	2,871	4,162	1,291	1,174	4,045	98	4,143
West Leg							
Approach	895	1,167	272	247	1,142	53	1,195
Departure	1,639	2,658	1,019	926	2,565	27	2,592
Total	2,534	3,825	1,291	1,174	3,708	80	3,788
Total Approaches							
Approach	2,871	4,162	1,291	1,174	4,045	98	4,143
Departure	2,871	4,162	1,291	1,174	4,045	98	4,143
Total	5,742	8,324	2,582	2,347	8,089	196	8,285

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue							
NBL	289	330	41	38	327	0	327
NBT	261	510	249	226	487	0	487
NBR	722	758	36	33	755	61	816
SBL	18	112	94	85	103	0	103
SBT	2	21	19	17	19	0	19
SBR	41	296	255	232	273	0	273
EBL	9	25	16	15	24	0	24
EBT	834	1,034	200	182	1,016	53	1069
EBR	52	108	56	51	103	0	103
WBL	0	0	0	0	0	0	0
WBT	1,646	2,369	723	657	2,303	45	2348
WBR	295	825	530	482	777	0	777
North Leg							
Approach	61	429	368	335	396	0	396
Departure	565	1,360	795	723	1,288	0	1,288
Total	626	1,789	1,163	1,057	1,683	0	1,683
South Leg							
Approach	1,272	1,599	327	297	1,569	61	1,630
Departure	54	129	75	68	122	0	122
Total	1,326	1,728	402	365	1,691	61	1,752
East Leg							
Approach	1,941	3,194	1,253	1,139	3,080	45	3,125
Departure	1,574	1,904	330	300	1,874	114	1,988
Total	3,515	5,098	1,583	1,439	4,954	159	5,113
West Leg							
Approach	895	1,167	272	247	1,142	53	1,195
Departure	1,976	2,995	1,019	927	2,903	45	2,948
Total	2,871	4,162	1,291	1,174	4,045	98	4,143
Total Approaches							
Approach	4,169	6,389	2,220	2,018	6,187	159	6,346
Departure	4,169	6,389	2,220	2,018	6,187	159	6,346
Total	8,338	12,777	4,439	4,036	12,374	318	12,692

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
6 Day Street/Alessandro Boulevard							
NBL	11	23	12	11	22	0	22
NBT	65	337	272	247	312	0	312
NBR	16	17	1	1	17	0	17
SBL	46	299	253	230	276	0	276
SBT	23	63	40	36	59	0	59
SBR	67	858	791	719	786	0	786
EBL	109	743	634	576	685	0	685
EBT	610	866	256	233	843	23	866
EBR	16	17	1	1	17	0	17
WBL	7	7	0	0	7	0	7
WBT	1,211	1,821	610	555	1,766	9	1775
WBR	110	403	293	266	376	0	376
North Leg							
Approach	136	1,220	1,084	985	1,121	0	1,121
Departure	284	1,483	1,199	1,090	1,374	0	1,374
Total	420	2,703	2,283	2,075	2,495	0	2,495
South Leg							
Approach	92	377	285	259	351	0	351
Departure	46	87	41	37	83	0	83
Total	138	464	326	297	435	0	435
East Leg							
Approach	1,328	2,231	903	821	2,149	9	2,158
Departure	672	1,182	510	464	1,136	23	1,159
Total	2,000	3,413	1,413	1,285	3,285	32	3,317
West Leg							
Approach	735	1,626	891	810	1,545	23	1,568
Departure	1,289	2,702	1,413	1,285	2,574	9	2,583
Total	2,024	4,328	2,304	2,094	4,118	32	4,150
Total Approaches							
Approach	2,291	5,454	3,163	2,876	5,167	32	5,199
Departure	2,291	5,454	3,163	2,876	5,167	32	5,199
Total	4,582	10,908	6,326	5,751	10,333	64	10,397

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
7 Elsworth Street/Alessandro Boulevard							
NBL	71	349	278	253	324	0	324
NBT	90	123	33	30	120	0	120
NBR	53	79	26	24	77	0	77
SBL	44	46	2	2	46	0	46
SBT	113	175	62	56	169	0	169
SBR	60	127	67	61	121	0	121
EBL	42	63	21	19	61	0	61
EBT	490	792	302	275	765	23	788
EBR	96	374	278	253	349	0	349
WBL	77	86	9	8	85	0	85
WBT	1,127	1,716	589	535	1,662	9	1671
WBR	55	58	3	3	58	0	58
North Leg							
Approach	217	348	131	119	336	0	336
Departure	187	244	57	52	239	0	239
Total	404	592	188	171	575	0	575
South Leg							
Approach	214	551	337	306	520	0	520
Departure	286	635	349	317	603	0	603
Total	500	1,186	686	624	1,124	0	1,124
East Leg							
Approach	1,259	1,860	601	546	1,805	9	1,814
Departure	587	917	330	300	887	23	910
Total	1,846	2,777	931	846	2,692	32	2,724
West Leg							
Approach	628	1,229	601	546	1,174	23	1,197
Departure	1,258	2,192	934	849	2,107	9	2,116
Total	1,886	3,421	1,535	1,395	3,281	32	3,313
Total Approaches							
Approach	2,318	3,988	1,670	1,518	3,836	32	3,868
Departure	2,318	3,988	1,670	1,518	3,836	32	3,868
Total	4,636	7,976	3,340	3,036	7,672	64	7,736

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
8 Elsworth Street/Cactus Avenue							
NBL	44	408	364	331	375	0	375
NBT	15	92	77	70	85	0	85
NBR	28	126	98	89	117	0	117
SBL	72	76	4	3	75	0	75
SBT	74	78	4	3	77	0	77
SBR	113	159	46	42	155	0	155
EBL	132	183	51	46	178	0	178
EBT	1,109	1,134	25	23	1,132	114	1246
EBR	240	339	99	90	330	0	330
WBL	90	95	5	4	94	0	94
WBT	1,659	2,305	646	587	2,246	45	2291
WBR	77	81	4	4	81	0	81
North Leg							
Approach	259	312	53	48	307	0	307
Departure	224	356	132	120	344	0	344
Total	483	668	185	168	651	0	651
South Leg							
Approach	87	626	539	490	577	0	577
Departure	404	511	107	97	501	0	501
Total	491	1,137	646	587	1,078	0	1,078
East Leg							
Approach	1,826	2,480	654	595	2,421	45	2,466
Departure	1,209	1,336	127	115	1,324	114	1,438
Total	3,035	3,816	781	710	3,745	159	3,904
West Leg							
Approach	1,481	1,656	175	159	1,640	114	1,754
Departure	1,816	2,872	1,056	960	2,776	45	2,821
Total	3,297	4,528	1,231	1,119	4,416	159	4,575
Total Approaches							
Approach	3,653	5,075	1,422	1,292	4,945	159	5,104
Departure	3,653	5,075	1,422	1,292	4,945	159	5,104
Total	7,306	10,149	2,843	2,585	9,891	318	10,209

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
9 Frederick Street/Alessandro Boulevard							
NBL	70	74	4	3	73	0	73
NBT	230	369	139	126	356	0	356
NBR	15	24	9	8	23	0	23
SBL	111	186	75	68	179	0	179
SBT	261	274	13	12	273	0	273
SBR	155	158	3	3	158	0	158
EBL	106	181	75	68	174	0	174
EBT	399	682	283	257	656	23	679
EBR	81	85	4	4	85	0	85
WBL	96	130	34	31	127	0	127
WBT	1,422	2,123	701	637	2,059	9	2068
WBR	99	242	143	130	229	0	229
North Leg							
Approach	527	618	91	83	610	0	610
Departure	435	792	357	325	760	0	760
Total	962	1,410	448	407	1,369	0	1,369
South Leg							
Approach	315	467	152	138	453	0	453
Departure	438	489	51	46	484	0	484
Total	753	956	203	184	937	0	937
East Leg							
Approach	1,617	2,495	878	798	2,415	9	2,424
Departure	525	892	367	334	859	23	882
Total	2,142	3,387	1,245	1,132	3,274	32	3,306
West Leg							
Approach	586	948	362	329	915	23	938
Departure	1,647	2,355	708	643	2,290	9	2,299
Total	2,233	3,303	1,070	972	3,205	32	3,237
Total Approaches							
Approach	3,045	4,528	1,483	1,348	4,393	32	4,425
Departure	3,045	4,528	1,483	1,348	4,393	32	4,425
Total	6,090	9,055	2,965	2,696	8,786	64	8,850

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
10 Frederick Street/Cactus Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	149	156	7	7	156	0	156
SBT	0	0	0	0	0	0	0
SBR	115	121	6	5	120	0	120
EBL	133	227	94	85	218	0	218
EBT	1,064	1,117	53	48	1,112	114	1226
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	1,809	2,486	677	615	2,424	45	2469
WBR	153	161	8	7	160	0	160
North Leg							
Approach	264	277	13	12	276	0	276
Departure	286	388	102	92	378	0	378
Total	550	665	115	104	654	0	654
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	1,962	2,647	685	622	2,584	45	2,629
Departure	1,213	1,274	61	55	1,268	114	1,382
Total	3,175	3,920	745	678	3,853	159	4,012
West Leg							
Approach	1,197	1,344	147	134	1,331	114	1,445
Departure	1,924	2,607	683	621	2,545	45	2,590
Total	3,121	3,951	830	755	3,876	159	4,035
Total Approaches							
Approach	3,423	4,268	845	768	4,191	159	4,350
Departure	3,423	4,268	845	768	4,191	159	4,350
Total	6,846	8,536	1,690	1,536	8,382	318	8,700

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
11 Graham Street/Alessandro Boulevard							
NBL	65	186	121	110	175	0	175
NBT	187	362	175	159	346	0	346
NBR	15	111	96	87	102	0	102
SBL	98	199	101	92	190	0	190
SBT	148	213	65	59	207	0	207
SBR	74	78	4	3	77	0	77
EBL	25	26	1	1	26	0	26
EBT	432	847	415	377	809	30	839
EBR	51	71	20	18	69	0	69
WBL	80	225	145	132	212	0	212
WBT	1,436	2,205	769	699	2,135	12	2147
WBR	121	126	5	5	126	0	126
North Leg							
Approach	320	490	170	154	474	0	474
Departure	333	514	181	165	498	0	498
Total	653	1,004	351	319	972	0	972
South Leg							
Approach	267	659	392	356	623	0	623
Departure	279	509	230	209	488	0	488
Total	546	1,168	622	565	1,111	0	1,111
East Leg							
Approach	1,637	2,556	919	835	2,472	12	2,484
Departure	545	1,157	612	556	1,101	30	1,131
Total	2,182	3,713	1,531	1,392	3,574	42	3,616
West Leg							
Approach	508	944	436	397	905	30	935
Departure	1,575	2,469	894	812	2,387	12	2,399
Total	2,083	3,413	1,330	1,209	3,292	42	3,334
Total Approaches							
Approach	2,732	4,649	1,917	1,743	4,475	42	4,517
Departure	2,732	4,649	1,917	1,743	4,475	42	4,517
Total	5,464	9,298	3,834	3,485	8,949	84	9,033

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
12 Graham Street - Riverside Drive/Cactus Avenue							
NBL	184	498	314	285	469	0	469
NBT	50	68	18	16	66	0	66
NBR	7	7	0	0	7	0	7
SBL	89	93	4	4	93	0	93
SBT	51	54	3	2	53	0	53
SBR	99	132	33	30	129	0	129
EBL	93	413	320	291	384	0	384
EBT	929	1,128	199	181	1,110	114	1224
EBR	171	226	55	50	221	0	221
WBL	17	18	1	1	18	0	18
WBT	1,649	2,029	380	345	1,994	45	2039
WBR	93	98	5	4	97	0	97
North Leg							
Approach	239	279	40	36	275	0	275
Departure	236	579	343	312	548	0	548
Total	475	858	383	348	823	0	823
South Leg							
Approach	241	573	332	302	543	0	543
Departure	239	297	58	53	292	0	292
Total	480	871	391	355	835	0	835
East Leg							
Approach	1,759	2,145	386	350	2,109	45	2,154
Departure	1,025	1,229	204	185	1,210	114	1,324
Total	2,784	3,373	589	536	3,320	159	3,479
West Leg							
Approach	1,193	1,767	574	522	1,715	114	1,829
Departure	1,932	2,659	727	661	2,593	45	2,638
Total	3,125	4,426	1,301	1,183	4,308	159	4,467
Total Approaches							
Approach	3,432	4,764	1,332	1,211	4,643	159	4,802
Departure	3,432	4,764	1,332	1,211	4,643	159	4,802
Total	6,864	9,528	2,664	2,422	9,286	318	9,604

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
13 Heacock Street/Alessandro Boulevard							
NBL	204	214	10	9	213	0	213
NBT	426	447	21	19	445	0	445
NBR	37	40	3	3	40	0	40
SBL	125	245	120	109	234	0	234
SBT	268	281	13	12	280	0	280
SBR	175	206	31	28	203	0	203
EBL	92	172	80	73	165	0	165
EBT	350	923	573	521	871	38	909
EBR	52	55	3	2	54	0	54
WBL	24	27	3	3	27	0	27
WBT	1,268	2,266	998	907	2,175	15	2190
WBR	140	295	155	141	281	0	281
North Leg							
Approach	568	732	164	149	717	0	717
Departure	658	914	256	233	891	0	891
Total	1,226	1,647	421	382	1,608	0	1,608
South Leg							
Approach	667	702	35	31	698	0	698
Departure	344	363	19	17	361	0	361
Total	1,011	1,065	54	49	1,060	0	1,060
East Leg							
Approach	1,432	2,588	1,156	1,051	2,483	15	2,498
Departure	512	1,208	696	633	1,145	38	1,183
Total	1,944	3,796	1,852	1,684	3,628	53	3,681
West Leg							
Approach	494	1,150	656	596	1,090	38	1,128
Departure	1,647	2,686	1,039	945	2,592	15	2,607
Total	2,141	3,836	1,695	1,541	3,682	53	3,735
Total Approaches							
Approach	3,161	5,172	2,011	1,828	4,989	53	5,042
Departure	3,161	5,172	2,011	1,828	4,989	53	5,042
Total	6,322	10,343	4,021	3,655	9,977	106	10,083

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
14 Heacock Street/Cactus Avenue							
NBL	671	856	185	168	839	0	839
NBT	498	563	65	59	557	0	557
NBR	8	8	0	0	8	0	8
SBL	68	71	3	3	71	0	71
SBT	272	286	14	12	284	0	284
SBR	66	90	24	22	88	0	88
EBL	76	139	63	57	133	0	133
EBT	556	563	7	6	562	114	676
EBR	402	422	20	18	420	0	420
WBL	14	15	1	1	15	0	15
WBT	1,014	1,025	11	10	1,024	45	1069
WBR	108	113	5	5	113	0	113
North Leg							
Approach	406	447	41	37	443	0	443
Departure	682	815	133	121	803	0	803
Total	1,088	1,262	174	159	1,247	0	1,247
South Leg							
Approach	1,177	1,427	250	228	1,405	0	1,405
Departure	688	722	34	31	719	0	719
Total	1,865	2,150	285	259	2,124	0	2,124
East Leg							
Approach	1,136	1,153	17	16	1,152	45	1,197
Departure	632	643	11	10	642	114	756
Total	1,768	1,796	28	25	1,793	159	1,952
West Leg							
Approach	1,034	1,124	90	82	1,116	114	1,230
Departure	1,751	1,971	220	200	1,951	45	1,996
Total	2,785	3,095	310	282	3,067	159	3,226
Total Approaches							
Approach	3,753	4,152	399	362	4,115	159	4,274
Departure	3,753	4,152	399	362	4,115	159	4,274
Total	7,506	8,303	797	725	8,231	318	8,549

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
15 Heacock Street/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	375	753	378	344	719	0	719
NBR	48	158	110	100	148	0	148
SBL	175	184	9	8	183	15	198
SBT	359	775	416	378	737	0	737
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	57	211	154	140	197	0	197
WBT	0	0	0	0	0	0	0
WBR	388	407	19	18	406	6	412
North Leg							
Approach	534	959	425	386	920	15	935
Departure	763	1,160	397	361	1,124	6	1,130
Total	1,297	2,119	822	747	2,044	21	2,065
South Leg							
Approach	423	911	488	444	867	0	867
Departure	416	986	570	518	934	0	934
Total	839	1,897	1,058	962	1,801	0	1,801
East Leg							
Approach	445	618	173	158	603	6	609
Departure	223	342	119	108	331	15	346
Total	668	960	292	266	934	21	955
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,402	2,488	1,086	987	2,389	21	2,410
Departure	1,402	2,488	1,086	987	2,389	21	2,410
Total	2,804	4,976	2,172	1,975	4,779	42	4,821

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
16 Indian Street/Alessandro Boulevard							
NBL	119	131	12	11	130	0	130
NBT	246	270	24	22	268	0	268
NBR	65	70	5	5	70	0	70
SBL	86	141	55	50	136	0	136
SBT	197	227	30	27	224	0	224
SBR	65	108	43	39	104	0	104
EBL	44	113	69	63	107	0	107
EBT	380	965	585	532	912	46	958
EBR	56	100	44	40	96	0	96
WBL	66	94	28	25	91	0	91
WBT	1,086	2,215	1,129	1,026	2,112	18	2130
WBR	41	83	42	38	79	0	79
North Leg							
Approach	348	476	128	116	464	0	464
Departure	331	466	135	123	454	0	454
Total	679	942	263	239	918	0	918
South Leg							
Approach	430	471	41	37	467	0	467
Departure	319	421	102	93	412	0	412
Total	749	892	143	130	879	0	879
East Leg							
Approach	1,193	2,392	1,199	1,090	2,283	18	2,301
Departure	531	1,176	645	586	1,117	46	1,163
Total	1,724	3,568	1,844	1,676	3,400	64	3,464
West Leg							
Approach	480	1,178	698	635	1,115	46	1,161
Departure	1,270	2,454	1,184	1,076	2,346	18	2,364
Total	1,750	3,632	1,882	1,711	3,461	64	3,525
Total Approaches							
Approach	2,451	4,517	2,066	1,878	4,329	64	4,393
Departure	2,451	4,517	2,066	1,878	4,329	64	4,393
Total	4,902	9,034	4,132	3,756	8,658	128	8,786

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
17 Indian Street/Cactus Avenue							
NBL	117	155	38	35	152	0	152
NBT	366	503	137	125	491	0	491
NBR	62	70	8	7	69	0	69
SBL	100	111	11	10	110	0	110
SBT	287	419	132	120	407	0	407
SBR	41	54	13	12	53	0	53
EBL	54	57	3	3	57	0	57
EBT	485	509	24	22	507	114	621
EBR	111	127	16	15	126	0	126
WBL	37	41	4	4	41	0	41
WBT	973	1,022	49	44	1,017	45	1062
WBR	63	64	1	1	64	0	64
North Leg							
Approach	428	584	156	142	570	0	570
Departure	483	624	141	128	611	0	611
Total	911	1,208	297	270	1,181	0	1,181
South Leg							
Approach	545	728	183	166	711	0	711
Departure	435	587	152	138	573	0	573
Total	980	1,315	335	305	1,285	0	1,285
East Leg							
Approach	1,073	1,127	54	49	1,122	45	1,167
Departure	647	690	43	39	686	114	800
Total	1,720	1,817	97	88	1,808	159	1,967
West Leg							
Approach	650	693	43	39	689	114	803
Departure	1,131	1,231	100	91	1,222	45	1,267
Total	1,781	1,924	143	130	1,911	159	2,070
Total Approaches							
Approach	2,696	3,132	436	396	3,092	159	3,251
Departure	2,696	3,132	436	396	3,092	159	3,251
Total	5,392	6,264	872	793	6,185	318	6,503

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
18 Indian Street/Iris Avenue							
NBL	48	54	6	5	53	0	53
NBT	284	298	14	13	297	0	297
NBR	16	28	12	11	27	8	35
SBL	280	294	14	13	293	8	301
SBT	234	385	151	137	371	0	371
SBR	31	33	2	1	32	0	32
EBL	73	77	4	3	76	0	76
EBT	165	272	107	97	262	15	277
EBR	31	87	56	51	82	0	82
WBL	8	28	20	18	26	3	29
WBT	357	466	109	99	456	6	462
WBR	436	495	59	54	490	3	493
North Leg							
Approach	545	712	167	151	696	8	704
Departure	793	870	77	70	863	3	866
Total	1,338	1,581	243	221	1,559	11	1,570
South Leg							
Approach	348	380	32	29	377	8	385
Departure	273	500	227	206	479	3	482
Total	621	880	259	236	857	11	868
East Leg							
Approach	801	989	188	171	972	12	984
Departure	461	594	133	121	582	31	613
Total	1,262	1,583	321	292	1,554	43	1,597
West Leg							
Approach	269	436	167	152	421	15	436
Departure	436	553	117	106	542	6	548
Total	705	988	283	257	962	21	983
Total Approaches							
Approach	1,963	2,516	553	503	2,466	43	2,509
Departure	1,963	2,516	553	503	2,466	43	2,509
Total	3,926	5,033	1,107	1,006	4,932	86	5,018

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
19 Perris Boulevard/Alessandro Boulevard							
NBL	271	524	253	230	501	0	501
NBT	711	1,084	373	339	1,050	0	1050
NBR	103	246	143	130	233	0	233
SBL	159	278	119	108	267	8	275
SBT	461	834	373	339	800	0	800
SBR	211	298	87	79	290	0	290
EBL	115	179	64	58	173	0	173
EBT	325	791	466	424	749	53	802
EBR	76	192	116	105	181	0	181
WBL	104	267	163	148	252	0	252
WBT	850	1,704	854	776	1,626	21	1647
WBR	115	182	67	61	176	3	179
North Leg							
Approach	831	1,410	579	526	1,357	8	1,365
Departure	941	1,445	504	458	1,399	3	1,402
Total	1,772	2,855	1,083	985	2,757	11	2,768
South Leg							
Approach	1,085	1,854	769	699	1,784	0	1,784
Departure	641	1,293	652	593	1,234	0	1,234
Total	1,726	3,147	1,421	1,292	3,018	0	3,018
East Leg							
Approach	1,069	2,153	1,084	985	2,054	24	2,078
Departure	587	1,315	728	662	1,249	61	1,310
Total	1,656	3,468	1,812	1,647	3,303	85	3,388
West Leg							
Approach	516	1,162	646	587	1,103	53	1,156
Departure	1,332	2,526	1,194	1,085	2,417	21	2,438
Total	1,848	3,688	1,840	1,673	3,521	74	3,595
Total Approaches							
Approach	3,501	6,579	3,078	2,798	6,299	85	6,384
Departure	3,501	6,579	3,078	2,798	6,299	85	6,384
Total	7,002	13,158	6,156	5,596	12,598	170	12,768

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
20 Perris Boulevard/Cactus Avenue							
NBL	259	303	44	40	299	0	299
NBT	874	1,631	757	688	1,562	0	1562
NBR	129	235	106	96	225	0	225
SBL	76	100	24	22	98	8	106
SBT	510	1,182	672	611	1,121	0	1121
SBR	96	101	5	4	100	0	100
EBL	90	95	5	4	94	0	94
EBT	476	500	24	22	498	114	612
EBR	135	206	71	65	200	0	200
WBL	66	185	119	108	174	0	174
WBT	793	807	14	13	806	45	851
WBR	79	128	49	45	124	3	127
North Leg							
Approach	682	1,383	701	637	1,319	8	1,327
Departure	1,043	1,854	811	737	1,780	3	1,783
Total	1,725	3,236	1,511	1,374	3,099	11	3,110
South Leg							
Approach	1,262	2,169	907	825	2,087	0	2,087
Departure	711	1,573	862	784	1,495	0	1,495
Total	1,973	3,742	1,769	1,608	3,581	0	3,581
East Leg							
Approach	938	1,120	182	165	1,103	48	1,151
Departure	681	835	154	140	821	122	943
Total	1,619	1,955	336	305	1,924	170	2,094
West Leg							
Approach	701	800	99	90	791	114	905
Departure	1,148	1,211	63	57	1,205	45	1,250
Total	1,849	2,011	162	147	1,996	159	2,155
Total Approaches							
Approach	3,583	5,472	1,889	1,717	5,300	170	5,470
Departure	3,583	5,472	1,889	1,717	5,300	170	5,470
Total	7,166	10,944	3,778	3,435	10,601	340	10,941

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
21 Perris Boulevard/Iris Avenue							
NBL	199	257	58	53	252	0	252
NBT	846	1,563	717	652	1,498	0	1498
NBR	293	401	108	98	391	30	421
SBL	94	198	104	95	189	8	197
SBT	342	1,079	737	670	1,012	0	1012
SBR	61	121	60	55	116	0	116
EBL	44	75	31	28	72	0	72
EBT	304	386	82	75	379	30	409
EBR	88	167	79	72	160	0	160
WBL	234	432	198	180	414	12	426
WBT	477	556	79	72	549	12	561
WBR	105	175	70	64	169	3	172
North Leg							
Approach	497	1,398	901	819	1,316	8	1,324
Departure	995	1,813	818	744	1,739	3	1,742
Total	1,492	3,211	1,719	1,563	3,055	11	3,066
South Leg							
Approach	1,338	2,221	883	803	2,141	30	2,171
Departure	664	1,678	1,014	922	1,586	12	1,598
Total	2,002	3,899	1,897	1,725	3,727	42	3,769
East Leg							
Approach	816	1,163	347	315	1,131	27	1,158
Departure	691	985	294	267	958	68	1,026
Total	1,507	2,148	641	583	2,090	95	2,185
West Leg							
Approach	436	628	192	175	611	30	641
Departure	737	934	197	179	916	12	928
Total	1,173	1,562	389	354	1,527	42	1,569
Total Approaches							
Approach	3,087	5,410	2,323	2,112	5,199	95	5,294
Departure	3,087	5,410	2,323	2,112	5,199	95	5,294
Total	6,174	10,820	4,646	4,224	10,398	190	10,588

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
22 Perris Boulevard/Krameria Avenue							
NBL	101	106	5	5	106	0	106
NBT	1,174	2,055	881	801	1,975	30	2005
NBR	260	323	63	57	317	0	317
SBL	69	85	16	15	84	0	84
SBT	630	1,787	1,157	1,052	1,682	12	1694
SBR	4	4	0	0	4	0	4
EBL	23	24	1	1	24	0	24
EBT	151	159	8	7	158	0	158
EBR	78	100	22	20	98	0	98
WBL	195	261	66	60	255	0	255
WBT	129	135	6	6	135	0	135
WBR	155	163	8	7	162	0	162
North Leg							
Approach	703	1,876	1,173	1,066	1,769	12	1,781
Departure	1,352	2,242	890	809	2,161	30	2,191
Total	2,055	4,118	2,063	1,875	3,930	42	3,972
South Leg							
Approach	1,535	2,484	949	863	2,398	30	2,428
Departure	903	2,148	1,245	1,132	2,035	12	2,047
Total	2,438	4,632	2,194	1,995	4,433	42	4,475
East Leg							
Approach	479	559	80	73	552	0	552
Departure	480	567	87	79	559	0	559
Total	959	1,126	167	152	1,111	0	1,111
West Leg							
Approach	252	283	31	28	280	0	280
Departure	234	246	12	10	244	0	244
Total	486	528	42	38	524	0	524
Total Approaches							
Approach	2,969	5,202	2,233	2,030	4,999	42	5,041
Departure	2,969	5,202	2,233	2,030	4,999	42	5,041
Total	5,938	10,404	4,466	4,060	9,998	84	10,082

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
23 Perris Boulevard/San Michele Road							
NBL	121	133	12	11	132	0	132
NBT	1,491	2,553	1,062	965	2,456	30	2486
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	895	1,964	1,069	972	1,867	12	1879
SBR	74	109	35	32	106	0	106
EBL	72	97	25	23	95	0	95
EBT	0	0	0	0	0	0	0
EBR	33	43	10	9	42	0	42
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	969	2,073	1,104	1,004	1,973	12	1,985
Departure	1,563	2,650	1,087	988	2,551	30	2,581
Total	2,532	4,723	2,191	1,992	4,524	42	4,566
South Leg							
Approach	1,612	2,686	1,074	976	2,588	30	2,618
Departure	928	2,007	1,079	981	1,909	12	1,921
Total	2,540	4,693	2,153	1,957	4,497	42	4,539
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	105	140	35	32	137	0	137
Departure	195	242	47	43	238	0	238
Total	300	382	82	75	375	0	375
Total Approaches							
Approach	2,686	4,899	2,213	2,012	4,698	42	4,740
Departure	2,686	4,899	2,213	2,012	4,698	42	4,740
Total	5,372	9,798	4,426	4,024	9,396	84	9,480

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
24 Perris Boulevard/Nandina Avenue							
NBL	57	147	90	82	139	0	139
NBT	1,620	2,616	996	905	2,525	30	2555
NBR	12	97	85	77	89	0	89
SBL	13	148	135	123	136	0	136
SBT	912	1,774	862	784	1,696	12	1708
SBR	26	95	69	63	89	0	89
EBL	30	50	20	18	48	0	48
EBT	1	8	7	6	7	0	7
EBR	50	71	21	19	69	0	69
WBL	16	56	40	36	52	0	52
WBT	15	98	83	75	90	0	90
WBR	17	70	53	48	65	0	65
North Leg							
Approach	951	2,017	1,066	969	1,920	12	1,932
Departure	1,667	2,736	1,069	972	2,639	30	2,669
Total	2,618	4,753	2,135	1,941	4,559	42	4,601
South Leg							
Approach	1,689	2,860	1,171	1,065	2,754	30	2,784
Departure	978	1,901	923	839	1,817	12	1,829
Total	2,667	4,761	2,094	1,904	4,571	42	4,613
East Leg							
Approach	48	224	176	160	208	0	208
Departure	26	253	227	206	232	0	232
Total	74	477	403	366	440	0	440
West Leg							
Approach	81	129	48	44	125	0	125
Departure	98	340	242	220	318	0	318
Total	179	469	290	264	443	0	443
Total Approaches							
Approach	2,769	5,230	2,461	2,237	5,006	42	5,048
Departure	2,769	5,230	2,461	2,237	5,006	42	5,048
Total	5,538	10,460	4,922	4,475	10,013	84	10,097

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
25 Perris Boulevard/Harley Knox Boulevard							
NBL	252	451	199	181	433	0	433
NBT	1,371	1,851	480	436	1,807	23	1830
NBR	7	41	34	31	38	0	38
SBL	37	267	230	209	246	0	246
SBT	657	1,071	414	376	1,033	9	1042
SBR	250	545	295	268	518	3	521
EBL	236	452	216	196	432	8	440
EBT	33	277	244	222	255	0	255
EBR	72	137	65	59	131	0	131
WBL	1	4	3	3	4	0	4
WBT	170	820	650	591	761	0	761
WBR	167	608	441	401	568	0	568
North Leg							
Approach	944	1,883	939	854	1,798	12	1,810
Departure	1,774	2,911	1,137	1,034	2,808	31	2,839
Total	2,718	4,794	2,076	1,887	4,605	43	4,648
South Leg							
Approach	1,630	2,343	713	648	2,278	23	2,301
Departure	730	1,212	482	438	1,168	9	1,177
Total	2,360	3,555	1,195	1,086	3,446	32	3,478
East Leg							
Approach	338	1,432	1,094	995	1,333	0	1,333
Departure	77	585	508	462	539	0	539
Total	415	2,017	1,602	1,456	1,871	0	1,871
West Leg							
Approach	341	866	525	477	818	8	826
Departure	672	1,816	1,144	1,040	1,712	3	1,715
Total	1,013	2,682	1,669	1,517	2,530	11	2,541
Total Approaches							
Approach	3,253	6,524	3,271	2,974	6,227	43	6,270
Departure	3,253	6,524	3,271	2,974	6,227	43	6,270
Total	6,506	13,048	6,542	5,947	12,453	86	12,539

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
26 Kitching Street/Alessandro Boulevard							
NBL	155	163	8	7	162	0	162
NBT	186	193	7	6	192	0	192
NBR	11	31	20	18	29	0	29
SBL	55	203	148	135	190	0	190
SBT	131	138	7	6	137	0	137
SBR	161	190	29	26	187	0	187
EBL	126	132	6	5	131	0	131
EBT	399	1,139	740	673	1,072	61	1133
EBR	91	96	5	4	95	0	95
WBL	14	28	14	13	27	0	27
WBT	722	1,765	1,043	948	1,670	24	1694
WBR	82	229	147	134	216	0	216
North Leg							
Approach	347	531	184	167	514	0	514
Departure	394	554	160	145	539	0	539
Total	741	1,085	344	312	1,053	0	1,053
South Leg							
Approach	352	387	35	32	384	0	384
Departure	236	261	25	23	259	0	259
Total	588	648	60	54	642	0	642
East Leg							
Approach	818	2,022	1,204	1,095	1,913	24	1,937
Departure	465	1,373	908	825	1,290	61	1,351
Total	1,283	3,395	2,112	1,920	3,203	85	3,288
West Leg							
Approach	616	1,367	751	682	1,298	61	1,359
Departure	1,038	2,118	1,080	982	2,020	24	2,044
Total	1,654	3,484	1,830	1,664	3,318	85	3,403
Total Approaches							
Approach	2,133	4,306	2,173	1,975	4,108	85	4,193
Departure	2,133	4,306	2,173	1,975	4,108	85	4,193
Total	4,266	8,612	4,346	3,951	8,217	170	8,387

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
27 Kitching Street/Cactus Avenue							
NBL	202	212	10	9	211	0	211
NBT	320	450	130	118	438	0	438
NBR	25	30	5	5	30	0	30
SBL	43	57	14	13	56	8	64
SBT	232	270	38	35	267	0	267
SBR	104	108	4	4	108	0	108
EBL	84	103	19	17	101	0	101
EBT	591	616	25	23	614	121	735
EBR	132	139	7	6	138	0	138
WBL	23	31	8	7	30	0	30
WBT	681	827	146	133	814	48	862
WBR	27	49	22	20	47	3	50
North Leg							
Approach	379	435	56	51	430	8	438
Departure	431	602	171	155	586	3	589
Total	810	1,037	227	206	1,016	11	1,027
South Leg							
Approach	547	692	145	132	679	0	679
Departure	387	440	53	48	435	0	435
Total	934	1,132	198	180	1,114	0	1,114
East Leg							
Approach	731	907	176	160	891	51	942
Departure	659	703	44	40	699	129	828
Total	1,390	1,610	220	200	1,590	180	1,770
West Leg							
Approach	807	858	51	46	853	121	974
Departure	987	1,147	160	146	1,133	48	1,181
Total	1,794	2,005	211	192	1,986	169	2,155
Total Approaches							
Approach	2,464	2,892	428	389	2,853	180	3,033
Departure	2,464	2,892	428	389	2,853	180	3,033
Total	4,928	5,783	855	778	5,706	360	6,066

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
28 Kitching Street/Iris Avenue							
NBL	141	166	25	23	164	0	164
NBT	181	286	105	95	276	0	276
NBR	125	551	426	387	512	8	520
SBL	38	78	40	36	74	0	74
SBT	185	326	141	128	313	0	313
SBR	126	132	6	6	132	0	132
EBL	76	80	4	3	79	0	79
EBT	635	905	270	245	880	68	948
EBR	93	114	21	19	112	0	112
WBL	172	815	643	585	757	3	760
WBT	710	1,048	338	307	1,017	27	1044
WBR	69	137	68	62	131	0	131
North Leg							
Approach	349	536	187	170	519	0	519
Departure	326	503	177	161	487	0	487
Total	675	1,039	364	331	1,006	0	1,006
South Leg							
Approach	447	1,003	556	505	952	8	960
Departure	450	1,255	805	732	1,182	3	1,185
Total	897	2,258	1,361	1,237	2,134	11	2,145
East Leg							
Approach	951	2,000	1,049	954	1,905	30	1,935
Departure	798	1,534	736	669	1,467	76	1,543
Total	1,749	3,534	1,785	1,623	3,372	106	3,478
West Leg							
Approach	804	1,099	295	268	1,072	68	1,140
Departure	977	1,346	369	336	1,313	27	1,340
Total	1,781	2,445	664	604	2,385	95	2,480
Total Approaches							
Approach	2,551	4,638	2,087	1,897	4,448	106	4,554
Departure	2,551	4,638	2,087	1,897	4,448	106	4,554
Total	5,102	9,276	4,174	3,795	8,897	212	9,109

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
29 Lasselle Street/Alessandro Boulevard							
NBL	262	273	11	10	272	0	272
NBT	314	573	259	235	549	0	549
NBR	119	177	58	53	172	0	172
SBL	17	55	38	35	52	15	67
SBT	258	269	11	10	268	0	268
SBR	77	175	98	89	166	0	166
EBL	17	90	73	66	83	0	83
EBT	194	835	641	583	777	61	838
EBR	190	263	73	66	256	0	256
WBL	93	133	40	36	129	0	129
WBT	479	1,489	1,010	918	1,397	24	1421
WBR	9	49	40	36	45	6	51
North Leg							
Approach	352	499	147	134	486	15	501
Departure	340	712	372	338	678	6	684
Total	692	1,211	519	472	1,164	21	1,185
South Leg							
Approach	695	1,023	328	298	993	0	993
Departure	541	665	124	113	654	0	654
Total	1,236	1,688	452	411	1,647	0	1,647
East Leg							
Approach	581	1,671	1,090	991	1,572	30	1,602
Departure	330	1,067	737	670	1,000	76	1,076
Total	911	2,738	1,827	1,661	2,572	106	2,678
West Leg							
Approach	401	1,188	787	715	1,116	61	1,177
Departure	818	1,937	1,119	1,017	1,835	24	1,859
Total	1,219	3,125	1,906	1,733	2,952	85	3,037
Total Approaches							
Approach	2,029	4,381	2,352	2,138	4,167	106	4,273
Departure	2,029	4,381	2,352	2,138	4,167	106	4,273
Total	4,058	8,762	4,704	4,276	8,334	212	8,546

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
30 Lasselle Street/Cactus Avenue							
NBL	188	197	9	9	197	0	197
NBT	587	746	159	145	732	0	732
NBR	302	447	145	132	434	0	434
SBL	72	136	64	58	130	8	138
SBT	462	625	163	148	610	0	610
SBR	46	49	3	3	49	0	49
EBL	67	68	1	1	68	0	68
EBT	389	462	73	66	455	129	584
EBR	184	193	9	8	192	0	192
WBL	179	305	126	115	294	0	294
WBT	446	601	155	141	587	50	637
WBR	65	133	68	62	127	3	130
North Leg							
Approach	580	810	230	209	789	8	797
Departure	719	947	228	207	926	3	929
Total	1,299	1,757	458	416	1,715	11	1,726
South Leg							
Approach	1,077	1,390	313	285	1,362	0	1,362
Departure	825	1,123	298	271	1,096	0	1,096
Total	1,902	2,514	612	556	2,458	0	2,458
East Leg							
Approach	690	1,039	349	317	1,007	53	1,060
Departure	763	1,045	282	256	1,019	137	1,156
Total	1,453	2,084	631	574	2,027	190	2,217
West Leg							
Approach	640	723	83	76	716	129	845
Departure	680	847	167	152	832	50	882
Total	1,320	1,571	251	228	1,548	179	1,727
Total Approaches							
Approach	2,987	3,963	976	887	3,874	190	4,064
Departure	2,987	3,963	976	887	3,874	190	4,064
Total	5,974	7,925	1,951	1,774	7,748	380	8,128

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
31 Lasselle Street/John F Kennedy Drive							
NBL	125	178	53	48	173	9	182
NBT	780	1,017	237	215	995	0	995
NBR	60	61	1	1	61	0	61
SBL	236	248	12	11	247	0	247
SBT	553	789	236	215	768	0	768
SBR	115	151	36	33	148	0	148
EBL	78	102	24	22	100	0	100
EBT	359	370	11	10	369	0	369
EBR	77	119	42	38	115	23	138
WBL	40	44	4	4	44	0	44
WBT	277	284	7	6	283	0	283
WBR	185	194	9	8	193	0	193
North Leg							
Approach	904	1,188	284	258	1,162	0	1,162
Departure	1,043	1,313	270	246	1,289	0	1,289
Total	1,947	2,501	554	504	2,451	0	2,451
South Leg							
Approach	965	1,256	291	265	1,230	9	1,239
Departure	670	952	282	256	926	23	949
Total	1,635	2,208	573	521	2,156	32	2,188
East Leg							
Approach	502	522	20	18	520	0	520
Departure	655	679	24	22	677	0	677
Total	1,157	1,201	44	40	1,197	0	1,197
West Leg							
Approach	514	591	77	70	584	23	607
Departure	517	613	96	87	604	9	613
Total	1,031	1,204	173	157	1,188	32	1,220
Total Approaches							
Approach	2,885	3,557	672	611	3,496	32	3,528
Departure	2,885	3,557	672	611	3,496	32	3,528
Total	5,770	7,114	1,344	1,222	6,992	64	7,056

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
32 Lasselle Street/Iris Avenue							
NBL	364	531	167	152	516	0	516
NBT	589	596	7	6	595	0	595
NBR	442	538	96	87	529	83	612
SBL	127	190	63	57	184	30	214
SBT	468	480	12	11	479	0	479
SBR	97	174	77	70	167	0	167
EBL	138	235	97	88	226	0	226
EBT	502	1,026	524	476	978	76	1054
EBR	288	403	115	105	393	0	393
WBL	539	754	215	195	734	33	767
WBT	566	1,385	819	745	1,311	30	1341
WBR	103	175	72	65	168	12	180
North Leg							
Approach	692	844	152	138	830	30	860
Departure	830	1,006	176	160	990	12	1,002
Total	1,522	1,850	328	298	1,820	42	1,862
South Leg							
Approach	1,395	1,665	270	245	1,640	83	1,723
Departure	1,295	1,637	342	311	1,606	33	1,639
Total	2,690	3,302	612	556	3,246	116	3,362
East Leg							
Approach	1,208	2,314	1,106	1,005	2,213	75	2,288
Departure	1,071	1,754	683	621	1,692	189	1,881
Total	2,279	4,068	1,789	1,626	3,905	264	4,169
West Leg							
Approach	928	1,664	736	669	1,597	76	1,673
Departure	1,027	2,090	1,063	966	1,993	30	2,023
Total	1,955	3,754	1,799	1,635	3,590	106	3,696
Total Approaches							
Approach	4,223	6,487	2,264	2,058	6,281	264	6,545
Departure	4,223	6,487	2,264	2,058	6,281	264	6,545
Total	8,446	12,974	4,528	4,116	12,562	528	13,090

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
33 Lasselle Street/Krameria Avenue							
NBL	290	354	64	58	348	0	348
NBT	997	1,331	334	304	1,301	83	1384
NBR	197	207	10	9	206	0	206
SBL	75	116	41	37	112	0	112
SBT	665	1,071	406	369	1,034	33	1067
SBR	94	207	113	103	197	0	197
EBL	283	413	130	118	401	0	401
EBT	185	194	9	8	193	0	193
EBR	317	333	16	14	331	0	331
WBL	79	83	4	4	83	0	83
WBT	125	131	6	5	130	0	130
WBR	80	92	12	11	91	0	91
North Leg							
Approach	834	1,394	560	509	1,343	33	1,376
Departure	1,360	1,836	476	433	1,793	83	1,876
Total	2,194	3,230	1,036	942	3,136	116	3,252
South Leg							
Approach	1,484	1,892	408	371	1,855	83	1,938
Departure	1,061	1,487	426	387	1,448	33	1,481
Total	2,545	3,379	834	758	3,303	116	3,419
East Leg							
Approach	284	306	22	20	304	0	304
Departure	457	517	60	55	512	0	512
Total	741	823	82	75	816	0	816
West Leg							
Approach	785	940	155	141	926	0	926
Departure	509	692	183	166	675	0	675
Total	1,294	1,632	338	307	1,601	0	1,601
Total Approaches							
Approach	3,387	4,532	1,145	1,041	4,428	116	4,544
Departure	3,387	4,532	1,145	1,041	4,428	116	4,544
Total	6,774	9,064	2,290	2,082	8,856	232	9,088

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
34 Lasselle Street/Via Xavier Lane							
NBL	4	4	0	0	4	0	4
NBT	1,486	1,852	366	333	1,819	76	1895
NBR	12	12	0	0	12	0	12
SBL	14	14	0	0	14	0	14
SBT	1,100	1,480	380	345	1,445	30	1475
SBR	9	9	0	0	9	3	12
EBL	24	24	0	0	24	8	32
EBT	0	0	0	0	0	0	0
EBR	5	5	0	0	5	0	5
WBL	21	21	0	0	21	0	21
WBT	0	0	0	0	0	0	0
WBR	40	40	0	0	40	0	40
North Leg							
Approach	1,123	1,503	380	345	1,468	33	1,501
Departure	1,550	1,916	366	333	1,883	84	1,967
Total	2,673	3,419	746	678	3,351	117	3,468
South Leg							
Approach	1,502	1,868	366	333	1,835	76	1,911
Departure	1,126	1,506	380	345	1,471	30	1,501
Total	2,628	3,374	746	678	3,306	106	3,412
East Leg							
Approach	61	61	0	0	61	0	61
Departure	26	26	0	0	26	0	26
Total	87	87	0	0	87	0	87
West Leg							
Approach	29	29	0	0	29	8	37
Departure	13	13	0	0	13	3	16
Total	42	42	0	0	42	11	53
Total Approaches							
Approach	2,715	3,461	746	678	3,393	117	3,510
Departure	2,715	3,461	746	678	3,393	117	3,510
Total	5,430	6,922	1,492	1,356	6,786	234	7,020

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
35 Lasselle Street/Lasselle Sports Park - Rojo Tierra							
NBL	12	12	0	0	12	0	12
NBT	1,472	1,838	366	333	1,805	68	1873
NBR	4	4	0	0	4	0	4
SBL	18	18	0	0	18	3	21
SBT	1,166	1,546	380	345	1,511	27	1538
SBR	9	9	0	0	9	0	9
EBL	2	2	0	0	2	0	2
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	10	10	0	0	10	0	10
WBT	0	0	0	0	0	0	0
WBR	56	56	0	0	56	8	64
North Leg							
Approach	1,193	1,573	380	345	1,538	30	1,568
Departure	1,530	1,896	366	333	1,863	76	1,939
Total	2,723	3,469	746	678	3,401	106	3,507
South Leg							
Approach	1,488	1,854	366	333	1,821	68	1,889
Departure	1,176	1,556	380	345	1,521	27	1,548
Total	2,664	3,410	746	678	3,342	95	3,437
East Leg							
Approach	66	66	0	0	66	8	74
Departure	22	22	0	0	22	3	25
Total	88	88	0	0	88	11	99
West Leg							
Approach	2	2	0	0	2	0	2
Departure	21	21	0	0	21	0	21
Total	23	23	0	0	23	0	23
Total Approaches							
Approach	2,749	3,495	746	678	3,427	106	3,533
Departure	2,749	3,495	746	678	3,427	106	3,533
Total	5,498	6,990	1,492	1,356	6,854	212	7,066

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
36 Lasselle Street/Cremello Way - Avenida De Plata							
NBL	3	10	7	6	9	0	9
NBT	1,394	1,744	350	318	1,712	61	1773
NBR	13	43	30	27	40	0	40
SBL	12	35	23	21	33	0	33
SBT	1,140	1,473	333	303	1,443	24	1467
SBR	24	68	44	40	64	3	67
EBL	77	81	4	4	81	8	89
EBT	2	5	3	3	5	0	5
EBR	6	7	1	1	7	0	7
WBL	31	82	51	46	77	0	77
WBT	2	12	10	9	11	0	11
WBR	17	37	20	18	35	0	35
North Leg							
Approach	1,176	1,576	400	364	1,540	27	1,567
Departure	1,488	1,862	374	340	1,828	69	1,897
Total	2,664	3,438	774	704	3,368	96	3,464
South Leg							
Approach	1,410	1,797	387	352	1,762	61	1,823
Departure	1,177	1,562	385	350	1,527	24	1,551
Total	2,587	3,359	772	702	3,289	85	3,374
East Leg							
Approach	50	131	81	74	124	0	124
Departure	27	83	56	51	78	0	78
Total	77	214	137	125	202	0	202
West Leg							
Approach	85	93	8	7	92	8	100
Departure	29	90	61	55	84	3	87
Total	114	183	69	63	177	11	188
Total Approaches							
Approach	2,721	3,597	876	796	3,517	96	3,613
Departure	2,721	3,597	876	796	3,517	96	3,613
Total	5,442	7,194	1,752	1,592	7,034	192	7,226

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
37 Lasselle Street/Avenida Classica - Kentucky Derby Drive							
NBL	22	22	0	0	22	0	22
NBT	1,052	1,457	405	368	1,420	53	1473
NBR	22	23	1	1	23	0	23
SBL	19	20	1	1	20	0	20
SBT	989	1,372	383	348	1,337	21	1358
SBR	105	105	0	0	105	3	108
EBL	329	331	2	2	331	8	339
EBT	8	8	0	0	8	0	8
EBR	7	7	0	0	7	0	7
WBL	46	47	1	1	47	0	47
WBT	3	3	0	0	3	0	3
WBR	29	29	0	0	29	0	29
North Leg							
Approach	1,113	1,497	384	349	1,462	24	1,486
Departure	1,410	1,817	407	370	1,780	61	1,841
Total	2,523	3,314	791	719	3,242	85	3,327
South Leg							
Approach	1,096	1,502	406	369	1,465	53	1,518
Departure	1,042	1,426	384	349	1,391	21	1,412
Total	2,138	2,928	790	718	2,856	74	2,930
East Leg							
Approach	78	79	1	1	79	0	79
Departure	49	51	2	2	51	0	51
Total	127	131	4	3	130	0	130
West Leg							
Approach	344	346	2	2	346	8	354
Departure	130	130	0	0	130	3	133
Total	474	477	3	2	476	11	487
Total Approaches							
Approach	2,631	3,425	794	721	3,352	85	3,437
Departure	2,631	3,425	794	721	3,352	85	3,437
Total	5,262	6,849	1,587	1,443	6,705	170	6,875

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
38 Lasselle Street/Via De Anza - Rancho Verde High School							
NBL	62	65	3	3	65	0	65
NBT	774	1,172	398	362	1,136	46	1182
NBR	289	298	9	8	297	0	297
SBL	208	218	10	9	217	0	217
SBT	603	976	373	339	942	18	960
SBR	246	247	1	1	247	3	250
EBL	102	115	13	12	114	8	122
EBT	82	86	4	4	86	0	86
EBR	33	39	6	5	38	0	38
WBL	145	150	5	5	150	0	150
WBT	2	2	0	0	2	0	2
WBR	220	231	11	10	230	0	230
North Leg							
Approach	1,057	1,441	384	349	1,406	21	1,427
Departure	1,096	1,518	422	384	1,480	54	1,534
Total	2,153	2,959	806	733	2,886	75	2,961
South Leg							
Approach	1,125	1,535	410	373	1,498	46	1,544
Departure	781	1,165	384	349	1,130	18	1,148
Total	1,906	2,700	794	722	2,628	64	2,692
East Leg							
Approach	367	383	16	15	382	0	382
Departure	579	602	23	21	600	0	600
Total	946	985	39	36	982	0	982
West Leg							
Approach	217	240	23	21	238	8	246
Departure	310	314	4	4	314	3	317
Total	527	554	27	25	552	11	563
Total Approaches							
Approach	2,766	3,599	833	758	3,524	75	3,599
Departure	2,766	3,599	833	758	3,524	75	3,599
Total	5,532	7,199	1,667	1,515	7,047	150	7,197

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
39 Evans Road/Ramona Expressway							
NBL	390	550	160	145	535	0	535
NBT	525	1,088	563	512	1,037	23	1060
NBR	27	105	78	71	98	0	98
SBL	208	533	325	295	503	3	506
SBT	343	672	329	299	642	9	651
SBR	440	462	22	20	460	3	463
EBL	294	309	15	13	307	8	315
EBT	520	845	325	295	815	0	815
EBR	196	243	47	43	239	0	239
WBL	22	81	59	54	76	0	76
WBT	1,164	2,021	857	779	1,943	0	1943
WBR	342	871	529	481	823	8	831
North Leg							
Approach	991	1,667	676	615	1,606	15	1,621
Departure	1,161	2,268	1,107	1,006	2,167	39	2,206
Total	2,152	3,935	1,783	1,621	3,773	54	3,827
South Leg							
Approach	942	1,743	801	728	1,670	23	1,693
Departure	561	996	435	395	956	9	965
Total	1,503	2,739	1,236	1,124	2,627	32	2,659
East Leg							
Approach	1,528	2,973	1,445	1,314	2,842	8	2,850
Departure	755	1,483	728	662	1,417	3	1,420
Total	2,283	4,456	2,173	1,975	4,258	11	4,269
West Leg							
Approach	1,010	1,397	387	352	1,362	8	1,370
Departure	1,994	3,033	1,039	945	2,939	3	2,942
Total	3,004	4,430	1,426	1,296	4,300	11	4,311
Total Approaches							
Approach	4,471	7,780	3,309	3,008	7,479	54	7,533
Departure	4,471	7,780	3,309	3,008	7,479	54	7,533
Total	8,942	15,559	6,617	6,016	14,958	108	15,066

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
40 Camino Flores/Iris Avenue							
NBL	10	11	1	1	11	0	11
NBT	2	2	0	0	2	0	2
NBR	2	2	0	0	2	0	2
SBL	133	140	7	6	139	8	147
SBT	2	2	0	0	2	0	2
SBR	76	80	4	4	80	0	80
EBL	100	105	5	5	105	0	105
EBT	965	1,652	687	625	1,590	190	1780
EBR	6	7	1	1	7	0	7
WBL	0	0	0	0	0	0	0
WBT	996	2,096	1,100	1,000	1,996	74	2070
WBR	218	227	9	8	226	3	229
North Leg							
Approach	211	222	11	10	221	8	229
Departure	320	334	14	13	333	3	336
Total	531	556	25	23	554	11	565
South Leg							
Approach	14	15	1	1	15	0	15
Departure	8	9	1	1	9	0	9
Total	22	24	2	2	24	0	24
East Leg							
Approach	1,214	2,323	1,109	1,008	2,222	77	2,299
Departure	1,100	1,794	694	631	1,731	198	1,929
Total	2,314	4,117	1,803	1,639	3,953	275	4,228
West Leg							
Approach	1,071	1,764	693	630	1,701	190	1,891
Departure	1,082	2,187	1,105	1,005	2,087	74	2,161
Total	2,153	3,951	1,798	1,635	3,788	264	4,052
Total Approaches							
Approach	2,510	4,324	1,814	1,649	4,159	275	4,434
Departure	2,510	4,324	1,814	1,649	4,159	275	4,434
Total	5,020	8,648	3,628	3,298	8,318	550	8,868

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
41 Coachlight Court - Avenida De Circo/Iris Avenue							
NBL	120	204	84	76	196	0	196
NBT	0	0	0	0	0	0	0
NBR	13	92	79	72	85	0	85
SBL	13	93	80	73	86	0	86
SBT	0	0	0	0	0	0	0
SBR	76	131	55	50	126	0	126
EBL	31	107	76	69	100	0	100
EBT	912	1,529	617	561	1,473	197	1670
EBR	44	151	107	97	141	0	141
WBL	4	66	62	56	60	0	60
WBT	1,018	1,984	966	878	1,896	77	1973
WBR	3	50	47	43	46	0	46
North Leg							
Approach	89	224	135	123	212	0	212
Departure	34	157	123	112	146	0	146
Total	123	381	258	235	358	0	358
South Leg							
Approach	133	296	163	148	281	0	281
Departure	48	217	169	154	202	0	202
Total	181	513	332	302	483	0	483
East Leg							
Approach	1,025	2,100	1,075	977	2,002	77	2,079
Departure	938	1,714	776	705	1,643	197	1,840
Total	1,963	3,814	1,851	1,683	3,646	274	3,920
West Leg							
Approach	987	1,787	800	727	1,714	197	1,911
Departure	1,214	2,319	1,105	1,005	2,219	77	2,296
Total	2,201	4,106	1,905	1,732	3,933	274	4,207
Total Approaches							
Approach	2,234	4,407	2,173	1,975	4,209	274	4,483
Departure	2,234	4,407	2,173	1,975	4,209	274	4,483
Total	4,468	8,814	4,346	3,951	8,419	548	8,967

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
42 Grande Vista Drive/Iris Avenue							
NBL	115	115	0	0	115	0	115
NBT	0	0	0	0	0	0	0
NBR	34	34	0	0	34	0	34
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	977	1,753	776	705	1,682	205	1887
EBR	69	72	3	3	72	0	72
WBL	7	9	2	2	9	0	9
WBT	806	1,993	1,187	1,079	1,885	80	1965
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	149	149	0	0	149	0	149
Departure	76	81	5	5	81	0	81
Total	225	230	5	5	230	0	230
East Leg							
Approach	813	2,002	1,189	1,081	1,894	80	1,974
Departure	1,011	1,787	776	705	1,716	205	1,921
Total	1,824	3,789	1,965	1,786	3,610	285	3,895
West Leg							
Approach	1,046	1,825	779	709	1,755	205	1,960
Departure	921	2,108	1,187	1,079	2,000	80	2,080
Total	1,967	3,933	1,966	1,788	3,755	285	4,040
Total Approaches							
Approach	2,008	3,976	1,968	1,790	3,798	285	4,083
Departure	2,008	3,976	1,968	1,790	3,798	285	4,083
Total	4,016	7,953	3,937	3,579	7,595	570	8,165

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps							
NBL	116	133	17	15	131	3	134
NBT	259	309	50	45	304	3	307
NBR	415	436	21	19	434	30	464
SBL	33	35	2	2	35	0	35
SBT	371	476	105	95	466	8	474
SBR	3	4	1	1	4	0	4
EBL	6	7	1	1	7	0	7
EBT	35	37	2	2	37	0	37
EBR	205	255	50	45	250	8	258
WBL	132	286	154	140	272	0	272
WBT	10	20	10	9	19	0	19
WBR	26	55	29	26	52	0	52
North Leg							
Approach	407	515	108	98	505	8	513
Departure	291	371	80	73	364	3	367
Total	698	886	188	171	869	11	880
South Leg							
Approach	790	878	88	80	870	36	906
Departure	708	1,017	309	281	989	16	1,005
Total	1,498	1,895	397	361	1,859	52	1,911
East Leg							
Approach	168	361	193	175	343	0	343
Departure	483	507	24	22	505	30	535
Total	651	868	217	197	848	30	878
West Leg							
Approach	246	299	53	48	294	8	302
Departure	129	157	28	25	154	3	157
Total	375	456	81	73	448	11	459
Total Approaches							
Approach	1,611	2,052	441	401	2,012	52	2,064
Departure	1,611	2,052	441	401	2,012	52	2,064
Total	3,222	4,104	882	802	4,024	104	4,128

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
44 Nason Street/SR-60 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	755	787	32	29	784	36	820
NBR	127	135	8	7	134	0	134
SBL	58	83	25	23	81	0	81
SBT	652	936	284	258	910	15	925
SBR	0	0	0	0	0	0	0
EBL	36	45	9	8	44	0	44
EBT	2	3	1	1	3	0	3
EBR	640	811	171	155	795	76	871
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	710	1,019	309	281	991	15	1,006
Departure	791	832	41	37	828	36	864
Total	1,501	1,851	350	318	1,819	51	1,870
South Leg							
Approach	882	922	40	36	918	36	954
Departure	1,292	1,747	455	414	1,706	91	1,797
Total	2,174	2,669	495	450	2,624	127	2,751
East Leg							
Approach	0	0	0	0	0	0	0
Departure	187	221	34	31	218	0	218
Total	187	221	34	31	218	0	218
West Leg							
Approach	678	859	181	165	843	76	919
Departure	0	0	0	0	0	0	0
Total	678	859	181	165	843	76	919
Total Approaches							
Approach	2,270	2,800	530	482	2,752	127	2,879
Departure	2,270	2,800	530	482	2,752	127	2,879
Total	4,540	5,600	1,060	964	5,504	254	5,758

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
45 Nason Street/Eucalyptus Avenue							
NBL	63	210	147	134	197	3	200
NBT	562	740	178	162	724	36	760
NBR	113	574	461	419	532	0	532
SBL	16	23	7	6	22	0	22
SBT	934	1,286	352	320	1,254	91	1345
SBR	114	120	6	5	119	0	119
EBL	229	240	11	10	239	0	239
EBT	170	296	126	115	285	0	285
EBR	209	348	139	126	335	8	343
WBL	91	490	399	363	454	0	454
WBT	103	382	279	254	357	0	357
WBR	19	28	9	8	27	0	27
North Leg							
Approach	1,064	1,429	365	332	1,396	91	1,487
Departure	810	1,008	198	180	990	36	1,026
Total	1,874	2,437	563	512	2,386	127	2,513
South Leg							
Approach	738	1,524	786	715	1,453	39	1,492
Departure	1,234	2,124	890	809	2,043	99	2,142
Total	1,972	3,648	1,676	1,524	3,496	138	3,634
East Leg							
Approach	213	900	687	625	838	0	838
Departure	299	893	594	540	839	0	839
Total	512	1,793	1,281	1,165	1,677	0	1,677
West Leg							
Approach	608	884	276	251	859	8	867
Departure	280	712	432	392	672	3	675
Total	888	1,596	708	644	1,532	11	1,543
Total Approaches							
Approach	2,623	4,737	2,114	1,922	4,545	138	4,683
Departure	2,623	4,737	2,114	1,922	4,545	138	4,683
Total	5,246	9,474	4,228	3,844	9,090	276	9,366

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
46 Nason Street/Cottonwood Avenue							
NBL	23	31	8	7	30	0	30
NBT	601	1,132	531	483	1,084	39	1123
NBR	5	15	10	9	14	0	14
SBL	21	60	39	35	56	0	56
SBT	818	1,496	678	616	1,434	99	1533
SBR	113	142	29	26	139	0	139
EBL	96	101	5	4	100	0	100
EBT	39	61	22	20	59	0	59
EBR	22	22	0	0	22	0	22
WBL	5	10	5	5	10	0	10
WBT	52	74	22	20	72	0	72
WBR	87	172	85	77	164	0	164
North Leg							
Approach	952	1,698	746	678	1,630	99	1,729
Departure	784	1,405	621	564	1,348	39	1,387
Total	1,736	3,103	1,367	1,243	2,979	138	3,117
South Leg							
Approach	629	1,178	549	499	1,128	39	1,167
Departure	845	1,528	683	621	1,466	99	1,565
Total	1,474	2,706	1,232	1,120	2,594	138	2,732
East Leg							
Approach	144	256	112	102	246	0	246
Departure	65	136	71	65	130	0	130
Total	209	392	183	166	375	0	375
West Leg							
Approach	157	184	27	24	181	0	181
Departure	188	247	59	54	242	0	242
Total	345	431	86	78	423	0	423
Total Approaches							
Approach	1,882	3,316	1,434	1,303	3,185	138	3,323
Departure	1,882	3,316	1,434	1,303	3,185	138	3,323
Total	3,764	6,632	2,868	2,607	6,371	276	6,647

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
47 Nason Street/Alessandro Boulevard							
NBL	81	236	155	141	222	36	258
NBT	450	749	299	272	722	39	761
NBR	29	56	27	25	54	0	54
SBL	47	106	59	54	101	0	101
SBT	708	1,025	317	288	996	99	1095
SBR	97	333	236	215	312	0	312
EBL	52	184	132	120	172	0	172
EBT	122	497	375	341	463	0	463
EBR	96	250	154	140	236	91	327
WBL	127	163	36	33	160	0	160
WBT	302	920	618	562	864	0	864
WBR	119	207	88	80	199	0	199
North Leg							
Approach	852	1,464	612	556	1,408	99	1,507
Departure	621	1,140	519	472	1,093	39	1,132
Total	1,473	2,604	1,131	1,028	2,501	138	2,639
South Leg							
Approach	560	1,041	481	437	997	75	1,072
Departure	931	1,438	507	461	1,392	190	1,582
Total	1,491	2,479	988	898	2,389	265	2,654
East Leg							
Approach	548	1,290	742	675	1,223	0	1,223
Departure	198	659	461	419	617	0	617
Total	746	1,949	1,203	1,094	1,840	0	1,840
West Leg							
Approach	270	931	661	601	871	91	962
Departure	480	1,489	1,009	917	1,397	36	1,433
Total	750	2,420	1,670	1,518	2,268	127	2,395
Total Approaches							
Approach	2,230	4,726	2,496	2,269	4,499	265	4,764
Departure	2,230	4,726	2,496	2,269	4,499	265	4,764
Total	4,460	9,452	4,992	4,538	8,998	530	9,528

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
48 Nason Street/Cactus Avenue							
NBL	108	113	5	5	113	53	166
NBT	368	767	399	363	731	74	805
NBR	9	36	27	25	34	0	34
SBL	55	195	140	127	182	0	182
SBT	306	725	419	381	687	190	877
SBR	182	191	9	8	190	0	190
EBL	90	95	5	4	94	0	94
EBT	283	334	51	46	329	0	329
EBR	69	72	3	3	72	137	209
WBL	11	43	32	29	40	0	40
WBT	374	472	98	89	463	0	463
WBR	56	171	115	105	161	0	161
North Leg							
Approach	543	1,111	568	516	1,059	190	1,249
Departure	514	1,033	519	471	985	74	1,059
Total	1,057	2,144	1,087	988	2,045	264	2,309
South Leg							
Approach	485	916	431	392	877	127	1,004
Departure	386	840	454	413	799	327	1,126
Total	871	1,757	886	805	1,676	454	2,130
East Leg							
Approach	441	686	245	223	664	0	664
Departure	347	565	218	198	545	0	545
Total	788	1,251	463	421	1,209	0	1,209
West Leg							
Approach	442	501	59	54	496	137	633
Departure	664	777	113	102	766	53	819
Total	1,106	1,277	171	156	1,262	190	1,452
Total Approaches							
Approach	1,911	3,214	1,303	1,185	3,096	454	3,550
Departure	1,911	3,214	1,303	1,185	3,096	454	3,550
Total	3,822	6,429	2,607	2,370	6,192	908	7,100

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
49 Nason Street-Hillrose Lane/Iris Avenue							
NBL	13	17	4	4	17	0	17
NBT	39	41	2	2	41	0	41
NBR	7	7	0	0	7	8	15
SBL	109	151	42	38	147	326	473
SBT	9	9	0	0	9	0	9
SBR	228	628	400	364	592	0	592
EBL	280	639	359	326	606	0	606
EBT	709	1,104	395	359	1,068	205	1273
EBR	22	24	2	2	24	0	24
WBL	7	7	0	0	7	3	10
WBT	572	1,354	782	711	1,283	80	1363
WBR	82	143	61	55	137	128	265
North Leg							
Approach	346	788	442	402	748	326	1,074
Departure	401	823	422	384	785	128	913
Total	747	1,611	864	785	1,532	454	1,986
South Leg							
Approach	59	65	6	6	65	8	73
Departure	38	40	2	2	40	3	43
Total	97	106	9	8	105	11	116
East Leg							
Approach	661	1,504	843	767	1,428	211	1,639
Departure	825	1,262	437	398	1,223	539	1,762
Total	1,486	2,767	1,281	1,164	2,650	750	3,400
West Leg							
Approach	1,011	1,767	756	687	1,698	205	1,903
Departure	813	1,999	1,186	1,078	1,891	80	1,971
Total	1,824	3,766	1,942	1,765	3,589	285	3,874
Total Approaches							
Approach	2,077	4,125	2,048	1,862	3,939	750	4,689
Departure	2,077	4,125	2,048	1,862	3,939	750	4,689
Total	4,154	8,249	4,095	3,723	7,877	1,500	9,377

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
50 Pearl Lane - Oliver Street/Alessandro Boulevard							
NBL	135	142	7	6	141	3	144
NBT	0	0	0	0	0	0	0
NBR	23	37	14	13	36	3	39
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	3	145	142	129	132	0	132
EBL	1	34	33	30	31	0	31
EBT	209	594	385	350	559	0	559
EBR	58	61	3	3	61	8	69
WBL	9	10	1	1	10	8	18
WBT	416	919	503	457	873	0	873
WBR	1	65	64	58	59	0	59
North Leg							
Approach	3	145	142	129	132	0	132
Departure	2	99	97	88	90	0	90
Total	5	244	239	217	222	0	222
South Leg							
Approach	158	179	21	19	177	6	183
Departure	67	71	4	4	71	16	87
Total	225	250	25	22	247	22	269
East Leg							
Approach	426	994	568	516	942	8	950
Departure	232	631	399	363	595	3	598
Total	658	1,625	967	879	1,537	11	1,548
West Leg							
Approach	268	689	421	383	651	8	659
Departure	554	1,206	652	593	1,147	3	1,150
Total	822	1,895	1,073	975	1,797	11	1,808
Total Approaches							
Approach	855	2,007	1,152	1,047	1,902	22	1,924
Departure	855	2,007	1,152	1,047	1,902	22	1,924
Total	1,710	4,013	2,303	2,094	3,804	44	3,848

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
51 Oliver Street/Cactus Avenue							
NBL	209	219	10	10	219	3	222
NBT	101	106	5	5	106	6	112
NBR	29	108	79	72	101	3	104
SBL	4	4	0	0	4	0	4
SBT	42	44	2	2	44	15	59
SBR	7	7	0	0	7	0	7
EBL	23	24	1	1	24	0	24
EBT	247	259	12	11	258	0	258
EBR	212	223	11	10	222	8	230
WBL	25	115	90	82	107	8	115
WBT	281	282	1	1	282	0	282
WBR	17	22	5	5	22	0	22
North Leg							
Approach	53	55	2	2	55	15	70
Departure	141	152	11	10	151	6	157
Total	194	208	14	12	206	21	227
South Leg							
Approach	339	434	95	86	425	12	437
Departure	279	382	103	93	372	31	403
Total	618	815	197	179	797	43	840
East Leg							
Approach	323	419	96	87	410	8	418
Departure	280	371	91	83	363	3	366
Total	603	790	187	170	773	11	784
West Leg							
Approach	482	506	24	22	504	8	512
Departure	497	509	12	11	508	3	511
Total	979	1,015	36	33	1,012	11	1,023
Total Approaches							
Approach	1,197	1,414	217	197	1,394	43	1,437
Departure	1,197	1,414	217	197	1,394	43	1,437
Total	2,394	2,828	434	395	2,789	86	2,875

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
52 Oliver Street/John F Kennedy Drive							
NBL	0	0	0	0	0	0	0
NBT	274	361	87	79	353	12	365
NBR	65	68	3	3	68	3	71
SBL	229	304	75	68	297	0	297
SBT	70	74	4	4	74	30	104
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	24	25	1	1	25	8	33
WBT	0	0	0	0	0	0	0
WBR	88	162	74	67	155	0	155
North Leg							
Approach	299	378	79	72	371	30	401
Departure	362	523	161	146	508	12	520
Total	661	901	240	218	879	42	921
South Leg							
Approach	339	429	90	82	421	15	436
Departure	94	99	5	5	99	38	137
Total	433	528	95	87	520	53	573
East Leg							
Approach	112	187	75	68	180	8	188
Departure	294	372	78	71	365	3	368
Total	406	559	153	140	546	11	557
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	750	994	244	222	972	53	1,025
Departure	750	994	244	222	972	53	1,025
Total	1,500	1,989	489	444	1,944	106	2,050

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
53 Oliver Street/Iris Avenue							
NBL	80	102	22	20	100	15	115
NBT	26	27	1	1	27	0	27
NBR	21	22	1	1	22	0	22
SBL	5	5	0	0	5	0	5
SBT	17	18	1	1	18	0	18
SBR	149	169	20	18	167	38	205
EBL	125	195	70	64	189	15	204
EBT	496	862	366	333	829	65	894
EBR	24	25	1	1	25	6	31
WBL	37	39	2	2	39	0	39
WBT	478	1,263	785	714	1,192	167	1359
WBR	7	13	6	5	12	0	12
North Leg							
Approach	171	192	21	19	190	38	228
Departure	158	235	77	70	228	15	243
Total	329	427	98	89	418	53	471
South Leg							
Approach	127	151	24	22	149	15	164
Departure	78	82	4	4	82	6	88
Total	205	233	28	26	231	21	252
East Leg							
Approach	522	1,315	793	721	1,243	167	1,410
Departure	522	889	367	334	856	65	921
Total	1,044	2,204	1,160	1,055	2,099	232	2,331
West Leg							
Approach	645	1,082	437	397	1,042	86	1,128
Departure	707	1,534	827	752	1,459	220	1,679
Total	1,352	2,616	1,264	1,149	2,501	306	2,807
Total Approaches							
Approach	1,465	2,741	1,276	1,160	2,625	306	2,931
Departure	1,465	2,741	1,276	1,160	2,625	306	2,931
Total	2,930	5,481	2,551	2,319	5,249	612	5,861

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
54 Via Del Lago/Iris Avenue - Moreno Beach Drive							
NBL	30	75	45	41	71	0	71
NBT	2	3	1	1	3	0	3
NBR	33	98	65	59	92	0	92
SBL	6	7	1	1	7	0	7
SBT	0	0	0	0	0	0	0
SBR	42	44	2	2	44	0	44
EBL	15	16	1	1	16	0	16
EBT	486	842	356	324	810	65	875
EBR	21	39	18	16	37	0	37
WBL	19	62	43	39	58	0	58
WBT	450	1,153	703	639	1,089	167	1256
WBR	4	6	2	2	6	0	6
North Leg							
Approach	48	51	3	3	51	0	51
Departure	21	25	4	3	24	0	24
Total	69	76	7	6	75	0	75
South Leg							
Approach	65	176	111	101	166	0	166
Departure	40	101	61	55	95	0	95
Total	105	277	172	156	261	0	261
East Leg							
Approach	473	1,221	748	680	1,153	167	1,320
Departure	525	947	422	384	909	65	974
Total	998	2,168	1,170	1,064	2,062	232	2,294
West Leg							
Approach	522	897	375	341	863	65	928
Departure	522	1,272	750	682	1,204	167	1,371
Total	1,044	2,169	1,125	1,023	2,067	232	2,299
Total Approaches							
Approach	1,108	2,345	1,237	1,124	2,232	232	2,464
Departure	1,108	2,345	1,237	1,124	2,232	232	2,464
Total	2,216	4,690	2,474	2,249	4,465	464	4,929

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
55 Moreno Beach Drive/SR-60 Westbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	228	474	246	224	452	12	464
NBR	396	506	110	100	496	0	496
SBL	105	160	55	50	155	0	155
SBT	206	542	336	305	511	30	541
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	120	221	101	92	212	53	265
WBT	0	0	0	0	0	0	0
WBR	4	7	3	3	7	0	7
North Leg							
Approach	311	702	391	355	666	30	696
Departure	232	481	249	226	458	12	470
Total	543	1,183	640	582	1,125	42	1,167
South Leg							
Approach	624	980	356	324	948	12	960
Departure	326	763	437	397	723	83	806
Total	950	1,743	793	721	1,671	95	1,766
East Leg							
Approach	124	228	104	95	219	53	272
Departure	501	666	165	150	651	0	651
Total	625	894	269	245	870	53	923
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,059	1,910	851	774	1,833	95	1,928
Departure	1,059	1,910	851	774	1,833	95	1,928
Total	2,118	3,820	1,702	1,547	3,665	190	3,855

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
56 Moreno Beach Drive/SR-60 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	567	908	341	310	877	12	889
NBR	160	422	262	238	398	21	419
SBL	6	17	11	10	16	0	16
SBT	320	750	430	391	711	83	794
SBR	0	0	0	0	0	0	0
EBL	57	77	20	18	75	0	75
EBT	3	7	4	4	7	0	7
EBR	339	607	268	244	583	0	583
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	326	767	441	401	727	83	810
Departure	624	985	361	328	952	12	964
Total	950	1,752	802	729	1,679	95	1,774
South Leg							
Approach	727	1,330	603	548	1,275	33	1,308
Departure	659	1,357	698	635	1,294	83	1,377
Total	1,386	2,687	1,301	1,183	2,569	116	2,685
East Leg							
Approach	0	0	0	0	0	0	0
Departure	169	446	277	252	421	21	442
Total	169	446	277	252	421	21	442
West Leg							
Approach	399	691	292	265	664	0	664
Departure	0	0	0	0	0	0	0
Total	399	691	292	265	664	0	664
Total Approaches							
Approach	1,452	2,788	1,336	1,215	2,667	116	2,783
Departure	1,452	2,788	1,336	1,215	2,667	116	2,783
Total	2,904	5,576	2,672	2,429	5,333	232	5,565

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
57 Moreno Beach Drive/Eucalyptus Avenue							
NBL	51	102	51	46	97	0	97
NBT	464	511	47	43	507	33	540
NBR	19	21	2	2	21	0	21
SBL	124	295	171	155	279	0	279
SBT	410	515	105	95	505	83	588
SBR	125	546	421	383	508	0	508
EBL	213	597	384	349	562	0	562
EBT	42	116	74	67	109	0	109
EBR	64	94	30	27	91	0	91
WBL	9	22	13	12	21	0	21
WBT	16	133	117	106	122	0	122
WBR	50	230	180	164	214	0	214
North Leg							
Approach	659	1,356	697	634	1,293	83	1,376
Departure	727	1,338	611	555	1,282	33	1,315
Total	1,386	2,694	1,308	1,189	2,575	116	2,691
South Leg							
Approach	534	634	100	91	625	33	658
Departure	483	631	148	135	618	83	701
Total	1,017	1,265	248	225	1,242	116	1,358
East Leg							
Approach	75	385	310	282	357	0	357
Departure	185	432	247	225	410	0	410
Total	260	817	557	506	766	0	766
West Leg							
Approach	319	807	488	444	763	0	763
Departure	192	781	589	535	727	0	727
Total	511	1,588	1,077	979	1,490	0	1,490
Total Approaches							
Approach	1,587	3,182	1,595	1,450	3,037	116	3,153
Departure	1,587	3,182	1,595	1,450	3,037	116	3,153
Total	3,174	6,364	3,190	2,900	6,074	232	6,306

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
58 Moreno Beach Drive/Cottonwood Avenue							
NBL	4	4	0	0	4	0	4
NBT	467	510	43	39	506	33	539
NBR	25	110	85	77	102	6	108
SBL	27	82	55	50	77	0	77
SBT	369	549	180	164	533	83	616
SBR	10	11	1	0	10	0	10
EBL	10	11	1	0	10	0	10
EBT	36	59	23	21	57	0	57
EBR	4	4	0	0	4	0	4
WBL	33	149	116	105	138	15	153
WBT	66	106	40	36	102	0	102
WBR	41	94	53	48	89	0	89
North Leg							
Approach	406	642	236	214	620	83	703
Departure	518	615	97	88	606	33	639
Total	924	1,256	332	302	1,226	116	1,342
South Leg							
Approach	496	624	128	117	613	39	652
Departure	406	702	296	269	675	98	773
Total	902	1,326	424	386	1,288	137	1,425
East Leg							
Approach	140	349	209	190	330	15	345
Departure	88	251	163	148	236	6	242
Total	228	600	372	338	566	21	587
West Leg							
Approach	50	74	24	22	72	0	72
Departure	80	121	41	37	117	0	117
Total	130	194	64	59	189	0	189
Total Approaches							
Approach	1,092	1,688	596	542	1,634	137	1,771
Departure	1,092	1,688	596	542	1,634	137	1,771
Total	2,184	3,377	1,193	1,084	3,268	274	3,542

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
59 Moreno Beach Drive/Alessandro Boulevard							
NBL	60	70	10	9	69	0	69
NBT	455	577	122	111	566	39	605
NBR	33	289	256	233	266	9	275
SBL	9	61	52	47	56	0	56
SBT	433	629	196	178	611	99	710
SBR	73	77	4	3	76	0	76
EBL	41	43	2	2	43	0	43
EBT	102	518	416	378	480	0	480
EBR	50	55	5	5	55	0	55
WBL	50	310	260	236	286	23	309
WBT	206	796	590	536	742	0	742
WBR	11	46	35	32	43	0	43
North Leg							
Approach	515	767	252	229	744	99	843
Departure	507	666	159	145	652	39	691
Total	1,022	1,433	411	373	1,395	138	1,533
South Leg							
Approach	548	936	388	353	901	48	949
Departure	533	994	461	419	952	122	1,074
Total	1,081	1,930	849	772	1,853	170	2,023
East Leg							
Approach	267	1,152	885	805	1,072	23	1,095
Departure	144	868	724	658	802	9	811
Total	411	2,020	1,609	1,463	1,874	32	1,906
West Leg							
Approach	193	616	423	385	578	0	578
Departure	339	943	604	549	888	0	888
Total	532	1,559	1,027	933	1,465	0	1,465
Total Approaches							
Approach	1,523	3,471	1,948	1,771	3,294	170	3,464
Departure	1,523	3,471	1,948	1,771	3,294	170	3,464
Total	3,046	6,941	3,895	3,541	6,587	340	6,927

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
60 Moreno Beach Drive/Cactus Avenue							
NBL	86	87	1	1	87	0	87
NBT	393	667	274	249	642	48	690
NBR	38	102	64	58	96	9	105
SBL	8	27	19	17	25	0	25
SBT	285	661	376	342	627	121	748
SBR	77	100	23	21	98	0	98
EBL	83	89	6	5	88	0	88
EBT	77	130	53	48	125	0	125
EBR	71	81	10	9	80	0	80
WBL	19	57	38	35	54	23	77
WBT	112	186	74	67	179	0	179
WBR	19	53	34	31	50	0	50
North Leg							
Approach	370	788	418	380	750	121	871
Departure	495	809	314	285	780	48	828
Total	865	1,597	732	665	1,530	169	1,699
South Leg							
Approach	517	856	339	308	825	57	882
Departure	375	799	424	385	760	144	904
Total	892	1,655	763	694	1,586	201	1,787
East Leg							
Approach	150	296	146	133	283	23	306
Departure	123	259	136	124	247	9	256
Total	273	555	282	256	529	32	561
West Leg							
Approach	231	300	69	63	294	0	294
Departure	275	373	98	89	364	0	364
Total	506	673	167	152	658	0	658
Total Approaches							
Approach	1,268	2,240	972	884	2,152	201	2,353
Departure	1,268	2,240	972	884	2,152	201	2,353
Total	2,536	4,480	1,944	1,767	4,303	402	4,705

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
61 Moreno Beach Drive/John F Kennedy Drive							
NBL	22	50	28	25	47	0	47
NBT	325	538	213	194	519	56	575
NBR	201	372	171	155	356	9	365
SBL	71	75	4	3	74	0	74
SBT	266	599	333	303	569	144	713
SBR	92	106	14	13	105	0	105
EBL	68	110	42	38	106	0	106
EBT	34	62	28	25	59	0	59
EBR	7	30	23	21	28	0	28
WBL	165	564	399	363	528	23	551
WBT	45	79	34	31	76	0	76
WBR	75	97	22	20	95	0	95
North Leg							
Approach	429	780	351	319	748	144	892
Departure	468	745	277	252	720	56	776
Total	897	1,525	628	571	1,468	200	1,668
South Leg							
Approach	548	960	412	375	923	65	988
Departure	438	1,193	755	686	1,124	167	1,291
Total	986	2,153	1,167	1,061	2,047	232	2,279
East Leg							
Approach	285	740	455	414	699	23	722
Departure	306	509	203	184	490	9	499
Total	591	1,249	658	598	1,189	32	1,221
West Leg							
Approach	109	202	93	85	194	0	194
Departure	159	235	76	69	228	0	228
Total	268	437	169	154	422	0	422
Total Approaches							
Approach	1,371	2,682	1,311	1,191	2,562	232	2,794
Departure	1,371	2,682	1,311	1,191	2,562	232	2,794
Total	2,742	5,363	2,621	2,383	5,125	464	5,589

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
62 Driveway 1/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	12	12	0	0	12	113	125
EBL	0	0	0	0	0	0	0
EBT	841	1,276	435	395	1,236	539	1775
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	649	1,476	827	752	1,401	98	1499
WBR	5	5	0	0	5	8	13
North Leg							
Approach	12	12	0	0	12	113	125
Departure	5	5	0	0	5	8	13
Total	17	17	0	0	17	121	138
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	654	1,481	827	752	1,406	106	1,512
Departure	841	1,276	435	395	1,236	539	1,775
Total	1,495	2,757	1,262	1,147	2,642	645	3,287
West Leg							
Approach	841	1,276	435	395	1,236	539	1,775
Departure	661	1,488	827	752	1,413	211	1,624
Total	1,502	2,764	1,262	1,147	2,649	750	3,399
Total Approaches							
Approach	1,507	2,769	1,262	1,147	2,654	758	3,412
Departure	1,507	2,769	1,262	1,147	2,654	758	3,412
Total	3,014	5,538	2,524	2,295	5,309	1,516	6,825

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
63 Driveway 2/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	10	10	0	0	10	86	105
SBT	0	0	0	0	0	0	0
SBR	14	14	0	0	14	56	70
EBL	187	187	0	0	187	539	760
EBT	661	1,096	435	395	1,056	0	1022
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	639	1,466	827	752	1,391	50	1441
WBR	46	46	0	0	46	114	160
North Leg							
Approach	24	24	0	0	24	142	175
Departure	233	233	0	0	233	653	920
Total	257	257	0	0	257	795	1,095
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	685	1,512	827	752	1,437	164	1,601
Departure	671	1,106	435	395	1,066	86	1,127
Total	1,356	2,618	1,262	1,147	2,503	250	2,728
West Leg							
Approach	848	1,283	435	395	1,243	539	1,782
Departure	653	1,480	827	752	1,405	106	1,511
Total	1,501	2,763	1,262	1,147	2,648	645	3,293
Total Approaches							
Approach	1,557	2,819	1,262	1,147	2,704	845	3,558
Departure	1,557	2,819	1,262	1,147	2,704	845	3,558
Total	3,114	5,638	2,524	2,295	5,409	1,690	7,117

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	AM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
64 Driveway 3/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	9	9	0	0	9	0	0
SBT	0	0	0	0	0	0	0
SBR	25	25	0	0	25	42	67
EBL	34	34	0	0	34	0	0
EBT	636	1,071	435	395	1,031	86	1126
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	660	1,487	827	752	1,412	121	1533
WBR	46	46	0	0	46	99	145
North Leg							
Approach	34	34	0	0	34	42	67
Departure	80	80	0	0	80	99	145
Total	114	114	0	0	114	141	212
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	706	1,533	827	752	1,458	220	1,678
Departure	645	1,080	435	395	1,040	86	1,126
Total	1,351	2,613	1,262	1,147	2,498	306	2,804
West Leg							
Approach	670	1,105	435	395	1,065	86	1,126
Departure	685	1,512	827	752	1,437	163	1,600
Total	1,355	2,617	1,262	1,147	2,502	249	2,726
Total Approaches							
Approach	1,410	2,672	1,262	1,147	2,557	348	2,871
Departure	1,410	2,672	1,262	1,147	2,557	348	2,871
Total	2,820	5,344	2,524	2,295	5,115	696	5,743

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
1 I-215 Southbound Ramps/Alessandro Boulevard							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	228	432	204	185	413	0	413
SBT	0	0	0	0	0	0	0
SBR	329	345	16	15	344	0	344
EBL	0	0	0	0	0	0	0
EBT	1,470	2,905	1,435	1,305	2,775	11	2,786
EBR	435	571	136	124	559	0	559
WBL	0	0	0	0	0	0	0
WBT	1,175	2,740	1,565	1,423	2,598	25	2,623
WBR	108	194	86	78	186	0	186
North Leg							
Approach	557	777	220	200	757	0	757
Departure	108	194	86	78	186	0	186
Total	665	971	306	279	944	0	944
South Leg							
Approach	0	0	0	0	0	0	0
Departure	435	571	136	124	559	0	559
Total	435	571	136	124	559	0	559
East Leg							
Approach	1,283	2,934	1,651	1,501	2,784	25	2,809
Departure	1,698	3,337	1,639	1,490	3,188	11	3,199
Total	2,981	6,271	3,290	2,991	5,972	36	6,008
West Leg							
Approach	1,905	3,476	1,571	1,428	3,333	11	3,344
Departure	1,504	3,085	1,581	1,438	2,942	25	2,967
Total	3,409	6,561	3,152	2,866	6,275	36	6,311
Total Approaches							
Approach	3,745	7,187	3,442	3,130	6,875	36	6,911
Departure	3,745	7,187	3,442	3,130	6,875	36	6,911
Total	7,490	14,375	6,885	6,259	13,749	72	13,821

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
2	**I-215 Northbound Ramps/Alessandro Boulevard**							
NBL		442	518	76	69	511	0	511
NBT		0	0	0	0	0	0	0
NBR		204	279	75	68	272	0	272
SBL		0	0	0	0	0	0	0
SBT		0	0	0	0	0	0	0
SBR		0	0	0	0	0	0	0
EBL		245	257	12	11	256	0	256
EBT		1,453	3,080	1,627	1,479	2,932	11	2,943
EBR		0	0	0	0	0	0	0
WBL		0	0	0	0	0	0	0
WBT		841	2,416	1,575	1,432	2,273	25	2,298
WBR		214	312	98	89	303	0	303
North Leg								
	Approach	0	0	0	0	0	0	0
	Departure	459	569	110	100	559	0	559
	Total	459	569	110	100	559	0	559
South Leg								
	Approach	646	797	151	137	783	0	783
	Departure	0	0	0	0	0	0	0
	Total	646	797	151	137	783	0	783
East Leg								
	Approach	1,055	2,728	1,673	1,521	2,576	25	2,601
	Departure	1,657	3,359	1,702	1,547	3,204	11	3,215
	Total	2,712	6,087	3,375	3,068	5,780	36	5,816
West Leg								
	Approach	1,698	3,337	1,639	1,490	3,188	11	3,199
	Departure	1,283	2,934	1,651	1,501	2,784	25	2,809
	Total	2,981	6,271	3,290	2,991	5,972	36	6,008
Total Approaches								
	Approach	3,399	6,862	3,463	3,148	6,547	36	6,583
	Departure	3,399	6,862	3,463	3,148	6,547	36	6,583
	Total	6,798	13,725	6,927	6,297	13,095	72	13,167

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
3	**I-215 Southbound Ramps/Cactus Avenue**							
NBL		0	0	0	0	0	0	0
NBT		0	0	0	0	0	0	0
NBR		572	601	29	26	598	22	620
SBL		0	0	0	0	0	0	0
SBT		0	0	0	0	0	0	0
SBR		92	95	3	3	95	0	95
EBL		0	0	0	0	0	0	0
EBT		629	1,255	626	569	1,198	4	1,202
EBR		179	683	504	458	637	0	637
WBL		574	603	29	26	600	68	668
WBT		591	1,159	568	516	1,107	8	1,115
WBR		0	0	0	0	0	0	0
North Leg								
	Approach	92	95	3	3	95	0	95
	Departure	0	0	0	0	0	0	0
	Total	92	95	3	3	95	0	95
South Leg								
	Approach	572	601	29	26	598	22	620
	Departure	753	1,286	533	484	1,237	68	1,305
	Total	1,325	1,886	561	510	1,835	90	1,925
East Leg								
	Approach	1,165	1,762	597	542	1,707	76	1,783
	Departure	1,201	1,856	655	595	1,796	26	1,822
	Total	2,366	3,617	1,251	1,138	3,504	102	3,606
West Leg								
	Approach	808	1,938	1,130	1,027	1,835	4	1,839
	Departure	683	1,254	571	519	1,202	8	1,210
	Total	1,491	3,192	1,701	1,546	3,037	12	3,049
Total Approaches								
	Approach	2,637	4,395	1,758	1,598	4,235	102	4,337
	Departure	2,637	4,395	1,758	1,598	4,235	102	4,337
	Total	5,274	8,791	3,517	3,197	8,471	204	8,675

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
4	**I-215 Northbound Ramps/Cactus Avenue**							
NBL		0	0	0	0	0	0	0
NBT		0	0	0	0	0	0	0
NBR		0	0	0	0	0	0	0
SBL		0	0	0	0	0	0	0
SBT		0	0	0	0	0	0	0
SBR		0	0	0	0	0	0	0
EBL		0	0	0	0	0	0	0
EBT		1,209	1,856	647	588	1,797	26	1,823
EBR		0	0	0	0	0	0	0
WBL		0	0	0	0	0	0	0
WBT		1,166	1,762	596	542	1,708	76	1,784
WBR		537	537	0	0	537	51	588
North Leg								
	Approach	0	0	0	0	0	0	0
	Departure	537	537	0	0	537	51	588
	Total	537	537	0	0	537	51	588
South Leg								
	Approach	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0
East Leg								
	Approach	1,703	2,299	596	542	2,245	127	2,372
	Departure	1,209	1,856	647	588	1,797	26	1,823
	Total	2,912	4,155	1,243	1,130	4,042	153	4,195
West Leg								
	Approach	1,209	1,856	647	588	1,797	26	1,823
	Departure	1,166	1,762	596	542	1,708	76	1,784
	Total	2,375	3,618	1,243	1,130	3,505	102	3,607
Total Approaches								
	Approach	2,912	4,155	1,243	1,130	4,042	153	4,195
	Departure	2,912	4,155	1,243	1,130	4,042	153	4,195
	Total	5,824	8,310	2,486	2,260	8,084	306	8,390

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
5 I-215 Northbound Ramps - Old 215 Frontage Road/Cactus Avenue							
NBL	56	61	5	4	60	0	60
NBT	84	336	252	229	313	0	313
NBR	630	790	160	145	775	29	804
SBL	217	992	775	705	922	0	922
SBT	4	26	22	20	24	0	24
SBR	114	370	256	233	347	0	347
EBL	18	83	65	59	77	0	77
EBT	1,120	1,629	509	463	1,583	26	1,609
EBR	71	144	73	66	137	0	137
WBL	0	0	0	0	0	0	0
WBT	1,533	1,868	335	305	1,838	127	1,965
WBR	112	613	501	455	567	0	567
North Leg							
Approach	335	1,388	1,053	957	1,292	0	1,292
Departure	214	1,032	818	744	958	0	958
Total	549	2,420	1,871	1,701	2,250	0	2,250
South Leg							
Approach	770	1,187	417	379	1,149	29	1,178
Departure	75	170	95	86	161	0	161
Total	845	1,357	512	465	1,310	29	1,339
East Leg							
Approach	1,645	2,481	836	760	2,405	127	2,532
Departure	1,967	3,411	1,444	1,313	3,280	55	3,335
Total	3,612	5,892	2,280	2,073	5,685	182	5,867
West Leg							
Approach	1,209	1,856	647	588	1,797	26	1,823
Departure	1,703	2,299	596	542	2,245	127	2,372
Total	2,912	4,155	1,243	1,130	4,042	153	4,195
Total Approaches							
Approach	3,959	6,912	2,953	2,684	6,643	182	6,825
Departure	3,959	6,912	2,953	2,684	6,643	182	6,825
Total	7,918	13,824	5,906	5,369	13,287	364	13,651

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
6 Day Street/Alessandro Boulevard							
NBL	8	13	5	5	13	0	13
NBT	57	170	113	103	160	0	160
NBR	8	8	0	0	8	0	8
SBL	176	749	573	521	697	0	697
SBT	38	122	84	76	114	0	114
SBR	107	1,047	940	855	962	0	962
EBL	172	1,037	865	786	958	0	958
EBT	1,227	1,816	589	535	1,762	11	1,773
EBR	10	11	1	1	11	0	11
WBL	9	9	0	0	9	0	9
WBT	885	1,389	504	458	1,343	25	1,368
WBR	161	447	286	260	421	0	421
North Leg							
Approach	321	1,918	1,597	1,452	1,773	0	1,773
Departure	390	1,654	1,264	1,149	1,539	0	1,539
Total	711	3,572	2,861	2,601	3,312	0	3,312
South Leg							
Approach	73	191	118	108	181	0	181
Departure	57	142	85	78	135	0	135
Total	130	334	204	185	315	0	315
East Leg							
Approach	1,055	1,845	790	719	1,774	25	1,799
Departure	1,411	2,573	1,162	1,057	2,468	11	2,479
Total	2,466	4,419	1,953	1,775	4,241	36	4,277
West Leg							
Approach	1,409	2,864	1,455	1,323	2,732	11	2,743
Departure	1,000	2,449	1,449	1,317	2,317	25	2,342
Total	2,409	5,313	2,904	2,640	5,049	36	5,085
Total Approaches							
Approach	2,858	6,819	3,961	3,601	6,459	36	6,495
Departure	2,858	6,819	3,961	3,601	6,459	36	6,495
Total	5,716	13,638	7,922	7,202	12,918	72	12,990

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
7 Elsworth Street/Alessandro Boulevard							
NBL	139	603	464	422	561	0	561
NBT	174	271	97	88	262	0	262
NBR	133	149	16	15	148	0	148
SBL	60	63	3	3	63	0	63
SBT	128	273	145	132	260	0	260
SBR	57	114	57	52	109	0	109
EBL	85	183	98	89	174	0	174
EBT	1,252	1,941	689	626	1,878	11	1,889
EBR	74	475	401	365	439	0	439
WBL	89	150	61	55	144	0	144
WBT	796	1,254	458	416	1,212	25	1,237
WBR	67	70	3	3	70	0	70
North Leg							
Approach	245	450	205	186	431	0	431
Departure	326	524	198	180	506	0	506
Total	571	974	403	367	938	0	938
South Leg							
Approach	446	1,023	577	525	971	0	971
Departure	291	898	607	552	843	0	843
Total	737	1,921	1,184	1,076	1,813	0	1,813
East Leg							
Approach	952	1,474	522	475	1,427	25	1,452
Departure	1,445	2,153	708	644	2,089	11	2,100
Total	2,397	3,627	1,230	1,119	3,516	36	3,552
West Leg							
Approach	1,411	2,599	1,188	1,080	2,491	11	2,502
Departure	992	1,971	979	890	1,882	25	1,907
Total	2,403	4,570	2,167	1,970	4,373	36	4,409
Total Approaches							
Approach	3,054	5,546	2,492	2,266	5,320	36	5,356
Departure	3,054	5,546	2,492	2,266	5,320	36	5,356
Total	6,108	11,093	4,985	4,532	10,640	72	10,712

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
8 Elsworth Street/Cactus Avenue							
NBL	208	470	262	238	446	0	446
NBT	64	152	88	80	144	0	144
NBR	98	108	10	9	107	0	107
SBL	201	250	49	45	246	0	246
SBT	24	327	303	275	299	0	299
SBR	165	420	255	232	397	0	397
EBL	104	328	224	204	308	0	308
EBT	1,661	2,438	777	706	2,367	55	2,422
EBR	25	402	377	343	368	0	368
WBL	18	118	100	91	109	0	109
WBT	1,139	1,400	261	237	1,376	127	1,503
WBR	98	126	28	25	123	0	123
North Leg							
Approach	390	997	607	552	942	0	942
Departure	266	606	340	309	575	0	575
Total	656	1,603	947	861	1,517	0	1,517
South Leg							
Approach	370	730	360	327	697	0	697
Departure	67	847	780	709	776	0	776
Total	437	1,577	1,140	1,036	1,473	0	1,473
East Leg							
Approach	1,255	1,644	389	354	1,609	127	1,736
Departure	1,960	2,796	836	760	2,720	55	2,775
Total	3,215	4,440	1,225	1,114	4,329	182	4,511
West Leg							
Approach	1,790	3,168	1,378	1,253	3,043	55	3,098
Departure	1,512	2,290	778	707	2,219	127	2,346
Total	3,302	5,458	2,156	1,960	5,262	182	5,444
Total Approaches							
Approach	3,805	6,539	2,734	2,485	6,290	182	6,472
Departure	3,805	6,539	2,734	2,485	6,290	182	6,472
Total	7,610	13,078	5,468	4,971	12,581	364	12,945

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
9 Frederick Street/Alessandro Boulevard							
NBL	76	80	4	3	79	0	79
NBT	328	383	55	50	378	0	378
NBR	77	115	38	35	112	0	112
SBL	257	575	318	289	546	0	546
SBT	316	524	208	189	505	0	505
SBR	159	236	77	70	229	0	229
EBL	272	352	80	73	345	0	345
EBT	1,314	2,166	852	775	2,089	11	2,100
EBR	105	128	23	21	126	0	126
WBL	55	94	39	35	90	0	90
WBT	860	1,321	461	419	1,279	25	1,304
WBR	196	355	159	145	341	0	341
North Leg							
Approach	732	1,335	603	548	1,280	0	1,280
Departure	796	1,090	294	267	1,063	0	1,063
Total	1,528	2,425	897	815	2,343	0	2,343
South Leg							
Approach	481	578	97	88	569	0	569
Departure	476	746	270	245	721	0	721
Total	957	1,324	367	333	1,290	0	1,290
East Leg							
Approach	1,111	1,770	659	599	1,710	25	1,735
Departure	1,648	2,856	1,208	1,098	2,746	11	2,757
Total	2,759	4,626	1,867	1,697	4,456	36	4,492
West Leg							
Approach	1,691	2,646	955	868	2,559	11	2,570
Departure	1,095	1,637	542	493	1,588	25	1,613
Total	2,786	4,283	1,497	1,361	4,147	36	4,183
Total Approaches							
Approach	4,015	6,329	2,314	2,103	6,118	36	6,154
Departure	4,015	6,329	2,314	2,103	6,118	36	6,154
Total	8,030	12,658	4,628	4,207	12,237	72	12,309

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
10 Frederick Street/Cactus Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	351	419	68	62	413	0	413
SBT	0	0	0	0	0	0	0
SBR	154	282	128	116	270	0	270
EBL	84	88	4	4	88	0	88
EBT	2,009	2,857	848	771	2,780	55	2,835
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	1,121	1,368	247	225	1,346	127	1,473
WBR	172	181	9	8	180	0	180
North Leg							
Approach	505	701	196	178	683	0	683
Departure	256	269	13	12	268	0	268
Total	761	970	209	190	951	0	951
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	1,293	1,549	256	232	1,525	127	1,652
Departure	2,360	3,276	916	833	3,193	55	3,248
Total	3,653	4,825	1,172	1,065	4,718	182	4,900
West Leg							
Approach	2,093	2,945	852	775	2,868	55	2,923
Departure	1,275	1,650	375	341	1,616	127	1,743
Total	3,368	4,595	1,227	1,116	4,484	182	4,666
Total Approaches							
Approach	3,891	5,195	1,304	1,185	5,076	182	5,258
Departure	3,891	5,195	1,304	1,185	5,076	182	5,258
Total	7,782	10,390	2,608	2,371	10,153	364	10,517

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
11 Graham Street/Alessandro Boulevard							
NBL	87	164	77	70	157	0	157
NBT	213	414	201	183	396	0	396
NBR	71	201	130	118	189	0	189
SBL	134	260	126	115	249	0	249
SBT	179	369	190	173	352	0	352
SBR	68	88	20	18	86	0	86
EBL	107	133	26	24	131	0	131
EBT	1,324	2,385	1,061	965	2,289	15	2,304
EBR	147	281	134	122	269	0	269
WBL	156	404	248	225	381	0	381
WBT	970	1,576	606	551	1,521	34	1,555
WBR	159	266	107	97	256	0	256
North Leg							
Approach	381	717	336	305	686	0	686
Departure	479	813	334	304	783	0	783
Total	860	1,530	670	609	1,469	0	1,469
South Leg							
Approach	371	779	408	371	742	0	742
Departure	482	1,054	572	520	1,002	0	1,002
Total	853	1,833	980	891	1,744	0	1,744
East Leg							
Approach	1,285	2,246	961	874	2,159	34	2,193
Departure	1,529	2,846	1,317	1,197	2,726	15	2,741
Total	2,814	5,092	2,278	2,071	4,885	49	4,934
West Leg							
Approach	1,578	2,799	1,221	1,110	2,688	15	2,703
Departure	1,125	1,828	703	639	1,764	34	1,798
Total	2,703	4,627	1,924	1,749	4,452	49	4,501
Total Approaches							
Approach	3,615	6,541	2,926	2,660	6,275	49	6,324
Departure	3,615	6,541	2,926	2,660	6,275	49	6,324
Total	7,230	13,082	5,852	5,320	12,550	98	12,648

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
12 Graham Street - Riverside Drive/Cactus Avenue							
NBL	156	164	8	7	163	0	163
NBT	59	141	82	75	134	0	134
NBR	15	16	1	1	16	0	16
SBL	132	242	110	100	232	0	232
SBT	111	248	137	125	236	0	236
SBR	82	254	172	156	238	0	238
EBL	83	702	619	563	646	0	646
EBT	1,913	2,181	268	244	2,157	55	2,212
EBR	341	474	133	121	462	0	462
WBL	11	12	1	1	12	0	12
WBT	1,058	1,111	53	48	1,106	127	1,233
WBR	93	407	314	285	378	0	378
North Leg							
Approach	325	744	419	381	706	0	706
Departure	235	1,250	1,015	923	1,158	0	1,158
Total	560	1,994	1,434	1,304	1,864	0	1,864
South Leg							
Approach	230	321	91	82	312	0	312
Departure	463	734	271	246	709	0	709
Total	693	1,054	361	328	1,021	0	1,021
East Leg							
Approach	1,162	1,529	367	334	1,496	127	1,623
Departure	2,060	2,439	379	344	2,404	55	2,459
Total	3,222	3,968	746	678	3,900	182	4,082
West Leg							
Approach	2,337	3,357	1,020	927	3,264	55	3,319
Departure	1,296	1,529	233	212	1,508	127	1,635
Total	3,633	4,886	1,253	1,139	4,772	182	4,954
Total Approaches							
Approach	4,054	5,951	1,897	1,725	5,779	182	5,961
Departure	4,054	5,951	1,897	1,725	5,779	182	5,961
Total	8,108	11,902	3,794	3,449	11,557	364	11,921

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
13 Heacock Street/Alessandro Boulevard							
NBL	188	206	18	16	204	0	204
NBT	519	545	26	24	543	0	543
NBR	83	105	22	20	103	0	103
SBL	239	396	157	143	382	0	382
SBT	489	513	24	22	511	0	511
SBR	148	212	64	58	206	0	206
EBL	170	248	78	71	241	0	241
EBT	1,209	2,425	1,216	1,105	2,314	18	2,332
EBR	151	181	30	27	178	0	178
WBL	62	91	29	26	88	0	88
WBT	801	1,696	895	814	1,615	42	1,657
WBR	178	317	139	126	304	0	304
North Leg							
Approach	876	1,121	245	223	1,099	0	1,099
Departure	867	1,110	243	221	1,088	0	1,088
Total	1,743	2,231	488	444	2,187	0	2,187
South Leg							
Approach	790	856	66	60	850	0	850
Departure	702	785	83	76	778	0	778
Total	1,492	1,641	149	136	1,628	0	1,628
East Leg							
Approach	1,041	2,104	1,063	966	2,007	42	2,049
Departure	1,531	2,926	1,395	1,268	2,799	18	2,817
Total	2,572	5,030	2,458	2,235	4,807	60	4,867
West Leg							
Approach	1,530	2,854	1,324	1,204	2,734	18	2,752
Departure	1,137	2,114	977	888	2,025	42	2,067
Total	2,667	4,968	2,301	2,092	4,759	60	4,819
Total Approaches							
Approach	4,237	6,935	2,698	2,453	6,690	60	6,750
Departure	4,237	6,935	2,698	2,453	6,690	60	6,750
Total	8,474	13,871	5,397	4,906	13,380	120	13,500

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
14 Heacock Street/Cactus Avenue							
NBL	470	579	109	99	569	0	569
NBT	428	449	21	19	447	0	447
NBR	27	28	1	1	28	0	28
SBL	114	187	73	66	180	0	180
SBT	399	591	192	175	574	0	574
SBR	56	164	108	98	154	0	154
EBL	118	184	66	60	178	0	178
EBT	1,082	1,298	216	196	1,278	55	1,333
EBR	814	883	69	63	877	0	877
WBL	7	7	0	0	7	0	7
WBT	649	747	98	89	738	127	865
WBR	75	79	4	3	78	0	78
North Leg							
Approach	569	942	373	339	908	0	908
Departure	621	712	91	83	704	0	704
Total	1,190	1,654	464	422	1,612	0	1,612
South Leg							
Approach	925	1,057	132	120	1,045	0	1,045
Departure	1,220	1,481	261	238	1,458	0	1,458
Total	2,145	2,538	393	357	2,502	0	2,502
East Leg							
Approach	731	833	102	93	824	127	951
Departure	1,223	1,513	290	264	1,487	55	1,542
Total	1,954	2,346	392	357	2,311	182	2,493
West Leg							
Approach	2,014	2,365	351	319	2,333	55	2,388
Departure	1,175	1,490	315	286	1,461	127	1,588
Total	3,189	3,855	666	605	3,794	182	3,976
Total Approaches							
Approach	4,239	5,197	958	871	5,110	182	5,292
Departure	4,239	5,197	958	871	5,110	182	5,292
Total	8,478	10,394	1,916	1,742	10,220	364	10,584

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
15 Heacock Street/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	403	897	494	449	852	0	852
NBR	39	164	125	114	153	0	153
SBL	346	363	17	16	362	7	369
SBT	533	1,259	726	660	1,193	0	1,193
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	42	188	146	133	175	0	175
WBT	0	0	0	0	0	0	0
WBR	211	222	11	10	221	17	238
North Leg							
Approach	879	1,622	743	676	1,555	7	1,562
Departure	614	1,119	505	459	1,073	17	1,090
Total	1,493	2,741	1,248	1,134	2,627	24	2,651
South Leg							
Approach	442	1,061	619	563	1,005	0	1,005
Departure	575	1,447	872	793	1,368	0	1,368
Total	1,017	2,508	1,491	1,355	2,372	0	2,372
East Leg							
Approach	253	410	157	142	395	17	412
Departure	385	527	142	129	514	7	521
Total	638	937	299	272	910	24	934
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,574	3,093	1,519	1,381	2,955	24	2,979
Departure	1,574	3,093	1,519	1,381	2,955	24	2,979
Total	3,148	6,186	3,038	2,762	5,910	48	5,958

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
16 Indian Street/Alessandro Boulevard							
NBL	121	211	90	82	203	0	203
NBT	298	380	82	75	373	0	373
NBR	91	134	43	39	130	0	130
SBL	162	300	138	125	287	0	287
SBT	314	428	114	104	418	0	418
SBR	57	125	68	62	119	0	119
EBL	167	308	141	128	295	0	295
EBT	1,054	2,239	1,185	1,077	2,131	22	2,153
EBR	125	195	70	64	189	0	189
WBL	116	163	47	43	159	0	159
WBT	711	1,603	892	811	1,522	51	1,573
WBR	81	134	53	48	129	0	129
North Leg							
Approach	533	853	320	291	824	0	824
Departure	546	822	276	251	797	0	797
Total	1,079	1,675	596	542	1,621	0	1,621
South Leg							
Approach	510	725	215	195	705	0	705
Departure	555	786	231	210	765	0	765
Total	1,065	1,511	446	405	1,470	0	1,470
East Leg							
Approach	908	1,900	992	902	1,810	51	1,861
Departure	1,307	2,673	1,366	1,242	2,549	22	2,571
Total	2,215	4,573	2,358	2,144	4,359	73	4,432
West Leg							
Approach	1,346	2,742	1,396	1,269	2,615	22	2,637
Departure	889	1,939	1,050	955	1,844	51	1,895
Total	2,235	4,681	2,446	2,224	4,459	73	4,532
Total Approaches							
Approach	3,297	6,220	2,923	2,657	5,954	73	6,027
Departure	3,297	6,220	2,923	2,657	5,954	73	6,027
Total	6,594	12,440	5,846	5,315	11,909	146	12,055

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
17 Indian Street/Cactus Avenue							
NBL	73	132	59	54	127	0	127
NBT	252	486	234	213	465	0	465
NBR	38	46	8	7	45	0	45
SBL	67	76	9	8	75	0	75
SBT	352	672	320	291	643	0	643
SBR	31	53	22	20	51	0	51
EBL	53	88	35	32	85	0	85
EBT	1,002	1,038	36	33	1,035	55	1,090
EBR	170	296	126	115	285	0	285
WBL	40	47	7	6	46	0	46
WBT	533	563	30	27	560	127	687
WBR	57	64	7	6	63	0	63
North Leg							
Approach	450	801	351	319	769	0	769
Departure	362	638	276	251	613	0	613
Total	812	1,439	627	570	1,382	0	1,382
South Leg							
Approach	363	664	301	274	637	0	637
Departure	562	1,015	453	412	974	0	974
Total	925	1,679	754	685	1,610	0	1,610
East Leg							
Approach	630	674	44	40	670	127	797
Departure	1,107	1,160	53	48	1,155	55	1,210
Total	1,737	1,834	97	88	1,825	182	2,007
West Leg							
Approach	1,225	1,422	197	179	1,404	55	1,459
Departure	637	748	111	101	738	127	865
Total	1,862	2,170	308	280	2,142	182	2,324
Total Approaches							
Approach	2,668	3,561	893	812	3,480	182	3,662
Departure	2,668	3,561	893	812	3,480	182	3,662
Total	5,336	7,122	1,786	1,624	6,960	364	7,324

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
18 Indian Street/Iris Avenue							
NBL	17	88	71	65	82	0	82
NBT	84	285	201	183	267	0	267
NBR	9	55	46	42	51	4	55
SBL	252	373	121	110	362	4	366
SBT	176	255	79	72	248	0	248
SBR	22	27	5	5	27	0	27
EBL	26	27	1	1	27	0	27
EBT	293	391	98	89	382	7	389
EBR	75	98	23	21	96	0	96
WBL	9	18	9	8	17	8	25
WBT	191	324	133	121	312	17	329
WBR	179	200	21	19	198	8	206
North Leg							
Approach	450	655	205	186	636	4	640
Departure	289	512	223	203	492	8	500
Total	739	1,167	428	389	1,128	12	1,140
South Leg							
Approach	110	428	318	289	399	4	403
Departure	260	371	111	101	361	8	369
Total	370	799	429	390	760	12	772
East Leg							
Approach	379	542	163	148	527	33	560
Departure	554	819	265	241	795	15	810
Total	933	1,361	428	389	1,322	48	1,370
West Leg							
Approach	394	516	122	111	505	7	512
Departure	230	439	209	190	420	17	437
Total	624	955	331	301	925	24	949
Total Approaches							
Approach	1,333	2,141	808	735	2,068	48	2,116
Departure	1,333	2,141	808	735	2,068	48	2,116
Total	2,666	4,283	1,617	1,470	4,136	96	4,232

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
19 Perris Boulevard/Alessandro Boulevard							
NBL	244	493	249	226	470	0	470
NBT	618	1,024	406	369	987	0	987
NBR	114	347	233	212	326	0	326
SBL	139	287	148	135	274	4	278
SBT	743	1,342	599	545	1,288	0	1,288
SBR	180	247	67	61	241	0	241
EBL	396	511	115	105	501	0	501
EBT	726	1,719	993	903	1,629	26	1,655
EBR	242	501	259	235	477	0	477
WBL	189	523	334	304	493	0	493
WBT	604	1,272	668	607	1,211	59	1,270
WBR	111	192	81	74	185	8	193
North Leg							
Approach	1,062	1,876	814	740	1,802	4	1,806
Departure	1,125	1,727	602	547	1,672	8	1,680
Total	2,187	3,603	1,416	1,287	3,474	12	3,486
South Leg							
Approach	976	1,864	888	807	1,783	0	1,783
Departure	1,174	2,366	1,192	1,084	2,258	0	2,258
Total	2,150	4,230	2,080	1,891	4,041	0	4,041
East Leg							
Approach	904	1,987	1,083	985	1,889	67	1,956
Departure	979	2,353	1,374	1,249	2,228	30	2,258
Total	1,883	4,340	2,457	2,234	4,117	97	4,214
West Leg							
Approach	1,364	2,731	1,367	1,243	2,607	26	2,633
Departure	1,028	2,012	984	895	1,923	59	1,982
Total	2,392	4,743	2,351	2,137	4,529	85	4,614
Total Approaches							
Approach	4,306	8,458	4,152	3,775	8,081	97	8,178
Departure	4,306	8,458	4,152	3,775	8,081	97	8,178
Total	8,612	16,916	8,304	7,549	16,161	194	16,355

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

		PM Peak Hour						
		Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
20	**Perris Boulevard/Cactus Avenue**							
NBL		156	264	108	98	254	0	254
NBT		724	1,548	824	749	1,473	0	1,473
NBR		63	150	87	79	142	0	142
SBL		124	182	58	53	177	4	181
SBT		872	2,013	1,141	1,037	1,909	0	1,909
SBR		61	64	3	3	64	0	64
EBL		97	102	5	4	101	0	101
EBT		752	809	57	52	804	55	859
EBR		189	320	131	119	308	0	308
WBL		58	144	86	78	136	0	136
WBT		507	569	62	56	563	127	690
WBR		57	81	24	22	79	8	87
North Leg								
	Approach	1,057	2,259	1,202	1,093	2,150	4	2,154
	Departure	878	1,731	853	775	1,653	8	1,661
	Total	1,935	3,990	2,055	1,868	3,803	12	3,815
South Leg								
	Approach	943	1,962	1,019	926	1,869	0	1,869
	Departure	1,119	2,477	1,358	1,235	2,354	0	2,354
	Total	2,062	4,439	2,377	2,161	4,223	0	4,223
East Leg								
	Approach	622	794	172	156	778	135	913
	Departure	939	1,141	202	184	1,123	59	1,182
	Total	1,561	1,935	374	340	1,901	194	2,095
West Leg								
	Approach	1,038	1,231	193	175	1,213	55	1,268
	Departure	724	897	173	157	881	127	1,008
	Total	1,762	2,128	366	333	2,095	182	2,277
Total Approaches								
	Approach	3,660	6,246	2,586	2,351	6,011	194	6,205
	Departure	3,660	6,246	2,586	2,351	6,011	194	6,205
	Total	7,320	12,492	5,172	4,702	12,022	388	12,410

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
21 Perris Boulevard/Iris Avenue							
NBL	176	275	99	90	266	0	266
NBT	668	1,671	1,003	912	1,580	0	1,580
NBR	284	473	189	172	456	15	471
SBL	180	402	222	202	382	4	386
SBT	675	1,792	1,117	1,015	1,690	0	1,690
SBR	28	59	31	28	56	0	56
EBL	39	88	49	45	84	0	84
EBT	290	436	146	133	423	15	438
EBR	120	215	95	86	206	0	206
WBL	244	461	217	197	441	34	475
WBT	246	367	121	110	356	34	390
WBR	98	234	136	124	222	8	230
North Leg							
Approach	883	2,253	1,370	1,245	2,128	4	2,132
Departure	805	1,993	1,188	1,080	1,885	8	1,893
Total	1,688	4,246	2,558	2,325	4,013	12	4,025
South Leg							
Approach	1,128	2,419	1,291	1,174	2,302	15	2,317
Departure	1,039	2,468	1,429	1,299	2,338	34	2,372
Total	2,167	4,887	2,720	2,473	4,640	49	4,689
East Leg							
Approach	588	1,062	474	431	1,019	76	1,095
Departure	754	1,311	557	506	1,260	34	1,294
Total	1,342	2,373	1,031	937	2,279	110	2,389
West Leg							
Approach	449	739	290	264	713	15	728
Departure	450	701	251	228	678	34	712
Total	899	1,440	541	492	1,391	49	1,440
Total Approaches							
Approach	3,048	6,473	3,425	3,114	6,162	110	6,272
Departure	3,048	6,473	3,425	3,114	6,162	110	6,272
Total	6,096	12,946	6,850	6,227	12,323	220	12,543

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
22 Perris Boulevard/Krameria Avenue							
NBL	58	112	54	49	107	0	107
NBT	957	2,299	1,342	1,220	2,177	15	2,192
NBR	206	326	120	109	315	0	315
SBL	106	132	26	24	130	0	130
SBT	944	2,352	1,408	1,280	2,224	34	2,258
SBR	39	60	21	19	58	0	58
EBL	25	29	4	4	29	0	29
EBT	136	143	7	6	142	0	142
EBR	89	135	46	42	131	0	131
WBL	188	339	151	137	325	0	325
WBT	72	80	8	7	79	0	79
WBR	100	137	37	34	134	0	134
North Leg							
Approach	1,089	2,544	1,455	1,323	2,412	34	2,446
Departure	1,082	2,465	1,383	1,257	2,339	15	2,354
Total	2,171	5,009	2,838	2,580	4,751	49	4,800
South Leg							
Approach	1,221	2,737	1,516	1,378	2,599	15	2,614
Departure	1,221	2,826	1,605	1,459	2,680	34	2,714
Total	2,442	5,563	3,121	2,837	5,279	49	5,328
East Leg							
Approach	360	556	196	178	538	0	538
Departure	448	601	153	139	587	0	587
Total	808	1,157	349	317	1,125	0	1,125
West Leg							
Approach	250	307	57	52	302	0	302
Departure	169	252	83	75	244	0	244
Total	419	559	140	127	546	0	546
Total Approaches							
Approach	2,920	6,144	3,224	2,931	5,851	49	5,900
Departure	2,920	6,144	3,224	2,931	5,851	49	5,900
Total	5,840	12,288	6,448	5,861	11,701	98	11,799

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
23 Perris Boulevard/San Michele Road							
NBL	142	190	48	44	186	0	186
NBT	982	2,396	1,414	1,285	2,267	15	2,282
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	1,119	2,748	1,629	1,481	2,600	34	2,634
SBR	124	173	49	45	169	0	169
EBL	184	255	71	65	249	0	249
EBT	0	0	0	0	0	0	0
EBR	147	197	50	45	192	0	192
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	1,243	2,921	1,678	1,525	2,768	34	2,802
Departure	1,166	2,651	1,485	1,350	2,516	15	2,531
Total	2,409	5,572	3,163	2,875	5,284	49	5,333
South Leg							
Approach	1,124	2,586	1,462	1,329	2,453	15	2,468
Departure	1,266	2,945	1,679	1,526	2,792	34	2,826
Total	2,390	5,531	3,141	2,855	5,245	49	5,294
East Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
West Leg							
Approach	331	452	121	110	441	0	441
Departure	266	363	97	88	354	0	354
Total	597	815	218	198	795	0	795
Total Approaches							
Approach	2,698	5,959	3,261	2,965	5,663	49	5,712
Departure	2,698	5,959	3,261	2,965	5,663	49	5,712
Total	5,396	11,918	6,522	5,929	11,325	98	11,423

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
24 Perris Boulevard/Nandina Avenue							
NBL	28	29	1	1	29	0	29
NBT	1,063	2,306	1,243	1,130	2,193	15	2,208
NBR	46	147	101	92	138	0	138
SBL	21	135	114	104	125	0	125
SBT	1,229	2,673	1,444	1,313	2,542	34	2,576
SBR	49	102	53	48	97	0	97
EBL	42	116	74	67	109	0	109
EBT	21	85	64	58	79	0	79
EBR	125	173	48	44	169	0	169
WBL	23	174	151	137	160	0	160
WBT	4	29	25	23	27	0	27
WBR	10	152	142	129	139	0	139
North Leg							
Approach	1,299	2,910	1,611	1,465	2,764	34	2,798
Departure	1,115	2,574	1,459	1,326	2,441	15	2,456
Total	2,414	5,484	3,070	2,791	5,205	49	5,254
South Leg							
Approach	1,137	2,482	1,345	1,223	2,360	15	2,375
Departure	1,377	3,020	1,643	1,494	2,871	34	2,905
Total	2,514	5,502	2,988	2,716	5,230	49	5,279
East Leg							
Approach	37	355	318	289	326	0	326
Departure	88	367	279	254	342	0	342
Total	125	722	597	543	668	0	668
West Leg							
Approach	188	374	186	169	357	0	357
Departure	81	160	79	72	153	0	153
Total	269	534	265	241	510	0	510
Total Approaches							
Approach	2,661	6,121	3,460	3,145	5,806	49	5,855
Departure	2,661	6,121	3,460	3,145	5,806	49	5,855
Total	5,322	12,242	6,920	6,291	11,613	98	11,711

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
25 Perris Boulevard/Harley Knox Boulevard							
NBL	60	147	87	79	139	0	139
NBT	736	1,311	575	523	1,259	11	1,270
NBR	4	22	18	16	20	0	20
SBL	130	604	474	431	561	0	561
SBT	1,129	1,942	813	739	1,868	25	1,893
SBR	308	645	337	306	614	8	622
EBL	331	679	348	316	647	4	651
EBT	143	893	750	682	825	0	825
EBR	157	363	206	187	344	0	344
WBL	3	21	18	16	19	0	19
WBT	72	602	530	482	554	0	554
WBR	67	408	341	310	377	0	377
North Leg							
Approach	1,567	3,191	1,624	1,476	3,043	33	3,076
Departure	1,134	2,398	1,264	1,149	2,283	15	2,298
Total	2,701	5,589	2,888	2,625	5,326	48	5,374
South Leg							
Approach	800	1,480	680	618	1,418	11	1,429
Departure	1,289	2,326	1,037	943	2,232	25	2,257
Total	2,089	3,806	1,717	1,561	3,650	36	3,686
East Leg							
Approach	142	1,031	889	808	950	0	950
Departure	277	1,519	1,242	1,129	1,406	0	1,406
Total	419	2,550	2,131	1,937	2,356	0	2,356
West Leg							
Approach	631	1,935	1,304	1,185	1,816	4	1,820
Departure	440	1,394	954	867	1,307	8	1,315
Total	1,071	3,329	2,258	2,053	3,124	12	3,136
Total Approaches							
Approach	3,140	7,637	4,497	4,088	7,228	48	7,276
Departure	3,140	7,637	4,497	4,088	7,228	48	7,276
Total	6,280	15,274	8,994	8,176	14,456	96	14,552

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
26 Kitching Street/Alessandro Boulevard							
NBL	141	148	7	6	147	0	147
NBT	234	285	51	46	280	0	280
NBR	20	52	32	29	49	0	49
SBL	47	175	128	116	163	0	163
SBT	228	339	111	101	329	0	329
SBR	105	143	38	35	140	0	140
EBL	135	193	58	53	188	0	188
EBT	643	1,966	1,323	1,203	1,846	29	1,875
EBR	196	239	43	39	235	0	235
WBL	21	67	46	42	63	0	63
WBT	514	1,490	976	887	1,401	68	1,469
WBR	69	256	187	170	239	0	239
North Leg							
Approach	380	657	277	252	632	0	632
Departure	438	734	296	269	707	0	707
Total	818	1,391	573	521	1,339	0	1,339
South Leg							
Approach	395	485	90	82	477	0	477
Departure	445	645	200	182	627	0	627
Total	840	1,130	290	264	1,104	0	1,104
East Leg							
Approach	604	1,813	1,209	1,099	1,703	68	1,771
Departure	710	2,193	1,483	1,348	2,058	29	2,087
Total	1,314	4,006	2,692	2,447	3,761	97	3,858
West Leg							
Approach	974	2,398	1,424	1,295	2,269	29	2,298
Departure	760	1,781	1,021	928	1,688	68	1,756
Total	1,734	4,179	2,445	2,223	3,957	97	4,054
Total Approaches							
Approach	2,353	5,353	3,000	2,727	5,080	97	5,177
Departure	2,353	5,353	3,000	2,727	5,080	97	5,177
Total	4,706	10,706	6,000	5,455	10,161	194	10,355

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
27 Kitching Street/Cactus Avenue							
NBL	103	107	4	4	107	0	107
NBT	221	377	156	142	363	0	363
NBR	17	41	24	22	39	0	39
SBL	29	101	72	65	94	4	98
SBT	260	560	300	273	533	0	533
SBR	51	76	25	23	74	0	74
EBL	40	42	2	2	42	0	42
EBT	667	845	178	162	829	59	888
EBR	169	177	8	8	177	0	177
WBL	33	57	24	22	55	0	55
WBT	490	581	91	83	573	136	709
WBR	26	51	25	23	49	8	57
North Leg							
Approach	340	737	397	361	701	4	705
Departure	287	470	183	166	453	8	461
Total	627	1,207	580	527	1,154	12	1,166
South Leg							
Approach	341	525	184	167	508	0	508
Departure	462	794	332	302	764	0	764
Total	803	1,319	516	470	1,273	0	1,273
East Leg							
Approach	549	689	140	127	676	144	820
Departure	713	987	274	249	962	63	1,025
Total	1,262	1,676	414	376	1,638	207	1,845
West Leg							
Approach	876	1,064	188	171	1,047	59	1,106
Departure	644	764	120	109	753	136	889
Total	1,520	1,828	308	280	1,800	195	1,995
Total Approaches							
Approach	2,106	3,015	909	827	2,933	207	3,140
Departure	2,106	3,015	909	827	2,933	207	3,140
Total	4,212	6,031	1,819	1,654	5,866	414	6,280

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
28 Kitching Street/Iris Avenue							
NBL	60	105	45	41	101	0	101
NBT	122	317	195	177	299	0	299
NBR	98	910	812	738	836	4	840
SBL	47	129	82	75	122	0	122
SBT	155	346	191	174	329	0	329
SBR	92	97	5	4	96	0	96
EBL	168	176	8	8	176	0	176
EBT	780	1,203	423	385	1,165	33	1,198
EBR	109	136	27	25	134	0	134
WBL	134	835	701	637	771	8	779
WBT	725	1,049	324	295	1,020	76	1,096
WBR	103	222	119	108	211	0	211
North Leg							
Approach	294	572	278	252	546	0	546
Departure	393	715	322	293	686	0	686
Total	687	1,287	600	545	1,232	0	1,232
South Leg							
Approach	280	1,332	1,052	956	1,236	4	1,240
Departure	398	1,317	919	835	1,233	8	1,241
Total	678	2,649	1,971	1,792	2,470	12	2,482
East Leg							
Approach	962	2,106	1,144	1,040	2,002	84	2,086
Departure	925	2,242	1,317	1,197	2,122	37	2,159
Total	1,887	4,348	2,461	2,237	4,124	121	4,245
West Leg							
Approach	1,057	1,515	458	417	1,474	33	1,507
Departure	877	1,251	374	340	1,217	76	1,293
Total	1,934	2,766	832	756	2,690	109	2,799
Total Approaches							
Approach	2,593	5,525	2,932	2,665	5,258	121	5,379
Departure	2,593	5,525	2,932	2,665	5,258	121	5,379
Total	5,186	11,050	5,864	5,331	10,517	242	10,759

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
29 Lasselle Street/Alessandro Boulevard							
NBL	157	205	48	44	201	0	201
NBT	418	530	112	102	520	0	520
NBR	126	230	104	95	221	0	221
SBL	12	77	65	59	71	7	78
SBT	333	675	342	311	644	0	644
SBR	22	101	79	72	94	0	94
EBL	56	155	99	90	146	0	146
EBT	425	1,687	1,262	1,147	1,572	29	1,601
EBR	216	272	56	51	267	0	267
WBL	80	166	86	78	158	0	158
WBT	267	1,251	984	895	1,162	68	1,230
WBR	20	91	71	65	85	17	102
North Leg							
Approach	367	853	486	442	809	7	816
Departure	494	776	282	256	750	17	767
Total	861	1,629	768	698	1,559	24	1,583
South Leg							
Approach	701	965	264	240	941	0	941
Departure	629	1,113	484	440	1,069	0	1,069
Total	1,330	2,078	748	680	2,010	0	2,010
East Leg							
Approach	367	1,508	1,141	1,037	1,404	85	1,489
Departure	563	1,994	1,431	1,301	1,864	36	1,900
Total	930	3,502	2,572	2,338	3,268	121	3,389
West Leg							
Approach	697	2,114	1,417	1,288	1,985	29	2,014
Departure	446	1,557	1,111	1,010	1,456	68	1,524
Total	1,143	3,671	2,528	2,298	3,441	97	3,538
Total Approaches							
Approach	2,132	5,440	3,308	3,007	5,139	121	5,260
Departure	2,132	5,440	3,308	3,007	5,139	121	5,260
Total	4,264	10,880	6,616	6,015	10,279	242	10,521

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
30 Lasselle Street/Cactus Avenue							
NBL	116	122	6	5	121	0	121
NBT	453	670	217	197	650	0	650
NBR	157	377	220	200	357	0	357
SBL	29	97	68	62	91	4	95
SBT	558	878	320	291	849	0	849
SBR	23	24	1	1	24	0	24
EBL	51	55	4	4	55	0	55
EBT	354	619	265	241	595	63	658
EBR	237	249	12	11	248	0	248
WBL	198	448	250	227	425	0	425
WBT	355	527	172	156	511	144	655
WBR	61	180	119	108	169	8	177
North Leg							
Approach	610	999	389	354	964	4	968
Departure	565	905	340	309	874	8	882
Total	1,175	1,904	729	663	1,838	12	1,850
South Leg							
Approach	726	1,169	443	403	1,129	0	1,129
Departure	993	1,575	582	529	1,522	0	1,522
Total	1,719	2,744	1,025	932	2,651	0	2,651
East Leg							
Approach	614	1,155	541	492	1,106	152	1,258
Departure	540	1,093	553	503	1,043	67	1,110
Total	1,154	2,248	1,094	995	2,149	219	2,368
West Leg							
Approach	642	923	281	255	897	63	960
Departure	494	673	179	163	657	144	801
Total	1,136	1,596	460	418	1,554	207	1,761
Total Approaches							
Approach	2,592	4,246	1,654	1,503	4,095	219	4,314
Departure	2,592	4,246	1,654	1,503	4,095	219	4,314
Total	5,184	8,491	3,307	3,007	8,191	438	8,629

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
31 Lasselle Street/John F Kennedy Drive							
NBL	95	197	102	93	188	25	213
NBT	659	980	321	292	951	0	951
NBR	38	40	2	2	40	0	40
SBL	78	79	1	1	79	0	79
SBT	805	1,200	395	359	1,164	0	1,164
SBR	73	179	106	96	169	0	169
EBL	97	179	82	75	172	0	172
EBT	83	88	5	5	88	0	88
EBR	168	264	96	87	255	11	266
WBL	37	39	2	2	39	0	39
WBT	99	121	22	20	119	0	119
WBR	92	97	5	4	96	0	96
North Leg							
Approach	956	1,458	502	456	1,412	0	1,412
Departure	848	1,256	408	371	1,219	0	1,219
Total	1,804	2,714	910	827	2,631	0	2,631
South Leg							
Approach	792	1,217	425	386	1,178	25	1,203
Departure	1,010	1,503	493	448	1,458	11	1,469
Total	1,802	2,720	918	834	2,636	36	2,672
East Leg							
Approach	228	256	28	26	254	0	254
Departure	199	207	8	7	206	0	206
Total	427	463	36	33	460	0	460
West Leg							
Approach	348	531	183	166	514	11	525
Departure	267	497	230	209	476	25	501
Total	615	1,028	413	375	990	36	1,026
Total Approaches							
Approach	2,324	3,462	1,138	1,035	3,359	36	3,395
Departure	2,324	3,462	1,138	1,035	3,359	36	3,395
Total	4,648	6,925	2,277	2,070	6,718	72	6,790

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
32 Lasselle Street/Iris Avenue							
NBL	221	366	145	132	353	0	353
NBT	611	629	18	16	627	0	627
NBR	499	730	231	210	709	40	749
SBL	221	429	208	189	410	15	425
SBT	714	751	37	34	748	0	748
SBR	94	206	112	102	196	0	196
EBL	182	392	210	191	373	0	373
EBT	445	1,362	917	834	1,279	37	1,316
EBR	288	478	190	173	461	0	461
WBL	600	707	107	97	697	93	790
WBT	624	1,535	911	828	1,452	85	1,537
WBR	86	132	46	42	128	34	162
North Leg							
Approach	1,029	1,386	357	325	1,354	15	1,369
Departure	879	1,153	274	249	1,128	34	1,162
Total	1,908	2,539	631	574	2,482	49	2,531
South Leg							
Approach	1,331	1,725	394	358	1,689	40	1,729
Departure	1,602	1,936	334	304	1,906	93	1,999
Total	2,933	3,661	728	662	3,595	133	3,728
East Leg							
Approach	1,310	2,374	1,064	967	2,277	212	2,489
Departure	1,165	2,521	1,356	1,233	2,398	92	2,490
Total	2,475	4,895	2,420	2,200	4,675	304	4,979
West Leg							
Approach	915	2,232	1,317	1,197	2,112	37	2,149
Departure	939	2,107	1,168	1,062	2,001	85	2,086
Total	1,854	4,339	2,485	2,259	4,113	122	4,235
Total Approaches							
Approach	4,585	7,717	3,132	2,847	7,432	304	7,736
Departure	4,585	7,717	3,132	2,847	7,432	304	7,736
Total	9,170	15,434	6,264	5,695	14,865	608	15,473

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
33 Lasselle Street/Krameria Avenue							
NBL	89	120	31	28	117	0	117
NBT	819	1,281	462	420	1,239	40	1,279
NBR	81	85	4	4	85	0	85
SBL	102	123	21	19	121	0	121
SBT	1,133	1,563	430	391	1,524	93	1,617
SBR	70	153	83	75	145	0	145
EBL	155	319	164	149	304	0	304
EBT	47	49	2	2	49	0	49
EBR	195	219	24	22	217	0	217
WBL	57	60	3	3	60	0	60
WBT	37	40	3	3	40	0	40
WBR	62	78	16	15	77	0	77
North Leg							
Approach	1,305	1,839	534	485	1,790	93	1,883
Departure	1,036	1,678	642	584	1,620	40	1,660
Total	2,341	3,517	1,176	1,069	3,410	133	3,543
South Leg							
Approach	989	1,486	497	452	1,441	40	1,481
Departure	1,385	1,842	457	415	1,800	93	1,893
Total	2,374	3,328	954	867	3,241	133	3,374
East Leg							
Approach	156	178	22	20	176	0	176
Departure	230	257	27	25	255	0	255
Total	386	435	49	45	431	0	431
West Leg							
Approach	397	587	190	173	570	0	570
Departure	196	313	117	106	302	0	302
Total	593	900	307	279	872	0	872
Total Approaches							
Approach	2,847	4,090	1,243	1,130	3,977	133	4,110
Departure	2,847	4,090	1,243	1,130	3,977	133	4,110
Total	5,694	8,181	2,487	2,260	7,954	266	8,220

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
34 Lasselle Street/Via Xavier Lane							
NBL	1	1	0	0	1	0	1
NBT	876	1,333	457	415	1,291	37	1,328
NBR	12	13	1	1	13	0	13
SBL	29	30	1	1	30	0	30
SBT	1,218	1,654	436	396	1,614	85	1,699
SBR	21	21	0	0	21	8	29
EBL	11	11	0	0	11	4	15
EBT	0	0	0	0	0	0	0
EBR	2	2	0	0	2	0	2
WBL	10	10	0	0	10	0	10
WBT	0	0	0	0	0	0	0
WBR	29	29	0	0	29	0	29
North Leg							
Approach	1,268	1,705	437	398	1,666	93	1,759
Departure	916	1,373	457	415	1,331	41	1,372
Total	2,184	3,078	894	813	2,997	134	3,131
South Leg							
Approach	889	1,347	458	416	1,305	37	1,342
Departure	1,230	1,666	436	396	1,626	85	1,711
Total	2,119	3,013	894	813	2,932	122	3,054
East Leg							
Approach	39	39	0	0	39	0	39
Departure	41	43	2	2	43	0	43
Total	80	82	2	2	82	0	82
West Leg							
Approach	13	13	0	0	13	4	17
Departure	22	22	0	0	22	8	30
Total	35	35	0	0	35	12	47
Total Approaches							
Approach	2,209	3,104	895	814	3,023	134	3,157
Departure	2,209	3,104	895	814	3,023	134	3,157
Total	4,418	6,209	1,791	1,628	6,046	268	6,314

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
35 Lasselle Street/Lasselle Sports Park - Rojo Tierra							
NBL	2	2	0	0	2	0	2
NBT	874	1,330	456	415	1,289	33	1,322
NBR	12	13	1	1	13	0	13
SBL	57	60	3	3	60	8	68
SBT	1,189	1,625	436	396	1,585	76	1,661
SBR	7	7	0	0	7	0	7
EBL	13	13	0	0	13	0	13
EBT	1	1	0	0	1	0	1
EBR	3	3	0	0	3	0	3
WBL	4	4	0	0	4	0	4
WBT	2	2	0	0	2	0	2
WBR	33	33	0	0	33	4	37
North Leg							
Approach	1,253	1,692	439	399	1,652	84	1,736
Departure	920	1,376	456	415	1,335	37	1,372
Total	2,173	3,068	895	814	2,987	121	3,108
South Leg							
Approach	888	1,345	457	415	1,303	33	1,336
Departure	1,196	1,632	436	396	1,592	76	1,668
Total	2,084	2,977	893	812	2,896	109	3,005
East Leg							
Approach	39	39	0	0	39	4	43
Departure	70	74	4	4	74	8	82
Total	109	113	4	4	113	12	125
West Leg							
Approach	17	17	0	0	17	0	17
Departure	11	11	0	0	11	0	11
Total	28	28	0	0	28	0	28
Total Approaches							
Approach	2,197	3,093	896	814	3,011	121	3,132
Departure	2,197	3,093	896	814	3,011	121	3,132
Total	4,394	6,186	1,792	1,629	6,023	242	6,265

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
36 Lasselle Street/Cremello Way - Avenida De Plata							
NBL	9	10	1	1	10	0	10
NBT	852	1,220	368	335	1,187	29	1,216
NBR	10	65	55	50	60	0	60
SBL	17	82	65	59	76	0	76
SBT	1,159	1,548	389	354	1,513	68	1,581
SBR	19	20	1	1	20	8	28
EBL	24	77	53	48	72	4	76
EBT	1	15	14	13	14	0	14
EBR	4	16	12	11	15	0	15
WBL	13	69	56	51	64	0	64
WBT	1	3	2	2	3	0	3
WBR	11	47	36	33	44	0	44
North Leg							
Approach	1,195	1,650	455	414	1,609	76	1,685
Departure	887	1,344	457	415	1,302	33	1,335
Total	2,082	2,994	912	829	2,911	109	3,020
South Leg							
Approach	871	1,295	424	385	1,256	29	1,285
Departure	1,176	1,633	457	415	1,591	68	1,659
Total	2,047	2,928	881	801	2,848	97	2,945
East Leg							
Approach	25	119	94	85	110	0	110
Departure	28	162	134	122	150	0	150
Total	53	281	228	207	260	0	260
West Leg							
Approach	29	108	79	72	101	4	105
Departure	29	33	4	4	33	8	41
Total	58	141	83	75	133	12	145
Total Approaches							
Approach	2,120	3,172	1,052	956	3,076	109	3,185
Departure	2,120	3,172	1,052	956	3,076	109	3,185
Total	4,240	6,344	2,104	1,913	6,153	218	6,371

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
37 Lasselle Street/Avenida Classica - Kentucky Derby Drive							
NBL	21	22	1	1	22	0	22
NBT	816	1,254	438	398	1,214	26	1,240
NBR	8	8	0	0	8	0	8
SBL	9	9	0	0	9	0	9
SBT	1,086	1,544	458	416	1,502	59	1,561
SBR	48	50	2	2	50	8	58
EBL	51	51	0	0	51	4	55
EBT	1	1	0	0	1	0	1
EBR	6	6	0	0	6	0	6
WBL	8	8	0	0	8	0	8
WBT	1	1	0	0	1	0	1
WBR	4	4	0	0	4	0	4
North Leg							
Approach	1,143	1,603	460	419	1,562	67	1,629
Departure	871	1,309	438	398	1,269	30	1,299
Total	2,014	2,912	898	817	2,831	97	2,928
South Leg							
Approach	845	1,284	439	399	1,244	26	1,270
Departure	1,100	1,558	458	416	1,516	59	1,575
Total	1,945	2,842	897	815	2,760	85	2,845
East Leg							
Approach	13	13	0	0	13	0	13
Departure	18	18	0	0	18	0	18
Total	31	31	0	0	31	0	31
West Leg							
Approach	58	58	0	0	58	4	62
Departure	70	73	3	3	73	8	81
Total	128	131	3	3	131	12	143
Total Approaches							
Approach	2,059	2,958	899	818	2,877	97	2,974
Departure	2,059	2,958	899	818	2,877	97	2,974
Total	4,118	5,917	1,799	1,635	5,753	194	5,947

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
38 Lasselle Street/Via De Anza - Rancho Verde High School							
NBL	62	64	2	2	64	0	64
NBT	727	1,162	435	395	1,122	22	1,144
NBR	76	80	4	4	80	0	80
SBL	142	149	7	6	148	0	148
SBT	1,042	1,500	458	416	1,458	51	1,509
SBR	9	9	0	0	9	8	17
EBL	9	10	1	1	10	4	14
EBT	5	5	0	0	5	0	5
EBR	19	20	1	1	20	0	20
WBL	68	71	3	3	71	0	71
WBT	4	4	0	0	4	0	4
WBR	109	112	3	3	112	0	112
North Leg							
Approach	1,193	1,658	465	423	1,616	59	1,675
Departure	845	1,284	439	399	1,244	26	1,270
Total	2,038	2,942	904	822	2,860	85	2,945
South Leg							
Approach	865	1,306	441	401	1,266	22	1,288
Departure	1,129	1,591	462	420	1,549	51	1,600
Total	1,994	2,897	903	821	2,815	73	2,888
East Leg							
Approach	181	188	7	6	187	0	187
Departure	223	234	11	10	233	0	233
Total	404	422	18	16	420	0	420
West Leg							
Approach	33	35	2	2	35	4	39
Departure	75	77	2	2	77	8	85
Total	108	112	4	4	112	12	124
Total Approaches							
Approach	2,272	3,187	915	832	3,104	85	3,189
Departure	2,272	3,187	915	832	3,104	85	3,189
Total	4,544	6,374	1,830	1,664	6,208	170	6,378

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
39 Evans Road/Ramona Expressway							
NBL	237	242	5	5	242	0	242
NBT	375	832	457	415	790	11	801
NBR	13	74	61	55	68	0	68
SBL	263	762	499	454	717	8	725
SBT	491	1,203	712	647	1,138	25	1,163
SBR	357	375	18	16	373	8	381
EBL	366	384	18	17	383	4	387
EBT	1,089	2,106	1,017	925	2,014	0	2,014
EBR	350	572	222	202	552	0	552
WBL	15	123	108	98	113	0	113
WBT	672	1,162	490	445	1,117	0	1,117
WBR	191	718	527	479	670	4	674
North Leg							
Approach	1,111	2,340	1,229	1,117	2,228	41	2,269
Departure	932	1,934	1,002	911	1,843	19	1,862
Total	2,043	4,274	2,231	2,028	4,071	60	4,131
South Leg							
Approach	625	1,148	523	475	1,100	11	1,111
Departure	856	1,898	1,042	947	1,803	25	1,828
Total	1,481	3,046	1,565	1,423	2,904	36	2,940
East Leg							
Approach	878	2,003	1,125	1,023	1,901	4	1,905
Departure	1,365	2,942	1,577	1,434	2,799	8	2,807
Total	2,243	4,945	2,702	2,456	4,699	12	4,711
West Leg							
Approach	1,805	3,062	1,257	1,143	2,948	4	2,952
Departure	1,266	1,779	513	466	1,732	8	1,740
Total	3,071	4,841	1,770	1,609	4,680	12	4,692
Total Approaches							
Approach	4,419	8,553	4,134	3,758	8,177	60	8,237
Departure	4,419	8,553	4,134	3,758	8,177	60	8,237
Total	8,838	17,106	8,268	7,517	16,355	120	16,475

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
40 Camino Flores/Iris Avenue							
NBL	2	2	0	0	2	0	2
NBT	0	0	0	0	0	0	0
NBR	2	2	0	0	2	0	2
SBL	112	117	5	5	117	4	121
SBT	1	1	0	0	1	0	1
SBR	119	125	6	5	124	0	124
EBL	193	200	7	6	199	0	199
EBT	969	2,321	1,352	1,229	2,198	92	2,290
EBR	2	2	0	0	2	0	2
WBL	6	6	0	0	6	0	6
WBT	1,084	2,152	1,068	971	2,055	212	2,267
WBR	104	109	5	5	109	8	117
North Leg							
Approach	232	243	11	10	242	4	246
Departure	297	309	12	11	308	8	316
Total	529	552	23	21	550	12	562
South Leg							
Approach	4	4	0	0	4	0	4
Departure	9	9	0	0	9	0	9
Total	13	13	0	0	13	0	13
East Leg							
Approach	1,194	2,267	1,073	976	2,170	220	2,390
Departure	1,083	2,440	1,357	1,234	2,317	96	2,413
Total	2,277	4,707	2,430	2,209	4,486	316	4,802
West Leg							
Approach	1,164	2,523	1,359	1,235	2,399	92	2,491
Departure	1,205	2,279	1,074	976	2,181	212	2,393
Total	2,369	4,802	2,433	2,212	4,581	304	4,885
Total Approaches							
Approach	2,594	5,037	2,443	2,221	4,815	316	5,131
Departure	2,594	5,037	2,443	2,221	4,815	316	5,131
Total	5,188	10,074	4,886	4,442	9,630	632	10,262

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
41 Coachlight Court - Avenida De Circo/Iris Avenue							
NBL	52	171	119	108	160	0	160
NBT	0	0	0	0	0	0	0
NBR	5	93	88	80	85	0	85
SBL	13	168	155	141	154	0	154
SBT	0	0	0	0	0	0	0
SBR	41	94	53	48	89	0	89
EBL	50	125	75	68	118	0	118
EBT	985	2,237	1,252	1,138	2,123	96	2,219
EBR	48	252	204	185	233	0	233
WBL	2	47	45	41	43	0	43
WBT	1,101	1,993	892	811	1,912	220	2,132
WBR	10	113	103	94	104	0	104
North Leg							
Approach	54	262	208	189	243	0	243
Departure	60	238	178	162	222	0	222
Total	114	500	386	351	465	0	465
South Leg							
Approach	57	264	207	188	245	0	245
Departure	50	299	249	226	276	0	276
Total	107	563	456	415	522	0	522
East Leg							
Approach	1,113	2,153	1,040	945	2,058	220	2,278
Departure	1,003	2,498	1,495	1,359	2,362	96	2,458
Total	2,116	4,651	2,535	2,305	4,421	316	4,737
West Leg							
Approach	1,083	2,614	1,531	1,392	2,475	96	2,571
Departure	1,194	2,258	1,064	967	2,161	220	2,381
Total	2,277	4,872	2,595	2,359	4,636	316	4,952
Total Approaches							
Approach	2,307	5,293	2,986	2,715	5,022	316	5,338
Departure	2,307	5,293	2,986	2,715	5,022	316	5,338
Total	4,614	10,586	5,972	5,429	10,043	632	10,675

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
42 Grande Vista Drive/Iris Avenue							
NBL	54	57	3	2	56	0	56
NBT	0	0	0	0	0	0	0
NBR	24	25	1	1	25	0	25
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	846	2,340	1,494	1,358	2,204	99	2,303
EBR	60	64	4	4	64	0	64
WBL	26	27	1	1	27	0	27
WBT	1,108	2,320	1,212	1,102	2,210	229	2,439
WBR	0	0	0	0	0	0	0
North Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
South Leg							
Approach	78	82	4	3	81	0	81
Departure	86	91	5	5	91	0	91
Total	164	173	9	8	172	0	172
East Leg							
Approach	1,134	2,347	1,213	1,103	2,237	229	2,466
Departure	870	2,365	1,495	1,359	2,229	99	2,328
Total	2,004	4,712	2,708	2,462	4,466	328	4,794
West Leg							
Approach	906	2,404	1,498	1,362	2,268	99	2,367
Departure	1,162	2,377	1,215	1,104	2,266	229	2,495
Total	2,068	4,781	2,713	2,466	4,534	328	4,862
Total Approaches							
Approach	2,118	4,833	2,715	2,468	4,586	328	4,914
Departure	2,118	4,833	2,715	2,468	4,586	328	4,914
Total	4,236	9,666	5,430	4,936	9,172	656	9,828

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
43 Nason Street/Elder Avenue - SR-60 Westbound Ramps							
NBL	157	242	85	77	234	8	242
NBT	277	620	343	312	589	8	597
NBR	602	833	231	210	812	85	897
SBL	24	34	10	9	33	0	33
SBT	216	292	76	69	285	4	289
SBR	10	16	6	5	15	0	15
EBL	6	18	12	11	17	0	17
EBT	22	40	18	16	38	0	38
EBR	125	216	91	83	208	4	212
WBL	144	307	163	148	292	0	292
WBT	21	52	31	28	49	0	49
WBR	18	65	47	43	61	0	61
North Leg							
Approach	250	342	92	84	334	4	338
Departure	301	703	402	365	666	8	674
Total	551	1,045	494	449	1,000	12	1,012
South Leg							
Approach	1,036	1,695	659	599	1,635	101	1,736
Departure	485	815	330	300	785	8	793
Total	1,521	2,510	989	899	2,420	109	2,529
East Leg							
Approach	183	424	241	219	402	0	402
Departure	648	907	259	235	883	85	968
Total	831	1,331	500	455	1,286	85	1,371
West Leg							
Approach	153	274	121	110	263	4	267
Departure	188	310	122	111	299	8	307
Total	341	584	243	221	562	12	574
Total Approaches							
Approach	1,622	2,735	1,113	1,012	2,634	109	2,743
Departure	1,622	2,735	1,113	1,012	2,634	109	2,743
Total	3,244	5,470	2,226	2,024	5,268	218	5,486

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
44 Nason Street/SR-60 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	948	1,618	670	609	1,557	102	1,659
NBR	129	166	37	34	163	0	163
SBL	37	39	2	2	39	0	39
SBT	439	775	336	305	744	7	751
SBR	0	0	0	0	0	0	0
EBL	99	104	5	5	104	0	104
EBT	8	8	0	0	8	0	8
EBR	592	618	26	24	616	37	653
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	476	814	338	307	783	7	790
Departure	1,047	1,722	675	614	1,661	102	1,763
Total	1,523	2,536	1,013	921	2,444	109	2,553
South Leg							
Approach	1,077	1,784	707	643	1,720	102	1,822
Departure	1,031	1,393	362	329	1,360	44	1,404
Total	2,108	3,177	1,069	972	3,080	146	3,226
East Leg							
Approach	0	0	0	0	0	0	0
Departure	174	213	39	36	210	0	210
Total	174	213	39	36	210	0	210
West Leg							
Approach	699	730	31	29	728	37	765
Departure	0	0	0	0	0	0	0
Total	699	730	31	29	728	37	765
Total Approaches							
Approach	2,252	3,328	1,076	979	3,231	146	3,377
Departure	2,252	3,328	1,076	979	3,231	146	3,377
Total	4,504	6,657	2,153	1,957	6,461	292	6,753

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
45 Nason Street/Eucalyptus Avenue							
NBL	35	50	15	14	49	8	57
NBT	806	1,348	542	493	1,299	102	1,401
NBR	185	688	503	457	642	0	642
SBL	14	46	32	29	43	0	43
SBT	705	1,081	376	342	1,047	44	1,091
SBR	73	92	19	17	90	0	90
EBL	59	134	75	68	127	0	127
EBT	125	629	504	458	583	0	583
EBR	53	124	71	65	118	4	122
WBL	134	591	457	415	549	0	549
WBT	124	450	326	296	420	0	420
WBR	24	102	78	71	95	0	95
North Leg							
Approach	792	1,219	427	388	1,180	44	1,224
Departure	889	1,584	695	632	1,521	102	1,623
Total	1,681	2,803	1,122	1,020	2,701	146	2,847
South Leg							
Approach	1,026	2,086	1,060	964	1,990	110	2,100
Departure	892	1,796	904	822	1,714	48	1,762
Total	1,918	3,882	1,964	1,785	3,703	158	3,861
East Leg							
Approach	282	1,143	861	783	1,065	0	1,065
Departure	324	1,363	1,039	945	1,269	0	1,269
Total	606	2,506	1,900	1,727	2,333	0	2,333
West Leg							
Approach	237	887	650	591	828	4	832
Departure	232	592	360	327	559	8	567
Total	469	1,479	1,010	918	1,387	12	1,399
Total Approaches							
Approach	2,337	5,335	2,998	2,725	5,062	158	5,220
Departure	2,337	5,335	2,998	2,725	5,062	158	5,220
Total	4,674	10,670	5,996	5,451	10,125	316	10,441

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
46 Nason Street/Cottonwood Avenue							
NBL	30	38	8	7	37	0	37
NBT	835	1,589	754	685	1,520	110	1,630
NBR	7	39	32	29	36	0	36
SBL	25	120	95	86	111	0	111
SBT	640	1,307	667	606	1,246	48	1,294
SBR	98	107	9	8	106	0	106
EBL	77	133	56	51	128	0	128
EBT	24	121	97	88	112	0	112
EBR	39	83	44	40	79	0	79
WBL	2	10	8	7	9	0	9
WBT	37	95	58	53	90	0	90
WBR	22	85	63	57	79	0	79
North Leg							
Approach	763	1,534	771	701	1,464	48	1,512
Departure	934	1,807	873	794	1,728	110	1,838
Total	1,697	3,341	1,644	1,495	3,192	158	3,350
South Leg							
Approach	872	1,666	794	722	1,594	110	1,704
Departure	681	1,400	719	654	1,335	48	1,383
Total	1,553	3,066	1,513	1,375	2,928	158	3,086
East Leg							
Approach	61	190	129	117	178	0	178
Departure	56	280	224	204	260	0	260
Total	117	470	353	321	438	0	438
West Leg							
Approach	140	337	197	179	319	0	319
Departure	165	240	75	68	233	0	233
Total	305	577	272	247	552	0	552
Total Approaches							
Approach	1,836	3,727	1,891	1,719	3,555	158	3,713
Departure	1,836	3,727	1,891	1,719	3,555	158	3,713
Total	3,672	7,454	3,782	3,438	7,110	316	7,426

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
47 Nason Street/Alessandro Boulevard							
NBL	75	257	182	165	240	102	342
NBT	680	1,023	343	312	992	110	1,102
NBR	89	149	60	55	144	0	144
SBL	47	88	41	37	84	0	84
SBT	556	982	426	387	943	48	991
SBR	70	268	198	180	250	0	250
EBL	120	426	306	278	398	0	398
EBT	294	1,160	866	787	1,081	0	1,081
EBR	76	283	207	188	264	44	308
WBL	25	53	28	25	50	0	50
WBT	189	875	686	624	813	0	813
WBR	61	124	63	57	118	0	118
North Leg							
Approach	673	1,338	665	605	1,278	48	1,326
Departure	861	1,573	712	647	1,508	110	1,618
Total	1,534	2,911	1,377	1,252	2,786	158	2,944
South Leg							
Approach	844	1,429	585	532	1,376	212	1,588
Departure	657	1,318	661	601	1,258	92	1,350
Total	1,501	2,747	1,246	1,133	2,634	304	2,938
East Leg							
Approach	275	1,052	777	706	981	0	981
Departure	430	1,397	967	879	1,309	0	1,309
Total	705	2,449	1,744	1,585	2,290	0	2,290
West Leg							
Approach	490	1,869	1,379	1,254	1,744	44	1,788
Departure	334	1,400	1,066	969	1,303	102	1,405
Total	824	3,269	2,445	2,223	3,047	146	3,193
Total Approaches							
Approach	2,282	5,688	3,406	3,096	5,378	304	5,682
Departure	2,282	5,688	3,406	3,096	5,378	304	5,682
Total	4,564	11,376	6,812	6,193	10,757	608	11,365

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
48 Nason Street/Cactus Avenue							
NBL	35	37	2	2	37	153	190
NBT	310	758	448	407	717	212	929
NBR	20	73	53	48	68	0	68
SBL	88	271	183	166	254	0	254
SBT	433	960	527	479	912	92	1,004
SBR	119	125	6	5	124	0	124
EBL	128	134	6	6	134	0	134
EBT	391	538	147	134	525	0	525
EBR	82	86	4	4	86	66	152
WBL	23	112	89	81	104	0	104
WBT	281	390	109	99	380	0	380
WBR	42	190	148	135	177	0	177
North Leg							
Approach	640	1,356	716	651	1,291	92	1,383
Departure	480	1,082	602	548	1,028	212	1,240
Total	1,120	2,438	1,318	1,199	2,319	304	2,623
South Leg							
Approach	365	868	503	457	822	365	1,187
Departure	538	1,158	620	564	1,102	158	1,260
Total	903	2,026	1,123	1,021	1,924	523	2,447
East Leg							
Approach	346	692	346	315	661	0	661
Departure	499	882	383	348	847	0	847
Total	845	1,574	729	663	1,508	0	1,508
West Leg							
Approach	601	759	158	143	744	66	810
Departure	435	552	117	106	541	153	694
Total	1,036	1,310	274	249	1,285	219	1,504
Total Approaches							
Approach	1,952	3,674	1,722	1,566	3,518	523	4,041
Departure	1,952	3,674	1,722	1,566	3,518	523	4,041
Total	3,904	7,348	3,444	3,131	7,035	1,046	8,081

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
49 Nason Street-Hillrose Lane/Iris Avenue							
NBL	11	12	1	1	12	0	12
NBT	34	34	0	0	34	0	34
NBR	13	14	1	1	14	4	18
SBL	107	212	105	95	202	158	360
SBT	44	46	2	2	46	0	46
SBR	352	866	514	467	819	0	819
EBL	211	622	411	374	585	0	585
EBT	642	1,712	1,070	973	1,615	99	1,714
EBR	17	23	6	5	22	0	22
WBL	20	21	1	1	21	8	29
WBT	771	1,467	696	633	1,404	229	1,633
WBR	122	207	85	77	199	365	564
North Leg							
Approach	503	1,124	621	565	1,068	158	1,226
Departure	367	863	496	451	818	365	1,183
Total	870	1,987	1,117	1,016	1,886	523	2,409
South Leg							
Approach	58	60	2	2	60	4	64
Departure	81	90	9	8	89	8	97
Total	139	150	11	10	149	12	161
East Leg							
Approach	913	1,695	782	711	1,624	602	2,226
Departure	762	1,938	1,176	1,069	1,831	261	2,092
Total	1,675	3,633	1,958	1,780	3,455	863	4,318
West Leg							
Approach	870	2,357	1,487	1,352	2,222	99	2,321
Departure	1,134	2,345	1,211	1,101	2,235	229	2,464
Total	2,004	4,702	2,698	2,453	4,457	328	4,785
Total Approaches							
Approach	2,344	5,236	2,892	2,629	4,973	863	5,836
Departure	2,344	5,236	2,892	2,629	4,973	863	5,836
Total	4,688	10,472	5,784	5,258	9,946	1,726	11,672

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
50 Pearl Lane - Oliver Street/Alessandro Boulevard							
NBL	72	76	4	3	75	8	83
NBT	0	0	0	0	0	0	0
NBR	13	31	18	16	29	8	37
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	1	144	143	130	131	0	131
EBL	1	172	171	155	156	0	156
EBT	373	1,150	777	706	1,079	0	1,079
EBR	65	68	3	3	68	4	72
WBL	9	31	22	20	29	4	33
WBT	229	750	521	474	703	0	703
WBR	0	0	0	0	0	0	0
North Leg							
Approach	1	144	143	130	131	0	131
Departure	1	172	171	155	156	0	156
Total	2	316	314	285	287	0	287
South Leg							
Approach	85	107	22	20	105	16	121
Departure	74	99	25	23	97	8	105
Total	159	206	47	43	202	24	226
East Leg							
Approach	238	781	543	494	732	4	736
Departure	386	1,181	795	723	1,109	8	1,117
Total	624	1,962	1,338	1,216	1,840	12	1,852
West Leg							
Approach	439	1,390	951	865	1,304	4	1,308
Departure	302	970	668	607	909	8	917
Total	741	2,360	1,619	1,472	2,213	12	2,225
Total Approaches							
Approach	763	2,422	1,659	1,508	2,271	24	2,295
Departure	763	2,422	1,659	1,508	2,271	24	2,295
Total	1,526	4,844	3,318	3,016	4,542	48	4,590

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
51 Oliver Street/Cactus Avenue							
NBL	88	92	4	4	92	8	100
NBT	47	49	2	2	49	17	66
NBR	20	141	121	110	130	8	138
SBL	7	19	12	11	18	0	18
SBT	41	43	2	2	43	7	50
SBR	7	7	0	0	7	0	7
EBL	9	9	0	0	9	0	9
EBT	335	341	6	5	340	0	340
EBR	90	95	5	4	94	4	98
WBL	24	127	103	94	118	4	122
WBT	235	247	12	11	246	0	246
WBR	8	13	5	5	13	0	13
North Leg							
Approach	55	69	14	13	68	7	75
Departure	64	72	8	7	71	17	88
Total	119	141	22	20	139	24	163
South Leg							
Approach	155	283	128	116	271	33	304
Departure	155	265	110	100	255	15	270
Total	310	547	237	216	526	48	574
East Leg							
Approach	267	387	120	109	376	4	380
Departure	362	501	139	126	488	8	496
Total	629	888	259	235	864	12	876
West Leg							
Approach	434	445	11	10	444	4	448
Departure	330	347	17	15	345	8	353
Total	764	791	27	25	789	12	801
Total Approaches							
Approach	911	1,184	273	248	1,159	48	1,207
Departure	911	1,184	273	248	1,159	48	1,207
Total	1,822	2,368	546	496	2,318	96	2,414

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
52 Oliver Street/John F Kennedy Drive							
NBL	0	0	0	0	0	0	0
NBT	102	157	55	50	152	34	186
NBR	25	26	1	1	26	8	34
SBL	102	232	130	118	220	0	220
SBT	60	178	118	107	167	15	182
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	35	39	4	4	39	4	43
WBT	0	0	0	0	0	0	0
WBR	67	169	102	93	160	0	160
North Leg							
Approach	162	410	248	225	387	15	402
Departure	169	326	157	143	312	34	346
Total	331	736	405	368	699	49	748
South Leg							
Approach	127	183	56	51	178	42	220
Departure	95	217	122	111	206	19	225
Total	222	400	178	162	384	61	445
East Leg							
Approach	102	208	106	96	198	4	202
Departure	127	258	131	119	246	8	254
Total	229	466	237	216	445	12	457
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	391	801	410	373	764	61	825
Departure	391	801	410	373	764	61	825
Total	782	1,603	821	746	1,528	122	1,650

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
53 Oliver Street/Iris Avenue							
NBL	36	80	44	40	76	7	83
NBT	13	13	0	0	13	0	13
NBR	20	34	14	13	33	0	33
SBL	7	11	4	4	11	0	11
SBT	19	21	2	2	21	0	21
SBR	119	239	120	109	228	18	246
EBL	63	103	40	36	99	42	141
EBT	615	1,678	1,063	966	1,581	187	1,768
EBR	45	89	44	40	85	17	102
WBL	36	40	4	4	40	0	40
WBT	587	1,193	606	551	1,138	81	1,219
WBR	6	6	0	0	6	0	6
North Leg							
Approach	145	271	126	115	260	18	278
Departure	82	122	40	37	119	42	161
Total	227	393	166	151	378	60	438
South Leg							
Approach	69	127	58	53	122	7	129
Departure	100	150	50	45	145	17	162
Total	169	277	108	98	267	24	291
East Leg							
Approach	629	1,239	610	555	1,184	81	1,265
Departure	642	1,723	1,081	983	1,625	187	1,812
Total	1,271	2,962	1,691	1,538	2,809	268	3,077
West Leg							
Approach	723	1,870	1,147	1,043	1,766	246	2,012
Departure	742	1,512	770	700	1,442	106	1,548
Total	1,465	3,382	1,917	1,743	3,208	352	3,560
Total Approaches							
Approach	1,566	3,507	1,941	1,765	3,331	352	3,683
Departure	1,566	3,507	1,941	1,765	3,331	352	3,683
Total	3,132	7,015	3,883	3,530	6,662	704	7,366

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
54 Via Del Lago/Iris Avenue - Moreno Beach Drive							
NBL	16	60	44	40	56	0	56
NBT	1	2	1	1	2	0	2
NBR	30	141	111	101	131	0	131
SBL	12	13	1	1	13	0	13
SBT	2	4	2	2	4	0	4
SBR	20	21	1	1	21	0	21
EBL	34	35	1	1	35	0	35
EBT	588	1,581	993	903	1,491	187	1,678
EBR	20	114	94	85	105	0	105
WBL	47	241	194	176	223	0	223
WBT	593	1,140	547	497	1,090	81	1,171
WBR	19	20	1	1	20	0	20
North Leg							
Approach	34	38	4	4	38	0	38
Departure	54	57	3	3	57	0	57
Total	88	95	7	6	94	0	94
South Leg							
Approach	47	203	156	142	189	0	189
Departure	69	359	290	264	333	0	333
Total	116	562	446	405	521	0	521
East Leg							
Approach	659	1,401	742	675	1,334	81	1,415
Departure	630	1,735	1,105	1,005	1,635	187	1,822
Total	1,289	3,136	1,847	1,679	2,968	268	3,236
West Leg							
Approach	642	1,730	1,088	989	1,631	187	1,818
Departure	629	1,221	592	538	1,167	81	1,248
Total	1,271	2,951	1,680	1,527	2,798	268	3,066
Total Approaches							
Approach	1,382	3,372	1,990	1,809	3,191	268	3,459
Departure	1,382	3,372	1,990	1,809	3,191	268	3,459
Total	2,764	6,744	3,980	3,618	6,382	536	6,918

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
55 Moreno Beach Drive/SR-60 Westbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	250	630	380	345	595	34	629
NBR	409	659	250	227	636	0	636
SBL	53	136	83	75	128	0	128
SBT	185	405	220	200	385	15	400
SBR	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0
WBL	142	291	149	135	277	26	303
WBT	0	0	0	0	0	0	0
WBR	9	34	25	23	32	0	32
North Leg							
Approach	238	541	303	275	513	15	528
Departure	259	664	405	368	627	34	661
Total	497	1,205	708	644	1,141	49	1,190
South Leg							
Approach	659	1,289	630	573	1,232	34	1,266
Departure	327	696	369	335	662	41	703
Total	986	1,985	999	908	1,894	75	1,969
East Leg							
Approach	151	325	174	158	309	26	335
Departure	462	795	333	303	765	0	765
Total	613	1,120	507	461	1,074	26	1,100
West Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Approaches							
Approach	1,048	2,155	1,107	1,006	2,054	75	2,129
Departure	1,048	2,155	1,107	1,006	2,054	75	2,129
Total	2,096	4,310	2,214	2,013	4,109	150	4,259

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
56 Moreno Beach Drive/SR-60 Eastbound Ramps							
NBL	0	0	0	0	0	0	0
NBT	564	1,124	560	509	1,073	34	1,107
NBR	200	550	350	318	518	59	577
SBL	6	16	10	9	15	0	15
SBT	321	679	358	325	646	40	686
SBR	0	0	0	0	0	0	0
EBL	95	158	63	57	152	0	152
EBT	0	0	0	0	0	0	0
EBR	477	843	366	333	810	0	810
WBL	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0
North Leg							
Approach	327	695	368	335	662	40	702
Departure	659	1,282	623	566	1,225	34	1,259
Total	986	1,977	991	901	1,887	74	1,961
South Leg							
Approach	764	1,674	910	827	1,591	93	1,684
Departure	798	1,522	724	658	1,456	40	1,496
Total	1,562	3,196	1,634	1,485	3,047	133	3,180
East Leg							
Approach	0	0	0	0	0	0	0
Departure	206	566	360	327	533	59	592
Total	206	566	360	327	533	59	592
West Leg							
Approach	572	1,001	429	390	962	0	962
Departure	0	0	0	0	0	0	0
Total	572	1,001	429	390	962	0	962
Total Approaches							
Approach	1,663	3,370	1,707	1,552	3,215	133	3,348
Departure	1,663	3,370	1,707	1,552	3,215	133	3,348
Total	3,326	6,740	3,414	3,104	6,430	266	6,696

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
57 Moreno Beach Drive/Eucalyptus Avenue							
NBL	91	205	114	104	195	0	195
NBT	373	515	142	129	502	93	595
NBR	23	107	84	76	99	0	99
SBL	51	287	236	215	266	0	266
SBT	528	639	111	101	629	40	669
SBR	219	596	377	343	562	0	562
EBL	285	789	504	458	743	0	743
EBT	23	215	192	175	198	0	198
EBR	121	244	123	112	233	0	233
WBL	35	89	54	49	84	0	84
WBT	28	159	131	119	147	0	147
WBR	106	368	262	238	344	0	344
North Leg							
Approach	798	1,522	724	658	1,456	40	1,496
Departure	764	1,672	908	825	1,589	93	1,682
Total	1,562	3,194	1,632	1,484	3,046	133	3,179
South Leg							
Approach	487	827	340	309	796	93	889
Departure	684	972	288	262	946	40	986
Total	1,171	1,799	628	571	1,742	133	1,875
East Leg							
Approach	169	616	447	406	575	0	575
Departure	97	609	512	465	562	0	562
Total	266	1,225	959	872	1,138	0	1,138
West Leg							
Approach	429	1,248	819	745	1,174	0	1,174
Departure	338	960	622	565	903	0	903
Total	767	2,208	1,441	1,310	2,077	0	2,077
Total Approaches							
Approach	1,883	4,213	2,330	2,118	4,001	133	4,134
Departure	1,883	4,213	2,330	2,118	4,001	133	4,134
Total	3,766	8,426	4,660	4,236	8,002	266	8,268

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
58 Moreno Beach Drive/Cottonwood Avenue							
NBL	7	12	5	5	12	0	12
NBT	558	898	340	309	867	93	960
NBR	54	342	288	262	316	17	333
SBL	58	122	64	58	116	0	116
SBT	603	971	368	335	938	40	978
SBR	15	16	1	1	16	0	16
EBL	10	11	1	1	11	0	11
EBT	27	120	93	85	112	0	112
EBR	9	31	22	20	29	0	29
WBL	39	256	217	197	236	7	243
WBT	32	76	44	40	72	0	72
WBR	65	141	76	69	134	0	134
North Leg							
Approach	676	1,109	433	393	1,069	40	1,109
Departure	633	1,050	417	379	1,012	93	1,105
Total	1,309	2,159	850	773	2,082	133	2,215
South Leg							
Approach	619	1,252	633	575	1,194	110	1,304
Departure	651	1,258	607	552	1,203	47	1,250
Total	1,270	2,510	1,240	1,127	2,397	157	2,554
East Leg							
Approach	136	473	337	306	442	7	449
Departure	139	584	445	405	544	17	561
Total	275	1,057	782	711	986	24	1,010
West Leg							
Approach	46	162	116	105	151	0	151
Departure	54	104	50	45	99	0	99
Total	100	266	166	151	251	0	251
Total Approaches							
Approach	1,477	2,996	1,519	1,381	2,858	157	3,015
Departure	1,477	2,996	1,519	1,381	2,858	157	3,015
Total	2,954	5,992	3,038	2,761	5,715	314	6,029

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
59 Moreno Beach Drive/Alessandro Boulevard							
NBL	68	126	58	53	121	0	121
NBT	479	894	415	377	856	110	966
NBR	59	357	298	271	330	25	355
SBL	22	134	112	102	124	0	124
SBT	556	984	428	389	945	48	993
SBR	63	117	54	49	112	0	112
EBL	119	174	55	50	169	0	169
EBT	193	916	723	657	850	0	850
EBR	65	90	25	23	88	0	88
WBL	58	343	285	259	317	11	328
WBT	104	646	542	493	597	0	597
WBR	25	157	132	120	145	0	145
North Leg							
Approach	641	1,235	594	540	1,181	48	1,229
Departure	623	1,225	602	547	1,170	110	1,280
Total	1,264	2,460	1,196	1,087	2,351	158	2,509
South Leg							
Approach	606	1,377	771	701	1,307	135	1,442
Departure	679	1,417	738	671	1,350	59	1,409
Total	1,285	2,794	1,509	1,372	2,657	194	2,851
East Leg							
Approach	187	1,146	959	872	1,059	11	1,070
Departure	274	1,407	1,133	1,030	1,304	25	1,329
Total	461	2,553	2,092	1,902	2,363	36	2,399
West Leg							
Approach	377	1,180	803	730	1,107	0	1,107
Departure	235	889	654	595	830	0	830
Total	612	2,069	1,457	1,325	1,937	0	1,937
Total Approaches							
Approach	1,811	4,938	3,127	2,843	4,654	194	4,848
Departure	1,811	4,938	3,127	2,843	4,654	194	4,848
Total	3,622	9,876	6,254	5,685	9,307	388	9,695

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
60 Moreno Beach Drive/Cactus Avenue							
NBL	105	110	5	5	110	0	110
NBT	404	967	563	512	916	136	1,052
NBR	32	114	82	75	107	25	132
SBL	41	166	125	114	155	0	155
SBT	468	985	517	470	938	59	997
SBR	108	117	9	8	116	0	116
EBL	111	135	24	22	133	0	133
EBT	152	274	122	111	263	0	263
EBR	134	141	7	6	140	0	140
WBL	20	80	60	55	75	11	86
WBT	102	209	107	97	199	0	199
WBR	22	114	92	84	106	0	106
North Leg							
Approach	617	1,268	651	592	1,209	59	1,268
Departure	537	1,216	679	617	1,154	136	1,290
Total	1,154	2,484	1,330	1,209	2,363	195	2,558
South Leg							
Approach	541	1,191	650	591	1,132	161	1,293
Departure	622	1,206	584	531	1,153	70	1,223
Total	1,163	2,397	1,234	1,122	2,285	231	2,516
East Leg							
Approach	144	403	259	235	379	11	390
Departure	225	554	329	299	524	25	549
Total	369	957	588	535	904	36	940
West Leg							
Approach	397	550	153	139	536	0	536
Departure	315	436	121	110	425	0	425
Total	712	986	274	249	961	0	961
Total Approaches							
Approach	1,699	3,412	1,713	1,557	3,256	231	3,487
Departure	1,699	3,412	1,713	1,557	3,256	231	3,487
Total	3,398	6,824	3,426	3,114	6,512	462	6,974

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
61 Moreno Beach Drive/John F Kennedy Drive							
NBL	11	54	43	39	50	0	50
NBT	395	902	507	461	856	161	1,017
NBR	223	754	531	483	706	25	731
SBL	94	117	23	21	115	0	115
SBT	407	838	431	392	799	70	869
SBR	73	131	58	53	126	0	126
EBL	59	108	49	45	104	0	104
EBT	25	68	43	39	64	0	64
EBR	7	32	25	23	30	0	30
WBL	251	543	292	265	516	11	527
WBT	43	81	38	35	78	0	78
WBR	70	74	4	3	73	0	73
North Leg							
Approach	574	1,086	512	465	1,039	70	1,109
Departure	524	1,084	560	509	1,033	161	1,194
Total	1,098	2,170	1,072	974	2,072	231	2,303
South Leg							
Approach	629	1,710	1,081	983	1,612	186	1,798
Departure	665	1,413	748	680	1,345	81	1,426
Total	1,294	3,123	1,829	1,663	2,957	267	3,224
East Leg							
Approach	364	698	334	303	667	11	678
Departure	342	939	597	543	885	25	910
Total	706	1,637	931	846	1,552	36	1,588
West Leg							
Approach	91	208	117	106	197	0	197
Departure	127	266	139	126	253	0	253
Total	218	474	256	233	451	0	451
Total Approaches							
Approach	1,658	3,702	2,044	1,858	3,516	267	3,783
Departure	1,658	3,702	2,044	1,858	3,516	267	3,783
Total	3,316	7,403	4,087	3,715	7,031	534	7,565

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
62 Driveway 1/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0
SBR	110	110	0	0	110	322	432
EBL	0	0	0	0	0	0	0
EBT	826	2,000	1,174	1,067	1,893	261	2,154
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	803	1,573	770	700	1,503	280	1,783
WBR	0	0	0	0	0	4	4
North Leg							
Approach	110	110	0	0	110	322	432
Departure	0	0	0	0	0	4	4
Total	110	110	0	0	110	326	436
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	803	1,573	770	700	1,503	284	1,787
Departure	826	2,000	1,174	1,067	1,893	261	2,154
Total	1,629	3,573	1,944	1,767	3,396	545	3,941
West Leg							
Approach	826	2,000	1,174	1,067	1,893	261	2,154
Departure	913	1,683	770	700	1,613	602	2,215
Total	1,739	3,683	1,944	1,767	3,506	863	4,369
Total Approaches							
Approach	1,739	3,683	1,944	1,767	3,506	867	4,373
Departure	1,739	3,683	1,944	1,767	3,506	867	4,373
Total	3,478	7,366	3,888	3,535	7,013	1,734	8,747

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
63 Driveway 2/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	49	49	0	0	49	246	324
SBT	0	0	0	0	0	0	0
SBR	44	44	0	0	44	161	205
EBL	139	139	0	0	139	261	408
EBT	645	1,816	1,171	1,065	1,710	0	1,702
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	759	1,533	774	704	1,463	123	1,586
WBR	19	19	0	0	19	55	74
North Leg							
Approach	93	93	0	0	93	407	529
Departure	158	158	0	0	158	316	482
Total	251	251	0	0	251	723	1,011
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	778	1,552	774	704	1,482	178	1,660
Departure	694	1,865	1,171	1,065	1,759	246	2,026
Total	1,472	3,417	1,945	1,768	3,240	424	3,685
West Leg							
Approach	784	1,955	1,171	1,065	1,849	261	2,110
Departure	803	1,577	774	704	1,507	284	1,791
Total	1,587	3,532	1,945	1,768	3,355	545	3,900
Total Approaches							
Approach	1,655	3,600	1,945	1,768	3,423	846	4,298
Departure	1,655	3,600	1,945	1,768	3,423	846	4,298
Total	3,310	7,200	3,890	3,536	6,846	1,692	8,596

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Table C-11 - Phase III Project Completion Year (2038) Volume Summary

	PM Peak Hour						
	Existing	GPBO (2040) without Project	Total Growth (2018-2040)	Adjusted Growth	Year 2038 without Project	Buildout Project Trips	Year 2038 with Project
64 Driveway 3/Iris Avenue							
NBL	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0
SBL	29	29	0	0	29	0	0
SBT	0	0	0	0	0	0	0
SBR	48	48	0	0	48	119	167
EBL	8	8	0	0	8	0	0
EBT	693	1,867	1,174	1,067	1,760	246	2,035
EBR	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0
WBT	730	1,500	770	700	1,430	59	1,489
WBR	12	12	0	0	12	48	60
North Leg							
Approach	77	77	0	0	77	119	167
Departure	20	20	0	0	20	48	60
Total	97	97	0	0	97	167	227
South Leg							
Approach	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
East Leg							
Approach	742	1,512	770	700	1,442	107	1,549
Departure	722	1,896	1,174	1,067	1,789	246	2,035
Total	1,464	3,408	1,944	1,767	3,231	353	3,584
West Leg							
Approach	701	1,875	1,174	1,067	1,768	246	2,035
Departure	778	1,548	770	700	1,478	178	1,656
Total	1,479	3,423	1,944	1,767	3,246	424	3,691
Total Approaches							
Approach	1,520	3,464	1,944	1,767	3,287	472	3,751
Departure	1,520	3,464	1,944	1,767	3,287	472	3,751
Total	3,040	6,928	3,888	3,535	6,575	944	7,503

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Table C-12 - Existing Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Existing ADT	Buildout Project Trips	Existing With Project ADT
Perris Boulevard	1	between Iris Avenue and Krameria Avenue	26,745	516	27,261
	2	between Krameria Avenue and San Michele Road	29,218	516	29,734
	3	between San Michele Road and Nandina Avenue	28,975	516	29,491
	4	between Nandina Avenue and Harley Knox Boulevard	31,117	516	31,633
Lasselle Street	5	between John F Kennedy Drive and Iris Avenue	17,190	516	17,706
	6	between Iris Avenue and Krameria Avenue	27,181	1,422	28,603
	7	between Krameria Avenue and Via Xavier Lane	25,117	1,422	26,539
	8	between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	23,955	1,292	25,247
	9	between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	23,608	1,164	24,772
	10	between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	23,067	1,034	24,101
	11	between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	21,816	906	22,722
Lasselle Street - Evans Road	12	between Via De Anza - Rancho Verde High School and Ramona Expressway	23,885	776	24,661
Nason Street	13	between SR-60 Eastbound Ramps and Eucalyptus Avenue	21,616	1,550	23,166
	14	between Eucalyptus Avenue and Cottonwood Avenue	24,491	1,680	26,171
	15	between Cottonwood Avenue and Alessandro Boulevard	19,414	1,680	21,094
	16	between Alessandro Boulevard and Cactus Avenue	14,923	3,230	18,153
	17	between Cactus Avenue and Iris Avenue	11,793	5,556	17,349
Oliver Street	18	between Alessandro Boulevard and Cactus Avenue	2,100	260	2,360
	19	between Cactus Avenue and John F Kennedy Drive	4,173	518	4,691
	20	between John F Kennedy Drive and Iris Avenue	2,559	646	3,205
Moreno Beach Drive	21	between SR-60 Eastbound Ramps and Eucalyptus Avenue	21,755	1,422	23,177
	22	between Eucalyptus Avenue and Cottonwood Avenue	16,675	1,422	18,097
	23	between Cottonwood Avenue and Alessandro Boulevard	16,079	1,680	17,759
	24	between Alessandro Boulevard and Cactus Avenue	16,308	2,068	18,376
	25	between Cactus Avenue and John F Kennedy Drive	13,620	2,456	16,076
	26	between John F Kennedy Drive and Via Del Lago	14,627	2,842	17,469
Alessandro Boulevard	27	between I-215 Northbound Ramps and Day Street	29,682	388	30,070
	28	between Day Street and Elsworth Street	29,413	388	29,801
	29	between Elsworth Street and Frederick Street	27,642	388	28,030
	30	between Frederick Street and Graham Street	31,685	516	32,201
	31	between Graham Street and Heacock Street	32,414	646	33,060
	32	between Heacock Street and Indian Street	31,115	776	31,891
	33	between Indian Street and Perris Boulevard	26,511	904	27,415
	34	between Perris Boulevard and Kitching Street	21,739	1,034	22,773
	35	between Kitching Street and Lasselle Street	15,975	1,034	17,009
	36	between Lasselle Street and Nason Street	10,322	1,550	11,872
	37	between Nason Street and Moreno Beach Drive	8,690	130	8,820

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Table C-12 - Existing Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Existing ADT	Buildout Project Trips	Existing With Project ADT
Cactus Avenue	38	between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	47,128	1,938	49,066
	39	between Elsworth Street and Frederick Street	42,156	1,938	44,094
	40	between Frederick Street and Graham Street - Riverside Drive	44,463	1,938	46,401
	41	between Graham Street -Riverside Drive and Heacock Street	39,803	1,938	41,741
	42	between Heacock Street and Indian Street	22,183	1,938	24,121
	43	between Indian Street and Perris Boulevard	21,093	1,938	23,031
	44	between Perris Boulevard and Kitching Street	16,981	2,068	19,049
	45	between Kitching Street and Lasselle Street	13,030	2,198	15,228
	46	between Lasselle Street and Nason Street	14,346	2,326	16,672
John F Kennedy Drive	47	between Oliver Street and Moreno Beach Drive	2,623	130	2,753
Iris Avenue	48	between Heacock Street and Indian Street	9,354	258	9,612
	49	between Indian Street and Perris Boulevard	12,162	518	12,680
	50	between Perris Boulevard and Kitching Street	22,159	1,162	23,321
	51	between Kitching Street and Lasselle Street	22,112	1,292	23,404
	52	between Lasselle Street and Camino Flores	28,367	3,230	31,597
	53	between Camino Flores and Coachlight Court - Avenida De Circo	26,959	3,360	30,319
	54	between Coachlight Court - Avenida De Circo and Grande Vista Drive	25,049	3,488	28,537
	55	between Grande Vista Drive and Nason Street – Hillrose Lane	23,395	3,488	26,883
	56	between Nason Street – Hillrose Lane and Driveway 1	19,471	9,174	28,645
	57	between Driveway 1 and Driveway 2	18,623	6,784	25,407
	58	between Driveway 2 and Driveway 3	16,081	3,812	19,893
	59	between Driveway 3 and Oliver Street	15,484	3,748	19,232
	60	between Oliver Street and Via Del Lago	13,496	2,842	16,338

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Table C-13 - Daily Link Volume

Roadway	#	Segment	Count Base Year (2018) Link Volume	Base Year (2007) Modeled Link Volume	Future Year (2035) Modeled Link Volume	Base to Future Year Modeled Link Volume Change	"New" Link Volume	Year 2040 Link Volume
Perris Boulevard	1	between Iris Avenue and Krameria Avenue	26,745	17,156	48,309	31,153	24,477	51,222
	2	between Krameria Avenue and San Michele Road	29,218	18,257	50,010	31,753	24,949	54,167
	3	between San Michele Road and Nandina Avenue	28,975	17,595	49,907	32,312	25,388	54,363
	4	between Nandina Avenue and Harley Knox Boulevard	31,117	17,973	49,120	31,147	24,473	55,590
Lasselle Street	5	between John F Kennedy Drive and Iris Avenue	17,190	10,612	20,869	10,257	8,059	25,249
	6	between Iris Avenue and Krameria Avenue	27,181	18,113	31,076	12,963	10,185	37,366
	7	between Krameria Avenue and Via Xavier Lane	25,117	10,880	24,302	13,422	10,546	35,663
	8	between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	23,955	11,778	25,713	13,935	10,949	34,904
	9	between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	23,608	11,778	25,713	13,935	10,949	34,557
	10	between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	23,067	11,778	25,713	13,935	10,949	34,016
	11	between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	21,816	11,778	25,713	13,935	10,949	32,765
Lasselle Street - Evans Road	12	between Via De Anza - Rancho Verde High School and Ramona Expressway	23,885	10,726	34,491	23,765	18,673	42,558
Nason Street	13	between SR-60 Eastbound Ramps and Eucalyptus Avenue	21,616	9,248	21,152	11,904	9,353	30,969
	14	between Eucalyptus Avenue and Cottonwood Avenue	24,491	7,909	37,617	29,708	23,342	47,833
	15	between Cottonwood Avenue and Alessandro Boulevard	19,414	7,354	29,054	21,700	17,050	36,464
	16	between Alessandro Boulevard and Cactus Avenue	14,923	5,427	22,631	17,204	13,517	28,440
	17	between Cactus Avenue and Iris Avenue	11,793	3,267	18,090	14,823	11,647	23,440
Oliver Street	18	between Alessandro Boulevard and Cactus Avenue	2,100	1,817	2,638	821	645	2,745
	19	between Cactus Avenue and John F Kennedy Drive	4,173	7,223	9,714	2,492	1,958	6,131
	20	between John F Kennedy Drive and Iris Avenue	2,559	2,763	4,394	1,631	1,282	3,841
Moreno Beach Drive	21	between SR-60 Eastbound Ramps and Eucalyptus Avenue	21,755	9,319	31,969	22,650	17,796	39,551
	22	between Eucalyptus Avenue and Cottonwood Avenue	16,675	8,477	17,669	9,192	7,222	23,897
	23	between Cottonwood Avenue and Alessandro Boulevard	16,079	6,634	16,873	10,239	8,045	24,124
	24	between Alessandro Boulevard and Cactus Avenue	16,308	6,645	21,356	14,711	11,559	27,867
	25	between Cactus Avenue and John F Kennedy Drive	13,620	5,112	14,823	9,711	7,630	21,250
	26	between John F Kennedy Drive and Via Del Lago	14,627	10,993	30,114	19,121	15,024	29,651
Alessandro Boulevard	27	between I-215 Northbound Ramps and Day Street	29,682	27,091	70,324	43,233	33,969	63,651
	28	between Day Street and Elsworth Street	29,413	18,740	47,266	28,526	22,413	51,826
	29	between Elsworth Street and Frederick Street	27,642	18,673	39,274	20,601	16,187	43,829
	30	between Frederick Street and Graham Street	31,685	18,191	42,914	24,723	19,425	51,110
	31	between Graham Street and Heacock Street	32,414	18,126	48,657	30,531	23,989	56,403
	32	between Heacock Street and Indian Street	31,115	12,241	45,978	33,737	26,508	57,623
	33	between Indian Street and Perris Boulevard	26,511	8,613	40,174	31,561	24,798	51,309
	34	between Perris Boulevard and Kitching Street	21,739	11,946	43,346	31,400	24,671	46,410
	35	between Kitching Street and Lasselle Street	15,975	5,911	40,874	34,963	27,471	43,446
	36	between Lasselle Street and Nason Street	10,322	5,121	35,582	30,461	23,934	34,256
	37	between Nason Street and Moreno Beach Drive	8,690	4,689	26,651	21,962	17,256	25,946
Cactus Avenue	38	between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	47,128	22,623	46,249	23,626	18,563	65,691
	39	between Elsworth Street and Frederick Street	42,156	14,703	25,829	11,126	8,742	50,898
	40	between Frederick Street and Graham Street - Riverside Drive	44,463	19,166	28,212	9,046	7,108	51,571
	41	between Graham Street -Riverside Drive and Heacock Street	39,803	8,035	15,977	7,942	6,240	46,043
	42	between Heacock Street and Indian Street	22,183	7,206	7,816	610	479	22,662
	43	between Indian Street and Perris Boulevard	21,093	7,690	10,075	2,385	1,874	22,967
	44	between Perris Boulevard and Kitching Street	16,981	5,399	10,125	4,726	3,713	20,694
	45	between Kitching Street and Lasselle Street	13,030	1,770	5,942	4,172	3,278	16,308
	46	between Lasselle Street and Nason Street	14,346	4,948	16,988	12,040	9,460	23,806
John F Kennedy Drive	47	between Oliver Street and Moreno Beach Drive	2,623	4,852	4,665	(187)	(147)	2,476
Iris Avenue	48	between Heacock Street and Indian Street	9,354	3,143	8,724	5,581	4,385	13,739
	49	between Indian Street and Perris Boulevard	12,162	3,374	11,908	8,534	6,705	18,867
	50	between Perris Boulevard and Kitching Street	22,159	5,630	18,289	12,659	9,946	32,105
	51	between Kitching Street and Lasselle Street	22,112	4,901	31,559	26,658	20,946	43,058
	52	between Lasselle Street and Camino Flores	28,367	14,289	42,888	28,599	22,471	50,838
	53	between Camino Flores and Coachlight Court - Avenida De Circo	26,959	14,289	42,888	28,599	22,471	49,430
	54	between Coachlight Court - Avenida De Circo and Grande Vista Drive	25,049	14,219	46,582	32,363	25,428	50,477
	55	between Grande Vista Drive and Nason Street – Hillrose Lane	23,395	14,219	46,582	32,363	25,428	48,823
	56	between Nason Street – Hillrose Lane and Driveway 1	19,471	11,929	33,624	21,695	17,046	36,517
	57	between Driveway 1 and Driveway 2	18,623	11,929	33,624	21,695	17,046	35,669
	58	between Driveway 2 and Driveway 3	16,081	11,929	31,668	19,739	15,509	31,590
	59	between Driveway 3 and Oliver Street	15,484	11,929	31,668	19,739	15,509	30,993
	60	between Oliver Street and Via Del Lago	13,496	9,972	28,218	18,246	14,336	27,832

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Table C-14 - General Plan Build-out (2040) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	General Plan Build-out (2040) Without Project	Buildout Project Trips	General Plan Build-out (2040) With Project ADT
Perris Boulevard	1	between Iris Avenue and Krameria Avenue	51,222	516	51,738
	2	between Krameria Avenue and San Michele Road	54,167	516	54,683
	3	between San Michele Road and Nandina Avenue	54,363	516	54,879
	4	between Nandina Avenue and Harley Knox Boulevard	55,590	516	56,106
Lasselle Street	5	between John F Kennedy Drive and Iris Avenue	25,249	516	25,765
	6	between Iris Avenue and Krameria Avenue	37,366	1,422	38,788
	7	between Krameria Avenue and Via Xavier Lane	35,663	1,422	37,085
	8	between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	34,904	1,292	36,196
	9	between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	34,557	1,164	35,721
	10	between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	34,016	1,034	35,050
	11	between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	32,765	906	33,671
Lasselle Street - Evans Road	12	between Via De Anza - Rancho Verde High School and Ramona Expressway	42,558	776	43,334
Nason Street	13	between SR-60 Eastbound Ramps and Eucalyptus Avenue	30,969	1,550	32,519
	14	between Eucalyptus Avenue and Cottonwood Avenue	47,833	1,680	49,513
	15	between Cottonwood Avenue and Alessandro Boulevard	36,464	1,680	38,144
	16	between Alessandro Boulevard and Cactus Avenue	28,440	3,230	31,670
	17	between Cactus Avenue and Iris Avenue	23,440	5,556	28,996
Oliver Street	18	between Alessandro Boulevard and Cactus Avenue	2,745	260	3,005
	19	between Cactus Avenue and John F Kennedy Drive	6,131	518	6,649
	20	between John F Kennedy Drive and Iris Avenue	3,841	646	4,487
Moreno Beach Drive	21	between SR-60 Eastbound Ramps and Eucalyptus Avenue	39,551	1,422	40,973
	22	between Eucalyptus Avenue and Cottonwood Avenue	23,897	1,422	25,319
	23	between Cottonwood Avenue and Alessandro Boulevard	24,124	1,680	25,804
	24	between Alessandro Boulevard and Cactus Avenue	27,867	2,068	29,935
	25	between Cactus Avenue and John F Kennedy Drive	21,250	2,456	23,706
	26	between John F Kennedy Drive and Via Del Lago	29,651	2,842	32,493
Alessandro Boulevard	27	between I-215 Northbound Ramps and Day Street	63,651	388	64,039
	28	between Day Street and Elsworth Street	51,826	388	52,214
	29	between Elsworth Street and Frederick Street	43,829	388	44,217
	30	between Frederick Street and Graham Street	51,110	516	51,626
	31	between Graham Street and Heacock Street	56,403	646	57,049
	32	between Heacock Street and Indian Street	57,623	776	58,399
	33	between Indian Street and Perris Boulevard	51,309	904	52,213
	34	between Perris Boulevard and Kitching Street	46,410	1,034	47,444
	35	between Kitching Street and Lasselle Street	43,446	1,034	44,480
	36	between Lasselle Street and Nason Street	34,256	1,550	35,806
	37	between Nason Street and Moreno Beach Drive	25,946	130	26,076

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Table C-14 - General Plan Build-out (2040) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	General Plan Build-out (2040) Without Project	Buildout Project Trips	General Plan Build-out (2040) With Project ADT
Cactus Avenue	38	between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	65,691	1,938	67,629
	39	between Elsworth Street and Frederick Street	50,898	1,938	52,836
	40	between Frederick Street and Graham Street - Riverside Drive	51,571	1,938	53,509
	41	between Graham Street -Riverside Drive and Heacock Street	46,043	1,938	47,981
	42	between Heacock Street and Indian Street	22,662	1,938	24,600
	43	between Indian Street and Perris Boulevard	22,967	1,938	24,905
	44	between Perris Boulevard and Kitching Street	20,694	2,068	22,762
	45	between Kitching Street and Lasselle Street	16,308	2,198	18,506
	46	between Lasselle Street and Nason Street	23,806	2,326	26,132
John F Kennedy Drive	47	between Oliver Street and Moreno Beach Drive	2,754	130	2,884
Iris Avenue	48	between Heacock Street and Indian Street	13,739	258	13,997
	49	between Indian Street and Perris Boulevard	18,867	518	19,385
	50	between Perris Boulevard and Kitching Street	32,105	1,162	33,267
	51	between Kitching Street and Lasselle Street	43,058	1,292	44,350
	52	between Lasselle Street and Camino Flores	50,838	3,230	54,068
	53	between Camino Flores and Coachlight Court - Avenida De Circo	49,430	3,360	52,790
	54	between Coachlight Court - Avenida De Circo and Grande Vista Drive	50,477	3,488	53,965
	55	between Grande Vista Drive and Nason Street – Hillrose Lane	48,823	3,488	52,311
	56	between Nason Street – Hillrose Lane and Driveway 1	36,517	9,174	45,691
	57	between Driveway 1 and Driveway 2	35,669	6,784	42,453
	58	between Driveway 2 and Driveway 3	31,590	3,812	35,402
	59	between Driveway 3 and Oliver Street	30,993	3,748	34,741
	60	between Oliver Street and Via Del Lago	27,832	2,842	30,674

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Table C-15 - Phase I Project Completion Year (2023) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Existing (2018) ADT	GPBO 2040 without Project ADT	Total Growth (2018-2040)	Adjusted Growth	Phase I Project Completion Year (2023) without Project ADT	Phase I Project Trips	Phase I Project Completion Year (2023) with Project ADT
Perris Boulevard	1	between Iris Avenue and Krameria Avenue	26,745	51,222	24,477	5,563	32,308	26	32,334
	2	between Krameria Avenue and San Michele Road	29,218	54,167	24,949	5,670	34,888	26	34,914
	3	between San Michele Road and Nandina Avenue	28,975	54,363	25,388	5,770	34,745	26	34,771
	4	between Nandina Avenue and Harley Knox Boulevard	31,117	55,590	24,473	5,562	36,679	26	36,705
Lasselle Street	5	between John F Kennedy Drive and Iris Avenue	17,190	25,249	8,059	1,832	19,022	26	19,048
	6	between Iris Avenue and Krameria Avenue	27,181	37,366	10,185	2,315	29,496	72	29,568
	7	between Krameria Avenue and Via Xavier Lane	25,117	35,663	10,546	2,397	27,514	72	27,586
	8	between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	23,955	34,904	10,949	2,488	26,443	66	26,509
	9	between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	23,608	34,557	10,949	2,488	26,096	58	26,154
	10	between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	23,067	34,016	10,949	2,488	25,555	52	25,607
	11	between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	21,816	32,765	10,949	2,488	24,304	46	24,350
Lasselle Street - Evans Road	12	between Via De Anza - Rancho Verde High School and Ramona Expressway	23,885	42,558	18,673	4,244	28,129	40	28,169
Nason Street	13	between SR-60 Eastbound Ramps and Eucalyptus Avenue	21,616	30,969	9,353	2,126	23,742	79	23,821
	14	between Eucalyptus Avenue and Cottonwood Avenue	24,491	47,833	23,342	5,305	29,796	84	29,880
	15	between Cottonwood Avenue and Alessandro Boulevard	19,414	36,464	17,050	3,875	23,289	84	23,373
	16	between Alessandro Boulevard and Cactus Avenue	14,923	28,440	13,517	3,072	17,995	162	18,157
	17	between Cactus Avenue and Iris Avenue	11,793	23,440	11,647	2,647	14,440	282	14,722
Oliver Street	18	between Alessandro Boulevard and Cactus Avenue	2,100	2,745	645	147	2,247	12	2,259
	19	between Cactus Avenue and John F Kennedy Drive	4,173	6,131	1,958	445	4,618	26	4,644
	20	between John F Kennedy Drive and Iris Avenue	2,559	3,841	1,282	291	2,850	32	2,882
Moreno Beach Drive	21	between SR-60 Eastbound Ramps and Eucalyptus Avenue	21,755	39,551	17,796	4,045	25,800	72	25,872
	22	between Eucalyptus Avenue and Cottonwood Avenue	16,675	23,897	7,222	1,641	18,316	72	18,388
	23	between Cottonwood Avenue and Alessandro Boulevard	16,079	24,124	8,045	1,828	17,907	86	17,993
	24	between Alessandro Boulevard and Cactus Avenue	16,308	27,867	11,559	2,627	18,935	104	19,039
	25	between Cactus Avenue and John F Kennedy Drive	13,620	21,250	7,630	1,734	15,354	124	15,478
	26	between John F Kennedy Drive and Via Del Lago	14,627	29,651	15,024	3,414	18,041	144	18,185
Alessandro Boulevard	27	between I-215 Northbound Ramps and Day Street	29,682	63,651	33,969	7,720	37,402	20	37,422
	28	between Day Street and Elsworth Street	29,413	51,826	22,413	5,094	34,507	20	34,527
	29	between Elsworth Street and Frederick Street	27,642	43,829	16,187	3,679	31,321	20	31,341
	30	between Frederick Street and Graham Street	31,685	51,110	19,425	4,415	36,100	26	36,126
	31	between Graham Street and Heacock Street	32,414	56,403	23,989	5,452	37,866	32	37,898
	32	between Heacock Street and Indian Street	31,115	57,623	26,508	6,024	37,139	40	37,179
	33	between Indian Street and Perris Boulevard	26,511	51,309	24,798	5,636	32,147	46	32,193
	34	between Perris Boulevard and Kitching Street	21,739	46,410	24,671	5,607	27,346	52	27,398
	35	between Kitching Street and Lasselle Street	15,975	43,446	27,471	6,243	22,218	52	22,270
	36	between Lasselle Street and Nason Street	10,322	34,256	23,934	5,439	15,761	78	15,839
	37	between Nason Street and Moreno Beach Drive	8,690	25,946	17,256	3,922	12,612	6	12,618

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Table C-15 - Phase I Project Completion Year (2023) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Existing (2018) ADT	GPBO 2040 without Project ADT	Total Growth (2018-2040)	Adjusted Growth	Phase I Project Completion Year (2023) without Project ADT	Phase I Project Trips	Phase I Project Completion Year (2023) with Project ADT
Cactus Avenue	38	between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	47,128	65,691	18,563	4,219	51,347	98	51,445
	39	between Elsworth Street and Frederick Street	42,156	50,898	8,742	1,987	44,143	98	44,241
	40	between Frederick Street and Graham Street - Riverside Drive	44,463	51,571	7,108	1,615	46,078	98	46,176
	41	between Graham Street -Riverside Drive and Heacock Street	39,803	46,043	6,240	1,418	41,221	98	41,319
	42	between Heacock Street and Indian Street	22,183	22,662	479	109	22,292	98	22,390
	43	between Indian Street and Perris Boulevard	21,093	22,967	1,874	426	21,519	98	21,617
	44	between Perris Boulevard and Kitching Street	16,981	20,694	3,713	844	17,825	104	17,929
	45	between Kitching Street and Lasselle Street	13,030	16,308	3,278	745	13,775	110	13,885
	46	between Lasselle Street and Nason Street	14,346	23,806	9,460	2,150	16,496	118	16,614
John F Kennedy Drive	47	between Oliver Street and Moreno Beach Drive	2,623	2,754	131	30	2,653	6	2,659
Iris Avenue	48	between Heacock Street and Indian Street	9,354	13,739	4,385	997	10,351	14	10,365
	49	between Indian Street and Perris Boulevard	12,162	18,867	6,705	1,524	13,686	26	13,712
	50	between Perris Boulevard and Kitching Street	22,159	32,105	9,946	2,261	24,420	58	24,478
	51	between Kitching Street and Lasselle Street	22,112	43,058	20,946	4,760	26,872	66	26,938
	52	between Lasselle Street and Camino Flores	28,367	50,838	22,471	5,107	33,474	164	33,638
	53	between Camino Flores and Coachlight Court - Avenida De Circo	26,959	49,430	22,471	5,107	32,066	170	32,236
	54	between Coachlight Court - Avenida De Circo and Grande Vista Drive	25,049	50,477	25,428	5,779	30,828	176	31,004
	55	between Grande Vista Drive and Nason Street – Hillrose Lane	23,395	48,823	25,428	5,779	29,174	176	29,350
	56	between Nason Street – Hillrose Lane and Driveway 1	19,471	36,517	17,046	3,874	23,345	464	23,809
	57	between Driveway 1 and Driveway 2	18,623	35,669	17,046	3,874	22,497	343	22,840
	58	between Driveway 2 and Driveway 3	16,081	31,590	15,509	3,525	19,606	193	19,799
	59	between Driveway 3 and Oliver Street	15,484	30,993	15,509	3,525	19,009	189	19,198
	60	between Oliver Street and Via Del Lago	13,496	27,832	14,336	3,258	16,754	144	16,898

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Table C-16 - Phase II Project Completion Year (2032) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Existing (2018) ADT	GPBO 2040 without Project ADT	Total Growth (2018-2040)	Adjusted Growth	Phase II Project Completion Year (2032) without Project ADT	Phases I + II Project Trips	Phase II Project Completion Year (2032) with Project ADT
Perris Boulevard	1	between Iris Avenue and Krameria Avenue	26,745	51,222	24,477	15,577	42,322	280	42,602
	2	between Krameria Avenue and San Michele Road	29,218	54,167	24,949	15,877	45,095	280	45,375
	3	between San Michele Road and Nandina Avenue	28,975	54,363	25,388	16,156	45,131	280	45,411
	4	between Nandina Avenue and Harley Knox Boulevard	31,117	55,590	24,473	15,574	46,691	280	46,971
Lasselle Street	5	between John F Kennedy Drive and Iris Avenue	17,190	25,249	8,059	5,129	22,319	280	22,599
	6	between Iris Avenue and Krameria Avenue	27,181	37,366	10,185	6,482	33,663	768	34,431
	7	between Krameria Avenue and Via Xavier Lane	25,117	35,663	10,546	6,711	31,828	768	32,596
	8	between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	23,955	34,904	10,949	6,968	30,923	698	31,621
	9	between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	23,608	34,557	10,949	6,968	30,576	630	31,206
	10	between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	23,067	34,016	10,949	6,968	30,035	560	30,595
	11	between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	21,816	32,765	10,949	6,968	28,784	490	29,274
Lasselle Street - Evans Road	12	between Via De Anza - Rancho Verde High School and Ramona Expressway	23,885	42,558	18,673	11,883	35,768	420	36,188
Nason Street	13	between SR-60 Eastbound Ramps and Eucalyptus Avenue	21,616	30,969	9,353	5,952	27,568	838	28,406
	14	between Eucalyptus Avenue and Cottonwood Avenue	24,491	47,833	23,342	14,854	39,345	908	40,253
	15	between Cottonwood Avenue and Alessandro Boulevard	19,414	36,464	17,050	10,850	30,264	908	31,172
	16	between Alessandro Boulevard and Cactus Avenue	14,923	28,440	13,517	8,602	23,525	1,746	25,271
	17	between Cactus Avenue and Iris Avenue	11,793	23,440	11,647	7,412	19,205	3,006	22,211
Oliver Street	18	between Alessandro Boulevard and Cactus Avenue	2,100	2,745	645	411	2,511	140	2,651
	19	between Cactus Avenue and John F Kennedy Drive	4,173	6,131	1,958	1,246	5,419	280	5,699
	20	between John F Kennedy Drive and Iris Avenue	2,559	3,841	1,282	816	3,375	350	3,725
Moreno Beach Drive	21	between SR-60 Eastbound Ramps and Eucalyptus Avenue	21,755	39,551	17,796	11,325	33,080	768	33,848
	22	between Eucalyptus Avenue and Cottonwood Avenue	16,675	23,897	7,222	4,596	21,271	768	22,039
	23	between Cottonwood Avenue and Alessandro Boulevard	16,079	24,124	8,045	5,120	21,199	908	22,107
	24	between Alessandro Boulevard and Cactus Avenue	16,308	27,867	11,559	7,356	23,664	1,118	24,782
	25	between Cactus Avenue and John F Kennedy Drive	13,620	21,250	7,630	4,856	18,476	1,328	19,804
	26	between John F Kennedy Drive and Via Del Lago	14,627	29,651	15,024	9,561	24,188	1,538	25,726
Alessandro Boulevard	27	between I-215 Northbound Ramps and Day Street	29,682	63,651	33,969	21,617	51,299	210	51,509
	28	between Day Street and Elsworth Street	29,413	51,826	22,413	14,263	43,676	210	43,886
	29	between Elsworth Street and Frederick Street	27,642	43,829	16,187	10,301	37,943	210	38,153
	30	between Frederick Street and Graham Street	31,685	51,110	19,425	12,362	44,047	280	44,327
	31	between Graham Street and Heacock Street	32,414	56,403	23,989	15,266	47,680	350	48,030
	32	between Heacock Street and Indian Street	31,115	57,623	26,508	16,869	47,984	420	48,404
	33	between Indian Street and Perris Boulevard	26,511	51,309	24,798	15,781	42,292	490	42,782
	34	between Perris Boulevard and Kitching Street	21,739	46,410	24,671	15,700	37,439	560	37,999
	35	between Kitching Street and Lasselle Street	15,975	43,446	27,471	17,482	33,457	560	34,017
	36	between Lasselle Street and Nason Street	10,322	34,256	23,934	15,231	25,553	838	26,391
	37	between Nason Street and Moreno Beach Drive	8,690	25,946	17,256	10,981	19,671	70	19,741

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Table C-16 - Phase II Project Completion Year (2032) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Existing (2018) ADT	GPBO 2040 without Project ADT	Total Growth (2018-2040)	Adjusted Growth	Phase II Project Completion Year (2032) without Project ADT	Phases I + II Project Trips	Phase II Project Completion Year (2032) with Project ADT
Cactus Avenue	38	between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	47,128	65,691	18,563	11,813	58,941	1,048	59,989
	39	between Elsworth Street and Frederick Street	42,156	50,898	8,742	5,563	47,719	1,048	48,767
	40	between Frederick Street and Graham Street - Riverside Drive	44,463	51,571	7,108	4,523	48,986	1,048	50,034
	41	between Graham Street -Riverside Drive and Heacock Street	39,803	46,043	6,240	3,971	43,774	1,048	44,822
	42	between Heacock Street and Indian Street	22,183	22,662	479	305	22,488	1,048	23,536
	43	between Indian Street and Perris Boulevard	21,093	22,967	1,874	1,193	22,286	1,048	23,334
	44	between Perris Boulevard and Kitching Street	16,981	20,694	3,713	2,363	19,344	1,118	20,462
	45	between Kitching Street and Lasselle Street	13,030	16,308	3,278	2,086	15,116	1,188	16,304
	46	between Lasselle Street and Nason Street	14,346	23,806	9,460	6,020	20,366	1,258	21,624
John F Kennedy Drive	47	between Oliver Street and Moreno Beach Drive	2,623	2,754	131	83	2,706	70	2,776
Iris Avenue	48	between Heacock Street and Indian Street	9,354	13,739	4,385	2,791	12,145	140	12,285
	49	between Indian Street and Perris Boulevard	12,162	18,867	6,705	4,267	16,429	280	16,709
	50	between Perris Boulevard and Kitching Street	22,159	32,105	9,946	6,330	28,489	628	29,117
	51	between Kitching Street and Lasselle Street	22,112	43,058	20,946	13,329	35,441	698	36,139
	52	between Lasselle Street and Camino Flores	28,367	50,838	22,471	14,300	42,667	1,748	44,415
	53	between Camino Flores and Coachlight Court - Avenida De Circo	26,959	49,430	22,471	14,300	41,259	1,818	43,077
	54	between Coachlight Court - Avenida De Circo and Grande Vista Drive	25,049	50,477	25,428	16,182	41,231	1,886	43,117
	55	between Grande Vista Drive and Nason Street – Hillrose Lane	23,395	48,823	25,428	16,182	39,577	1,886	41,463
	56	between Nason Street – Hillrose Lane and Driveway 1	19,471	36,517	17,046	10,848	30,319	4,962	35,281
	57	between Driveway 1 and Driveway 2	18,623	35,669	17,046	10,848	29,471	3,669	33,140
	58	between Driveway 2 and Driveway 3	16,081	31,590	15,509	9,870	25,951	2,061	28,012
	59	between Driveway 3 and Oliver Street	15,484	30,993	15,509	9,870	25,354	2,026	27,380
	60	between Oliver Street and Via Del Lago	13,496	27,832	14,336	9,123	22,619	1,538	24,157

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Table C-17 - Phase III Project Completion Year (2038) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Existing (2018) ADT	GPBO 2040 without Project ADT	Total Growth (2018-2040)	Adjusted Growth	Phase III Project Completion Year (2038) without Project ADT	Buildout Project Trips	Phase III Project Completion Year (2038) with Project ADT
Perris Boulevard	1	between Iris Avenue and Krameria Avenue	26,745	51,222	24,477	22,252	48,997	516	49,513
	2	between Krameria Avenue and San Michele Road	29,218	54,167	24,949	22,681	51,899	516	52,415
	3	between San Michele Road and Nandina Avenue	28,975	54,363	25,388	23,080	52,055	516	52,571
	4	between Nandina Avenue and Harley Knox Boulevard	31,117	55,590	24,473	22,248	53,365	516	53,881
Lasselle Street	5	between John F Kennedy Drive and Iris Avenue	17,190	25,249	8,059	7,326	24,516	516	25,032
	6	between Iris Avenue and Krameria Avenue	27,181	37,366	10,185	9,259	36,440	1,422	37,862
	7	between Krameria Avenue and Via Xavier Lane	25,117	35,663	10,546	9,587	34,704	1,422	36,126
	8	between Via Xavier Lane and Lasselle Sports Park - Rojo Tierra	23,955	34,904	10,949	9,954	33,909	1,292	35,201
	9	between Lasselle Sports Park - Rojo Tierra and Cremello Way - Avenida De Plata	23,608	34,557	10,949	9,954	33,562	1,164	34,726
	10	between Cremello Way - Avenida De Plata and Avenida Classica - Kentucky Derby Drive	23,067	34,016	10,949	9,954	33,021	1,034	34,055
	11	between Avenida Classica - Kentucky Derby Drive and Via De Anza - Rancho Verde High School	21,816	32,765	10,949	9,954	31,770	906	32,676
Lasselle Street - Evans Road	12	between Via De Anza - Rancho Verde High School and Ramona Expressway	23,885	42,558	18,673	16,975	40,860	776	41,636
Nason Street	13	between SR-60 Eastbound Ramps and Eucalyptus Avenue	21,616	30,969	9,353	8,503	30,119	1,550	31,669
	14	between Eucalyptus Avenue and Cottonwood Avenue	24,491	47,833	23,342	21,220	45,711	1,680	47,391
	15	between Cottonwood Avenue and Alessandro Boulevard	19,414	36,464	17,050	15,500	34,914	1,680	36,594
	16	between Alessandro Boulevard and Cactus Avenue	14,923	28,440	13,517	12,289	27,212	3,230	30,442
	17	between Cactus Avenue and Iris Avenue	11,793	23,440	11,647	10,588	22,381	5,556	27,937
Oliver Street	18	between Alessandro Boulevard and Cactus Avenue	2,100	2,745	645	586	2,686	260	2,946
	19	between Cactus Avenue and John F Kennedy Drive	4,173	6,131	1,958	1,780	5,953	518	6,471
	20	between John F Kennedy Drive and Iris Avenue	2,559	3,841	1,282	1,165	3,724	646	4,370
Moreno Beach Drive	21	between SR-60 Eastbound Ramps and Eucalyptus Avenue	21,755	39,551	17,796	16,179	37,934	1,422	39,356
	22	between Eucalyptus Avenue and Cottonwood Avenue	16,675	23,897	7,222	6,566	23,241	1,422	24,663
	23	between Cottonwood Avenue and Alessandro Boulevard	16,079	24,124	8,045	7,314	23,393	1,680	25,073
	24	between Alessandro Boulevard and Cactus Avenue	16,308	27,867	11,559	10,508	26,816	2,068	28,884
	25	between Cactus Avenue and John F Kennedy Drive	13,620	21,250	7,630	6,936	20,556	2,456	23,012
	26	between John F Kennedy Drive and Via Del Lago	14,627	29,651	15,024	13,658	28,285	2,842	31,127
Alessandro Boulevard	27	between I-215 Northbound Ramps and Day Street	29,682	63,651	33,969	30,881	60,563	388	60,951
	28	between Day Street and Elsworth Street	29,413	51,826	22,413	20,376	49,789	388	50,177
	29	between Elsworth Street and Frederick Street	27,642	43,829	16,187	14,715	42,357	388	42,745
	30	between Frederick Street and Graham Street	31,685	51,110	19,425	17,659	49,344	516	49,860
	31	between Graham Street and Heacock Street	32,414	56,403	23,989	21,808	54,222	646	54,868
	32	between Heacock Street and Indian Street	31,115	57,623	26,508	24,098	55,213	776	55,989
	33	between Indian Street and Perris Boulevard	26,511	51,309	24,798	22,544	49,055	904	49,959
	34	between Perris Boulevard and Kitching Street	21,739	46,410	24,671	22,429	44,168	1,034	45,202
	35	between Kitching Street and Lasselle Street	15,975	43,446	27,471	24,974	40,949	1,034	41,983
	36	between Lasselle Street and Nason Street	10,322	34,256	23,934	21,758	32,080	1,550	33,630
	37	between Nason Street and Moreno Beach Drive	8,690	25,946	17,256	15,687	24,377	130	24,507

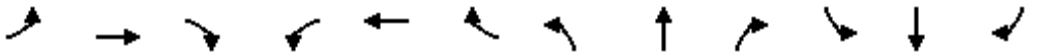
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Table C-17 - Phase III Project Completion Year (2038) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Existing (2018) ADT	GPBO 2040 without Project ADT	Total Growth (2018-2040)	Adjusted Growth	Phase III Project Completion Year (2038) without Project ADT	Buildout Project Trips	Phase III Project Completion Year (2038) with Project ADT
Cactus Avenue	38	between I-215 Northbound Ramps – Old Frontage Road and Elsworth Street	47,128	65,691	18,563	16,876	64,004	1,938	65,942
	39	between Elsworth Street and Frederick Street	42,156	50,898	8,742	7,947	50,103	1,938	52,041
	40	between Frederick Street and Graham Street - Riverside Drive	44,463	51,571	7,108	6,461	50,924	1,938	52,862
	41	between Graham Street -Riverside Drive and Heacock Street	39,803	46,043	6,240	5,673	45,476	1,938	47,414
	42	between Heacock Street and Indian Street	22,183	22,662	479	436	22,619	1,938	24,557
	43	between Indian Street and Perris Boulevard	21,093	22,967	1,874	1,704	22,797	1,938	24,735
	44	between Perris Boulevard and Kitching Street	16,981	20,694	3,713	3,376	20,357	2,068	22,425
	45	between Kitching Street and Lasselle Street	13,030	16,308	3,278	2,980	16,010	2,198	18,208
	46	between Lasselle Street and Nason Street	14,346	23,806	9,460	8,600	22,946	2,326	25,272
John F Kennedy Drive	47	between Oliver Street and Moreno Beach Drive	2,623	2,754	131	119	2,742	130	2,872
Iris Avenue	48	between Heacock Street and Indian Street	9,354	13,739	4,385	3,986	13,340	258	13,598
	49	between Indian Street and Perris Boulevard	12,162	18,867	6,705	6,096	18,258	518	18,776
	50	between Perris Boulevard and Kitching Street	22,159	32,105	9,946	9,042	31,201	1,162	32,363
	51	between Kitching Street and Lasselle Street	22,112	43,058	20,946	19,041	41,153	1,292	42,445
	52	between Lasselle Street and Camino Flores	28,367	50,838	22,471	20,428	48,795	3,230	52,025
	53	between Camino Flores and Coachlight Court - Avenida De Circo	26,959	49,430	22,471	20,428	47,387	3,360	50,747
	54	between Coachlight Court - Avenida De Circo and Grande Vista Drive	25,049	50,477	25,428	23,116	48,165	3,488	51,653
	55	between Grande Vista Drive and Nason Street – Hillrose Lane	23,395	48,823	25,428	23,116	46,511	3,488	49,999
	56	between Nason Street – Hillrose Lane and Driveway 1	19,471	36,517	17,046	15,496	34,967	9,174	44,141
	57	between Driveway 1 and Driveway 2	18,623	35,669	17,046	15,496	34,119	6,784	40,903
	58	between Driveway 2 and Driveway 3	16,081	31,590	15,509	14,099	30,180	3,812	33,992
	59	between Driveway 3 and Oliver Street	15,484	30,993	15,509	14,099	29,583	3,748	33,331
	60	between Oliver Street and Via Del Lago	13,496	27,832	14,336	13,033	26,529	2,842	29,371

APPENDIX D:

INTERSECTION LEVEL OF SERVICE WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	714	291	0	2033	188	0	0	0	196	0	225
Future Volume (veh/h)	0	714	291	0	2033	188	0	0	0	196	0	225
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	744	303	0	2118	0				281	0	151
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1649	665	0	2356					1734	0	772
Arrive On Green	0.00	0.45	0.45	0.00	0.91	0.00				0.48	0.00	0.48
Sat Flow, veh/h	0	3802	1463	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	708	339	0	2118	0				281	0	151
Grp Sat Flow(s),veh/h/ln	0	1729	1637	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	16.9	17.1	0.0	24.5	0.0				5.3	0.0	6.5
Cycle Q Clear(g_c), s	0.0	16.9	17.1	0.0	24.5	0.0				5.3	0.0	6.5
Prop In Lane	0.00		0.89	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1570	743	0	2356					1734	0	772
V/C Ratio(X)	0.00	0.45	0.46	0.00	0.90					0.16	0.00	0.20
Avail Cap(c_a), veh/h	0	2104	996	0	3155					1734	0	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.68	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.5	22.5	0.0	4.1	0.0				17.6	0.0	18.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	2.1	0.0				0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.9	6.6	0.0	2.4	0.0				2.2	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.7	23.0	0.0	6.3	0.0				17.8	0.0	18.5
LnGrp LOS	A	C	C	A	A					B	A	B
Approach Vol, veh/h		1047			2118	A					432	
Approach Delay, s/veh		22.8			6.3						18.1	
Approach LOS		C			A						B	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		58.6		61.4		58.6						
Change Period (Y+Rc), s		4.0		4.0		4.0						
Max Green Setting (Gmax), s		73.0		39.0		73.0						
Max Q Clear Time (g_c+I1), s		19.1		8.5		26.5						
Green Ext Time (p_c), s		9.4		1.5		28.2						

Intersection Summary												
HCM 6th Ctrl Delay		12.5										
HCM 6th LOS		B										

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	844	0	0	1408	112	813	1	123	0	0	0
Future Volume (veh/h)	66	844	0	0	1408	112	813	1	123	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	68	870	0	0	1452	115	878	0	85			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	95	2499	0	0	1941	154	1634	0	727			
Arrive On Green	0.10	0.96	0.00	0.00	0.40	0.40	0.45	0.00	0.45			
Sat Flow, veh/h	1810	5358	0	0	5071	388	3619	0	1610			
Grp Volume(v), veh/h	68	870	0	0	1025	542	878	0	85			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1830	1810	0	1610			
Q Serve(g_s), s	4.4	1.1	0.0	0.0	30.5	30.5	21.1	0.0	3.7			
Cycle Q Clear(g_c), s	4.4	1.1	0.0	0.0	30.5	30.5	21.1	0.0	3.7			
Prop In Lane	1.00		0.00	0.00		0.21	1.00		1.00			
Lane Grp Cap(c), veh/h	95	2499	0	0	1370	725	1634	0	727			
V/C Ratio(X)	0.72	0.35	0.00	0.00	0.75	0.75	0.54	0.00	0.12			
Avail Cap(c_a), veh/h	118	3428	0	0	1945	1029	1634	0	727			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.9	1.1	0.0	0.0	31.1	31.1	23.8	0.0	19.1			
Incr Delay (d2), s/veh	14.1	0.1	0.0	0.0	1.0	1.9	1.3	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	0.3	0.0	0.0	12.7	13.7	9.2	0.0	1.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	1.2	0.0	0.0	32.1	33.0	25.1	0.0	19.4			
LnGrp LOS	E	A	A	A	C	C	C	A	B			
Approach Vol, veh/h		938			1567			963				
Approach Delay, s/veh		6.0			32.4			24.6				
Approach LOS		A			C			C				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		58.2		61.8			10.3	51.5				
Change Period (Y+Rc), s		4.0		4.0			4.0	4.0				
Max Green Setting (Gmax), s		32.7		79.3			7.8	67.5				
Max Q Clear Time (g_c+I1), s		23.1		3.1			6.4	32.5				
Green Ext Time (p_c), s		2.8		7.7			0.0	15.0				

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	316	17	469	1169	0	0	0	0	0	0	231
Future Volume (veh/h)	0	316	17	469	1169	0	0	0	0	0	0	231
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	336	18	499	1244	0				0	0	246
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2034	907	553	3339	0				0	0	0
Arrive On Green	0.00	0.56	0.56	0.31	0.93	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	336	18	499	1244	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	3.6	0.4	21.2	3.2	0.0						
Cycle Q Clear(g_c), s	0.0	3.6	0.4	21.2	3.2	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2034	907	553	3339	0						
V/C Ratio(X)	0.00	0.17	0.02	0.90	0.37	0.00						
Avail Cap(c_a), veh/h	0	2034	907	758	3339	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	8.4	7.7	26.7	0.3	0.0						
Incr Delay (d2), s/veh	0.0	0.2	0.0	11.2	0.3	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.1	10.4	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.6	7.8	37.9	0.7	0.0						
LnGrp LOS	A	A	A	D	A	A						
Approach Vol, veh/h		354			1743							
Approach Delay, s/veh		8.5			11.3							
Approach LOS		A			B							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	28.9	51.1				80.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	23.5	13.0				51.0						
Max Q Clear Time (g_c+I1), s	23.2	5.6				5.2						
Green Ext Time (p_c), s	1.3	1.3				12.9						

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	834	52	0	1646	295	289	261	0	18	2	41
Future Volume (veh/h)	9	834	52	0	1646	295	289	261	0	18	2	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	9	860	54	0	1697	304	298	269	0	19	2	42
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	2113	133	0	1883	327	398	463	0	224	18	377
Arrive On Green	0.61	0.61	0.61	0.00	0.61	0.61	0.24	0.24	0.00	0.24	0.24	0.24
Sat Flow, veh/h	218	3449	217	0	3169	534	1384	1900	0	1128	74	1548
Grp Volume(v), veh/h	9	450	464	0	975	1026	298	269	0	19	0	44
Grp Sat Flow(s),veh/h/ln	218	1805	1861	0	1805	1804	1384	1900	0	1128	0	1621
Q Serve(g_s), s	3.1	10.3	10.3	0.0	36.4	40.9	17.1	10.0	0.0	1.2	0.0	1.7
Cycle Q Clear(g_c), s	44.0	10.3	10.3	0.0	36.4	40.9	18.8	10.0	0.0	11.2	0.0	1.7
Prop In Lane	1.00		0.12	0.00		0.30	1.00		0.00	1.00		0.95
Lane Grp Cap(c), veh/h	112	1106	1140	0	1106	1105	398	463	0	224	0	395
V/C Ratio(X)	0.08	0.41	0.41	0.00	0.88	0.93	0.75	0.58	0.00	0.08	0.00	0.11
Avail Cap(c_a), veh/h	112	1106	1140	0	1106	1105	398	463	0	224	0	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	8.0	8.0	0.0	13.1	13.9	30.8	26.6	0.0	31.6	0.0	23.5
Incr Delay (d2), s/veh	1.4	1.1	1.1	0.0	10.2	14.6	12.2	5.2	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.8	3.9	0.0	15.2	18.1	6.8	5.0	0.0	0.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	9.1	9.1	0.0	23.2	28.5	43.0	31.9	0.0	31.7	0.0	23.6
LnGrp LOS	D	A	A	A	C	C	D	C	A	C	A	C
Approach Vol, veh/h		923			2001			567			63	
Approach Delay, s/veh		9.4			26.0			37.7			26.1	
Approach LOS		A			C			D			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	55.0	25.0	55.0	25.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	49.0	19.5	49.0	19.5
Max Q Clear Time (g_c+I1), s	46.0	13.2	42.9	20.8
Green Ext Time (p_c), s	1.7	0.1	5.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	610	16	7	1211	110	11	65	16	46	23	67
Future Volume (veh/h)	109	610	16	7	1211	110	11	65	16	46	23	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	111	622	16	7	1236	112	11	66	16	47	23	68
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	881	23	584	1501	670	555	775	656	576	172	510
Arrive On Green	0.08	0.17	0.17	0.32	0.42	0.42	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1810	5197	133	1810	3610	1610	1326	1900	1609	1336	423	1251
Grp Volume(v), veh/h	111	413	225	7	1236	112	11	66	16	47	0	91
Grp Sat Flow(s),veh/h/ln	1810	1729	1872	1810	1805	1610	1326	1900	1609	1336	0	1674
Q Serve(g_s), s	7.2	13.5	13.6	0.3	36.5	5.2	0.6	2.6	0.7	2.7	0.0	4.1
Cycle Q Clear(g_c), s	7.2	13.5	13.6	0.3	36.5	5.2	4.7	2.6	0.7	5.2	0.0	4.1
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	138	586	318	584	1501	670	555	775	656	576	0	682
V/C Ratio(X)	0.80	0.70	0.71	0.01	0.82	0.17	0.02	0.09	0.02	0.08	0.00	0.13
Avail Cap(c_a), veh/h	287	2219	1201	584	1986	886	555	775	656	576	0	682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.5	47.0	47.0	27.6	31.1	22.0	23.7	21.8	21.3	23.4	0.0	22.3
Incr Delay (d2), s/veh	10.2	1.6	2.9	0.0	2.2	0.1	0.1	0.2	0.1	0.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.9	6.6	0.1	16.0	2.0	0.2	1.2	0.3	0.9	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	48.6	49.9	27.6	33.4	22.1	23.8	22.0	21.3	23.7	0.0	22.7
LnGrp LOS	E	D	D	C	C	C	C	C	C	C	A	C
Approach Vol, veh/h		749			1355			93			138	
Approach Delay, s/veh		51.4			32.4			22.1			23.0	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	52.9	42.7	24.3		52.9	13.2	53.9
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	8.0	77.0		23.0	19.0	66.0
Max Q Clear Time (g_c+I1), s	6.7	2.3	15.6		7.2	9.2	38.5
Green Ext Time (p_c), s	0.3	0.0	4.8		0.5	0.2	11.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	490	96	77	1127	55	71	90	53	44	113	60
Future Volume (veh/h)	42	490	96	77	1127	55	71	90	53	44	113	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	538	105	85	1238	60	78	99	58	48	124	66
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	1234	236	108	1507	73	100	428	359	540	890	750
Arrive On Green	0.05	0.28	0.28	0.12	0.59	0.59	0.06	0.22	0.22	0.30	0.47	0.47
Sat Flow, veh/h	1810	4359	832	1810	5068	246	1810	1900	1595	1810	1900	1602
Grp Volume(v), veh/h	46	424	219	85	845	453	78	99	58	48	124	66
Grp Sat Flow(s),veh/h/ln	1810	1729	1733	1810	1729	1855	1810	1900	1595	1810	1900	1602
Q Serve(g_s), s	3.0	12.0	12.4	5.5	23.2	23.2	5.1	5.1	2.9	2.3	4.5	2.2
Cycle Q Clear(g_c), s	3.0	12.0	12.4	5.5	23.2	23.2	5.1	5.1	2.9	2.3	4.5	2.2
Prop In Lane	1.00		0.48	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	979	491	108	1028	552	100	428	359	540	890	750
V/C Ratio(X)	0.56	0.43	0.45	0.78	0.82	0.82	0.78	0.23	0.16	0.09	0.14	0.09
Avail Cap(c_a), veh/h	196	1153	578	377	1498	804	196	428	359	540	890	750
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.69	0.69	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	35.1	35.3	52.1	21.8	21.8	56.0	38.0	26.2	30.3	18.1	11.0
Incr Delay (d2), s/veh	5.7	0.3	0.6	8.3	1.7	3.2	11.4	1.2	0.9	0.1	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.1	5.3	2.6	6.6	7.3	2.6	2.5	1.5	1.0	2.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	35.5	35.9	60.3	23.5	25.0	67.4	39.2	27.1	30.4	18.5	11.2
LnGrp LOS	E	D	D	E	C	C	E	D	C	C	B	B
Approach Vol, veh/h		689			1383			235			238	
Approach Delay, s/veh		37.4			26.3			45.6			18.9	
Approach LOS		D			C			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	31.0	11.2	38.0	10.6	60.2	9.5	39.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	27.0	25.0	40.0	13.0	26.0	13.0	52.0
Max Q Clear Time (g_c+I1), s	4.3	7.1	7.5	14.4	7.1	6.5	5.0	25.2
Green Ext Time (p_c), s	0.0	0.6	0.2	4.5	0.1	0.8	0.0	10.4

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1109	240	90	1659	77	44	15	28	72	74	113
Future Volume (veh/h)	132	1109	240	90	1659	77	44	15	28	72	74	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	1132	0	92	1693	79	30	36	29	73	76	115
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	2197		119	2071	643	492	516	438	169	178	151
Arrive On Green	0.09	0.42	0.00	0.02	0.13	0.13	0.27	0.27	0.27	0.09	0.09	0.09
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	135	1132	0	92	1693	79	30	36	29	73	76	115
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	8.1	17.7	0.0	5.6	34.9	4.8	1.4	1.5	1.5	4.2	4.2	7.7
Cycle Q Clear(g_c), s	8.1	17.7	0.0	5.6	34.9	4.8	1.4	1.5	1.5	4.2	4.2	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	2197		119	2071	643	492	516	438	169	178	151
V/C Ratio(X)	0.83	0.52		0.77	0.82	0.12	0.06	0.07	0.07	0.43	0.43	0.76
Avail Cap(c_a), veh/h	165	2197		296	2169	673	492	516	438	304	320	271
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.67	0.67	0.67	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	49.2	23.4	0.0	53.0	43.9	30.8	29.7	29.7	29.7	47.1	47.1	48.7
Incr Delay (d2), s/veh	28.1	0.2	0.0	7.0	1.7	0.1	0.2	0.3	0.3	1.7	1.6	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	7.2	0.0	2.8	16.5	1.9	0.6	0.7	0.6	2.0	2.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.3	23.6	0.0	60.0	45.5	30.8	29.9	30.0	30.0	48.7	48.6	56.1
LnGrp LOS	E	C		E	D	C	C	C	C	D	D	E
Approach Vol, veh/h		1267	A		1864			95			264	
Approach Delay, s/veh		29.3			45.6			30.0			51.9	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	33.9	11.2	50.6	14.3	13.9	47.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.5	18.0	38.0	18.5	10.0	46.0
Max Q Clear Time (g_c+I1), s	3.5	7.6	19.7	9.7	10.1	36.9
Green Ext Time (p_c), s	0.2	0.1	7.9	0.6	0.0	7.0

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

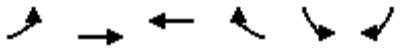
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	399	81	96	1422	99	70	230	15	111	261	155
Future Volume (veh/h)	106	399	81	96	1422	99	70	230	15	111	261	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	416	84	100	1481	103	73	240	16	116	272	161
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	558	244	548	1891	131	187	659	44	764	1286	573
Arrive On Green	0.08	0.15	0.15	0.30	0.38	0.38	0.05	0.19	0.19	0.22	0.36	0.36
Sat Flow, veh/h	1810	3610	1580	1810	4950	344	3510	3436	228	3510	3610	1609
Grp Volume(v), veh/h	110	416	84	100	1035	549	73	125	131	116	272	161
Grp Sat Flow(s),veh/h/ln	1810	1805	1580	1810	1729	1836	1755	1805	1859	1755	1805	1609
Q Serve(g_s), s	7.2	13.2	4.9	4.9	31.7	31.7	2.4	7.2	7.3	3.2	6.3	8.6
Cycle Q Clear(g_c), s	7.2	13.2	4.9	4.9	31.7	31.7	2.4	7.2	7.3	3.2	6.3	8.6
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	136	558	244	548	1321	701	187	346	356	764	1286	573
V/C Ratio(X)	0.81	0.75	0.34	0.18	0.78	0.78	0.39	0.36	0.37	0.15	0.21	0.28
Avail Cap(c_a), veh/h	211	1655	724	548	1614	857	234	346	356	764	1286	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	48.5	33.4	30.9	32.7	32.7	54.9	42.1	42.2	38.0	26.9	27.6
Incr Delay (d2), s/veh	11.5	1.9	0.8	0.1	1.3	2.5	1.3	2.9	2.9	0.1	0.4	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.1	2.3	2.2	13.3	14.4	1.1	3.5	3.7	1.4	2.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.2	50.4	34.1	31.0	34.0	35.2	56.3	45.1	45.1	38.1	27.3	28.9
LnGrp LOS	E	D	C	C	C	D	E	D	D	D	C	C
Approach Vol, veh/h		610			1684			329			549	
Approach Delay, s/veh		51.0			34.2			47.5			30.0	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	27.0	40.3	22.6	10.4	46.7	13.0	49.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	23.0	15.0	55.0	8.0	26.0	14.0	56.0
Max Q Clear Time (g_c+I1), s	6.2	9.3	6.9	15.2	4.4	10.6	9.2	33.7
Green Ext Time (p_c), s	0.1	1.1	0.1	3.3	0.0	2.0	0.1	12.2

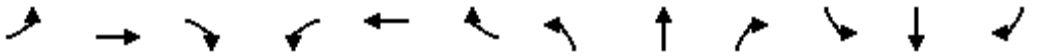
Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	133	1064	1809	153	149	115
Future Volume (veh/h)	133	1064	1809	153	149	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	1097	1865	158	154	119
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	166	2789	2124	1287	1367	775
Arrive On Green	0.18	1.00	0.82	0.82	0.39	0.39
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	137	1097	1865	158	154	119
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	8.0	0.0	25.5	0.8	3.1	4.6
Cycle Q Clear(g_c), s	8.0	0.0	25.5	0.8	3.1	4.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	166	2789	2124	1287	1367	775
V/C Ratio(X)	0.82	0.39	0.88	0.12	0.11	0.15
Avail Cap(c_a), veh/h	362	3772	2546	1418	1367	775
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.65	0.65	1.00	1.00
Uniform Delay (d), s/veh	44.0	0.0	8.2	0.7	21.4	16.0
Incr Delay (d2), s/veh	8.8	0.1	2.2	0.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	3.7	0.8	1.3	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.8	0.1	10.4	0.7	21.6	16.4
LnGrp LOS	D	A	B	A	C	B
Approach Vol, veh/h		1234	2023		273	
Approach Delay, s/veh		5.9	9.6		19.3	
Approach LOS		A	A		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		63.2		46.8	14.1	49.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		80.0		22.0	22.0	54.0
Max Q Clear Time (g_c+I1), s		2.0		6.6	10.0	27.5
Green Ext Time (p_c), s		10.7		0.8	0.3	17.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	432	51	80	1436	121	65	187	15	98	148	74
Future Volume (veh/h)	25	432	51	80	1436	121	65	187	15	98	148	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	460	54	85	1528	129	69	199	16	104	157	79
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	605	266	418	1772	150	95	1340	107	130	983	471
Arrive On Green	0.03	0.17	0.17	0.46	0.73	0.73	0.05	0.40	0.40	0.07	0.42	0.42
Sat Flow, veh/h	1810	3610	1589	1810	4866	411	1810	3386	270	1810	2366	1134
Grp Volume(v), veh/h	27	460	54	85	1086	571	69	105	110	104	118	118
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1729	1818	1810	1805	1851	1810	1805	1695
Q Serve(g_s), s	1.8	14.6	3.0	3.3	27.5	27.6	4.5	4.5	4.6	6.8	4.9	5.3
Cycle Q Clear(g_c), s	1.8	14.6	3.0	3.3	27.5	27.6	4.5	4.5	4.6	6.8	4.9	5.3
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.15	1.00		0.67
Lane Grp Cap(c), veh/h	63	605	266	418	1259	662	95	715	733	130	750	704
V/C Ratio(X)	0.43	0.76	0.20	0.20	0.86	0.86	0.73	0.15	0.15	0.80	0.16	0.17
Avail Cap(c_a), veh/h	136	1504	662	418	1614	849	181	715	733	241	750	704
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.56	0.56	0.56	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	47.6	31.6	25.7	14.1	14.1	56.0	23.3	23.3	54.8	21.9	22.0
Incr Delay (d2), s/veh	3.5	1.5	0.3	0.1	2.3	4.4	8.8	0.4	0.4	10.6	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	6.7	1.4	1.4	5.3	6.0	2.3	2.0	2.1	3.5	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	49.1	31.9	25.8	16.4	18.5	64.8	23.6	23.7	65.5	22.4	22.6
LnGrp LOS	E	D	C	C	B	B	E	C	C	E	C	C
Approach Vol, veh/h		541			1742			284			340	
Approach Delay, s/veh		48.0			17.6			33.6			35.6	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	51.5	31.7	24.1	10.3	53.8	8.2	47.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	23.0	15.0	50.0	12.0	27.0	9.0	56.0
Max Q Clear Time (g_c+I1), s	8.8	6.6	5.3	16.6	6.5	7.3	3.8	29.6
Green Ext Time (p_c), s	0.1	1.0	0.1	3.5	0.1	1.3	0.0	14.2

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	929	171	17	1649	93	184	50	7	89	51	99
Future Volume (veh/h)	93	929	171	17	1649	93	184	50	7	89	51	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	978	180	18	1736	98	194	53	7	94	54	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	2486	772	49	2199	124	559	554	72	318	683	415
Arrive On Green	0.02	0.16	0.16	0.03	0.44	0.44	0.16	0.17	0.17	0.18	0.19	0.19
Sat Flow, veh/h	1810	5187	1610	1810	5024	283	3510	3209	415	1810	3610	1610
Grp Volume(v), veh/h	98	978	180	18	1194	640	194	29	31	94	54	104
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1849	1755	1805	1819	1810	1805	1610
Q Serve(g_s), s	5.9	18.6	6.0	1.1	32.6	32.7	5.4	1.5	1.6	5.0	1.4	0.0
Cycle Q Clear(g_c), s	5.9	18.6	6.0	1.1	32.6	32.7	5.4	1.5	1.6	5.0	1.4	0.0
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	124	2486	772	49	1514	809	559	312	314	318	683	415
V/C Ratio(X)	0.79	0.39	0.23	0.37	0.79	0.79	0.35	0.09	0.10	0.30	0.08	0.25
Avail Cap(c_a), veh/h	128	2556	793	145	1735	928	559	312	314	318	683	415
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	53.0	31.9	8.8	52.6	26.6	26.6	41.2	38.3	38.3	39.4	36.7	32.4
Incr Delay (d2), s/veh	26.0	0.1	0.1	4.6	2.2	4.1	0.4	0.6	0.6	0.5	0.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	8.6	4.2	0.6	13.5	14.9	2.4	0.7	0.8	2.3	0.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.0	32.0	9.0	57.2	28.8	30.7	41.5	38.9	38.9	39.9	36.9	33.8
LnGrp LOS	E	C	A	E	C	C	D	D	D	D	D	C
Approach Vol, veh/h		1256			1852			254			252	
Approach Delay, s/veh		32.4			29.7			40.9			36.8	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	23.0	7.0	56.7	21.5	24.8	11.5	52.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	19.0	8.8	54.2	10.2	20.8	7.8	55.2
Max Q Clear Time (g_c+I1), s	7.9	3.6	3.1	20.6	7.4	3.4	7.9	34.7
Green Ext Time (p_c), s	0.1	0.2	0.0	9.2	0.2	0.5	0.0	13.4

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	350	52	24	1268	140	204	426	37	125	268	175
Future Volume (veh/h)	92	350	52	24	1268	140	204	426	37	125	268	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	385	57	26	1393	154	224	468	41	137	295	192
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	1989	843	61	1643	182	255	842	375	391	1113	601
Arrive On Green	0.07	0.38	0.38	0.03	0.35	0.35	0.14	0.23	0.23	0.22	0.31	0.31
Sat Flow, veh/h	1810	5187	1605	1810	4731	523	1810	3610	1608	1810	3610	1585
Grp Volume(v), veh/h	101	385	57	26	1018	529	224	468	41	137	295	192
Grp Sat Flow(s),veh/h/ln	1810	1729	1605	1810	1729	1796	1810	1805	1608	1810	1805	1585
Q Serve(g_s), s	6.6	5.9	2.1	1.7	32.7	32.7	14.6	13.7	2.1	7.7	7.4	2.9
Cycle Q Clear(g_c), s	6.6	5.9	2.1	1.7	32.7	32.7	14.6	13.7	2.1	7.7	7.4	2.9
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	1989	843	61	1201	624	255	842	375	391	1113	601
V/C Ratio(X)	0.80	0.19	0.07	0.42	0.85	0.85	0.88	0.56	0.11	0.35	0.27	0.32
Avail Cap(c_a), veh/h	204	2200	908	115	1297	673	371	842	375	391	1113	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.59	0.59	0.59	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	24.6	14.1	56.8	36.2	36.2	50.5	40.5	27.3	39.9	31.3	12.0
Incr Delay (d2), s/veh	8.9	0.0	0.0	2.7	3.1	5.8	13.7	2.4	0.5	0.5	0.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	2.5	0.8	0.8	14.1	15.2	7.6	6.4	1.0	3.5	3.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	24.7	14.1	59.6	39.3	42.0	64.2	42.9	27.9	40.4	31.8	13.4
LnGrp LOS	E	C	B	E	D	D	E	D	C	D	C	B
Approach Vol, veh/h		543			1573			733			624	
Approach Delay, s/veh		30.9			40.6			48.6			28.0	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	32.0	8.1	50.0	20.9	41.0	12.4	45.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	28.0	7.6	50.9	24.6	20.9	13.5	45.0
Max Q Clear Time (g_c+I1), s	9.7	15.7	3.7	7.9	16.6	9.4	8.6	34.7
Green Ext Time (p_c), s	0.2	2.6	0.0	3.1	0.4	2.0	0.1	7.0

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	556	402	14	1014	108	671	498	8	68	272	66
Future Volume (veh/h)	76	556	402	14	1014	108	671	498	8	68	272	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	591	428	15	1079	115	714	530	9	72	289	70
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1420	1043	42	1178	125	892	1384	23	102	530	126
Arrive On Green	0.06	0.39	0.39	0.02	0.36	0.36	0.25	0.38	0.38	0.06	0.18	0.18
Sat Flow, veh/h	1810	3610	1610	1810	3287	350	3510	3631	62	1810	2884	686
Grp Volume(v), veh/h	81	591	428	15	592	602	714	263	276	72	179	180
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1832	1755	1805	1888	1810	1805	1766
Q Serve(g_s), s	4.9	13.1	2.4	0.9	34.4	34.5	20.9	11.6	11.6	4.3	9.9	10.2
Cycle Q Clear(g_c), s	4.9	13.1	2.4	0.9	34.4	34.5	20.9	11.6	11.6	4.3	9.9	10.2
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.03	1.00		0.39
Lane Grp Cap(c), veh/h	105	1420	1043	42	647	657	892	688	720	102	331	324
V/C Ratio(X)	0.77	0.42	0.41	0.35	0.92	0.92	0.80	0.38	0.38	0.70	0.54	0.56
Avail Cap(c_a), veh/h	128	1420	1043	123	673	683	892	688	720	161	331	324
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.42	0.42	0.42	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	51.1	24.2	3.9	52.9	33.7	33.7	38.4	24.7	24.7	51.0	40.7	40.8
Incr Delay (d2), s/veh	20.0	0.2	0.3	2.1	8.4	8.4	5.2	1.6	1.5	8.2	6.0	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.6	2.3	0.4	16.2	16.5	9.6	5.2	5.5	2.2	4.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	24.4	4.2	55.0	42.1	42.2	43.6	26.3	26.2	59.2	46.7	47.3
LnGrp LOS	E	C	A	D	D	D	D	C	C	E	D	D
Approach Vol, veh/h		1100			1209			1253			431	
Approach Delay, s/veh		20.0			42.3			36.2			49.0	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	45.9	6.6	47.3	32.0	24.2	10.4	43.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.8	35.4	7.5	41.3	25.0	20.2	7.8	41.0
Max Q Clear Time (g_c+I1), s	6.3	13.6	2.9	15.1	22.9	12.2	6.9	36.5
Green Ext Time (p_c), s	0.0	3.2	0.0	6.1	0.7	1.3	0.0	2.9

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	57	388	375	48	175	359
Future Volume (veh/h)	57	388	375	48	175	359
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	413	399	51	186	382
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	997	457	1881	838	263	2296
Arrive On Green	0.28	0.28	0.52	0.52	0.08	0.64
Sat Flow, veh/h	3510	1610	3705	1609	3510	3705
Grp Volume(v), veh/h	61	413	399	51	186	382
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1609	1755	1805
Q Serve(g_s), s	1.3	24.7	6.0	1.6	5.2	4.3
Cycle Q Clear(g_c), s	1.3	24.7	6.0	1.6	5.2	4.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	997	457	1881	838	263	2296
V/C Ratio(X)	0.06	0.90	0.21	0.06	0.71	0.17
Avail Cap(c_a), veh/h	1755	805	1881	838	562	2296
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	34.5	12.9	11.9	45.2	7.4
Incr Delay (d2), s/veh	0.0	4.1	0.3	0.1	3.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	10.0	2.4	0.6	2.4	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.1	38.6	13.2	12.0	48.6	7.6
LnGrp LOS	C	D	B	B	D	A
Approach Vol, veh/h	474		450			568
Approach Delay, s/veh	37.0		13.0			21.0
Approach LOS	D		B			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.5	56.1				67.6	32.4
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	16.0	22.0				42.0	50.0
Max Q Clear Time (g_c+I1), s	7.2	8.0				6.3	26.7
Green Ext Time (p_c), s	0.4	2.3				2.7	1.7

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	380	56	66	1086	41	119	246	65	86	197	65
Future Volume (veh/h)	44	380	56	66	1086	41	119	246	65	86	197	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	432	64	75	1234	47	135	280	74	98	224	74
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	1310	189	97	1502	57	424	1294	335	124	780	250
Arrive On Green	0.02	0.09	0.09	0.11	0.59	0.59	0.23	0.46	0.46	0.07	0.29	0.29
Sat Flow, veh/h	1810	4563	660	1810	5124	195	1810	2827	732	1810	2676	858
Grp Volume(v), veh/h	50	325	171	75	833	448	135	177	177	98	149	149
Grp Sat Flow(s),veh/h/ln	1810	1729	1766	1810	1729	1861	1810	1805	1754	1810	1805	1729
Q Serve(g_s), s	3.3	10.5	10.9	4.8	23.1	23.1	7.4	7.1	7.3	6.4	7.6	8.0
Cycle Q Clear(g_c), s	3.3	10.5	10.9	4.8	23.1	23.1	7.4	7.1	7.3	6.4	7.6	8.0
Prop In Lane	1.00		0.37	1.00		0.10	1.00		0.42	1.00		0.50
Lane Grp Cap(c), veh/h	86	992	507	97	1014	546	424	826	803	124	526	504
V/C Ratio(X)	0.58	0.33	0.34	0.77	0.82	0.82	0.32	0.21	0.22	0.79	0.28	0.30
Avail Cap(c_a), veh/h	136	1326	677	211	1470	791	424	826	803	287	526	504
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.63	0.63	0.63	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	43.5	43.7	52.9	22.3	22.3	38.0	19.6	19.6	55.0	32.8	32.9
Incr Delay (d2), s/veh	6.1	0.2	0.4	8.0	1.6	3.0	0.4	0.5	0.5	10.6	1.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.9	5.2	2.3	6.7	7.4	3.3	3.1	3.1	3.3	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	43.7	44.0	60.9	23.9	25.3	38.4	20.1	20.2	65.7	34.2	34.4
LnGrp LOS	E	D	D	E	C	C	D	C	C	E	C	C
Approach Vol, veh/h		546			1356			489			396	
Approach Delay, s/veh		45.6			26.4			25.2			42.1	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	58.9	10.4	38.4	32.1	39.0	9.7	39.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	25.0	14.0	46.0	9.0	35.0	9.0	51.0
Max Q Clear Time (g_c+I1), s	9.4	9.3	6.8	12.9	9.4	10.0	5.3	25.1
Green Ext Time (p_c), s	0.1	1.8	0.1	3.5	0.0	1.8	0.0	10.1

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	485	111	37	973	63	117	366	62	100	287	41
Future Volume (veh/h)	54	485	111	37	973	63	117	366	62	100	287	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	591	135	45	1187	77	143	446	76	122	350	50
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	1167	266	86	1355	88	290	754	128	290	777	110
Arrive On Green	0.06	0.40	0.40	0.05	0.39	0.39	0.16	0.25	0.25	0.16	0.25	0.25
Sat Flow, veh/h	1810	2909	663	1810	3441	223	1810	3073	520	1810	3166	448
Grp Volume(v), veh/h	66	366	360	45	622	642	143	261	261	122	198	202
Grp Sat Flow(s),veh/h/ln	1810	1805	1767	1810	1805	1859	1810	1805	1788	1810	1805	1809
Q Serve(g_s), s	3.9	16.8	16.8	2.7	35.1	35.2	7.9	14.0	14.2	6.7	10.2	10.4
Cycle Q Clear(g_c), s	3.9	16.8	16.8	2.7	35.1	35.2	7.9	14.0	14.2	6.7	10.2	10.4
Prop In Lane	1.00		0.38	1.00		0.12	1.00		0.29	1.00		0.25
Lane Grp Cap(c), veh/h	100	724	709	86	711	732	290	443	439	290	443	444
V/C Ratio(X)	0.66	0.51	0.51	0.52	0.88	0.88	0.49	0.59	0.60	0.42	0.45	0.45
Avail Cap(c_a), veh/h	132	794	777	125	788	811	290	443	439	290	443	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.39	0.39	0.39	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	51.0	24.7	24.8	51.2	30.9	30.9	42.1	36.6	36.7	41.6	35.2	35.2
Incr Delay (d2), s/veh	6.8	0.5	0.5	1.9	4.3	4.3	1.3	5.6	5.9	0.9	3.1	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.2	7.1	1.3	15.7	16.2	3.6	6.8	6.9	3.1	4.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	25.2	25.3	53.1	35.2	35.2	43.4	42.2	42.5	42.5	38.3	38.5
LnGrp LOS	E	C	C	D	D	D	D	D	D	D	D	D
Approach Vol, veh/h		792			1309			665			522	
Approach Delay, s/veh		28.0			35.8			42.6			39.4	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.6	31.0	9.2	48.1	21.6	31.0	10.1	47.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	27.0	7.6	48.4	11.0	27.0	8.0	48.0
Max Q Clear Time (g_c+I1), s	9.7	16.2	4.7	18.8	9.9	12.4	5.9	37.2
Green Ext Time (p_c), s	0.1	2.4	0.0	5.1	0.0	2.0	0.0	6.1

Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	165	31	8	357	436	48	284	16	280	234	31
Future Volume (veh/h)	73	165	31	8	357	436	48	284	16	280	234	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.88	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	190	36	9	410	501	55	326	18	322	269	36
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	222	1327	583	54	578	509	99	704	39	457	1288	171
Arrive On Green	0.06	0.37	0.37	0.02	0.32	0.32	0.05	0.20	0.20	0.25	0.40	0.40
Sat Flow, veh/h	3510	3610	1585	3510	1805	1591	1810	3452	189	1810	3204	424
Grp Volume(v), veh/h	84	190	36	9	410	501	55	169	175	322	150	155
Grp Sat Flow(s),veh/h/ln	1755	1805	1585	1755	1805	1591	1810	1805	1837	1810	1805	1824
Q Serve(g_s), s	2.3	3.5	1.5	0.3	20.0	31.3	3.0	8.2	8.4	16.2	5.4	5.5
Cycle Q Clear(g_c), s	2.3	3.5	1.5	0.3	20.0	31.3	3.0	8.2	8.4	16.2	5.4	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.23
Lane Grp Cap(c), veh/h	222	1327	583	54	578	509	99	368	375	457	726	733
V/C Ratio(X)	0.38	0.14	0.06	0.17	0.71	0.98	0.55	0.46	0.47	0.70	0.21	0.21
Avail Cap(c_a), veh/h	267	1327	583	369	578	509	156	368	375	457	726	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	21.1	20.5	48.6	29.9	33.8	46.1	35.0	35.0	34.0	19.5	19.5
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.1	3.2	31.4	4.8	4.1	4.1	4.8	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.5	0.5	0.1	9.0	16.1	1.5	4.0	4.1	7.6	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	21.1	20.5	49.7	33.1	65.1	50.8	39.1	39.1	38.8	20.2	20.2
LnGrp LOS	D	C	C	D	C	E	D	D	D	D	C	C
Approach Vol, veh/h		310			920			399			627	
Approach Delay, s/veh		27.8			50.7			40.7			29.7	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	24.4	5.5	40.8	9.5	44.2	10.3	36.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	24.0	20.4	10.5	29.1	8.6	35.8	7.6	32.0
Max Q Clear Time (g_c+I1), s	10.2	10.4	2.3	5.5	5.0	7.5	4.3	33.3
Green Ext Time (p_c), s	0.5	1.4	0.0	1.3	0.0	1.8	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	325	76	104	850	115	271	711	103	159	461	211
Future Volume (veh/h)	115	325	76	104	850	115	271	711	103	159	461	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	365	85	117	955	129	304	799	116	179	518	237
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	202	904	400	201	1155	156	575	1173	512	424	872	386
Arrive On Green	0.06	0.25	0.25	0.06	0.25	0.25	0.32	0.32	0.32	0.23	0.24	0.24
Sat Flow, veh/h	3510	3610	1599	3510	4620	622	1810	3610	1575	1810	3610	1598
Grp Volume(v), veh/h	129	365	85	117	714	370	304	799	116	179	518	237
Grp Sat Flow(s),veh/h/ln	1755	1805	1599	1755	1729	1784	1810	1805	1575	1810	1805	1598
Q Serve(g_s), s	4.3	10.1	2.5	3.9	23.4	23.5	16.5	23.0	5.3	10.1	15.2	15.8
Cycle Q Clear(g_c), s	4.3	10.1	2.5	3.9	23.4	23.5	16.5	23.0	5.3	10.1	15.2	15.8
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	904	400	201	864	446	575	1173	512	424	872	386
V/C Ratio(X)	0.64	0.40	0.21	0.58	0.83	0.83	0.53	0.68	0.23	0.42	0.59	0.61
Avail Cap(c_a), veh/h	263	1041	461	246	980	506	575	1173	512	424	872	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.56	0.56	0.56	0.64	0.64	0.64	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	37.5	8.5	55.2	42.5	42.6	33.6	35.1	19.7	39.1	40.3	40.5
Incr Delay (d2), s/veh	3.2	0.3	0.2	1.5	3.1	5.9	0.6	2.1	0.7	0.7	3.0	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.5	1.9	1.8	10.3	11.1	7.4	10.4	2.5	4.6	7.1	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	37.8	8.7	56.7	45.6	48.5	34.2	37.2	20.3	39.7	43.3	47.6
LnGrp LOS	E	D	A	E	D	D	C	D	C	D	D	D
Approach Vol, veh/h		579			1201			1219			934	
Approach Delay, s/veh		38.1			47.6			34.8			43.7	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	43.0	10.9	34.0	42.1	33.0	10.9	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	39.0	8.4	34.6	32.0	29.0	9.0	34.0
Max Q Clear Time (g_c+I1), s	12.1	25.0	5.9	12.1	18.5	17.8	6.3	25.5
Green Ext Time (p_c), s	0.3	5.1	0.1	2.7	0.8	3.3	0.1	4.5

Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	476	135	66	793	79	259	874	129	76	510	96
Future Volume (veh/h)	90	476	135	66	793	79	259	874	129	76	510	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	111	588	167	81	979	98	320	1079	159	94	630	119
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	712	202	264	1080	108	486	1474	217	233	805	150
Arrive On Green	0.08	0.26	0.26	0.19	0.43	0.43	0.27	0.32	0.32	0.13	0.18	0.18
Sat Flow, veh/h	1810	2775	786	1810	3312	332	1810	4555	670	1810	4385	815
Grp Volume(v), veh/h	111	382	373	81	533	544	320	819	419	94	495	254
Grp Sat Flow(s),veh/h/ln	1810	1805	1756	1810	1805	1839	1810	1729	1768	1810	1729	1742
Q Serve(g_s), s	6.6	21.9	22.0	4.2	30.3	30.3	17.3	23.1	23.1	5.3	15.0	15.3
Cycle Q Clear(g_c), s	6.6	21.9	22.0	4.2	30.3	30.3	17.3	23.1	23.1	5.3	15.0	15.3
Prop In Lane	1.00		0.45	1.00		0.18	1.00		0.38	1.00		0.47
Lane Grp Cap(c), veh/h	138	463	451	264	589	600	486	1119	572	233	635	320
V/C Ratio(X)	0.81	0.82	0.83	0.31	0.91	0.91	0.66	0.73	0.73	0.40	0.78	0.79
Avail Cap(c_a), veh/h	166	630	613	264	635	647	486	1119	572	233	635	320
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.57	0.57	0.57	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	50.0	38.5	38.6	39.6	29.6	29.6	35.7	33.0	33.0	44.1	42.8	42.9
Incr Delay (d2), s/veh	18.0	5.5	5.8	0.4	10.1	10.0	3.3	4.2	8.1	1.0	8.3	16.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	10.3	10.1	1.9	13.5	13.7	8.0	10.2	11.0	2.4	7.1	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	44.0	44.4	40.0	39.7	39.6	39.0	37.2	41.1	45.1	51.1	59.5
LnGrp LOS	E	D	D	D	D	D	D	D	D	D	D	E
Approach Vol, veh/h		866			1158			1558			843	
Approach Delay, s/veh		47.2			39.7			38.6			53.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	39.6	20.0	32.2	33.5	24.2	12.4	39.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	35.6	10.4	38.4	25.0	20.2	10.1	38.7
Max Q Clear Time (g_c+I1), s	7.3	25.1	6.2	24.0	19.3	17.3	8.6	32.3
Green Ext Time (p_c), s	0.0	5.9	0.1	4.2	0.5	1.3	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	304	88	234	477	105	199	846	293	94	342	61
Future Volume (veh/h)	44	304	88	234	477	105	199	846	293	94	342	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	327	95	252	513	113	214	910	315	101	368	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	446	127	292	788	172	511	2217	679	130	958	166
Arrive On Green	0.05	0.16	0.16	0.16	0.27	0.27	0.56	0.85	0.85	0.07	0.22	0.22
Sat Flow, veh/h	1810	2759	788	1810	2924	640	1810	5187	1588	1810	4423	766
Grp Volume(v), veh/h	47	212	210	252	315	311	214	910	315	101	285	149
Grp Sat Flow(s),veh/h/ln	1810	1805	1742	1810	1805	1760	1810	1729	1588	1810	1729	1730
Q Serve(g_s), s	2.3	10.0	10.3	12.2	13.9	14.1	6.1	3.5	2.4	4.9	6.3	6.6
Cycle Q Clear(g_c), s	2.3	10.0	10.3	12.2	13.9	14.1	6.1	3.5	2.4	4.9	6.3	6.6
Prop In Lane	1.00		0.45	1.00		0.36	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	97	291	281	292	486	474	511	2217	679	130	749	375
V/C Ratio(X)	0.48	0.73	0.75	0.86	0.65	0.66	0.42	0.41	0.46	0.78	0.38	0.40
Avail Cap(c_a), veh/h	151	371	358	402	622	606	511	2217	679	239	749	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.80	0.80	0.80	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	35.8	36.0	36.7	29.1	29.2	15.4	4.0	1.3	41.1	30.1	30.2
Incr Delay (d2), s/veh	3.1	4.4	5.3	10.8	1.2	1.3	0.3	0.3	1.4	9.5	1.5	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.7	4.7	6.2	6.0	6.0	2.1	1.0	1.2	2.5	2.7	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	40.2	41.3	47.6	30.3	30.5	15.7	4.3	2.7	50.6	31.6	33.4
LnGrp LOS	D	D	D	D	C	C	B	A	A	D	C	C
Approach Vol, veh/h		469			878			1439			535	
Approach Delay, s/veh		41.1			35.4			5.7			35.7	
Approach LOS		D			D			A			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	42.5	18.5	18.5	29.4	23.5	8.8	28.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.3	23.6	20.0	18.5	16.0	19.5	7.5	31.0
Max Q Clear Time (g_c+I1), s	6.9	5.5	14.2	12.3	8.1	8.6	4.3	16.1
Green Ext Time (p_c), s	0.1	7.3	0.4	1.3	0.4	2.0	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	151	78	195	129	155	101	1174	260	69	630	4
Future Volume (veh/h)	23	151	78	195	129	155	101	1174	260	69	630	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	161	83	207	137	165	107	1249	277	73	670	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	31	209	204	229	152	326	137	1790	397	118	2197	13
Arrive On Green	0.13	0.13	0.13	0.21	0.21	0.21	0.08	0.42	0.42	0.13	0.83	0.83
Sat Flow, veh/h	245	1643	1603	1110	735	1581	1810	4227	937	1810	5320	32
Grp Volume(v), veh/h	185	0	83	344	0	165	107	1022	504	73	435	239
Grp Sat Flow(s),veh/h/ln	1888	0	1603	1845	0	1581	1810	1729	1707	1810	1729	1893
Q Serve(g_s), s	8.5	0.0	4.3	16.4	0.0	8.3	5.2	21.8	21.8	3.4	2.6	2.6
Cycle Q Clear(g_c), s	8.5	0.0	4.3	16.4	0.0	8.3	5.2	21.8	21.8	3.4	2.6	2.6
Prop In Lane	0.13		1.00	0.60		1.00	1.00		0.55	1.00		0.02
Lane Grp Cap(c), veh/h	240	0	204	381	0	326	137	1464	723	118	1428	782
V/C Ratio(X)	0.77	0.00	0.41	0.90	0.00	0.51	0.78	0.70	0.70	0.62	0.30	0.31
Avail Cap(c_a), veh/h	388	0	329	389	0	334	237	1464	723	153	1428	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.93	0.93	0.93	0.89	0.89	0.89
Uniform Delay (d), s/veh	38.0	0.0	36.1	34.8	0.0	31.7	40.9	21.2	21.2	38.1	4.8	4.8
Incr Delay (d2), s/veh	5.2	0.0	1.3	23.6	0.0	1.2	8.7	2.6	5.2	4.6	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	1.7	9.7	0.0	3.2	2.6	8.9	9.3	1.6	0.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	0.0	37.4	58.4	0.0	32.9	49.5	23.8	26.4	42.7	5.3	5.7
LnGrp LOS	D	A	D	E	A	C	D	C	C	D	A	A
Approach Vol, veh/h		268			509			1633			747	
Approach Delay, s/veh		41.4			50.1			26.3			9.1	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	42.1		15.5	10.8	41.2		22.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	28.9		18.5	11.8	24.7		19.0
Max Q Clear Time (g_c+I1), s	5.4	23.8		10.5	7.2	4.6		18.4
Green Ext Time (p_c), s	0.0	3.9		0.8	0.1	4.3		0.2

Intersection Summary		
HCM 6th Ctrl Delay		27.4
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	0	33	0	0	0	121	1491	0	0	895	74
Future Volume (veh/h)	72	0	33	0	0	0	121	1491	0	0	895	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	0	37	0	0	0	136	1675	0	0	1006	83
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	140	809	2	2	2	775	4344	0	2	1780	147
Arrive On Green	0.07	0.00	0.07	0.00	0.00	0.00	0.86	1.00	0.00	0.00	0.36	0.36
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4883	402
Grp Volume(v), veh/h	81	0	37	0	0	0	136	1675	0	0	712	377
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1828
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	14.8	14.9
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	14.8	14.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.22
Lane Grp Cap(c), veh/h	133	140	809	2	2	2	775	4344	0	2	1260	666
V/C Ratio(X)	0.61	0.00	0.05	0.00	0.00	0.00	0.18	0.39	0.00	0.00	0.56	0.57
Avail Cap(c_a), veh/h	191	433	1057	151	391	331	775	4344	0	151	1260	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.90	0.90	0.00	0.00	0.95	0.95
Uniform Delay (d), s/veh	40.4	0.0	7.7	0.0	0.0	0.0	3.8	0.0	0.0	0.0	22.9	22.9
Incr Delay (d2), s/veh	4.4	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	1.7	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.3	0.0	0.0	0.0	0.4	0.1	0.0	0.0	6.1	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	0.0	7.7	0.0	0.0	0.0	3.9	0.2	0.0	0.0	24.6	26.2
LnGrp LOS	D	A	A	A	A	A	A	A	A	A	C	C
Approach Vol, veh/h		118			0			1811			1089	
Approach Delay, s/veh		33.2			0.0			0.5			25.2	
Approach LOS		C						A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	79.4	0.0	10.6	42.6	36.8	10.6	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	38.5	7.5	20.5	13.2	32.8	9.5	18.5
Max Q Clear Time (g_c+I1), s	10.0	2.0	0.0	2.0	3.1	16.9	5.9	0.0
Green Ext Time (p_c), s	0.0	17.7	0.0	0.1	0.2	6.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1	50	16	15	17	57	1620	12	13	912	26
Future Volume (veh/h)	30	1	50	16	15	17	57	1620	12	13	912	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	1	55	18	16	19	63	1780	13	14	1002	29
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	134	120	76	138	117	493	3628	26	42	2248	768
Arrive On Green	0.04	0.07	0.07	0.04	0.07	0.07	0.27	0.68	0.68	0.05	0.87	0.87
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5312	39	1810	5187	1610
Grp Volume(v), veh/h	33	1	55	18	16	19	63	1159	634	14	1002	29
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1893	1810	1729	1610
Q Serve(g_s), s	1.6	0.0	2.9	0.9	0.7	1.0	2.4	14.4	14.4	0.7	3.8	0.0
Cycle Q Clear(g_c), s	1.6	0.0	2.9	0.9	0.7	1.0	2.4	14.4	14.4	0.7	3.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	79	134	120	76	138	117	493	2361	1293	42	2248	768
V/C Ratio(X)	0.42	0.01	0.46	0.24	0.12	0.16	0.13	0.49	0.49	0.34	0.45	0.04
Avail Cap(c_a), veh/h	153	373	333	153	393	333	493	2361	1293	153	2248	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79	0.96	0.96	0.96
Uniform Delay (d), s/veh	41.9	38.6	39.9	41.7	39.0	39.2	24.7	6.8	6.8	42.3	3.7	1.2
Incr Delay (d2), s/veh	3.5	0.0	2.7	1.6	0.4	0.6	0.1	0.6	1.1	4.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.2	0.4	0.3	0.4	1.0	4.6	5.2	0.3	1.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	38.6	42.7	43.3	39.4	39.8	24.8	7.4	7.9	46.8	4.3	1.3
LnGrp LOS	D	D	D	D	D	D	C	A	A	D	A	A
Approach Vol, veh/h		89			53			1856			1045	
Approach Delay, s/veh		43.6			40.9			8.1			4.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	65.5	7.8	10.7	28.5	43.0	7.9	10.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	40.2	7.6	18.6	8.8	39.0	7.6	18.6
Max Q Clear Time (g_c+I1), s	2.7	16.4	2.9	4.9	4.4	5.8	3.6	3.0
Green Ext Time (p_c), s	0.0	14.5	0.0	0.2	0.0	8.7	0.0	0.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	33	72	1	170	167	252	1371	7	37	657	250
Future Volume (veh/h)	236	33	72	1	170	167	252	1371	7	37	657	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	254	35	77	1	183	180	271	1474	8	40	706	269
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	292	965	430	7	560	174	354	1775	551	740	2346	728
Arrive On Green	0.16	0.27	0.27	0.00	0.11	0.11	0.10	0.34	0.34	0.21	0.45	0.45
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	254	35	77	1	183	180	271	1474	8	40	706	269
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	12.3	0.6	3.3	0.0	2.9	6.4	6.8	23.5	0.3	0.8	7.8	9.9
Cycle Q Clear(g_c), s	12.3	0.6	3.3	0.0	2.9	6.4	6.8	23.5	0.3	0.8	7.8	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	292	965	430	7	560	174	354	1775	551	740	2346	728
V/C Ratio(X)	0.87	0.04	0.18	0.15	0.33	1.04	0.77	0.83	0.01	0.05	0.30	0.37
Avail Cap(c_a), veh/h	346	1131	505	293	1066	331	476	1775	551	740	2346	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	36.8	24.4	25.4	44.8	37.1	17.7	39.4	27.2	14.5	28.3	15.6	16.2
Incr Delay (d2), s/veh	18.4	0.0	0.2	9.8	0.3	46.2	5.2	4.7	0.0	0.0	0.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.3	1.3	0.0	1.2	5.8	3.1	10.1	0.1	0.3	3.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	24.4	25.6	54.6	37.5	63.9	44.6	31.9	14.6	28.4	15.9	17.6
LnGrp LOS	E	C	C	D	D	F	D	C	B	C	B	B
Approach Vol, veh/h		366			364			1753			1015	
Approach Delay, s/veh		46.0			50.6			33.8			16.9	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	34.8	4.2	28.0	13.1	44.7	18.5	13.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	30.8	7.5	28.2	12.2	26.1	17.2	18.5
Max Q Clear Time (g_c+I1), s	12.8	25.5	2.0	5.3	8.8	11.9	14.3	8.4
Green Ext Time (p_c), s	0.0	4.0	0.0	0.4	0.3	5.0	0.2	1.3

Intersection Summary		
HCM 6th Ctrl Delay		31.9
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	399	91	14	722	82	155	186	11	55	131	161
Future Volume (veh/h)	126	399	91	14	722	82	155	186	11	55	131	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	505	115	18	914	104	196	235	14	70	166	204
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	186	1368	955	48	1093	570	771	724	43	95	436	387
Arrive On Green	0.21	0.76	0.76	0.03	0.30	0.30	0.22	0.41	0.41	0.05	0.24	0.24
Sat Flow, veh/h	1810	3610	1586	1810	3610	1604	3510	1772	106	1810	1805	1600
Grp Volume(v), veh/h	159	505	115	18	914	104	196	0	249	70	166	204
Grp Sat Flow(s),veh/h/ln	1810	1805	1586	1810	1805	1604	1755	0	1878	1810	1805	1600
Q Serve(g_s), s	10.2	5.6	0.2	1.2	28.4	3.7	5.5	0.0	10.8	4.6	9.2	13.3
Cycle Q Clear(g_c), s	10.2	5.6	0.2	1.2	28.4	3.7	5.5	0.0	10.8	4.6	9.2	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	186	1368	955	48	1093	570	771	0	767	95	436	387
V/C Ratio(X)	0.86	0.37	0.12	0.38	0.84	0.18	0.25	0.00	0.32	0.73	0.38	0.53
Avail Cap(c_a), veh/h	287	1685	1094	121	1354	686	771	0	767	166	436	387
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	0.93	0.00	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	9.7	1.9	57.5	39.1	13.7	38.7	0.0	24.2	56.0	38.0	39.5
Incr Delay (d2), s/veh	13.2	0.2	0.1	4.9	3.9	0.2	0.2	0.0	1.0	10.4	2.5	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	1.9	0.3	0.6	13.0	1.6	2.4	0.0	5.1	2.4	4.4	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	9.9	2.0	62.3	43.0	13.9	38.9	0.0	25.2	66.4	40.5	44.6
LnGrp LOS	E	A	A	E	D	B	D	A	C	E	D	D
Approach Vol, veh/h		779			1036			445			440	
Approach Delay, s/veh		18.9			40.4			31.2			46.5	
Approach LOS		B			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	53.0	7.2	49.5	30.4	33.0	16.3	40.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	29.0	8.0	56.0	11.0	29.0	19.0	45.0
Max Q Clear Time (g_c+I1), s	16.6	12.8	3.2	7.6	7.5	15.3	12.2	30.4
Green Ext Time (p_c), s	0.0	1.2	0.0	4.3	0.2	1.9	0.2	5.9

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	591	132	23	681	27	202	320	25	43	232	104
Future Volume (veh/h)	84	591	132	23	681	27	202	320	25	43	232	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	768	171	30	884	35	262	416	32	56	301	135
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	950	211	69	1022	40	298	1488	114	94	619	524
Arrive On Green	0.07	0.33	0.33	0.04	0.29	0.29	0.16	0.44	0.44	0.05	0.33	0.33
Sat Flow, veh/h	1810	2917	649	1810	3539	140	1810	3393	260	1810	1900	1607
Grp Volume(v), veh/h	109	475	464	30	451	468	262	220	228	56	301	135
Grp Sat Flow(s),veh/h/ln	1810	1805	1761	1810	1805	1874	1810	1805	1847	1810	1900	1607
Q Serve(g_s), s	6.5	26.5	26.5	1.8	26.0	26.0	15.6	8.6	8.7	3.3	14.0	6.8
Cycle Q Clear(g_c), s	6.5	26.5	26.5	1.8	26.0	26.0	15.6	8.6	8.7	3.3	14.0	6.8
Prop In Lane	1.00		0.37	1.00		0.07	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	136	588	573	69	521	541	298	792	810	94	619	524
V/C Ratio(X)	0.80	0.81	0.81	0.43	0.86	0.86	0.88	0.28	0.28	0.59	0.49	0.26
Avail Cap(c_a), veh/h	165	640	624	123	599	622	477	792	810	148	619	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.71	0.71	0.71	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	50.1	34.0	34.0	51.7	37.1	37.1	44.9	19.7	19.8	51.0	29.7	27.3
Incr Delay (d2), s/veh	15.1	5.0	5.2	3.0	8.4	8.2	10.7	0.9	0.9	5.7	2.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	12.3	12.0	0.9	12.6	13.0	7.8	3.8	3.9	1.7	6.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	39.0	39.1	54.8	45.5	45.2	55.6	20.6	20.6	56.7	32.4	28.4
LnGrp LOS	E	D	D	D	D	D	E	C	C	E	C	C
Approach Vol, veh/h		1048			949			710			492	
Approach Delay, s/veh		41.8			45.7			33.5			34.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	52.2	8.2	39.8	22.1	39.9	12.2	35.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	38.5	7.5	39.0	29.0	18.5	10.0	36.5
Max Q Clear Time (g_c+I1), s	5.3	10.7	3.8	28.5	17.6	16.0	8.5	28.0
Green Ext Time (p_c), s	0.0	2.8	0.0	4.5	0.6	0.6	0.0	3.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	635	93	172	710	69	141	181	125	38	185	126
Future Volume (veh/h)	76	635	93	172	710	69	141	181	125	38	185	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	713	104	193	798	78	158	203	140	43	208	142
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	122	903	132	234	1257	642	309	750	493	92	501	326
Arrive On Green	0.07	0.29	0.29	0.13	0.35	0.35	0.17	0.36	0.36	0.05	0.24	0.24
Sat Flow, veh/h	1810	3150	459	1810	3610	1609	1810	2086	1371	1810	2092	1362
Grp Volume(v), veh/h	85	408	409	193	798	78	158	174	169	43	178	172
Grp Sat Flow(s),veh/h/ln	1810	1805	1804	1810	1805	1609	1810	1805	1652	1810	1805	1649
Q Serve(g_s), s	4.2	19.2	19.2	9.5	17.0	0.5	7.3	6.3	6.7	2.1	7.6	8.1
Cycle Q Clear(g_c), s	4.2	19.2	19.2	9.5	17.0	0.5	7.3	6.3	6.7	2.1	7.6	8.1
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.83	1.00		0.83
Lane Grp Cap(c), veh/h	122	517	517	234	1257	642	309	649	594	92	432	395
V/C Ratio(X)	0.70	0.79	0.79	0.83	0.63	0.12	0.51	0.27	0.28	0.47	0.41	0.44
Avail Cap(c_a), veh/h	244	786	786	453	1989	968	374	649	594	158	432	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	30.2	30.2	39.0	25.0	8.4	34.6	20.9	21.0	42.4	29.5	29.6
Incr Delay (d2), s/veh	6.9	3.1	3.1	7.3	0.5	0.1	1.3	1.0	1.2	3.7	2.9	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	8.5	8.5	4.6	7.1	0.6	3.3	2.8	2.7	1.0	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	33.3	33.4	46.2	25.6	8.5	35.9	21.9	22.2	46.0	32.3	33.1
LnGrp LOS	D	C	C	D	C	A	D	C	C	D	C	C
Approach Vol, veh/h		902			1069			501			393	
Approach Delay, s/veh		34.8			28.1			26.4			34.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	37.0	15.9	30.3	19.7	26.0	10.2	36.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	33.0	23.0	40.0	19.0	22.0	12.4	50.6
Max Q Clear Time (g_c+I1), s	4.7	8.7	11.5	21.2	9.3	10.1	6.2	19.0
Green Ext Time (p_c), s	0.0	2.1	0.4	5.1	0.3	1.6	0.1	6.7

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	194	190	93	479	9	262	314	119	17	258	77
Future Volume (veh/h)	17	194	190	93	479	9	262	314	119	17	258	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	234	229	112	577	11	316	378	143	20	311	93
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	324	274	330	617	567	470	922	1059	51	355	106
Arrive On Green	0.03	0.17	0.17	0.18	0.32	0.32	0.26	0.49	0.49	0.03	0.25	0.25
Sat Flow, veh/h	1810	1900	1610	1810	1900	1608	1810	1900	1577	1810	1396	418
Grp Volume(v), veh/h	20	234	229	112	577	11	316	378	143	20	0	404
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1608	1810	1900	1577	1810	0	1814
Q Serve(g_s), s	1.3	14.0	16.5	6.5	35.4	0.4	18.8	15.3	0.7	1.3	0.0	25.6
Cycle Q Clear(g_c), s	1.3	14.0	16.5	6.5	35.4	0.4	18.8	15.3	0.7	1.3	0.0	25.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	51	324	274	330	617	567	470	922	1059	51	0	461
V/C Ratio(X)	0.39	0.72	0.83	0.34	0.94	0.02	0.67	0.41	0.14	0.39	0.00	0.88
Avail Cap(c_a), veh/h	113	549	466	330	665	608	470	922	1059	113	0	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.3	47.1	48.1	42.7	39.3	16.5	39.9	19.8	3.0	57.3	0.0	42.9
Incr Delay (d2), s/veh	4.7	3.1	6.6	0.6	20.0	0.0	3.7	1.3	0.3	4.7	0.0	20.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.9	7.1	3.0	19.7	0.2	8.8	7.1	0.7	0.7	0.0	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	50.2	54.7	43.3	59.3	16.5	43.6	21.2	3.2	62.0	0.0	63.2
LnGrp LOS	E	D	D	D	E	B	D	C	A	E	A	E
Approach Vol, veh/h		483			700			837			424	
Approach Delay, s/veh		52.8			56.0			26.6			63.1	
Approach LOS		D			E			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	62.2	25.9	24.4	35.2	34.5	7.4	42.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	47.0	14.8	34.7	24.0	30.5	7.5	42.0
Max Q Clear Time (g_c+I1), s	3.3	17.3	8.5	18.5	20.8	27.6	3.3	37.4
Green Ext Time (p_c), s	0.0	3.0	0.1	1.9	0.3	0.7	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	389	184	179	446	65	188	587	302	72	462	46
Future Volume (veh/h)	67	389	184	179	446	65	188	587	302	72	462	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	486	230	224	558	81	235	734	0	90	578	58
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	569	268	255	723	322	437	1484		114	769	77
Arrive On Green	0.18	0.24	0.24	0.14	0.20	0.20	0.24	0.41	0.00	0.06	0.23	0.23
Sat Flow, veh/h	1810	2380	1120	1810	3610	1608	1810	3610	1610	1810	3305	331
Grp Volume(v), veh/h	84	368	348	224	558	81	235	734	0	90	315	321
Grp Sat Flow(s),veh/h/ln	1810	1805	1695	1810	1805	1608	1810	1805	1610	1810	1805	1831
Q Serve(g_s), s	4.4	21.4	21.6	13.3	16.1	3.9	12.5	16.5	0.0	5.4	17.8	17.9
Cycle Q Clear(g_c), s	4.4	21.4	21.6	13.3	16.1	3.9	12.5	16.5	0.0	5.4	17.8	17.9
Prop In Lane	1.00		0.66	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	325	432	405	255	723	322	437	1484		114	420	426
V/C Ratio(X)	0.26	0.85	0.86	0.88	0.77	0.25	0.54	0.49		0.79	0.75	0.75
Avail Cap(c_a), veh/h	325	509	478	303	1241	552	437	1484		155	420	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	40.0	40.1	46.3	41.6	25.5	36.4	23.9	0.0	50.8	39.2	39.3
Incr Delay (d2), s/veh	0.3	7.9	8.9	21.5	1.8	0.4	1.3	1.2	0.0	17.0	11.6	11.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	10.4	9.9	7.5	7.3	1.9	5.6	7.2	0.0	3.0	9.2	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	47.9	48.9	67.8	43.4	25.9	37.7	25.1	0.0	67.8	50.9	50.9
LnGrp LOS	D	D	D	E	D	C	D	C		E	D	D
Approach Vol, veh/h		800			863			969	A		726	
Approach Delay, s/veh		47.4			48.1			28.2			53.0	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	49.2	19.5	30.3	30.6	29.6	23.8	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.4	35.2	18.4	31.0	19.0	25.6	11.6	37.8
Max Q Clear Time (g_c+I1), s	7.4	18.5	15.3	23.6	14.5	19.9	6.4	18.1
Green Ext Time (p_c), s	0.0	4.7	0.2	2.7	0.3	1.9	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Notes

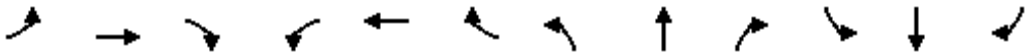
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	359	77	40	277	185	125	780	60	236	553	115
Future Volume (veh/h)	78	359	77	40	277	185	125	780	60	236	553	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	443	95	49	342	228	154	963	74	291	683	142
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	338	1052	224	357	742	484	365	1637	126	298	1430	297
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	849	2943	626	874	2077	1355	674	3397	261	553	2967	616
Grp Volume(v), veh/h	96	270	268	49	296	274	154	512	525	291	415	410
Grp Sat Flow(s),veh/h/ln	849	1805	1764	874	1805	1626	674	1805	1853	553	1805	1779
Q Serve(g_s), s	4.9	5.6	5.7	2.2	6.3	6.5	9.9	10.2	10.2	13.8	7.7	7.7
Cycle Q Clear(g_c), s	11.4	5.6	5.7	8.0	6.3	6.5	17.6	10.2	10.2	24.0	7.7	7.7
Prop In Lane	1.00		0.35	1.00		0.83	1.00		0.14	1.00		0.35
Lane Grp Cap(c), veh/h	338	645	631	357	645	581	365	870	893	298	870	857
V/C Ratio(X)	0.28	0.42	0.42	0.14	0.46	0.47	0.42	0.59	0.59	0.98	0.48	0.48
Avail Cap(c_a), veh/h	853	1740	1700	887	1740	1567	365	870	893	298	870	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	12.1	12.1	15.1	12.3	12.4	14.6	9.3	9.3	21.3	8.7	8.7
Incr Delay (d2), s/veh	0.5	0.4	0.5	0.2	0.5	0.6	3.6	2.9	2.8	46.8	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.0	2.0	0.4	2.2	2.1	1.6	3.8	3.9	7.1	2.8	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	12.5	12.6	15.3	12.8	13.0	18.2	12.2	12.2	68.1	10.6	10.6
LnGrp LOS	B	B	B	B	B	B	B	B	B	E	B	B
Approach Vol, veh/h		634			619			1191			1116	
Approach Delay, s/veh		13.3			13.1			13.0			25.6	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	28.0	21.8	28.0	21.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	24.0	48.0	24.0	48.0
Max Q Clear Time (g_c+I1), s	19.6	13.4	26.0	10.0
Green Ext Time (p_c), s	2.8	4.4	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	502	288	539	566	103	364	589	442	127	468	97
Future Volume (veh/h)	138	502	288	539	566	103	364	589	442	127	468	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	534	306	573	602	110	387	627	470	135	498	103
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	724	758	348	679	910	163	473	1140	817	285	776	160
Arrive On Green	0.21	0.22	0.22	0.19	0.21	0.21	0.13	0.32	0.32	0.08	0.26	0.26
Sat Flow, veh/h	3510	3458	1589	3510	4410	792	3510	3610	1601	3510	2962	609
Grp Volume(v), veh/h	147	534	306	573	470	242	387	627	470	135	302	299
Grp Sat Flow(s),veh/h/ln	1755	1729	1589	1755	1729	1744	1755	1805	1601	1755	1805	1766
Q Serve(g_s), s	2.9	12.0	15.6	13.2	10.5	10.7	9.0	12.1	9.3	3.1	12.5	12.6
Cycle Q Clear(g_c), s	2.9	12.0	15.6	13.2	10.5	10.7	9.0	12.1	9.3	3.1	12.5	12.6
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	724	758	348	679	714	360	473	1140	817	285	473	463
V/C Ratio(X)	0.20	0.70	0.88	0.84	0.66	0.67	0.82	0.55	0.58	0.47	0.64	0.65
Avail Cap(c_a), veh/h	724	783	360	836	1273	642	544	1140	817	355	473	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	30.3	31.7	32.6	30.6	30.7	35.3	23.8	5.2	36.9	27.4	27.5
Incr Delay (d2), s/veh	0.1	2.8	20.8	6.6	1.0	2.2	8.5	1.9	2.9	1.2	6.5	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.1	7.8	6.1	4.4	4.6	4.3	5.3	3.9	1.3	6.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	33.1	52.5	39.2	31.6	32.9	43.8	25.7	8.1	38.1	33.9	34.3
LnGrp LOS	C	C	D	D	C	C	D	C	A	D	C	C
Approach Vol, veh/h		987			1285			1484			736	
Approach Delay, s/veh		38.3			35.3			24.9			34.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	30.5	20.2	22.4	15.3	26.0	21.3	21.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.5	26.5	20.0	19.0	13.0	22.0	8.1	30.9
Max Q Clear Time (g_c+I1), s	5.1	14.1	15.2	17.6	11.0	14.6	4.9	12.7
Green Ext Time (p_c), s	0.1	4.9	1.0	0.8	0.3	2.2	0.1	4.5

Intersection Summary	
HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	185	317	79	125	80	290	997	197	75	665	94
Future Volume (veh/h)	283	185	317	79	125	80	290	997	197	75	665	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	333	218	373	93	147	94	341	1173	232	88	782	111
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	230	402	334	118	284	240	372	1733	877	177	1181	168
Arrive On Green	0.13	0.21	0.21	0.07	0.15	0.15	0.27	0.64	0.64	0.10	0.37	0.37
Sat Flow, veh/h	1810	1900	1578	1810	1900	1604	1810	3610	1608	1810	3173	450
Grp Volume(v), veh/h	333	218	373	93	147	94	341	1173	232	88	445	448
Grp Sat Flow(s),veh/h/ln	1810	1900	1578	1810	1900	1604	1810	1805	1608	1810	1805	1818
Q Serve(g_s), s	14.0	11.2	23.3	5.6	7.8	4.7	20.1	22.8	3.4	5.1	22.6	22.6
Cycle Q Clear(g_c), s	14.0	11.2	23.3	5.6	7.8	4.7	20.1	22.8	3.4	5.1	22.6	22.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	230	402	334	118	284	240	372	1733	877	177	672	677
V/C Ratio(X)	1.45	0.54	1.12	0.79	0.52	0.39	0.92	0.68	0.26	0.50	0.66	0.66
Avail Cap(c_a), veh/h	230	402	334	151	320	270	444	1733	877	177	672	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74	0.63	0.63	0.63
Uniform Delay (d), s/veh	48.0	38.6	43.3	50.7	43.1	27.0	39.1	14.5	3.4	47.1	28.8	28.8
Incr Delay (d2), s/veh	223.4	1.5	84.2	19.0	1.5	1.0	17.3	1.6	0.5	1.4	3.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.6	5.4	16.8	3.1	3.8	2.3	10.1	7.8	1.3	2.4	10.2	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	271.4	40.1	127.6	69.6	44.6	28.1	56.4	16.1	4.0	48.4	32.0	32.0
LnGrp LOS	F	D	F	E	D	C	E	B	A	D	C	C
Approach Vol, veh/h		924			334			1746			981	
Approach Delay, s/veh		158.8			46.9			22.3			33.5	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	56.8	11.2	27.3	26.6	45.0	18.0	20.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.7	52.8	9.2	23.3	27.0	34.5	14.0	18.5
Max Q Clear Time (g_c+I1), s	10.7	24.8	7.6	25.3	22.1	24.6	16.0	9.8
Green Ext Time (p_c), s	0.0	11.4	0.0	0.0	0.5	4.0	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	58.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	5	21	0	40	4	1486	12	14	1100	9
Future Volume (veh/h)	24	0	5	21	0	40	4	1486	12	14	1100	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	0	6	27	0	51	5	1881	15	18	1392	11
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	129	0	122	169	0	122	16	2382	19	298	2954	23
Arrive On Green	0.08	0.00	0.08	0.08	0.00	0.08	0.02	1.00	1.00	0.33	1.00	1.00
Sat Flow, veh/h	1363	0	1591	1416	0	1591	1810	3670	29	1810	3670	29
Grp Volume(v), veh/h	30	0	6	27	0	51	5	924	972	18	684	719
Grp Sat Flow(s),veh/h/ln	1363	0	1591	1416	0	1591	1810	1805	1894	1810	1805	1894
Q Serve(g_s), s	2.4	0.0	0.4	2.0	0.0	3.4	0.3	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.0	0.4	2.4	0.0	3.4	0.3	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		0.02
Lane Grp Cap(c), veh/h	129	0	122	169	0	122	16	1172	1229	298	1453	1525
V/C Ratio(X)	0.23	0.00	0.05	0.16	0.00	0.42	0.31	0.79	0.79	0.06	0.47	0.47
Avail Cap(c_a), veh/h	257	0	272	303	0	272	125	1172	1229	298	1453	1525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.74	0.74	0.74	0.70	0.70	0.70
Uniform Delay (d), s/veh	51.1	0.0	47.0	48.1	0.0	48.4	53.7	0.0	0.0	31.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.2	0.4	0.0	2.3	7.6	4.1	3.9	0.1	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.2	0.7	0.0	1.4	0.2	1.3	1.3	0.3	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	47.2	48.6	0.0	50.7	61.3	4.1	3.9	31.1	0.8	0.7
LnGrp LOS	D	A	D	D	A	D	E	A	A	C	A	A
Approach Vol, veh/h		36			78			1901			1421	
Approach Delay, s/veh		51.3			49.9			4.1			1.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	82.1	75.4		12.5	5.0	92.5		12.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	78.1	71.4		18.8	7.6	71.6		18.8
Max Q Clear Time (g_c+I1), s	12.7	2.0		7.7	2.3	2.0		5.4
Green Ext Time (p_c), s	0.0	30.0		0.0	0.0	15.3		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.4
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	0	10	0	56	12	1472	4	18	1166	9
Future Volume (veh/h)	2	0	0	10	0	56	12	1472	4	18	1166	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	0.98		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	0	0	13	0	73	16	1912	5	23	1514	12
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	149	0	176	0	124	286	2882	8	58	2402	19
Arrive On Green	0.08	0.00	0.00	0.08	0.00	0.08	0.32	1.00	1.00	0.04	0.87	0.87
Sat Flow, veh/h	1328	1900	0	1407	0	1573	1810	3693	10	1810	3669	29
Grp Volume(v), veh/h	3	0	0	13	0	73	16	934	983	23	744	782
Grp Sat Flow(s),veh/h/ln	1328	1900	0	1407	0	1573	1810	1805	1898	1810	1805	1894
Q Serve(g_s), s	0.2	0.0	0.0	0.9	0.0	4.9	0.7	0.0	0.0	1.4	13.0	13.0
Cycle Q Clear(g_c), s	5.2	0.0	0.0	0.9	0.0	4.9	0.7	0.0	0.0	1.4	13.0	13.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.01	1.00		0.02
Lane Grp Cap(c), veh/h	110	149	0	176	0	124	286	1408	1481	58	1181	1239
V/C Ratio(X)	0.03	0.00	0.00	0.07	0.00	0.59	0.06	0.66	0.66	0.40	0.63	0.63
Avail Cap(c_a), veh/h	229	320	0	302	0	265	286	1408	1481	123	1181	1239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.70	0.70	0.70	0.89	0.89	0.89
Uniform Delay (d), s/veh	51.5	0.0	0.0	47.1	0.0	49.0	31.9	0.0	0.0	51.6	3.3	3.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	4.4	0.1	1.7	1.7	3.8	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	2.1	0.3	0.7	0.7	0.7	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	0.0	0.0	47.3	0.0	53.4	32.0	1.7	1.7	55.5	5.6	5.5
LnGrp LOS	D	A	A	D	A	D	C	A	A	E	A	A
Approach Vol, veh/h		3			86			1933			1549	
Approach Delay, s/veh		51.6			52.5			2.0			6.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.5	89.8		12.6	21.4	76.0		12.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.5	72.0		18.5	7.5	72.0		18.5
Max Q Clear Time (g_c+I1), s	3.4	2.0		7.2	2.7	15.0		6.9
Green Ext Time (p_c), s	0.0	30.9		0.0	0.0	17.6		0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	2	6	31	2	17	3	1394	13	12	1140	24
Future Volume (veh/h)	77	2	6	31	2	17	3	1394	13	12	1140	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	3	8	40	3	22	4	1810	17	16	1481	31
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	49	129	208	21	153	13	2378	22	245	2808	59
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.01	1.00	1.00	0.27	1.00	1.00
Sat Flow, veh/h	1401	456	1217	1418	196	1436	1810	3663	34	1810	3613	76
Grp Volume(v), veh/h	100	0	11	40	0	25	4	890	937	16	739	773
Grp Sat Flow(s),veh/h/ln	1401	0	1673	1418	0	1632	1810	1805	1893	1810	1805	1884
Q Serve(g_s), s	7.7	0.0	0.7	2.9	0.0	1.5	0.2	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	9.2	0.0	0.7	3.5	0.0	1.5	0.2	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.88	1.00		0.02	1.00		0.04
Lane Grp Cap(c), veh/h	195	0	178	208	0	174	13	1172	1228	245	1403	1464
V/C Ratio(X)	0.51	0.00	0.06	0.19	0.00	0.14	0.30	0.76	0.76	0.07	0.53	0.53
Avail Cap(c_a), veh/h	288	0	289	302	0	282	125	1172	1228	245	1403	1464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.57	0.57	0.57	0.86	0.86	0.86
Uniform Delay (d), s/veh	48.8	0.0	44.2	45.8	0.0	44.6	53.9	0.0	0.0	34.9	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.1	0.4	0.0	0.4	7.1	2.7	2.6	0.1	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.3	1.0	0.0	0.6	0.1	0.9	0.9	0.3	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	0.0	44.4	46.2	0.0	45.0	61.0	2.7	2.6	35.0	1.2	1.2
LnGrp LOS	D	A	D	D	A	D	E	A	A	D	A	A
Approach Vol, veh/h		111			65			1831			1528	
Approach Delay, s/veh		50.2			45.8			2.8			1.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	75.4		15.7	4.8	89.5		15.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	71.4		19.0	7.6	71.4		19.0
Max Q Clear Time (g_c+I1), s	2.7	2.0		11.2	2.2	2.0		5.5
Green Ext Time (p_c), s	0.0	27.5		0.2	0.0	17.9		0.1

Intersection Summary	
HCM 6th Ctrl Delay	4.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	329	8	7	46	3	29	22	1052	22	19	989	105
Future Volume (veh/h)	329	8	7	46	3	29	22	1052	22	19	989	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	416	10	9	58	4	37	28	1332	28	24	1252	133
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	505	308	277	528	53	493	66	1613	34	198	1702	180
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.89	0.89	0.22	1.00	1.00
Sat Flow, veh/h	1382	919	827	1410	159	1469	1810	3613	76	1810	3280	347
Grp Volume(v), veh/h	416	0	19	58	0	41	28	665	695	24	687	698
Grp Sat Flow(s),veh/h/ln	1382	0	1747	1410	0	1628	1810	1805	1884	1810	1805	1822
Q Serve(g_s), s	32.3	0.0	0.8	3.2	0.0	1.9	1.6	16.5	16.6	1.2	0.0	0.0
Cycle Q Clear(g_c), s	34.2	0.0	0.8	4.0	0.0	1.9	1.6	16.5	16.6	1.2	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.90	1.00		0.04	1.00		0.19
Lane Grp Cap(c), veh/h	505	0	586	528	0	546	66	806	841	198	937	945
V/C Ratio(X)	0.82	0.00	0.03	0.11	0.00	0.08	0.42	0.83	0.83	0.12	0.73	0.74
Avail Cap(c_a), veh/h	561	0	656	584	0	611	125	806	841	198	937	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.44	0.44	0.44	0.84	0.84	0.84
Uniform Delay (d), s/veh	36.6	0.0	24.6	25.9	0.0	24.9	49.9	4.2	4.2	38.8	0.0	0.0
Incr Delay (d2), s/veh	8.9	0.0	0.0	0.1	0.0	0.1	1.9	4.4	4.3	0.2	4.3	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	0.0	0.3	1.1	0.0	0.7	0.8	2.9	3.0	0.5	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	0.0	24.6	26.0	0.0	25.0	51.7	8.6	8.4	39.0	4.3	4.4
LnGrp LOS	D	A	C	C	A	C	D	A	A	D	A	A
Approach Vol, veh/h		435			99			1388			1409	
Approach Delay, s/veh		44.5			25.6			9.4			4.9	
Approach LOS		D			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	53.1		40.9	8.0	61.1		40.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	49.1		41.3	7.6	49.1		41.3
Max Q Clear Time (g_c+I1), s	3.2	18.6		36.2	3.6	2.0		6.0
Green Ext Time (p_c), s	0.0	11.9		0.7	0.0	14.3		0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	82	33	145	2	220	62	774	289	208	603	246
Future Volume (veh/h)	102	82	33	145	2	220	62	774	289	208	603	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.71	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	94	38	167	2	253	71	890	332	239	693	283
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	206	83	296	2	278	102	957	355	272	1164	475
Arrive On Green	0.08	0.16	0.16	0.16	0.24	0.24	0.06	0.38	0.38	0.05	0.16	0.16
Sat Flow, veh/h	1810	1260	509	1810	9	1139	1810	2537	941	1810	2471	1009
Grp Volume(v), veh/h	117	0	132	167	0	255	71	632	590	239	506	470
Grp Sat Flow(s),veh/h/ln	1810	0	1770	1810	0	1148	1810	1805	1673	1810	1805	1675
Q Serve(g_s), s	7.0	0.0	7.4	9.4	0.0	23.8	4.2	36.9	37.3	14.4	28.7	28.7
Cycle Q Clear(g_c), s	7.0	0.0	7.4	9.4	0.0	23.8	4.2	36.9	37.3	14.4	28.7	28.7
Prop In Lane	1.00		0.29	1.00		0.99	1.00		0.56	1.00		0.60
Lane Grp Cap(c), veh/h	151	0	290	296	0	280	102	681	631	272	850	789
V/C Ratio(X)	0.78	0.00	0.46	0.56	0.00	0.91	0.70	0.93	0.94	0.88	0.60	0.60
Avail Cap(c_a), veh/h	339	0	505	355	0	338	214	681	631	296	850	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	49.4	0.0	41.6	42.4	0.0	40.4	51.0	32.8	33.0	51.3	36.7	36.7
Incr Delay (d2), s/veh	8.2	0.0	1.1	1.7	0.0	25.0	8.2	20.8	23.0	16.2	1.9	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	3.3	4.3	0.0	8.6	2.2	19.6	18.8	8.2	14.3	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	0.0	42.7	44.1	0.0	65.5	59.2	53.6	56.0	67.5	38.6	38.8
LnGrp LOS	E	A	D	D	A	E	E	D	E	E	D	D
Approach Vol, veh/h		249			422			1293			1215	
Approach Delay, s/veh		49.7			57.0			55.0			44.4	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	45.5	22.0	22.0	10.2	55.8	13.2	30.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	23.0	21.6	31.4	13.0	28.0	20.6	32.4
Max Q Clear Time (g_c+I1), s	16.4	39.3	11.4	9.4	6.2	30.7	9.0	25.8
Green Ext Time (p_c), s	0.1	0.0	0.3	0.7	0.1	0.0	0.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay	50.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	520	196	22	1164	342	390	525	27	208	343	440
Future Volume (veh/h)	294	520	196	22	1164	342	390	525	27	208	343	440
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	309	547	0	23	1225	360	411	553	28	219	361	463
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	369	2248		58	1301	580	469	954	48	409	922	411
Arrive On Green	0.11	0.43	0.00	0.03	0.36	0.36	0.13	0.27	0.27	0.12	0.26	0.26
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3496	177	3510	3610	1610
Grp Volume(v), veh/h	309	547	0	23	1225	360	411	285	296	219	361	463
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1868	1755	1805	1610
Q Serve(g_s), s	9.5	7.3	0.0	1.4	36.1	20.3	12.6	15.0	15.1	6.5	9.1	21.4
Cycle Q Clear(g_c), s	9.5	7.3	0.0	1.4	36.1	20.3	12.6	15.0	15.1	6.5	9.1	21.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	369	2248		58	1301	580	469	492	510	409	922	411
V/C Ratio(X)	0.84	0.24		0.40	0.94	0.62	0.88	0.58	0.58	0.54	0.39	1.13
Avail Cap(c_a), veh/h	383	2248		123	1313	586	479	492	510	409	922	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	19.7	0.0	52.2	34.1	29.0	46.8	34.5	34.6	45.8	33.9	23.7
Incr Delay (d2), s/veh	14.6	0.1	0.0	4.3	13.3	2.0	16.3	4.9	4.8	1.4	1.3	83.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	3.0	0.0	0.7	17.8	8.0	6.5	7.2	7.5	2.9	4.1	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	19.8	0.0	56.5	47.3	31.0	63.1	39.5	39.3	47.2	35.1	107.0
LnGrp LOS	E	B		E	D	C	E	D	D	D	D	F
Approach Vol, veh/h		856	A		1608			992			1043	
Approach Delay, s/veh		35.4			43.8			49.2			69.5	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	34.0	7.5	51.7	18.7	32.1	15.6	43.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.8	30.0	7.5	44.5	15.0	27.0	12.0	40.0
Max Q Clear Time (g_c+I1), s	10.5	17.1	3.4	9.3	14.6	23.4	11.5	38.1
Green Ext Time (p_c), s	0.2	2.9	0.0	4.2	0.1	1.5	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	965	6	0	996	218	10	2	2	133	2	76
Future Volume (veh/h)	100	965	6	0	996	218	10	2	2	133	2	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	120	1163	7	0	1200	263	12	2	2	160	2	92
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	3081	19	3	1799	394	401	67	53	541	571	483
Arrive On Green	0.09	0.58	0.58	0.00	0.43	0.43	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	5320	32	1810	4230	927	1020	224	178	1433	1900	1609
Grp Volume(v), veh/h	120	756	414	0	981	482	16	0	0	160	2	92
Grp Sat Flow(s),veh/h/ln	1810	1729	1894	1810	1729	1699	1421	0	0	1433	1900	1609
Q Serve(g_s), s	4.3	7.8	7.8	0.0	15.1	15.1	0.0	0.0	0.0	5.3	0.0	2.8
Cycle Q Clear(g_c), s	4.3	7.8	7.8	0.0	15.1	15.1	0.4	0.0	0.0	5.7	0.0	2.8
Prop In Lane	1.00		0.02	1.00		0.55	0.75		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	170	2003	1097	3	1471	722	522	0	0	541	571	483
V/C Ratio(X)	0.71	0.38	0.38	0.00	0.67	0.67	0.03	0.00	0.00	0.30	0.00	0.19
Avail Cap(c_a), veh/h	517	2365	1295	340	2027	996	522	0	0	541	571	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	7.5	7.5	0.0	15.3	15.3	16.4	0.0	0.0	18.2	16.3	17.3
Incr Delay (d2), s/veh	5.3	0.1	0.2	0.0	0.5	1.1	0.1	0.0	0.0	1.4	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.4	2.7	0.0	5.4	5.4	0.2	0.0	0.0	2.0	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	7.7	7.8	0.0	15.9	16.4	16.5	0.0	0.0	19.6	16.3	18.1
LnGrp LOS	C	A	A	A	B	B	B	A	A	B	B	B
Approach Vol, veh/h		1290			1463			16			254	
Approach Delay, s/veh		10.2			16.0			16.5			19.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.0	0.0	42.5	24.0	10.2	32.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	12.5	45.5	20.0	19.0	39.0
Max Q Clear Time (g_c+I1), s	2.4	0.0	9.8	7.7	6.3	17.1
Green Ext Time (p_c), s	0.0	0.0	9.9	0.6	0.2	11.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	912	44	4	1018	3	120	0	13	13	0	76
Future Volume (veh/h)	31	912	44	4	1018	3	120	0	13	13	0	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	1112	54	5	1241	4	146	0	16	16	0	93
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	1893	92	113	2035	7	570	6	51	116	38	501
Arrive On Green	0.05	0.37	0.37	0.06	0.38	0.38	0.36	0.00	0.36	0.36	0.00	0.36
Sat Flow, veh/h	1810	5066	246	1810	5337	17	1250	17	139	131	105	1372
Grp Volume(v), veh/h	38	759	407	5	804	441	162	0	0	109	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1854	1810	1729	1896	1405	0	0	1607	0	0
Q Serve(g_s), s	1.2	10.6	10.6	0.2	11.3	11.3	1.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	10.6	10.6	0.2	11.3	11.3	4.1	0.0	0.0	2.7	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.01	0.90		0.10	0.15		0.85
Lane Grp Cap(c), veh/h	99	1292	693	113	1318	723	626	0	0	655	0	0
V/C Ratio(X)	0.38	0.59	0.59	0.04	0.61	0.61	0.26	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	510	2754	1477	240	2237	1227	626	0	0	655	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.5	15.1	15.1	26.6	15.0	15.0	13.4	0.0	0.0	13.0	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.4	0.8	0.2	0.5	0.8	1.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.8	4.1	0.1	4.0	4.5	1.6	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	15.6	15.9	26.7	15.5	15.9	14.4	0.0	0.0	13.6	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1204			1250			162			109	
Approach Delay, s/veh		16.1			15.7			14.4			13.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	26.0	7.7	26.5	26.0	7.3	27.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	8.0	48.0	22.0	17.0	39.0
Max Q Clear Time (g_c+I1), s	6.1	2.2	12.6	4.7	3.2	13.3
Green Ext Time (p_c), s	0.8	0.0	9.9	0.5	0.0	9.7

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



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	977	69	7	806	115	34
Future Volume (veh/h)	977	69	7	806	115	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1221	86	9	1008	144	42
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1599	113	28	1989	955	850
Arrive On Green	0.32	0.32	0.02	0.51	0.53	0.53
Sat Flow, veh/h	5117	348	1810	5358	1810	1610
Grp Volume(v), veh/h	854	453	9	1008	144	42
Grp Sat Flow(s),veh/h/ln	1729	1836	1810	1729	1810	1610
Q Serve(g_s), s	20.0	20.0	0.4	11.6	3.7	1.1
Cycle Q Clear(g_c), s	20.0	20.0	0.4	11.6	3.7	1.1
Prop In Lane		0.19	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1118	594	28	1989	955	850
V/C Ratio(X)	0.76	0.76	0.32	0.51	0.15	0.05
Avail Cap(c_a), veh/h	1345	714	161	2709	955	850
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.78	0.78	1.00	1.00
Uniform Delay (d), s/veh	27.4	27.4	43.6	16.4	10.9	10.3
Incr Delay (d2), s/veh	2.2	4.0	4.9	0.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	9.1	0.2	4.0	1.5	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.5	31.4	48.5	16.6	11.2	10.4
LnGrp LOS	C	C	D	B	B	B
Approach Vol, veh/h	1307			1017	186	
Approach Delay, s/veh	30.2			16.9	11.1	
Approach LOS	C			B	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	51.5	5.4	33.1		38.5
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	35.0	8.0	35.0		47.0
Max Q Clear Time (g_c+I1), s	5.7	2.4	22.0		13.6
Green Ext Time (p_c), s	0.5	0.0	7.1		8.6

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	35	205	132	10	26	116	259	415	33	371	3
Future Volume (veh/h)	6	35	205	132	10	26	116	259	415	33	371	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	38	225	145	11	29	127	285	456	36	408	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	216	321	175	399	384	155	2083	1085	52	1909	14
Arrive On Green	0.01	0.11	0.11	0.10	0.21	0.21	0.06	0.39	0.39	0.03	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3673	27
Grp Volume(v), veh/h	7	38	225	145	11	29	127	285	456	36	200	211
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1895
Q Serve(g_s), s	0.5	2.3	11.5	9.8	0.6	1.7	8.7	6.4	5.8	2.5	7.5	7.5
Cycle Q Clear(g_c), s	0.5	2.3	11.5	9.8	0.6	1.7	8.7	6.4	5.8	2.5	7.5	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	16	216	321	175	399	384	155	2083	1085	52	938	985
V/C Ratio(X)	0.45	0.18	0.70	0.83	0.03	0.08	0.82	0.14	0.42	0.70	0.21	0.21
Avail Cap(c_a), veh/h	405	365	447	434	399	384	290	2083	1085	217	938	985
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	50.1	24.9	55.4	39.3	36.9	57.9	18.2	5.1	60.2	16.2	16.2
Incr Delay (d2), s/veh	18.8	0.4	2.8	9.5	0.0	0.1	7.9	0.1	0.9	15.6	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	4.7	5.0	0.3	0.7	4.4	2.8	3.3	1.4	3.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	50.5	27.8	65.0	39.3	37.0	65.8	18.3	6.0	75.7	16.7	16.7
LnGrp LOS	F	D	C	E	D	D	E	B	A	E	B	B
Approach Vol, veh/h		270			185			868			447	
Approach Delay, s/veh		32.3			59.1			18.8			21.5	
Approach LOS		C			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	78.1	18.1	20.2	15.7	71.0	6.1	32.2
Change Period (Y+Rc), s	5.0	6.0	6.0	* 6	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.6	34.0	30.0	* 24	20.0	29.0	28.0	26.0
Max Q Clear Time (g_c+I1), s	4.5	8.4	11.8	13.5	10.7	9.5	2.5	3.7
Green Ext Time (p_c), s	0.0	3.7	0.3	0.7	0.2	2.3	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	2	640	0	0	0	0	755	127	58	652	0
Future Volume (veh/h)	36	2	640	0	0	0	0	755	127	58	652	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	45	0	801				0	944	159	72	815	0
Peak Hour Factor	0.80	0.80	0.80				0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	514	0	915				0	1635	275	92	2238	0
Arrive On Green	0.28	0.00	0.28				0.00	0.53	0.53	0.10	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3186	520	1810	3705	0
Grp Volume(v), veh/h	45	0	801				0	551	552	72	815	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1806	1810	1805	0
Q Serve(g_s), s	2.3	0.0	29.6				0.0	25.9	25.9	4.9	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	29.6				0.0	25.9	25.9	4.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.29	1.00		0.00
Lane Grp Cap(c), veh/h	514	0	915				0	955	955	92	2238	0
V/C Ratio(X)	0.09	0.00	0.88				0.00	0.58	0.58	0.78	0.36	0.00
Avail Cap(c_a), veh/h	898	0	1597				0	955	955	217	2238	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.81	0.81	0.94	0.94	0.00
Uniform Delay (d), s/veh	32.8	0.0	42.6				0.0	20.0	20.0	55.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.9				0.0	2.1	2.1	12.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	12.1				0.0	11.2	11.2	2.5	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	0.0	45.5				0.0	22.0	22.0	68.1	0.4	0.0
LnGrp LOS	C	A	D				A	C	C	E	A	A
Approach Vol, veh/h		846						1103			887	
Approach Delay, s/veh		44.8						22.0			5.9	
Approach LOS		D						C			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	11.4	72.1	41.5	83.5
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	31.0	62.0	51.0
Max Q Clear Time (g_c+I1), s	6.9	27.9	31.6	2.0
Green Ext Time (p_c), s	0.1	2.0	3.9	7.0

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	170	209	91	103	19	63	562	113	16	934	114
Future Volume (veh/h)	229	170	209	91	103	19	63	562	113	16	934	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	323	239	294	128	145	27	89	792	159	23	1315	161
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	326	811	331	158	477	208	232	1444	632	232	1444	627
Arrive On Green	0.18	0.22	0.22	0.09	0.13	0.13	0.26	0.80	0.80	0.13	0.40	0.40
Sat Flow, veh/h	1810	3610	1472	1810	3610	1577	1810	3610	1581	1810	3610	1567
Grp Volume(v), veh/h	323	239	294	128	145	27	89	792	159	23	1315	161
Grp Sat Flow(s),veh/h/ln	1810	1805	1472	1810	1805	1577	1810	1805	1581	1810	1805	1567
Q Serve(g_s), s	17.8	5.5	19.3	6.9	3.6	1.1	4.1	7.8	2.5	1.1	34.4	3.9
Cycle Q Clear(g_c), s	17.8	5.5	19.3	6.9	3.6	1.1	4.1	7.8	2.5	1.1	34.4	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	811	331	158	477	208	232	1444	632	232	1444	627
V/C Ratio(X)	0.99	0.29	0.89	0.81	0.30	0.13	0.38	0.55	0.25	0.10	0.91	0.26
Avail Cap(c_a), veh/h	326	928	378	195	668	292	232	1444	632	232	1444	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Uniform Delay (d), s/veh	40.9	32.2	37.6	44.8	39.2	22.2	34.0	6.8	6.3	38.5	28.3	6.4
Incr Delay (d2), s/veh	47.5	0.2	20.2	18.3	0.4	0.3	1.0	1.4	0.9	0.2	8.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	2.4	8.7	3.9	1.6	0.6	1.8	2.2	0.9	0.5	16.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.4	32.4	57.8	63.1	39.6	22.4	34.9	8.2	7.1	38.7	37.2	7.3
LnGrp LOS	F	C	E	E	D	C	C	A	A	D	D	A
Approach Vol, veh/h		856			300			1040			1499	
Approach Delay, s/veh		62.2			48.1			10.3			34.0	
Approach LOS		E			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	44.0	12.7	26.5	16.8	44.0	22.0	17.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	40.0	10.8	25.7	7.5	40.0	18.0	18.5
Max Q Clear Time (g_c+I1), s	13.1	9.8	8.9	21.3	6.1	36.4	19.8	5.6
Green Ext Time (p_c), s	0.0	7.0	0.1	1.1	0.0	2.8	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	39	22	5	52	87	23	601	5	21	818	113
Future Volume (veh/h)	96	39	22	5	52	87	23	601	5	21	818	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	52	29	7	69	116	31	801	7	28	1091	151
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	136	115	189	167	141	405	2261	987	68	1588	708
Arrive On Green	0.09	0.07	0.07	0.10	0.09	0.09	0.22	0.63	0.63	0.08	0.88	0.88
Sat Flow, veh/h	1810	1900	1610	1810	1900	1605	1810	3610	1577	1810	3610	1610
Grp Volume(v), veh/h	128	52	29	7	69	116	31	801	7	28	1091	151
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1605	1810	1805	1577	1810	1805	1610
Q Serve(g_s), s	6.9	2.6	1.7	0.3	3.4	6.2	1.4	10.7	0.1	1.5	9.2	1.4
Cycle Q Clear(g_c), s	6.9	2.6	1.7	0.3	3.4	6.2	1.4	10.7	0.1	1.5	9.2	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	136	115	189	167	141	405	2261	987	68	1588	708
V/C Ratio(X)	0.80	0.38	0.25	0.04	0.41	0.82	0.08	0.35	0.01	0.41	0.69	0.21
Avail Cap(c_a), veh/h	253	475	403	189	352	297	405	2261	987	217	1588	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60
Uniform Delay (d), s/veh	44.7	44.3	43.9	40.3	43.2	34.0	30.6	9.0	1.8	45.1	3.9	3.4
Incr Delay (d2), s/veh	9.4	1.8	1.1	0.1	1.6	11.2	0.1	0.4	0.0	2.3	1.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	1.3	0.7	0.2	1.7	2.8	0.6	4.0	0.1	0.7	1.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	46.1	45.0	40.3	44.8	45.2	30.7	9.4	1.8	47.5	5.4	3.9
LnGrp LOS	D	D	D	D	D	D	C	A	A	D	A	A
Approach Vol, veh/h		209			192			839			1270	
Approach Delay, s/veh		50.8			44.9			10.1			6.1	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	66.6	14.4	11.2	26.4	48.0	12.8	12.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	39.5	7.5	25.0	7.5	44.0	14.0	18.5
Max Q Clear Time (g_c+I1), s	3.5	12.7	2.3	4.6	3.4	11.2	8.9	8.2
Green Ext Time (p_c), s	0.0	6.2	0.0	0.3	0.0	10.5	0.1	0.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	122	96	127	302	119	81	450	29	47	708	97
Future Volume (veh/h)	52	122	96	127	302	119	81	450	29	47	708	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	149	117	155	368	145	99	549	35	57	863	118
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	779	347	242	431	365	489	1282	572	362	1478	457
Arrive On Green	0.06	0.22	0.22	0.07	0.23	0.23	0.27	0.35	0.35	0.20	0.28	0.28
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1605
Grp Volume(v), veh/h	63	149	117	155	368	145	99	549	35	57	863	118
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1605
Q Serve(g_s), s	1.7	3.4	3.4	4.3	18.6	4.9	4.2	11.6	1.1	2.6	14.3	4.6
Cycle Q Clear(g_c), s	1.7	3.4	3.4	4.3	18.6	4.9	4.2	11.6	1.1	2.6	14.3	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	779	347	242	431	365	489	1282	572	362	1478	457
V/C Ratio(X)	0.31	0.19	0.34	0.64	0.85	0.40	0.20	0.43	0.06	0.16	0.58	0.26
Avail Cap(c_a), veh/h	263	1101	491	316	608	515	489	1282	572	362	1478	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	32.1	10.2	45.3	37.1	13.3	28.2	24.5	12.6	33.0	30.7	18.0
Incr Delay (d2), s/veh	0.9	0.1	0.6	2.8	8.2	0.7	0.2	1.0	0.2	0.2	1.7	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.5	2.3	2.0	9.5	2.9	1.8	5.1	0.6	1.2	6.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	32.2	10.7	48.1	45.3	14.0	28.4	25.6	12.8	33.2	32.4	19.3
LnGrp LOS	D	C	B	D	D	B	C	C	B	C	C	B
Approach Vol, veh/h		329			668			683			1038	
Approach Delay, s/veh		27.2			39.2			25.3			30.9	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	39.5	10.9	25.6	31.0	32.5	9.8	26.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	35.5	9.0	30.5	16.0	28.5	7.5	32.0
Max Q Clear Time (g_c+I1), s	11.6	13.6	6.3	5.4	6.2	16.3	3.7	20.6
Green Ext Time (p_c), s	0.0	3.9	0.1	1.3	0.1	5.1	0.0	2.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	283	69	11	374	56	108	368	9	55	306	182
Future Volume (veh/h)	90	283	69	11	374	56	108	368	9	55	306	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	111	349	85	14	462	69	108	454	11	68	378	225
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	1.00	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	706	598	41	511	76	233	939	419	336	1369	611
Arrive On Green	0.08	0.37	0.37	0.02	0.32	0.32	0.07	0.26	0.26	0.19	0.38	0.38
Sat Flow, veh/h	1810	1900	1610	1810	1612	241	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	111	349	85	14	0	531	108	454	11	68	378	225
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1853	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	6.0	14.1	3.5	0.8	0.0	27.4	3.0	10.6	0.4	3.2	7.3	7.5
Cycle Q Clear(g_c), s	6.0	14.1	3.5	0.8	0.0	27.4	3.0	10.6	0.4	3.2	7.3	7.5
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	706	598	41	0	587	233	939	419	336	1369	611
V/C Ratio(X)	0.79	0.49	0.14	0.34	0.00	0.90	0.46	0.48	0.03	0.20	0.28	0.37
Avail Cap(c_a), veh/h	199	787	667	138	0	704	281	939	419	336	1369	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	24.2	20.8	48.1	0.0	32.7	45.0	31.3	20.5	34.4	21.5	12.5
Incr Delay (d2), s/veh	13.3	0.5	0.1	4.9	0.0	13.5	1.4	1.8	0.1	0.3	0.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.3	1.3	0.4	0.0	14.2	1.3	4.8	0.2	1.4	3.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	24.7	21.0	53.0	0.0	46.2	46.4	33.1	20.6	34.7	22.0	14.2
LnGrp LOS	E	C	C	D	A	D	D	C	C	C	C	B
Approach Vol, veh/h		545			545			573			671	
Approach Delay, s/veh		31.1			46.4			35.4			20.7	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	30.0	6.3	41.2	10.7	41.9	11.7	35.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	26.0	7.6	41.4	8.0	27.0	11.0	38.0
Max Q Clear Time (g_c+I1), s	5.2	12.6	2.8	16.1	5.0	9.5	8.0	29.4
Green Ext Time (p_c), s	0.0	2.5	0.0	2.4	0.1	3.0	0.1	2.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	709	22	7	572	82	13	39	7	109	9	228
Future Volume (veh/h)	280	709	22	7	572	82	13	39	7	109	9	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	359	909	28	9	733	105	17	50	9	140	12	292
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	410	1467	45	28	948	294	383	663	119	178	591	679
Arrive On Green	0.23	0.57	0.57	0.01	0.06	0.06	0.21	0.42	0.42	0.10	0.31	0.31
Sat Flow, veh/h	3510	5170	159	1810	5187	1610	1810	1562	281	1810	1900	1578
Grp Volume(v), veh/h	359	608	329	9	733	105	17	0	59	140	12	292
Grp Sat Flow(s),veh/h/ln	1755	1729	1871	1810	1729	1610	1810	0	1843	1810	1900	1578
Q Serve(g_s), s	8.9	10.5	10.6	0.4	12.5	5.6	0.7	0.0	1.7	6.8	0.4	4.6
Cycle Q Clear(g_c), s	8.9	10.5	10.6	0.4	12.5	5.6	0.7	0.0	1.7	6.8	0.4	4.6
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	410	981	531	28	948	294	383	0	782	178	591	679
V/C Ratio(X)	0.88	0.62	0.62	0.32	0.77	0.36	0.04	0.00	0.08	0.79	0.02	0.43
Avail Cap(c_a), veh/h	410	981	531	205	1066	331	383	0	782	523	591	679
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	16.2	16.2	44.3	40.4	37.2	28.2	0.0	15.4	39.7	21.5	6.5
Incr Delay (d2), s/veh	13.6	0.8	1.5	6.2	3.2	0.7	0.0	0.0	0.2	7.5	0.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	3.2	3.6	0.2	6.1	2.3	0.3	0.0	0.7	3.4	0.2	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.4	17.0	17.7	50.5	43.6	37.9	28.3	0.0	15.6	47.2	21.6	8.4
LnGrp LOS	D	B	B	D	D	D	C	A	B	D	C	A
Approach Vol, veh/h		1296			847			76			444	
Approach Delay, s/veh		25.6			43.0			18.4			21.0	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	42.2	5.4	29.5	23.0	32.0	14.5	20.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	19.0	10.2	18.8	17.0	28.0	10.5	18.5
Max Q Clear Time (g_c+I1), s	8.8	3.7	2.4	12.6	2.7	6.6	10.9	14.5
Green Ext Time (p_c), s	0.3	0.2	0.0	3.1	0.0	1.0	0.0	1.9

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

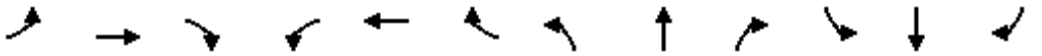
Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	209	58	9	416	1	135	0	23	0	0	3
Future Vol, veh/h	1	209	58	9	416	1	135	0	23	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	268	74	12	533	1	173	0	29	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	342	0	0	867	865	-	865	902	534
Stage 1	-	-	-	-	-	-	307	307	-	558	558	-
Stage 2	-	-	-	-	-	-	560	558	-	307	344	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	1044	-	-	1228	-	-	275	294	0	276	280	550
Stage 1	-	-	-	-	-	-	707	665	0	518	515	-
Stage 2	-	-	-	-	-	-	516	515	0	707	640	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1044	-	-	1228	-	-	270	290	-	273	276	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	270	290	-	273	276	-
Stage 1	-	-	-	-	-	-	706	664	-	517	508	-
Stage 2	-	-	-	-	-	-	505	508	-	706	639	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	39.4	11.6
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	270	-	1044	-	-	1228	-	-	550
HCM Lane V/C Ratio	0.641	-	0.001	-	-	0.009	-	-	0.007
HCM Control Delay (s)	39.4	0	8.5	0	-	8	0	-	11.6
HCM Lane LOS	E	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	4	-	0	-	-	0	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	247	212	25	281	17	209	101	29	4	42	7
Future Volume (veh/h)	23	247	212	25	281	17	209	101	29	4	42	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	317	272	32	360	22	268	129	37	5	54	9
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	407	341	78	420	356	434	209	563	28	306	51
Arrive On Green	0.04	0.22	0.22	0.04	0.22	0.22	0.35	0.35	0.35	0.21	0.21	0.21
Sat Flow, veh/h	1810	1862	1562	1810	1900	1610	1241	597	1610	136	1468	245
Grp Volume(v), veh/h	29	307	282	32	360	22	397	0	37	68	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1619	1810	1900	1610	1838	0	1610	1849	0	0
Q Serve(g_s), s	1.4	14.2	14.6	1.5	16.1	1.0	15.9	0.0	1.4	2.7	0.0	0.0
Cycle Q Clear(g_c), s	1.4	14.2	14.6	1.5	16.1	1.0	15.9	0.0	1.4	2.7	0.0	0.0
Prop In Lane	1.00		0.96	1.00		1.00	0.68		1.00	0.07		0.13
Lane Grp Cap(c), veh/h	73	394	353	78	420	356	643	0	563	386	0	0
V/C Ratio(X)	0.40	0.78	0.80	0.41	0.86	0.06	0.62	0.00	0.07	0.18	0.00	0.00
Avail Cap(c_a), veh/h	153	550	493	153	578	490	643	0	563	386	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.5	32.6	32.8	41.3	33.2	27.3	23.9	0.0	19.2	28.8	0.0	0.0
Incr Delay (d2), s/veh	3.5	4.7	6.2	3.4	9.2	0.1	4.4	0.0	0.2	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.6	6.2	0.7	8.3	0.4	7.4	0.0	0.5	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	37.4	39.0	44.8	42.4	27.3	28.3	0.0	19.4	29.8	0.0	0.0
LnGrp LOS	D	D	D	D	D	C	C	A	B	C	A	A
Approach Vol, veh/h		618			414			434			68	
Approach Delay, s/veh		38.5			41.7			27.6			29.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.0	7.8	23.4		22.5	7.6	23.6				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0	7.5	27.0		18.5	7.5	27.0				
Max Q Clear Time (g_c+I1), s		17.9	3.5	16.6		4.7	3.4	18.1				
Green Ext Time (p_c), s		2.1	0.0	2.7		0.2	0.0	1.5				

Intersection Summary	
HCM 6th Ctrl Delay	35.9
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	88	274	65	229	70
Future Vol, veh/h	24	88	274	65	229	70
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	33	121	375	89	314	96
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.1	10.7	16.7
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	77%
Vol Thru, %	100%	58%	0%	0%	23%
Vol Right, %	0%	42%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	183	156	24	88	299
LT Vol	0	0	24	0	229
Through Vol	183	91	0	0	70
RT Vol	0	65	0	88	0
Lane Flow Rate	250	214	33	121	410
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.371	0.3	0.065	0.197	0.612
Departure Headway (Hd)	5.342	5.048	7.109	5.889	5.379
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	666	702	507	614	664
Service Time	3.138	2.844	4.809	3.589	3.47
HCM Lane V/C Ratio	0.375	0.305	0.065	0.197	0.617
HCM Control Delay	11.3	10	10.3	10	16.7
HCM Lane LOS	B	A	B	A	C
HCM 95th-tile Q	1.7	1.3	0.2	0.7	4.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	496	24	37	478	7	80	26	21	5	17	149
Future Volume (veh/h)	125	496	24	37	478	7	80	26	21	5	17	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	144	570	28	43	549	8	92	30	24	6	20	171
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	1089	53	100	887	13	366	119	426	109	364	405
Arrive On Green	0.10	0.22	0.22	0.06	0.17	0.17	0.27	0.27	0.27	0.25	0.25	0.25
Sat Flow, veh/h	1810	5065	247	1810	5264	77	1381	450	1607	433	1445	1606
Grp Volume(v), veh/h	144	388	210	43	360	197	122	0	24	26	0	171
Grp Sat Flow(s),veh/h/ln	1810	1729	1855	1810	1729	1883	1831	0	1607	1878	0	1606
Q Serve(g_s), s	5.9	7.5	7.5	1.7	7.3	7.3	4.0	0.0	0.8	0.8	0.0	6.7
Cycle Q Clear(g_c), s	5.9	7.5	7.5	1.7	7.3	7.3	4.0	0.0	0.8	0.8	0.0	6.7
Prop In Lane	1.00		0.13	1.00		0.04	0.75		1.00	0.23		1.00
Lane Grp Cap(c), veh/h	184	744	399	100	582	317	486	0	426	474	0	405
V/C Ratio(X)	0.78	0.52	0.53	0.43	0.62	0.62	0.25	0.00	0.06	0.05	0.00	0.42
Avail Cap(c_a), veh/h	384	1262	677	180	872	475	486	0	426	474	0	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.0	26.2	26.2	34.5	29.1	29.1	21.8	0.0	20.6	21.4	0.0	23.6
Incr Delay (d2), s/veh	7.1	0.6	1.1	2.9	1.1	2.0	1.2	0.0	0.3	0.2	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.0	3.3	0.8	3.0	3.4	1.8	0.0	0.3	0.4	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	26.7	27.3	37.4	30.2	31.1	23.0	0.0	20.9	21.6	0.0	26.8
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	C
Approach Vol, veh/h		742			600			146			197	
Approach Delay, s/veh		29.5			31.0			22.7			26.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.0	8.2	20.2	23.0	11.7	16.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	7.5	27.5	19.0	16.0	19.0
Max Q Clear Time (g_c+I1), s	6.0	3.7	9.5	8.7	7.9	9.3
Green Ext Time (p_c), s	0.5	0.0	3.6	0.5	0.2	2.5

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	486	21	19	450	4	30	2	33	6	0	42
Future Volume (veh/h)	15	486	21	19	450	4	30	2	33	6	0	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	534	23	21	495	4	33	2	36	7	0	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	989	42	63	1068	9	91	905	820	23	0	707
Arrive On Green	0.03	0.19	0.19	0.03	0.20	0.20	0.05	0.48	0.48	0.01	0.00	0.44
Sat Flow, veh/h	1810	5099	218	1810	5307	43	1810	1900	1604	1810	0	1610
Grp Volume(v), veh/h	16	361	196	21	322	177	33	2	36	7	0	46
Grp Sat Flow(s),veh/h/ln	1810	1729	1860	1810	1729	1892	1810	1900	1604	1810	0	1610
Q Serve(g_s), s	0.5	5.3	5.4	0.6	4.7	4.7	1.0	0.0	0.0	0.2	0.0	0.9
Cycle Q Clear(g_c), s	0.5	5.3	5.4	0.6	4.7	4.7	1.0	0.0	0.0	0.2	0.0	0.9
Prop In Lane	1.00		0.12	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	50	671	361	63	696	381	91	905	820	23	0	707
V/C Ratio(X)	0.32	0.54	0.54	0.33	0.46	0.46	0.36	0.00	0.04	0.30	0.00	0.07
Avail Cap(c_a), veh/h	319	1647	886	351	1708	934	383	905	820	287	0	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	20.6	20.6	26.7	19.9	20.0	26.1	7.8	6.9	27.7	0.0	9.2
Incr Delay (d2), s/veh	3.7	0.7	1.3	3.1	0.5	0.9	2.4	0.0	0.1	7.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.0	2.3	0.3	1.8	2.0	0.5	0.0	0.2	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	21.2	21.9	29.8	20.4	20.8	28.5	7.8	7.0	34.7	0.0	9.4
LnGrp LOS	C	C	C	C	C	C	C	A	A	C	A	A
Approach Vol, veh/h		573			520			71			53	
Approach Delay, s/veh		21.7			20.9			17.0			12.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	31.0	6.0	15.0	6.8	28.9	5.6	15.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	27.0	11.0	27.0	12.0	24.0	10.0	28.0
Max Q Clear Time (g_c+I1), s	2.2	2.0	2.6	7.4	3.0	2.9	2.5	6.7
Green Ext Time (p_c), s	0.0	0.1	0.0	3.4	0.0	0.2	0.0	3.1

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	120	4	228	396	105	206
Future Volume (veh/h)	120	4	228	396	105	206
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	136	5	259	450	119	234
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	175	290	1188	1162	151	1463
Arrive On Green	0.10	0.10	0.42	0.42	0.08	0.77
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	136	5	259	450	119	234
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	6.6	0.2	7.8	13.3	5.8	2.9
Cycle Q Clear(g_c), s	6.6	0.2	7.8	13.3	5.8	2.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	175	290	1188	1162	151	1463
V/C Ratio(X)	0.78	0.02	0.22	0.39	0.79	0.16
Avail Cap(c_a), veh/h	643	707	1188	1162	271	1463
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.67	0.67	1.00	1.00
Uniform Delay (d), s/veh	39.7	30.3	12.1	8.3	40.5	2.7
Incr Delay (d2), s/veh	7.2	0.0	0.3	0.7	8.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.1	3.4	7.2	2.9	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.9	30.4	12.4	8.9	49.1	2.9
LnGrp LOS	D	C	B	A	D	A
Approach Vol, veh/h	141		709			353
Approach Delay, s/veh	46.4		10.2			18.5
Approach LOS	D		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.0	62.3			75.3	14.7
Change Period (Y+Rc), s	5.5	6.0			6.0	6.0
Max Green Setting (Gmax), s	13.5	27.0			46.0	32.0
Max Q Clear Time (g_c+I1), s	7.8	15.3			4.9	8.6
Green Ext Time (p_c), s	0.1	2.6			1.5	0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	3	339	0	0	0	0	567	160	6	320	0
Future Volume (veh/h)	57	3	339	0	0	0	0	567	160	6	320	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	66	3	390				0	652	184	7	368	0
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	385	18	358				0	950	805	0	1224	0
Arrive On Green	0.22	0.22	0.22				0.00	1.00	1.00	0.08	0.64	0.00
Sat Flow, veh/h	1734	79	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	69	0	390				0	652	184	0	368	0
Grp Sat Flow(s),veh/h/ln	1813	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	2.8	0.0	20.0				0.0	0.0	0.0	0.0	7.7	0.0
Cycle Q Clear(g_c), s	2.8	0.0	20.0				0.0	0.0	0.0	0.0	7.7	0.0
Prop In Lane	0.96		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	403	0	358				0	950	805	0	1224	0
V/C Ratio(X)	0.17	0.00	1.09				0.00	0.69	0.23	0.00	0.30	0.00
Avail Cap(c_a), veh/h	403	0	358				0	950	805	0	1224	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.94	0.94	0.00	0.96	0.00
Uniform Delay (d), s/veh	28.3	0.0	35.0				0.0	0.0	0.0	0.0	7.1	0.0
Incr Delay (d2), s/veh	0.2	0.0	73.9				0.0	3.8	0.6	0.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	15.0				0.0	1.0	0.1	0.0	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	108.9				0.0	3.8	0.6	0.0	7.7	0.0
LnGrp LOS	C	A	F				A	A	A	A	A	A
Approach Vol, veh/h		459						836			368	
Approach Delay, s/veh		96.8						3.1			7.7	
Approach LOS		F						A			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	13.0	51.0	26.0	64.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	45.0	20.0	58.0
Max Q Clear Time (g_c+I1), s	10.0	2.0	22.0	9.7
Green Ext Time (p_c), s	0.0	6.0	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	42	64	9	16	50	51	464	19	124	410	125
Future Volume (veh/h)	213	42	64	9	16	50	51	464	19	124	410	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	224	44	67	9	17	53	54	488	20	131	432	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	308	269	240	28	139	124	526	1043	465	667	1324	583
Arrive On Green	0.09	0.15	0.15	0.02	0.08	0.08	0.29	0.29	0.29	0.37	0.37	0.37
Sat Flow, veh/h	3510	1805	1610	1810	1805	1610	1810	3610	1610	1810	3610	1590
Grp Volume(v), veh/h	224	44	67	9	17	53	54	488	20	131	432	132
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1810	1805	1610	1810	1805	1610	1810	1805	1590
Q Serve(g_s), s	5.6	1.9	3.3	0.4	0.8	2.8	2.0	10.0	0.7	4.4	7.7	5.2
Cycle Q Clear(g_c), s	5.6	1.9	3.3	0.4	0.8	2.8	2.0	10.0	0.7	4.4	7.7	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	269	240	28	139	124	526	1043	465	667	1324	583
V/C Ratio(X)	0.73	0.16	0.28	0.32	0.12	0.43	0.10	0.47	0.04	0.20	0.33	0.23
Avail Cap(c_a), veh/h	507	481	429	161	381	340	526	1043	465	667	1324	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.45
Uniform Delay (d), s/veh	40.0	33.4	34.0	43.8	38.7	39.6	23.3	26.3	16.8	19.4	20.5	19.7
Incr Delay (d2), s/veh	3.3	0.3	0.6	6.2	0.4	2.3	0.1	1.5	0.2	0.1	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.8	1.3	0.2	0.4	1.2	0.8	4.4	0.3	1.8	3.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	33.7	34.6	50.1	39.1	41.9	23.4	27.8	16.9	19.4	20.8	20.1
LnGrp LOS	D	C	C	D	D	D	C	C	B	B	C	C
Approach Vol, veh/h		335			79			562			695	
Approach Delay, s/veh		40.3			42.3			27.0			20.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.2	30.0	5.4	17.4	30.2	37.0	11.9	10.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	26.0	8.0	24.0	9.0	33.0	13.0	19.0
Max Q Clear Time (g_c+I1), s	10.4	12.0	2.4	5.3	4.0	9.7	7.6	4.8
Green Ext Time (p_c), s	0.2	2.8	0.0	0.5	0.0	3.4	0.3	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	36	4	33	66	41	4	467	25	27	369	10
Future Volume (veh/h)	10	36	4	33	66	41	4	467	25	27	369	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	39	4	36	72	45	4	508	27	29	401	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	77	8	46	91	57	594	1170	992	73	603	17
Arrive On Green	0.06	0.06	0.06	0.11	0.11	0.11	0.66	1.00	1.00	0.04	0.33	0.33
Sat Flow, veh/h	378	1341	138	420	840	525	1810	1900	1610	1810	1840	50
Grp Volume(v), veh/h	54	0	0	153	0	0	4	508	27	29	0	412
Grp Sat Flow(s),veh/h/ln	1856	0	0	1785	0	0	1810	1900	1610	1810	0	1891
Q Serve(g_s), s	2.5	0.0	0.0	7.5	0.0	0.0	0.1	0.0	0.0	1.4	0.0	16.9
Cycle Q Clear(g_c), s	2.5	0.0	0.0	7.5	0.0	0.0	0.1	0.0	0.0	1.4	0.0	16.9
Prop In Lane	0.20		0.07	0.24		0.29	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	107	0	0	194	0	0	594	1170	992	73	0	620
V/C Ratio(X)	0.50	0.00	0.00	0.79	0.00	0.00	0.01	0.43	0.03	0.40	0.00	0.66
Avail Cap(c_a), veh/h	382	0	0	367	0	0	594	1170	992	151	0	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.86	0.86	0.86	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	0.0	39.1	0.0	0.0	10.4	0.0	0.0	42.1	0.0	26.0
Incr Delay (d2), s/veh	3.6	0.0	0.0	7.0	0.0	0.0	0.0	1.0	0.0	3.5	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	3.6	0.0	0.0	0.0	0.3	0.0	0.7	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	0.0	0.0	46.1	0.0	0.0	10.4	1.0	0.0	45.7	0.0	31.6
LnGrp LOS	D	A	A	D	A	A	B	A	A	D	A	C
Approach Vol, veh/h		54			153			539			441	
Approach Delay, s/veh		44.8			46.1			1.0			32.5	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	59.4		9.2	33.5	33.5		13.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.5	29.5		18.5	7.5	29.5		18.5
Max Q Clear Time (g_c+I1), s	3.4	2.0		4.5	2.1	18.9		9.5
Green Ext Time (p_c), s	0.0	3.6		0.1	0.0	1.9		0.5

Intersection Summary		
HCM 6th Ctrl Delay	20.5	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	102	50	50	206	11	60	455	33	9	433	73
Future Volume (veh/h)	41	102	50	50	206	11	60	455	33	9	433	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	121	60	60	245	13	71	542	39	11	515	87
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	151	75	164	289	15	117	778	56	291	857	145
Arrive On Green	0.05	0.13	0.13	0.09	0.16	0.16	0.06	0.44	0.44	0.32	1.00	1.00
Sat Flow, veh/h	1810	1199	594	1810	1788	95	1810	1751	126	1810	1584	268
Grp Volume(v), veh/h	49	0	181	60	0	258	71	0	581	11	0	602
Grp Sat Flow(s),veh/h/ln	1810	0	1793	1810	0	1883	1810	0	1877	1810	0	1852
Q Serve(g_s), s	2.4	0.0	8.8	2.8	0.0	12.0	3.4	0.0	22.4	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	8.8	2.8	0.0	12.0	3.4	0.0	22.4	0.4	0.0	0.0
Prop In Lane	1.00		0.33	1.00		0.05	1.00		0.07	1.00		0.14
Lane Grp Cap(c), veh/h	99	0	226	164	0	305	117	0	834	291	0	1001
V/C Ratio(X)	0.49	0.00	0.80	0.37	0.00	0.85	0.61	0.00	0.70	0.04	0.00	0.60
Avail Cap(c_a), veh/h	153	0	371	164	0	393	153	0	834	291	0	1001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.00	0.95
Uniform Delay (d), s/veh	41.3	0.0	38.2	38.5	0.0	36.6	41.0	0.0	20.1	25.7	0.0	0.0
Incr Delay (d2), s/veh	3.7	0.0	6.4	1.4	0.0	12.7	5.0	0.0	4.8	0.0	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.2	1.3	0.0	6.5	1.7	0.0	10.4	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	0.0	44.6	39.9	0.0	49.3	46.0	0.0	24.9	25.8	0.0	2.5
LnGrp LOS	D	A	D	D	A	D	D	A	C	C	A	A
Approach Vol, veh/h		230			318			652			613	
Approach Delay, s/veh		44.7			47.5			27.2			3.0	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	44.0	12.1	15.4	9.8	52.7	8.9	18.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	40.0	7.8	18.6	7.6	40.0	7.6	18.8
Max Q Clear Time (g_c+I1), s	12.4	24.4	4.8	10.8	5.4	2.0	4.4	14.0
Green Ext Time (p_c), s	0.0	3.5	0.0	0.5	0.0	4.7	0.0	0.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	77	71	19	112	19	86	393	38	8	285	77
Future Volume (veh/h)	83	77	71	19	112	19	86	393	38	8	285	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	88	81	22	127	22	98	447	43	9	324	88
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	227	188	60	258	44	686	2355	1103	28	1184	307
Arrive On Green	0.07	0.12	0.12	0.03	0.08	0.08	0.76	1.00	1.00	0.02	0.29	0.29
Sat Flow, veh/h	1810	1869	1548	1810	3077	520	1810	3610	1609	1810	4098	1063
Grp Volume(v), veh/h	94	85	84	22	73	76	98	447	43	9	271	141
Grp Sat Flow(s),veh/h/ln	1810	1805	1612	1810	1805	1793	1810	1805	1609	1810	1729	1702
Q Serve(g_s), s	4.6	3.9	4.4	1.1	3.5	3.6	1.3	0.0	0.0	0.4	5.4	5.8
Cycle Q Clear(g_c), s	4.6	3.9	4.4	1.1	3.5	3.6	1.3	0.0	0.0	0.4	5.4	5.8
Prop In Lane	1.00		0.96	1.00		0.29	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	127	219	196	60	151	150	686	2355	1103	28	999	492
V/C Ratio(X)	0.74	0.39	0.43	0.37	0.48	0.50	0.14	0.19	0.04	0.32	0.27	0.29
Avail Cap(c_a), veh/h	281	481	430	201	401	398	686	2355	1103	181	999	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	36.5	36.7	42.6	39.4	39.4	6.9	0.0	0.0	43.8	24.7	24.8
Incr Delay (d2), s/veh	8.1	1.1	1.5	3.8	2.4	2.6	0.1	0.2	0.1	6.2	0.7	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.8	1.8	0.5	1.6	1.7	0.5	0.1	0.0	0.2	2.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	37.6	38.2	46.4	41.8	42.0	7.0	0.2	0.1	50.1	25.4	26.3
LnGrp LOS	D	D	D	D	D	D	A	A	A	D	C	C
Approach Vol, veh/h		263			171			588			421	
Approach Delay, s/veh		41.9			42.5			1.3			26.2	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	62.7	7.0	14.9	38.1	30.0	10.3	11.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	31.0	10.0	24.0	14.0	26.0	14.0	20.0
Max Q Clear Time (g_c+I1), s	2.4	2.0	3.1	6.4	3.3	7.8	6.6	5.6
Green Ext Time (p_c), s	0.0	3.3	0.0	0.8	0.1	2.4	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	34	7	165	45	75	22	325	201	71	266	92
Future Volume (veh/h)	68	34	7	165	45	75	22	325	201	71	266	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	35	7	170	46	77	23	335	207	73	274	95
Peak Hour Factor	1.00	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	209	145	29	209	181	152	62	1326	595	644	2234	728
Arrive On Green	0.12	0.09	0.09	0.12	0.10	0.10	0.03	0.26	0.26	0.71	1.00	1.00
Sat Flow, veh/h	1810	1529	306	1810	1900	1595	1810	5187	1597	1810	3869	1261
Grp Volume(v), veh/h	68	0	42	170	46	77	23	335	207	73	243	126
Grp Sat Flow(s),veh/h/ln	1810	0	1834	1810	1900	1595	1810	1729	1597	1810	1729	1672
Q Serve(g_s), s	3.1	0.0	1.9	8.3	2.0	4.1	1.1	4.6	1.9	1.1	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	1.9	8.3	2.0	4.1	1.1	4.6	1.9	1.1	0.0	0.0
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	209	0	174	209	181	152	62	1326	595	644	1997	965
V/C Ratio(X)	0.33	0.00	0.24	0.81	0.25	0.51	0.37	0.25	0.35	0.11	0.12	0.13
Avail Cap(c_a), veh/h	221	0	387	422	612	514	181	1326	595	644	1997	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	0.99	0.99	0.99
Uniform Delay (d), s/veh	36.6	0.0	37.7	38.8	37.8	38.7	42.5	26.7	9.3	8.5	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.7	7.4	0.7	2.6	3.3	0.4	1.4	0.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.9	4.0	1.0	1.7	0.6	1.9	1.9	0.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	0.0	38.4	46.2	38.5	41.3	45.8	27.1	10.7	8.6	0.1	0.3
LnGrp LOS	D	A	D	D	D	D	D	C	B	A	A	A
Approach Vol, veh/h		110			293			565			442	
Approach Delay, s/veh		37.8			43.7			21.8			1.6	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.0	27.0	14.4	12.5	7.1	56.0	14.4	12.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	32.0	23.0	21.0	19.0	9.0	25.0	11.0	29.0
Max Q Clear Time (g_c+I1), s	10.1	6.6	10.3	3.9	3.1	2.0	5.1	6.1
Green Ext Time (p_c), s	0.1	2.7	0.3	0.1	0.0	2.3	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

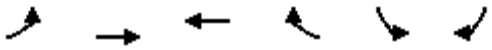
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	841	649	5	0	12
Future Vol, veh/h	0	841	649	5	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	945	729	6	0	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	368
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*795
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*795
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	795
HCM Lane V/C Ratio	-	-	-	0.017
HCM Control Delay (s)	-	-	-	9.6
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	187	661	639	46	10	14
Future Volume (veh/h)	187	661	639	46	10	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.96	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	208	734	710	51	11	16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	253	1901	898	64	985	877
Arrive On Green	0.14	0.37	0.18	0.18	0.54	0.54
Sat Flow, veh/h	1810	5358	5096	351	1810	1610
Grp Volume(v), veh/h	208	734	497	264	11	16
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1819	1810	1610
Q Serve(g_s), s	10.1	9.4	12.4	12.5	0.3	0.4
Cycle Q Clear(g_c), s	10.1	9.4	12.4	12.5	0.3	0.4
Prop In Lane	1.00			0.19	1.00	1.00
Lane Grp Cap(c), veh/h	253	1901	630	332	985	877
V/C Ratio(X)	0.82	0.39	0.79	0.80	0.01	0.02
Avail Cap(c_a), veh/h	824	3660	711	374	985	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	21.0	35.1	35.2	9.4	9.4
Incr Delay (d2), s/veh	6.6	0.1	5.3	10.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	3.7	5.6	6.4	0.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.2	21.2	40.5	45.5	9.4	9.5
LnGrp LOS	D	C	D	D	A	A
Approach Vol, veh/h		942	761		27	
Approach Delay, s/veh		26.2	42.2		9.4	
Approach LOS		C	D		A	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			37.0		53.0	16.6	20.4
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			63.5		18.5	41.0	18.5
Max Q Clear Time (g_c+I1), s			11.4		2.4	12.1	14.5
Green Ext Time (p_c), s			6.1		0.0	0.6	1.8

Intersection Summary		
HCM 6th Ctrl Delay		33.0
HCM 6th LOS		C

Intersection	
Int Delay, s/veh	0.6

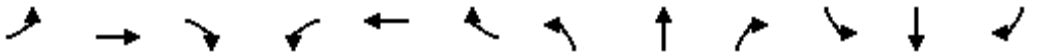
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	636	660	46	9	25
Future Vol, veh/h	34	636	660	46	9	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	70	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	707	733	51	10	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	784	0	-	0	1118	392
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	359	-
Critical Hdwy	5.3	-	-	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	3.1	-	-	-	3.8	3.9
Pot Cap-1 Maneuver	504	-	-	-	*436	523
Stage 1	-	-	-	-	*342	-
Stage 2	-	-	-	-	*816	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	504	-	-	-	*404	523
Mov Cap-2 Maneuver	-	-	-	-	*404	-
Stage 1	-	-	-	-	*316	-
Stage 2	-	-	-	-	*816	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	504	-	-	-	404	523
HCM Lane V/C Ratio	0.075	-	-	-	0.025	0.053
HCM Control Delay (s)	12.7	-	-	-	14.1	12.3
HCM Lane LOS	B	-	-	-	B	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1470	435	0	1175	108	0	0	0	228	0	329
Future Volume (veh/h)	0	1470	435	0	1175	108	0	0	0	228	0	329
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1615	478	0	1291	0				167	0	452
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2240	651	0	2912					646	0	1149
Arrive On Green	0.00	0.56	0.56	0.00	1.00	0.00				0.36	0.00	0.36
Sat Flow, veh/h	0	4161	1160	0	5529	0				1810	0	3220
Grp Volume(v), veh/h	0	1396	697	0	1291	0				167	0	452
Grp Sat Flow(s),veh/h/ln	0	1729	1691	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	32.7	33.8	0.0	0.0	0.0				7.2	0.0	11.6
Cycle Q Clear(g_c), s	0.0	32.7	33.8	0.0	0.0	0.0				7.2	0.0	11.6
Prop In Lane	0.00		0.69	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1941	950	0	2912					646	0	1149
V/C Ratio(X)	0.00	0.72	0.73	0.00	0.44					0.26	0.00	0.39
Avail Cap(c_a), veh/h	0	2499	1222	0	3749					646	0	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.70	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.7	18.0	0.0	0.0	0.0				25.1	0.0	26.5
Incr Delay (d2), s/veh	0.0	0.7	1.7	0.0	0.1	0.0				1.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.5	12.9	0.0	0.0	0.0				3.3	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.5	19.7	0.0	0.1	0.0				26.0	0.0	27.5
LnGrp LOS	A	B	B	A	A					C	A	C
Approach Vol, veh/h		2093			1291	A					619	
Approach Delay, s/veh		18.9			0.1						27.1	
Approach LOS		B			A						C	

Timer - Assigned Phs		4		6		8			
Phs Duration (G+Y+Rc), s		66.3		43.7		66.3			
Change Period (Y+Rc), s		4.5		4.5		4.5			
Max Green Setting (Gmax), s		79.5		21.5		79.5			
Max Q Clear Time (g_c+I1), s		35.8		13.6		2.0			
Green Ext Time (p_c), s		25.9		1.6		13.9			

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	1453	0	0	841	214	442	0	204	0	0	0
Future Volume (veh/h)	245	1453	0	0	841	214	442	0	204	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	278	1651	0	0	956	243	574	0	155			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	308	2696	0	0	1274	323	1442	0	641			
Arrive On Green	0.34	1.00	0.00	0.00	0.31	0.31	0.40	0.00	0.40			
Sat Flow, veh/h	1810	5358	0	0	4295	1046	3619	0	1610			
Grp Volume(v), veh/h	278	1651	0	0	801	398	574	0	155			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1712	1810	0	1610			
Q Serve(g_s), s	16.1	0.0	0.0	0.0	22.9	23.0	12.5	0.0	7.0			
Cycle Q Clear(g_c), s	16.1	0.0	0.0	0.0	22.9	23.0	12.5	0.0	7.0			
Prop In Lane	1.00		0.00	0.00		0.61	1.00		1.00			
Lane Grp Cap(c), veh/h	308	2696	0	0	1068	529	1442	0	641			
V/C Ratio(X)	0.90	0.61	0.00	0.00	0.75	0.75	0.40	0.00	0.24			
Avail Cap(c_a), veh/h	475	3815	0	0	1493	739	1442	0	641			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.75	0.75	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.4	0.0	0.0	0.0	34.2	34.2	23.7	0.0	22.0			
Incr Delay (d2), s/veh	11.4	0.2	0.0	0.0	1.4	2.8	0.8	0.0	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.7	0.0	0.0	0.0	9.7	9.9	5.5	0.0	2.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	0.2	0.0	0.0	35.6	37.0	24.5	0.0	22.9			
LnGrp LOS	D	A	A	A	D	D	C	A	C			
Approach Vol, veh/h		1929			1199			729				
Approach Delay, s/veh		6.9			36.0			24.2				
Approach LOS		A			D			C				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	48.3	61.7	23.2	38.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.1	80.9	28.9	47.5
Max Q Clear Time (g_c+I1), s	14.5	2.0	18.1	25.0
Green Ext Time (p_c), s	1.5	22.0	0.6	9.0

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	629	179	574	591	0	0	0	0	0	0	92
Future Volume (veh/h)	0	629	179	574	591	0	0	0	0	0	0	92
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	684	195	624	642	0				0	0	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1834	818	679	3369	0				0	0	0
Arrive On Green	0.00	0.51	0.51	0.38	0.93	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	684	195	624	642	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	10.4	6.1	29.6	1.3	0.0						
Cycle Q Clear(g_c), s	0.0	10.4	6.1	29.6	1.3	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	1834	818	679	3369	0						
V/C Ratio(X)	0.00	0.37	0.24	0.92	0.19	0.00						
Avail Cap(c_a), veh/h	0	1834	818	1156	3369	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	13.4	12.4	26.8	0.2	0.0						
Incr Delay (d2), s/veh	0.0	0.6	0.7	7.0	0.1	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	4.1	2.2	13.5	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.0	13.1	33.8	0.4	0.0						
LnGrp LOS	A	B	B	C	A	A						
Approach Vol, veh/h		879			1266							
Approach Delay, s/veh		13.8			16.8							
Approach LOS		B			B							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	18.3	51.7				90.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	57.5	12.0				74.0						
Max Q Clear Time (g_c+I1), s	31.6	12.4				3.3						
Green Ext Time (p_c), s	2.2	0.0				5.2						

Intersection Summary												
HCM 6th Ctrl Delay			15.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1120	71	0	1533	112	56	84	0	217	4	114
Future Volume (veh/h)	18	1120	71	0	1533	112	56	84	0	217	4	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	19	1204	76	0	1648	120	60	90	0	233	4	123
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	2146	135	0	2124	153	319	475	0	362	13	392
Arrive On Green	0.62	0.62	0.62	0.00	0.62	0.62	0.25	0.25	0.00	0.25	0.25	0.25
Sat Flow, veh/h	274	3448	217	0	3509	247	1284	1900	0	1327	51	1567
Grp Volume(v), veh/h	19	630	650	0	865	903	60	90	0	233	0	127
Grp Sat Flow(s),veh/h/ln	274	1805	1861	0	1805	1856	1284	1900	0	1327	0	1618
Q Serve(g_s), s	4.9	18.2	18.3	0.0	31.3	32.2	3.6	3.4	0.0	15.1	0.0	5.7
Cycle Q Clear(g_c), s	37.2	18.2	18.3	0.0	31.3	32.2	9.3	3.4	0.0	18.4	0.0	5.7
Prop In Lane	1.00		0.12	0.00		0.13	1.00		0.00	1.00		0.97
Lane Grp Cap(c), veh/h	152	1123	1158	0	1123	1155	319	475	0	362	0	404
V/C Ratio(X)	0.12	0.56	0.56	0.00	0.77	0.78	0.19	0.19	0.00	0.64	0.00	0.31
Avail Cap(c_a), veh/h	152	1123	1158	0	1123	1155	319	475	0	362	0	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	9.9	9.9	0.0	12.3	12.5	31.3	26.6	0.0	33.8	0.0	27.5
Incr Delay (d2), s/veh	1.7	2.0	2.0	0.0	5.1	5.3	1.3	0.9	0.0	3.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.0	7.2	0.0	12.5	13.2	1.2	1.6	0.0	5.1	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	11.9	11.8	0.0	17.4	17.8	32.6	27.5	0.0	37.7	0.0	27.9
LnGrp LOS	C	B	B	A	B	B	C	C	A	D	A	C
Approach Vol, veh/h		1299			1768			150			360	
Approach Delay, s/veh		12.1			17.6			29.5			34.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	62.0	28.0	62.0	28.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	56.0	22.5	56.0	22.5
Max Q Clear Time (g_c+I1), s	39.2	20.4	34.2	11.3
Green Ext Time (p_c), s	8.6	0.3	14.3	0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	1227	10	9	885	161	8	57	8	176	38	107
Future Volume (veh/h)	172	1227	10	9	885	161	8	57	8	176	38	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	185	1319	11	10	952	173	9	61	9	189	41	115
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	1860	16	177	1173	505	527	794	672	618	184	516
Arrive On Green	0.12	0.35	0.35	0.10	0.32	0.32	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1810	5306	44	1810	3610	1556	1249	1900	1607	1349	440	1235
Grp Volume(v), veh/h	185	860	470	10	952	173	9	61	9	189	0	156
Grp Sat Flow(s),veh/h/ln	1810	1729	1892	1810	1805	1556	1249	1900	1607	1349	0	1675
Q Serve(g_s), s	9.0	19.3	19.3	0.5	21.8	7.6	0.4	1.7	0.3	8.8	0.0	5.4
Cycle Q Clear(g_c), s	9.0	19.3	19.3	0.5	21.8	7.6	5.8	1.7	0.3	10.6	0.0	5.4
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	224	1212	663	177	1173	505	527	794	672	618	0	700
V/C Ratio(X)	0.83	0.71	0.71	0.06	0.81	0.34	0.02	0.08	0.01	0.31	0.00	0.22
Avail Cap(c_a), veh/h	362	1744	954	177	1404	605	527	794	672	618	0	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.5	25.3	25.3	36.8	27.9	23.1	18.7	15.7	15.3	18.9	0.0	16.8
Incr Delay (d2), s/veh	8.1	0.8	1.4	0.1	3.2	0.4	0.1	0.2	0.0	1.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	7.8	8.6	0.2	9.6	2.8	0.1	0.8	0.1	2.9	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	26.0	26.7	36.9	31.0	23.5	18.7	15.9	15.4	20.2	0.0	17.5
LnGrp LOS	D	C	C	D	C	C	B	B	B	C	A	B
Approach Vol, veh/h		1515			1135			79			345	
Approach Delay, s/veh		28.7			29.9			16.2			19.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	41.6	12.8	35.6	41.6	15.1	33.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	7.6	45.4	25.0	18.0	35.0
Max Q Clear Time (g_c+I1), s	7.8	2.5	21.3	12.6	11.0	23.8
Green Ext Time (p_c), s	0.3	0.0	10.2	1.2	0.3	5.5

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1252	74	89	796	67	139	174	133	60	128	57
Future Volume (veh/h)	85	1252	74	89	796	67	139	174	133	60	128	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	1332	79	95	847	71	148	185	141	64	136	61
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	1575	93	128	1538	128	185	553	465	264	635	537
Arrive On Green	0.07	0.31	0.31	0.14	0.63	0.63	0.03	0.10	0.10	0.15	0.33	0.33
Sat Flow, veh/h	1810	5001	297	1810	4868	406	1810	1900	1599	1810	1900	1606
Grp Volume(v), veh/h	90	921	490	95	601	317	148	185	141	64	136	61
Grp Sat Flow(s),veh/h/ln	1810	1729	1840	1810	1729	1816	1810	1900	1599	1810	1900	1606
Q Serve(g_s), s	4.4	22.4	22.4	4.5	8.8	8.9	7.3	8.2	7.4	2.8	4.6	2.4
Cycle Q Clear(g_c), s	4.4	22.4	22.4	4.5	8.8	8.9	7.3	8.2	7.4	2.8	4.6	2.4
Prop In Lane	1.00		0.16	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	1089	579	128	1092	574	185	553	465	264	635	537
V/C Ratio(X)	0.71	0.85	0.85	0.74	0.55	0.55	0.80	0.33	0.30	0.24	0.21	0.11
Avail Cap(c_a), veh/h	203	1153	613	181	1110	583	281	553	465	264	635	537
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.69	0.69	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	28.8	28.8	37.9	13.0	13.0	42.6	32.5	32.2	34.0	21.5	20.7
Incr Delay (d2), s/veh	7.3	5.7	10.2	6.8	0.4	0.8	8.5	1.5	1.6	0.5	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.8	11.2	2.1	2.6	2.8	3.8	4.2	3.2	1.3	2.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	34.5	39.0	44.7	13.4	13.7	51.0	34.1	33.7	34.5	22.2	21.2
LnGrp LOS	D	C	D	D	B	B	D	C	C	C	C	C
Approach Vol, veh/h		1501			1013			474			261	
Approach Delay, s/veh		36.8			16.4			39.3			25.0	
Approach LOS		D			B			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	30.2	10.3	32.3	13.2	34.1	10.3	32.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.8	26.2	9.0	30.0	14.0	21.0	10.1	28.9
Max Q Clear Time (g_c+I1), s	14.8	10.2	6.5	24.4	9.3	6.6	6.4	10.9
Green Ext Time (p_c), s	0.0	1.3	0.0	4.0	0.1	0.7	0.1	5.9

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	1661	25	18	1139	98	208	64	98	201	24	165
Future Volume (veh/h)	104	1661	25	18	1139	98	208	64	98	201	24	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	1786	0	19	1225	105	146	177	105	235	0	177
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	142	1671		61	1439	447	594	624	522	500	0	223
Arrive On Green	0.08	0.32	0.00	0.07	0.55	0.55	0.33	0.33	0.33	0.14	0.00	0.14
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1590	3619	0	1610
Grp Volume(v), veh/h	112	1786	0	19	1225	105	146	177	105	235	0	177
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1590	1810	0	1610
Q Serve(g_s), s	5.5	29.0	0.0	0.9	17.9	3.0	5.3	6.2	4.3	5.4	0.0	9.6
Cycle Q Clear(g_c), s	5.5	29.0	0.0	0.9	17.9	3.0	5.3	6.2	4.3	5.4	0.0	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	142	1671		61	1439	447	594	624	522	500	0	223
V/C Ratio(X)	0.79	1.07		0.31	0.85	0.24	0.25	0.28	0.20	0.47	0.00	0.80
Avail Cap(c_a), veh/h	173	1671		151	1608	499	594	624	522	744	0	331
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.76	0.76	0.76	1.00	1.00	1.00	0.93	0.00	0.93
Uniform Delay (d), s/veh	40.8	30.5	0.0	41.0	18.5	15.1	22.1	22.4	21.7	35.7	0.0	37.6
Incr Delay (d2), s/veh	18.1	42.9	0.0	2.2	3.2	0.2	1.0	1.1	0.9	0.6	0.0	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	18.2	0.0	0.4	4.9	1.0	2.4	2.9	1.7	2.4	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	73.4	0.0	43.2	21.7	15.3	23.1	23.5	22.6	36.4	0.0	44.9
LnGrp LOS	E	F		D	C	B	C	C	C	D	A	D
Approach Vol, veh/h		1898	A		1349			428			412	
Approach Delay, s/veh		72.6			21.5			23.1			40.0	
Approach LOS		E			C			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	33.5	7.0	33.0	16.4	11.0	29.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	7.5	29.0	18.5	8.6	27.9
Max Q Clear Time (g_c+I1), s	8.2	2.9	31.0	11.6	7.5	19.9
Green Ext Time (p_c), s	1.3	0.0	0.0	0.9	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

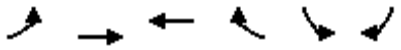
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	1314	105	55	860	196	76	328	77	257	316	159
Future Volume (veh/h)	272	1314	105	55	860	196	76	328	77	257	316	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	286	1383	111	58	905	206	80	345	81	271	333	167
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	352	1448	637	108	1123	255	450	764	177	343	842	374
Arrive On Green	0.39	0.80	0.80	0.06	0.27	0.27	0.13	0.26	0.26	0.10	0.23	0.23
Sat Flow, veh/h	1810	3610	1587	1810	4221	957	3510	2899	671	3510	3610	1604
Grp Volume(v), veh/h	286	1383	111	58	741	370	80	213	213	271	333	167
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1729	1720	1755	1805	1765	1755	1805	1604
Q Serve(g_s), s	12.7	29.1	0.9	2.8	18.0	18.1	1.8	8.9	9.1	6.8	7.0	8.0
Cycle Q Clear(g_c), s	12.7	29.1	0.9	2.8	18.0	18.1	1.8	8.9	9.1	6.8	7.0	8.0
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	352	1448	637	108	920	458	450	476	465	343	842	374
V/C Ratio(X)	0.81	0.95	0.17	0.54	0.80	0.81	0.18	0.45	0.46	0.79	0.40	0.45
Avail Cap(c_a), veh/h	376	1524	670	151	1030	512	450	476	465	351	842	374
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	8.2	2.2	41.1	30.8	30.9	35.0	27.7	27.7	39.7	29.1	29.5
Incr Delay (d2), s/veh	7.2	8.9	0.1	3.4	3.5	7.1	0.2	3.0	3.2	11.3	1.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	4.9	0.5	1.3	7.7	8.2	0.8	4.1	4.2	3.4	3.1	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	17.1	2.3	44.5	34.4	38.0	35.2	30.7	31.0	51.0	30.5	33.3
LnGrp LOS	C	B	A	D	C	D	D	C	C	D	C	C
Approach Vol, veh/h		1780			1169			506			771	
Approach Delay, s/veh		18.8			36.0			31.5			38.3	
Approach LOS		B			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	27.7	9.4	40.1	15.5	25.0	21.5	27.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	19.5	7.5	38.0	7.5	21.0	18.7	26.8
Max Q Clear Time (g_c+I1), s	10.8	11.1	4.8	31.1	3.8	10.0	14.7	20.1
Green Ext Time (p_c), s	0.0	1.6	0.0	5.0	0.1	2.1	0.3	3.8

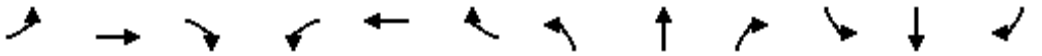
Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	2009	1121	172	351	154
Future Volume (veh/h)	84	2009	1121	172	351	154
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	2093	1168	179	366	160
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	191	2388	1610	1226	1582	896
Arrive On Green	0.21	0.92	0.41	0.41	0.45	0.45
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	88	2093	1168	179	366	160
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	3.8	14.9	17.0	2.4	5.8	0.0
Cycle Q Clear(g_c), s	3.8	14.9	17.0	2.4	5.8	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	191	2388	1610	1226	1582	896
V/C Ratio(X)	0.46	0.88	0.73	0.15	0.23	0.18
Avail Cap(c_a), veh/h	261	3170	2190	1406	1582	896
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	33.3	2.5	23.2	2.4	15.2	9.8
Incr Delay (d2), s/veh	1.0	1.4	0.6	0.0	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.5	6.1	2.4	2.3	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.3	3.9	23.8	2.5	15.5	10.3
LnGrp LOS	C	A	C	A	B	B
Approach Vol, veh/h		2181	1347		526	
Approach Delay, s/veh		5.1	21.0		13.9	
Approach LOS		A	C		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		45.4		44.6	13.5	31.9
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		55.0		27.0	13.0	38.0
Max Q Clear Time (g_c+I1), s		16.9		7.8	5.8	19.0
Green Ext Time (p_c), s		24.5		1.8	0.1	8.9

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	1324	147	156	970	159	87	213	71	134	179	68
Future Volume (veh/h)	107	1324	147	156	970	159	87	213	71	134	179	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	1365	152	161	1000	164	90	220	73	138	185	72
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	1437	640	181	1883	308	154	622	200	165	613	230
Arrive On Green	0.08	0.40	0.40	0.20	0.84	0.84	0.03	0.08	0.08	0.09	0.24	0.24
Sat Flow, veh/h	1810	3610	1608	1810	4480	733	1810	2667	857	1810	2566	963
Grp Volume(v), veh/h	110	1365	152	161	771	393	90	147	146	138	128	129
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1729	1755	1810	1805	1719	1810	1805	1724
Q Serve(g_s), s	5.4	32.9	5.7	7.8	5.8	5.8	4.4	6.9	7.3	6.8	5.2	5.5
Cycle Q Clear(g_c), s	5.4	32.9	5.7	7.8	5.8	5.8	4.4	6.9	7.3	6.8	5.2	5.5
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.50	1.00		0.56
Lane Grp Cap(c), veh/h	140	1437	640	181	1454	738	154	421	401	165	431	412
V/C Ratio(X)	0.78	0.95	0.24	0.89	0.53	0.53	0.58	0.35	0.36	0.84	0.30	0.31
Avail Cap(c_a), veh/h	239	1444	643	181	1454	738	154	421	401	165	431	412
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.36	0.61	0.61	0.61	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	26.2	18.0	35.5	4.6	4.6	42.1	35.0	35.2	40.3	28.1	28.2
Incr Delay (d2), s/veh	3.5	6.2	0.1	26.4	0.2	0.5	5.3	2.2	2.5	30.1	1.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	14.6	2.0	4.4	1.4	1.4	2.2	3.4	3.5	4.3	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	32.4	18.1	61.9	4.8	5.1	47.5	37.2	37.7	70.3	29.8	30.2
LnGrp LOS	D	C	B	E	A	A	D	D	D	E	C	C
Approach Vol, veh/h		1627			1325			383			395	
Approach Delay, s/veh		31.9			11.8			39.8			44.1	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	25.0	13.0	39.8	11.7	25.5	11.0	41.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	21.0	9.0	36.0	7.5	21.5	11.9	33.1
Max Q Clear Time (g_c+I1), s	8.8	9.3	9.8	34.9	6.4	7.5	7.4	7.8
Green Ext Time (p_c), s	0.0	1.3	0.0	0.9	0.0	1.2	0.1	9.0

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1913	341	11	1058	93	156	59	15	132	111	82
Future Volume (veh/h)	83	1913	341	11	1058	93	156	59	15	132	111	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	1993	355	11	1102	97	162	61	16	138	116	85
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	235	2167	673	34	1489	131	574	831	209	170	802	567
Arrive On Green	0.17	0.56	0.56	0.02	0.31	0.31	0.16	0.29	0.29	0.09	0.22	0.22
Sat Flow, veh/h	1810	5187	1610	1810	4853	427	3510	2847	717	1810	3610	1610
Grp Volume(v), veh/h	86	1993	355	11	785	414	162	38	39	138	116	85
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1822	1755	1805	1759	1810	1805	1610
Q Serve(g_s), s	3.8	31.4	12.5	0.5	18.3	18.4	3.6	1.4	1.5	6.7	2.3	0.0
Cycle Q Clear(g_c), s	3.8	31.4	12.5	0.5	18.3	18.4	3.6	1.4	1.5	6.7	2.3	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	235	2167	673	34	1061	559	574	527	513	170	802	567
V/C Ratio(X)	0.37	0.92	0.53	0.33	0.74	0.74	0.28	0.07	0.08	0.81	0.14	0.15
Avail Cap(c_a), veh/h	235	2190	680	151	1372	723	574	527	513	181	802	567
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	34.0	18.6	14.4	43.6	28.0	28.0	33.0	23.1	23.1	40.0	28.1	20.0
Incr Delay (d2), s/veh	0.7	5.3	0.6	5.4	1.6	3.0	0.3	0.3	0.3	21.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	11.0	3.9	0.3	7.6	8.2	1.6	0.6	0.6	3.9	1.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	23.9	15.0	49.0	29.6	31.0	33.3	23.3	23.4	61.0	28.5	20.5
LnGrp LOS	C	C	B	D	C	C	C	C	C	E	C	C
Approach Vol, veh/h		2434			1210			239			339	
Approach Delay, s/veh		23.0			30.2			30.1			39.7	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	30.3	5.7	41.6	18.7	24.0	15.7	31.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	19.5	7.5	38.0	8.5	20.0	9.8	35.7
Max Q Clear Time (g_c+I1), s	8.7	3.5	2.5	33.4	5.6	4.3	5.8	20.4
Green Ext Time (p_c), s	0.0	0.3	0.0	4.2	0.1	0.8	0.1	7.3

Intersection Summary	
HCM 6th Ctrl Delay	26.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	1209	151	62	801	178	188	519	83	239	489	148
Future Volume (veh/h)	170	1209	151	62	801	178	188	519	83	239	489	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	1234	154	63	817	182	192	530	85	244	499	151
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	209	1472	760	112	972	215	350	842	368	440	1023	643
Arrive On Green	0.12	0.28	0.28	0.06	0.23	0.23	0.06	0.08	0.08	0.24	0.28	0.28
Sat Flow, veh/h	1810	5187	1582	1810	4229	934	1810	3610	1578	1810	3610	1610
Grp Volume(v), veh/h	173	1234	154	63	667	332	192	530	85	244	499	151
Grp Sat Flow(s),veh/h/ln	1810	1729	1582	1810	1729	1705	1810	1805	1578	1810	1805	1610
Q Serve(g_s), s	8.4	20.1	1.0	3.0	16.6	16.8	9.3	12.8	3.7	10.6	10.3	0.0
Cycle Q Clear(g_c), s	8.4	20.1	1.0	3.0	16.6	16.8	9.3	12.8	3.7	10.6	10.3	0.0
Prop In Lane	1.00		1.00	1.00		0.55	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	1472	760	112	795	392	350	842	368	440	1023	643
V/C Ratio(X)	0.83	0.84	0.20	0.56	0.84	0.85	0.55	0.63	0.23	0.55	0.49	0.23
Avail Cap(c_a), veh/h	261	1556	786	161	845	417	350	842	368	440	1023	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.23	0.23	0.23	0.74	0.74	0.74	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	30.3	5.9	41.0	33.1	33.2	38.3	37.8	21.9	29.8	26.8	17.9
Incr Delay (d2), s/veh	4.2	1.0	0.0	3.3	5.4	11.1	1.6	3.1	1.3	1.5	1.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	8.2	0.9	1.4	7.4	8.0	4.5	6.5	1.9	4.7	4.6	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	31.3	5.9	44.3	38.5	44.3	39.9	40.9	23.2	31.3	28.5	18.8
LnGrp LOS	D	C	A	D	D	D	D	D	C	C	C	B
Approach Vol, veh/h		1561			1062			807			894	
Approach Delay, s/veh		30.1			40.7			38.8			27.6	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.9	25.0	9.6	29.5	21.4	29.5	14.4	24.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	21.0	8.0	27.0	13.5	25.5	13.0	22.0
Max Q Clear Time (g_c+I1), s	12.6	14.8	5.0	22.1	11.3	12.3	10.4	18.8
Green Ext Time (p_c), s	0.3	2.0	0.0	3.4	0.1	3.2	0.1	1.9

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	1082	814	7	649	75	470	428	27	114	399	56
Future Volume (veh/h)	118	1082	814	7	649	75	470	428	27	114	399	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	122	1115	839	7	669	77	485	441	28	118	411	58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	1243	814	23	887	102	566	888	56	376	967	136
Arrive On Green	0.08	0.34	0.34	0.01	0.27	0.27	0.16	0.26	0.26	0.14	0.20	0.20
Sat Flow, veh/h	1810	3610	1610	1810	3256	374	3510	3444	218	1810	3179	446
Grp Volume(v), veh/h	122	1115	839	7	371	375	485	230	239	118	232	237
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1825	1755	1805	1857	1810	1805	1820
Q Serve(g_s), s	6.0	26.4	31.0	0.3	16.9	17.0	12.1	9.8	9.8	5.3	10.1	10.2
Cycle Q Clear(g_c), s	6.0	26.4	31.0	0.3	16.9	17.0	12.1	9.8	9.8	5.3	10.1	10.2
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.12	1.00		0.24
Lane Grp Cap(c), veh/h	153	1243	814	23	492	497	566	465	479	376	549	554
V/C Ratio(X)	0.80	0.90	1.03	0.31	0.75	0.76	0.86	0.50	0.50	0.31	0.42	0.43
Avail Cap(c_a), veh/h	189	1243	814	151	584	590	624	465	479	376	549	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	40.4	28.0	11.5	44.1	30.0	30.0	36.7	28.4	28.4	33.0	28.9	29.0
Incr Delay (d2), s/veh	17.2	8.8	39.7	6.3	3.8	3.9	10.7	3.7	3.7	0.4	2.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	12.4	18.6	0.2	7.7	7.8	5.9	4.6	4.8	2.4	4.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	36.8	51.1	50.3	33.8	33.9	47.4	32.2	32.1	33.4	31.2	31.2
LnGrp LOS	E	D	F	D	C	C	D	C	C	C	C	C
Approach Vol, veh/h		2076			753			954			587	
Approach Delay, s/veh		43.8			34.0			39.9			31.6	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	27.2	5.1	35.0	18.5	31.4	11.6	28.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.3	23.2	7.5	31.0	16.0	19.5	9.4	29.1
Max Q Clear Time (g_c+I1), s	7.3	11.8	2.3	33.0	14.1	12.2	8.0	19.0
Green Ext Time (p_c), s	0.1	2.1	0.0	0.0	0.4	1.6	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	42	211	403	39	346	533
Future Volume (veh/h)	42	211	403	39	346	533
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	243	463	45	398	613
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	620	284	1970	879	507	2652
Arrive On Green	0.18	0.18	0.55	0.55	0.14	0.73
Sat Flow, veh/h	3510	1610	3705	1610	3510	3705
Grp Volume(v), veh/h	48	243	463	45	398	613
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1610	1755	1805
Q Serve(g_s), s	1.0	13.2	6.0	1.2	9.8	4.9
Cycle Q Clear(g_c), s	1.0	13.2	6.0	1.2	9.8	4.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	620	284	1970	879	507	2652
V/C Ratio(X)	0.08	0.85	0.24	0.05	0.78	0.23
Avail Cap(c_a), veh/h	1014	465	1970	879	936	2652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	35.9	10.7	9.6	37.2	3.8
Incr Delay (d2), s/veh	0.0	6.6	0.3	0.1	2.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.6	2.3	0.4	4.3	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.0	42.5	10.9	9.7	39.9	4.0
LnGrp LOS	C	D	B	A	D	A
Approach Vol, veh/h	291		508			1011
Approach Delay, s/veh	40.6		10.8			18.1
Approach LOS	D		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.0	53.1			70.1	19.9
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	24.0	28.0			56.0	26.0
Max Q Clear Time (g_c+I1), s	11.8	8.0			6.9	15.2
Green Ext Time (p_c), s	1.2	3.1			4.9	0.7

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1054	125	116	711	81	121	298	91	162	314	57
Future Volume (veh/h)	167	1054	125	116	711	81	121	298	91	162	314	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	1098	130	121	741	84	126	310	95	169	327	59
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	215	1411	167	149	1248	140	156	786	236	271	1075	192
Arrive On Green	0.04	0.10	0.10	0.17	0.53	0.53	0.17	0.58	0.58	0.15	0.35	0.35
Sat Flow, veh/h	1810	4692	555	1810	4719	531	1810	2722	818	1810	3049	543
Grp Volume(v), veh/h	174	809	419	121	541	284	126	203	202	169	192	194
Grp Sat Flow(s),veh/h/ln	1810	1729	1789	1810	1729	1791	1810	1805	1735	1810	1805	1787
Q Serve(g_s), s	8.6	20.6	20.6	5.8	9.7	9.8	6.0	5.5	5.8	7.9	6.9	7.1
Cycle Q Clear(g_c), s	8.6	20.6	20.6	5.8	9.7	9.8	6.0	5.5	5.8	7.9	6.9	7.1
Prop In Lane	1.00		0.31	1.00		0.30	1.00		0.47	1.00		0.30
Lane Grp Cap(c), veh/h	215	1040	538	149	914	474	156	521	501	271	637	630
V/C Ratio(X)	0.81	0.78	0.78	0.81	0.59	0.60	0.81	0.39	0.40	0.62	0.30	0.31
Avail Cap(c_a), veh/h	362	1153	596	161	914	474	221	521	501	271	637	630
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.68	0.68	0.68	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	37.6	37.6	36.9	17.9	17.9	36.5	14.7	14.7	35.9	21.1	21.2
Incr Delay (d2), s/veh	4.6	2.0	3.8	17.7	0.7	1.4	13.4	2.1	2.3	4.4	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	9.8	10.4	3.1	3.1	3.3	3.0	2.2	2.2	3.8	3.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	39.6	41.4	54.6	18.6	19.3	49.9	16.8	17.1	40.2	22.3	22.4
LnGrp LOS	D	D	D	D	B	B	D	B	B	D	C	C
Approach Vol, veh/h		1402			946			531			555	
Approach Delay, s/veh		41.0			23.4			24.8			27.8	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	30.0	11.4	31.1	11.8	35.7	14.7	27.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	26.0	8.0	30.0	11.0	25.0	18.0	20.0
Max Q Clear Time (g_c+I1), s	9.9	7.8	7.8	22.6	8.0	9.1	10.6	11.8
Green Ext Time (p_c), s	0.0	2.3	0.0	4.5	0.1	2.0	0.3	3.4

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1002	170	40	533	57	73	252	38	67	352	31
Future Volume (veh/h)	53	1002	170	40	533	57	73	252	38	67	352	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1022	173	41	544	58	74	257	39	68	359	32
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	386	1181	200	90	721	77	119	1027	154	115	1087	96
Arrive On Green	0.21	0.38	0.38	0.05	0.22	0.22	0.07	0.33	0.33	0.02	0.11	0.11
Sat Flow, veh/h	1810	3088	522	1810	3291	350	1810	3147	471	1810	3353	297
Grp Volume(v), veh/h	54	597	598	41	298	304	74	146	150	68	192	199
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1810	1805	1836	1810	1805	1813	1810	1805	1845
Q Serve(g_s), s	2.2	27.4	27.6	2.0	13.9	14.0	3.6	5.3	5.5	3.4	8.9	9.0
Cycle Q Clear(g_c), s	2.2	27.4	27.6	2.0	13.9	14.0	3.6	5.3	5.5	3.4	8.9	9.0
Prop In Lane	1.00		0.29	1.00		0.19	1.00		0.26	1.00		0.16
Lane Grp Cap(c), veh/h	386	690	690	90	395	402	119	589	592	115	585	598
V/C Ratio(X)	0.14	0.86	0.87	0.45	0.75	0.76	0.62	0.25	0.25	0.59	0.33	0.33
Avail Cap(c_a), veh/h	386	762	762	153	762	775	161	589	592	161	585	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.58	0.58	0.58	0.72	0.72	0.72	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	28.7	25.6	25.7	41.6	32.9	32.9	41.0	22.2	22.3	42.9	31.1	31.2
Incr Delay (d2), s/veh	0.1	5.8	5.9	2.6	2.1	2.1	5.3	1.0	1.0	4.3	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	12.3	12.4	0.9	6.2	6.3	1.8	2.4	2.5	1.7	4.4	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	31.4	31.6	44.1	35.0	35.0	46.2	23.2	23.3	47.1	32.4	32.5
LnGrp LOS	C	C	C	D	D	D	D	C	C	D	C	C
Approach Vol, veh/h		1249			643			370			459	
Approach Delay, s/veh		31.4			35.6			27.9			34.6	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	33.4	8.5	38.4	9.9	33.2	23.2	23.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	20.4	7.6	38.0	8.0	20.4	7.6	38.0
Max Q Clear Time (g_c+I1), s	5.4	7.5	4.0	29.6	5.6	11.0	4.2	16.0
Green Ext Time (p_c), s	0.0	1.3	0.0	4.9	0.0	1.5	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	293	75	9	191	179	17	84	9	252	176	22
Future Volume (veh/h)	26	293	75	9	191	179	17	84	9	252	176	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	329	84	10	215	201	19	94	10	283	198	25
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	464	207	252	289	254	53	733	77	723	1913	239
Arrive On Green	0.04	0.13	0.13	0.07	0.16	0.16	0.03	0.22	0.22	0.40	0.59	0.59
Sat Flow, veh/h	3510	3610	1610	3510	1805	1584	1810	3297	346	1810	3229	403
Grp Volume(v), veh/h	29	329	84	10	215	201	19	51	53	283	110	113
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1584	1810	1805	1838	1810	1805	1827
Q Serve(g_s), s	0.7	7.9	3.7	0.2	10.2	11.0	0.9	2.0	2.1	10.0	2.4	2.4
Cycle Q Clear(g_c), s	0.7	7.9	3.7	0.2	10.2	11.0	0.9	2.0	2.1	10.0	2.4	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.22
Lane Grp Cap(c), veh/h	141	464	207	252	289	254	53	401	408	723	1069	1083
V/C Ratio(X)	0.21	0.71	0.41	0.04	0.74	0.79	0.36	0.13	0.13	0.39	0.10	0.10
Avail Cap(c_a), veh/h	312	802	358	312	401	352	161	401	408	723	1069	1083
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	37.6	26.9	38.9	36.0	36.3	42.8	28.0	28.0	19.2	8.0	8.0
Incr Delay (d2), s/veh	0.6	1.6	1.0	0.1	4.2	7.2	4.0	0.7	0.7	0.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.5	1.7	0.1	4.8	4.7	0.5	0.9	1.0	4.1	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	39.2	27.9	38.9	40.2	43.6	46.8	28.7	28.7	19.6	8.1	8.2
LnGrp LOS	D	D	C	D	D	D	D	C	C	B	A	A
Approach Vol, veh/h		442			426			123			506	
Approach Delay, s/veh		37.2			41.8			31.5			14.5	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	24.0	10.5	15.6	6.6	57.3	7.6	18.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	20.0	8.0	20.0	8.0	38.0	8.0	20.0
Max Q Clear Time (g_c+I1), s	12.0	4.1	2.2	9.9	2.9	4.4	2.7	13.0
Green Ext Time (p_c), s	0.7	0.4	0.0	1.7	0.0	1.3	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	726	242	189	604	111	244	618	114	139	743	180
Future Volume (veh/h)	396	726	242	189	604	111	244	618	114	139	743	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	412	756	252	197	629	116	254	644	119	145	774	188
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	491	904	395	271	825	149	295	1071	463	358	1196	528
Arrive On Green	0.14	0.25	0.25	0.08	0.19	0.19	0.05	0.10	0.10	0.20	0.33	0.33
Sat Flow, veh/h	3510	3610	1577	3510	4391	796	1810	3610	1559	1810	3610	1593
Grp Volume(v), veh/h	412	756	252	197	493	252	254	644	119	145	774	188
Grp Sat Flow(s),veh/h/ln	1755	1805	1577	1755	1729	1729	1810	1805	1559	1810	1805	1593
Q Serve(g_s), s	10.3	17.9	8.5	4.9	12.2	12.5	12.5	15.4	6.4	6.3	16.4	8.1
Cycle Q Clear(g_c), s	10.3	17.9	8.5	4.9	12.2	12.5	12.5	15.4	6.4	6.3	16.4	8.1
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	491	904	395	271	649	325	295	1071	463	358	1196	528
V/C Ratio(X)	0.84	0.84	0.64	0.73	0.76	0.78	0.86	0.60	0.26	0.40	0.65	0.36
Avail Cap(c_a), veh/h	546	1003	438	293	711	355	342	1071	463	358	1196	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.73	0.73	0.73	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	32.0	13.3	40.6	34.6	34.8	41.6	35.5	31.4	31.5	25.6	22.8
Incr Delay (d2), s/veh	6.2	3.4	1.5	6.0	3.2	7.1	15.7	2.2	1.2	0.7	2.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	8.0	3.0	2.3	5.3	5.8	7.3	7.7	2.6	2.8	7.3	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	35.4	14.8	46.6	37.8	41.9	57.3	37.7	32.6	32.2	28.3	24.7
LnGrp LOS	D	D	B	D	D	D	E	D	C	C	C	C
Approach Vol, veh/h		1420			942			1017			1107	
Approach Delay, s/veh		34.2			40.8			42.0			28.2	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.8	30.7	10.9	26.5	18.7	33.8	16.6	20.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.8	26.7	7.5	25.0	17.0	24.5	14.0	18.5
Max Q Clear Time (g_c+I1), s	8.3	17.4	6.9	19.9	14.5	18.4	12.3	14.5
Green Ext Time (p_c), s	0.2	3.3	0.0	2.7	0.2	3.0	0.3	1.8

Intersection Summary	
HCM 6th Ctrl Delay	35.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	752	189	58	507	57	156	724	63	124	872	61
Future Volume (veh/h)	97	752	189	58	507	57	156	724	63	124	872	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	775	195	60	523	59	161	746	65	128	899	63
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	292	879	221	109	681	77	336	1761	152	162	1318	92
Arrive On Green	0.16	0.31	0.31	0.02	0.07	0.07	0.19	0.36	0.36	0.03	0.09	0.09
Sat Flow, veh/h	1810	2843	715	1810	3271	368	1810	4851	420	1810	4942	345
Grp Volume(v), veh/h	100	492	478	60	288	294	161	530	281	128	628	334
Grp Sat Flow(s),veh/h/ln	1810	1805	1754	1810	1805	1834	1810	1729	1813	1810	1729	1830
Q Serve(g_s), s	4.4	23.3	23.3	3.0	14.1	14.2	7.2	10.4	10.5	6.3	15.9	15.9
Cycle Q Clear(g_c), s	4.4	23.3	23.3	3.0	14.1	14.2	7.2	10.4	10.5	6.3	15.9	15.9
Prop In Lane	1.00		0.41	1.00		0.20	1.00		0.23	1.00		0.19
Lane Grp Cap(c), veh/h	292	558	542	109	376	382	336	1255	658	162	922	488
V/C Ratio(X)	0.34	0.88	0.88	0.55	0.77	0.77	0.48	0.42	0.43	0.79	0.68	0.68
Avail Cap(c_a), veh/h	292	602	585	157	527	536	336	1255	658	221	922	488
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.48	0.48	0.48	0.89	0.89	0.89	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	33.5	29.5	29.5	42.9	39.7	39.8	32.7	21.6	21.6	42.8	37.3	37.4
Incr Delay (d2), s/veh	0.3	7.2	7.4	3.8	3.9	4.0	1.1	1.0	2.0	9.2	2.9	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	10.8	10.6	1.4	7.2	7.4	3.2	4.3	4.7	3.3	7.7	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	36.7	36.9	46.7	43.6	43.7	33.8	22.6	23.6	52.0	40.2	42.8
LnGrp LOS	C	D	D	D	D	D	C	C	C	D	D	D
Approach Vol, veh/h		1070			642			972			1090	
Approach Delay, s/veh		36.5			44.0			24.8			42.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	36.7	9.4	31.8	20.7	28.0	18.5	22.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	25.2	7.8	30.0	12.2	24.0	11.5	26.3
Max Q Clear Time (g_c+I1), s	8.3	12.5	5.0	25.3	9.2	17.9	6.4	16.2
Green Ext Time (p_c), s	0.1	4.3	0.0	2.5	0.1	3.1	0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	290	120	244	246	98	176	668	284	180	675	28
Future Volume (veh/h)	39	290	120	244	246	98	176	668	284	180	675	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	319	132	268	270	108	193	734	312	198	742	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	402	162	307	713	277	478	1167	355	514	1250	52
Arrive On Green	0.05	0.16	0.16	0.17	0.28	0.28	0.53	0.45	0.45	0.28	0.25	0.25
Sat Flow, veh/h	1810	2490	1007	1810	2527	983	1810	5187	1579	1810	5101	212
Grp Volume(v), veh/h	43	229	222	268	191	187	193	734	312	198	502	271
Grp Sat Flow(s),veh/h/ln	1810	1805	1693	1810	1805	1705	1810	1729	1579	1810	1729	1855
Q Serve(g_s), s	2.3	12.2	12.7	14.4	8.5	8.9	6.4	10.9	18.0	8.8	12.8	12.9
Cycle Q Clear(g_c), s	2.3	12.2	12.7	14.4	8.5	8.9	6.4	10.9	18.0	8.8	12.8	12.9
Prop In Lane	1.00		0.60	1.00		0.58	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	88	291	273	307	509	481	478	1167	355	514	847	455
V/C Ratio(X)	0.49	0.79	0.81	0.87	0.37	0.39	0.40	0.63	0.88	0.38	0.59	0.60
Avail Cap(c_a), veh/h	136	334	313	452	650	614	478	1167	355	514	847	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.70	0.70	0.70	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	40.3	40.5	40.5	28.8	29.0	18.9	24.3	26.3	28.8	33.3	33.4
Incr Delay (d2), s/veh	3.4	8.8	11.3	8.9	0.3	0.4	0.4	2.1	21.1	0.5	3.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.1	6.1	7.1	3.7	3.6	2.4	3.8	7.0	3.8	5.7	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	49.1	51.8	49.4	29.1	29.3	19.3	26.4	47.4	29.2	36.4	39.0
LnGrp LOS	D	D	D	D	C	C	B	C	D	C	D	D
Approach Vol, veh/h		494			646			1239			971	
Approach Delay, s/veh		50.4			37.6			30.6			35.7	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	26.5	20.9	20.1	30.4	28.5	8.9	32.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	22.5	25.0	18.5	16.0	24.5	7.5	36.0
Max Q Clear Time (g_c+I1), s	10.8	20.0	16.4	14.7	8.4	14.9	4.3	10.9
Green Ext Time (p_c), s	0.3	1.5	0.5	1.0	0.3	3.5	0.0	2.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	136	89	188	72	100	58	957	206	106	944	39
Future Volume (veh/h)	25	136	89	188	72	100	58	957	206	106	944	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	143	94	198	76	105	61	1007	217	112	994	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	34	185	183	233	89	281	103	2003	431	139	2506	103
Arrive On Green	0.12	0.12	0.12	0.18	0.18	0.18	0.06	0.47	0.47	0.15	0.98	0.98
Sat Flow, veh/h	290	1595	1580	1325	509	1596	1810	4249	914	1810	5104	210
Grp Volume(v), veh/h	169	0	94	274	0	105	61	819	405	112	673	362
Grp Sat Flow(s),veh/h/ln	1885	0	1580	1834	0	1596	1810	1729	1704	1810	1729	1856
Q Serve(g_s), s	8.7	0.0	5.6	14.5	0.0	5.8	3.3	16.4	16.5	6.0	0.6	0.6
Cycle Q Clear(g_c), s	8.7	0.0	5.6	14.5	0.0	5.8	3.3	16.4	16.5	6.0	0.6	0.6
Prop In Lane	0.15		1.00	0.72		1.00	1.00		0.54	1.00		0.11
Lane Grp Cap(c), veh/h	219	0	183	322	0	281	103	1630	803	139	1698	912
V/C Ratio(X)	0.77	0.00	0.51	0.85	0.00	0.37	0.59	0.50	0.50	0.81	0.40	0.40
Avail Cap(c_a), veh/h	351	0	294	422	0	367	163	1630	803	199	1698	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.94	0.94	0.94	0.84	0.84	0.84
Uniform Delay (d), s/veh	42.9	0.0	41.5	39.9	0.0	36.4	46.0	18.3	18.3	41.6	0.5	0.5
Incr Delay (d2), s/veh	5.7	0.0	2.2	12.1	0.0	0.8	5.0	1.0	2.1	12.4	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	2.3	7.5	0.0	2.3	1.6	6.6	6.7	3.0	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	0.0	43.7	52.0	0.0	37.2	51.0	19.4	20.4	54.0	1.0	1.6
LnGrp LOS	D	A	D	D	A	D	D	B	C	D	A	A
Approach Vol, veh/h		263			379			1285			1147	
Approach Delay, s/veh		46.9			47.9			21.2			6.4	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.7	51.1		15.6	9.7	53.1		21.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	11.0	31.4		18.6	9.0	33.4		23.0
Max Q Clear Time (g_c+I1), s	10.8	18.5		10.7	5.3	2.6		16.5
Green Ext Time (p_c), s	0.1	6.7		0.7	0.0	8.2		1.1

Intersection Summary		
HCM 6th Ctrl Delay		21.2
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	0	147	0	0	0	142	982	0	0	1119	124
Future Volume (veh/h)	184	0	147	0	0	0	142	982	0	0	1119	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	222	0	177	0	0	0	171	1183	0	0	1348	149
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	258	271	408	2	2	2	201	4034	0	2	2971	328
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.00	0.22	1.00	0.00	0.00	0.63	0.63
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4740	524
Grp Volume(v), veh/h	222	0	177	0	0	0	171	1183	0	0	983	514
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1806
Q Serve(g_s), s	12.0	0.0	9.2	0.0	0.0	0.0	9.1	0.0	0.0	0.0	14.8	14.8
Cycle Q Clear(g_c), s	12.0	0.0	9.2	0.0	0.0	0.0	9.1	0.0	0.0	0.0	14.8	14.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.29
Lane Grp Cap(c), veh/h	258	271	408	2	2	2	201	4034	0	2	2167	1132
V/C Ratio(X)	0.86	0.00	0.43	0.00	0.00	0.00	0.85	0.29	0.00	0.00	0.45	0.45
Avail Cap(c_a), veh/h	344	532	629	172	352	298	253	4034	0	136	2167	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.96	0.96	0.00	0.00	0.90	0.90
Uniform Delay (d), s/veh	41.9	0.0	31.3	0.0	0.0	0.0	38.1	0.0	0.0	0.0	9.7	9.7
Incr Delay (d2), s/veh	15.5	0.0	0.7	0.0	0.0	0.0	18.9	0.2	0.0	0.0	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	3.6	0.0	0.0	0.0	4.6	0.1	0.0	0.0	5.3	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	0.0	32.1	0.0	0.0	0.0	57.1	0.2	0.0	0.0	10.4	10.9
LnGrp LOS	E	A	C	A	A	A	E	A	A	A	B	B
Approach Vol, veh/h		399			0			1354			1497	
Approach Delay, s/veh		46.2			0.0			7.4			10.5	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	81.8	0.0	18.2	15.1	66.7	18.2	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	39.0	9.5	28.0	14.0	32.5	19.0	18.5
Max Q Clear Time (g_c+I1), s	10.0	2.0	0.0	11.2	11.1	16.8	14.0	0.0
Green Ext Time (p_c), s	0.0	10.9	0.0	0.5	0.1	9.2	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	21	125	23	4	10	28	1063	46	21	1229	49
Future Volume (veh/h)	42	21	125	23	4	10	28	1063	46	21	1229	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	24	140	26	4	11	31	1194	52	24	1381	55
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	199	178	65	133	112	73	2344	102	423	3389	1175
Arrive On Green	0.08	0.11	0.11	0.04	0.07	0.07	0.04	0.46	0.46	0.47	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5096	222	1810	5187	1610
Grp Volume(v), veh/h	47	24	140	26	4	11	31	810	436	24	1381	55
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1860	1810	1729	1610
Q Serve(g_s), s	2.5	1.2	8.5	1.4	0.2	0.6	1.7	16.5	16.5	0.7	0.0	0.0
Cycle Q Clear(g_c), s	2.5	1.2	8.5	1.4	0.2	0.6	1.7	16.5	16.5	0.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	138	199	178	65	133	112	73	1591	856	423	3389	1175
V/C Ratio(X)	0.34	0.12	0.79	0.40	0.03	0.10	0.42	0.51	0.51	0.06	0.41	0.05
Avail Cap(c_a), veh/h	145	361	322	163	399	338	163	1591	856	423	3389	1175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87	0.87	0.87	0.87
Uniform Delay (d), s/veh	43.8	40.1	43.4	47.1	43.4	43.6	46.8	19.0	19.0	20.6	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.3	7.6	3.9	0.1	0.4	3.4	1.0	1.9	0.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.5	3.7	0.7	0.1	0.3	0.8	6.6	7.3	0.3	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	40.4	50.9	51.1	43.4	43.9	50.2	20.1	20.9	20.6	0.3	0.1
LnGrp LOS	D	D	D	D	D	D	D	C	C	C	A	A
Approach Vol, veh/h		211			41			1277			1460	
Approach Delay, s/veh		48.5			48.4			21.1			0.6	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	87.4	50.0	7.6	15.0	8.0	69.3	11.6	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	46.0	9.0	20.0	9.0	46.0	8.0	21.0
Max Q Clear Time (g_c+I1), s	12.7	18.5	3.4	10.5	3.7	2.0	4.5	2.6
Green Ext Time (p_c), s	0.0	10.0	0.0	0.6	0.0	14.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	143	157	3	72	67	60	736	4	130	1129	308
Future Volume (veh/h)	331	143	157	3	72	67	60	736	4	130	1129	308
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	368	159	174	3	80	72	67	818	4	144	1254	342
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	406	1043	465	20	363	113	862	2474	768	241	1556	483
Arrive On Green	0.22	0.29	0.29	0.01	0.07	0.07	0.25	0.48	0.48	0.07	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	368	159	174	3	80	72	67	818	4	144	1254	342
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	19.8	3.3	4.7	0.1	1.5	4.4	1.5	9.8	0.1	4.0	22.3	10.7
Cycle Q Clear(g_c), s	19.8	3.3	4.7	0.1	1.5	4.4	1.5	9.8	0.1	4.0	22.3	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	406	1043	465	20	363	113	862	2474	768	241	1556	483
V/C Ratio(X)	0.91	0.15	0.37	0.15	0.22	0.64	0.08	0.33	0.01	0.60	0.81	0.71
Avail Cap(c_a), veh/h	507	1408	628	263	960	298	862	2474	768	295	1556	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	37.8	26.5	8.3	49.5	43.9	45.3	29.0	16.2	13.7	45.2	32.3	9.9
Incr Delay (d2), s/veh	17.4	0.1	0.5	3.5	0.3	5.9	0.0	0.4	0.0	2.2	4.3	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	1.4	3.2	0.0	0.6	1.9	0.6	3.9	0.0	1.8	9.7	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	26.5	8.8	53.0	44.2	51.2	29.0	16.6	13.7	47.4	36.6	17.9
LnGrp LOS	E	C	A	D	D	D	C	B	B	D	D	B
Approach Vol, veh/h		701			155			889			1740	
Approach Delay, s/veh		37.1			47.6			17.5			33.8	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	51.7	4.6	32.9	28.6	34.0	26.4	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.4	29.1	7.5	39.0	7.5	30.0	28.0	18.5
Max Q Clear Time (g_c+I1), s	6.0	11.8	2.1	6.7	3.5	24.3	21.8	6.4
Green Ext Time (p_c), s	0.1	5.4	0.0	1.6	0.0	4.1	0.6	0.5

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	643	196	21	514	69	141	234	20	47	228	105
Future Volume (veh/h)	135	643	196	21	514	69	141	234	20	47	228	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	138	656	200	21	524	70	144	239	20	48	233	107
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	912	802	57	688	383	873	836	70	98	702	312
Arrive On Green	0.19	0.51	0.51	0.03	0.19	0.19	0.50	0.97	0.97	0.05	0.29	0.29
Sat Flow, veh/h	1810	3610	1588	1810	3610	1553	3510	1729	145	1810	2430	1080
Grp Volume(v), veh/h	138	656	200	21	524	70	144	0	259	48	171	169
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1805	1553	1755	0	1874	1810	1805	1706
Q Serve(g_s), s	6.6	12.7	0.8	1.0	12.4	2.2	2.0	0.0	0.6	2.3	6.7	7.0
Cycle Q Clear(g_c), s	6.6	12.7	0.8	1.0	12.4	2.2	2.0	0.0	0.6	2.3	6.7	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		0.63
Lane Grp Cap(c), veh/h	170	912	802	57	688	383	873	0	906	98	521	493
V/C Ratio(X)	0.81	0.72	0.25	0.37	0.76	0.18	0.16	0.00	0.29	0.49	0.33	0.34
Avail Cap(c_a), veh/h	302	1243	947	161	963	502	873	0	906	161	521	493
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	0.99	0.00	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	19.8	3.8	42.7	34.5	14.0	17.5	0.0	0.8	41.3	25.1	25.3
Incr Delay (d2), s/veh	6.2	0.9	0.1	3.8	2.3	0.2	0.1	0.0	0.8	3.7	1.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.0	0.8	0.5	5.5	0.9	0.8	0.0	0.4	1.1	3.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	20.7	3.9	46.5	36.8	14.3	17.6	0.0	1.6	45.0	26.8	27.2
LnGrp LOS	D	C	A	D	D	B	B	A	A	D	C	C
Approach Vol, veh/h		994			615			403			388	
Approach Delay, s/veh		20.2			34.6			7.3			29.2	
Approach LOS		C			C			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	47.5	6.9	26.7	26.4	30.0	12.5	21.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	27.0	8.0	31.0	9.0	26.0	15.0	24.0
Max Q Clear Time (g_c+I1), s	4.3	2.6	3.0	14.7	4.0	9.0	8.6	14.4
Green Ext Time (p_c), s	0.0	1.5	0.0	4.8	0.2	1.8	0.2	2.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	667	169	33	490	26	103	221	17	29	260	51
Future Volume (veh/h)	40	667	169	33	490	26	103	221	17	29	260	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	681	172	34	500	27	105	226	17	30	265	52
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	819	207	81	981	53	135	1036	77	337	790	669
Arrive On Green	0.05	0.29	0.29	0.04	0.28	0.28	0.07	0.30	0.30	0.37	0.83	0.83
Sat Flow, veh/h	1810	2852	720	1810	3480	188	1810	3402	254	1810	1900	1609
Grp Volume(v), veh/h	41	431	422	34	259	268	105	119	124	30	265	52
Grp Sat Flow(s),veh/h/ln	1810	1805	1767	1810	1805	1863	1810	1805	1850	1810	1900	1609
Q Serve(g_s), s	2.0	20.1	20.1	1.6	10.8	10.9	5.1	4.4	4.5	1.0	2.9	0.5
Cycle Q Clear(g_c), s	2.0	20.1	20.1	1.6	10.8	10.9	5.1	4.4	4.5	1.0	2.9	0.5
Prop In Lane	1.00		0.41	1.00		0.10	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	90	519	508	81	509	525	135	550	563	337	790	669
V/C Ratio(X)	0.45	0.83	0.83	0.42	0.51	0.51	0.78	0.22	0.22	0.09	0.34	0.08
Avail Cap(c_a), veh/h	153	630	617	153	630	650	237	550	563	337	790	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.45	0.45	0.45	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	41.6	30.0	30.0	41.9	27.1	27.1	40.9	23.3	23.3	23.3	4.7	4.5
Incr Delay (d2), s/veh	1.6	3.7	3.8	3.5	0.8	0.8	9.4	0.9	0.9	0.1	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.0	8.8	0.8	4.7	4.8	2.6	2.0	2.1	0.4	1.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	33.7	33.8	45.3	27.9	27.9	50.3	24.2	24.2	23.4	5.8	4.7
LnGrp LOS	D	C	C	D	C	C	D	C	C	C	A	A
Approach Vol, veh/h		894			561			348			347	
Approach Delay, s/veh		34.2			28.9			32.1			7.1	
Approach LOS		C			C			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	31.4	8.0	29.9	10.7	41.4	8.5	29.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	27.4	7.6	31.4	11.8	23.2	7.6	31.4
Max Q Clear Time (g_c+I1), s	3.0	6.5	3.6	22.1	7.1	4.9	4.0	12.9
Green Ext Time (p_c), s	0.0	1.3	0.0	3.7	0.1	1.6	0.0	3.0

Intersection Summary		
HCM 6th Ctrl Delay		28.1
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	780	109	134	725	103	60	122	98	47	155	92
Future Volume (veh/h)	168	780	109	134	725	103	60	122	98	47	155	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	175	812	114	140	755	107	62	127	102	49	161	96
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	212	954	134	175	1012	749	111	470	347	336	805	452
Arrive On Green	0.12	0.30	0.30	0.10	0.28	0.28	0.06	0.24	0.24	0.19	0.36	0.36
Sat Flow, veh/h	1810	3172	445	1810	3610	1605	1810	1966	1451	1810	2214	1245
Grp Volume(v), veh/h	175	462	464	140	755	107	62	116	113	49	129	128
Grp Sat Flow(s),veh/h/ln	1810	1805	1812	1810	1805	1605	1810	1805	1612	1810	1805	1654
Q Serve(g_s), s	8.5	21.7	21.7	6.8	17.1	1.0	3.0	4.7	5.2	2.0	4.4	4.8
Cycle Q Clear(g_c), s	8.5	21.7	21.7	6.8	17.1	1.0	3.0	4.7	5.2	2.0	4.4	4.8
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.90	1.00		0.75
Lane Grp Cap(c), veh/h	212	543	545	175	1012	749	111	431	385	336	656	601
V/C Ratio(X)	0.82	0.85	0.85	0.80	0.75	0.14	0.56	0.27	0.29	0.15	0.20	0.21
Avail Cap(c_a), veh/h	302	622	624	281	1203	834	161	431	385	336	656	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	29.6	29.6	39.8	29.5	5.1	41.1	27.9	28.0	30.7	19.6	19.8
Incr Delay (d2), s/veh	9.0	7.4	7.4	8.2	2.1	0.1	4.4	1.5	1.9	0.2	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	10.2	10.2	3.4	7.5	0.5	1.5	2.2	2.2	0.9	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	37.0	37.0	48.0	31.6	5.2	45.4	29.4	30.0	30.9	20.3	20.6
LnGrp LOS	D	D	D	D	C	A	D	C	C	C	C	C
Approach Vol, veh/h		1101			1002			291			306	
Approach Delay, s/veh		38.7			31.1			33.0			22.1	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.7	25.5	12.7	31.1	9.5	36.7	14.6	29.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	21.5	14.0	31.0	8.0	21.0	15.0	30.0
Max Q Clear Time (g_c+I1), s	14.0	7.2	8.8	23.7	5.0	6.8	10.5	19.1
Green Ext Time (p_c), s	0.0	1.1	0.1	3.4	0.0	1.2	0.2	4.1

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	425	216	80	267	20	157	418	126	12	333	22
Future Volume (veh/h)	56	425	216	80	267	20	157	418	126	12	333	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	434	220	82	272	20	160	427	129	12	340	22
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	501	424	123	518	469	197	894	851	36	674	44
Arrive On Green	0.06	0.26	0.26	0.07	0.27	0.27	0.04	0.16	0.16	0.02	0.38	0.38
Sat Flow, veh/h	1810	1900	1607	1810	1900	1601	1810	1900	1575	1810	1765	114
Grp Volume(v), veh/h	57	434	220	82	272	20	160	427	129	12	0	362
Grp Sat Flow(s),veh/h/ln	1810	1900	1607	1810	1900	1601	1810	1900	1575	1810	0	1879
Q Serve(g_s), s	2.8	19.6	7.7	4.0	10.9	0.8	7.9	18.5	0.8	0.6	0.0	13.3
Cycle Q Clear(g_c), s	2.8	19.6	7.7	4.0	10.9	0.8	7.9	18.5	0.8	0.6	0.0	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	107	501	424	123	518	469	197	894	851	36	0	718
V/C Ratio(X)	0.53	0.87	0.52	0.67	0.53	0.04	0.81	0.48	0.15	0.33	0.00	0.50
Avail Cap(c_a), veh/h	151	612	518	161	623	557	241	894	851	151	0	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.1	31.6	15.1	41.0	27.8	22.8	42.5	27.9	8.2	43.5	0.0	21.3
Incr Delay (d2), s/veh	4.1	10.7	1.0	6.6	0.8	0.0	15.3	1.8	0.4	5.1	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	10.2	2.8	2.0	5.0	0.3	4.5	9.7	1.2	0.3	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	42.4	16.1	47.5	28.6	22.8	57.8	29.7	8.5	48.6	0.0	23.8
LnGrp LOS	D	D	B	D	C	C	E	C	A	D	A	C
Approach Vol, veh/h		711			374			716			374	
Approach Delay, s/veh		34.5			32.5			32.1			24.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	46.4	10.1	27.7	13.8	38.4	9.3	28.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	29.5	8.0	29.0	12.0	25.0	7.5	29.5
Max Q Clear Time (g_c+I1), s	2.8	20.5	6.0	21.6	9.9	15.3	4.8	12.9
Green Ext Time (p_c), s	0.0	2.1	0.0	2.1	0.1	1.5	0.0	1.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	354	237	198	355	61	116	453	157	29	558	23
Future Volume (veh/h)	51	354	237	198	355	61	116	453	157	29	558	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	365	244	204	366	63	120	467	0	30	575	24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	461	303	238	1068	476	152	1546		74	1362	57
Arrive On Green	0.06	0.22	0.22	0.13	0.30	0.30	0.08	0.43	0.00	0.01	0.13	0.13
Sat Flow, veh/h	1810	2085	1371	1810	3610	1609	1810	3610	1610	1810	3531	147
Grp Volume(v), veh/h	53	315	294	204	366	63	120	467	0	30	294	305
Grp Sat Flow(s),veh/h/ln	1810	1805	1651	1810	1805	1609	1810	1805	1610	1810	1805	1873
Q Serve(g_s), s	2.6	14.8	15.2	9.9	7.2	2.6	5.9	7.6	0.0	1.5	13.5	13.5
Cycle Q Clear(g_c), s	2.6	14.8	15.2	9.9	7.2	2.6	5.9	7.6	0.0	1.5	13.5	13.5
Prop In Lane	1.00		0.83	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	103	399	365	238	1068	476	152	1546		74	696	722
V/C Ratio(X)	0.51	0.79	0.80	0.86	0.34	0.13	0.79	0.30		0.40	0.42	0.42
Avail Cap(c_a), veh/h	153	542	495	241	1259	561	221	1546		153	696	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	41.2	33.1	33.2	38.2	24.8	23.2	40.5	16.9	0.0	43.3	30.0	30.0
Incr Delay (d2), s/veh	3.9	5.5	6.8	24.6	0.2	0.1	11.0	0.5	0.0	3.0	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	7.0	6.6	6.0	3.0	1.0	3.0	3.2	0.0	0.7	6.8	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	38.6	40.0	62.8	25.0	23.4	51.4	17.4	0.0	46.3	31.6	31.6
LnGrp LOS	D	D	D	E	C	C	D	B		D	C	C
Approach Vol, veh/h		662			633			587	A		629	
Approach Delay, s/veh		39.8			37.0			24.3			32.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	42.5	15.9	23.9	11.5	38.7	9.1	30.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	27.4	12.0	27.0	11.0	24.0	7.6	31.4
Max Q Clear Time (g_c+I1), s	3.5	9.6	11.9	17.2	7.9	15.5	4.6	9.2
Green Ext Time (p_c), s	0.0	2.9	0.0	2.7	0.1	2.3	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

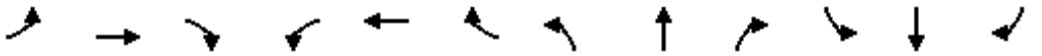
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	83	168	37	99	92	95	659	38	78	805	73
Future Volume (veh/h)	97	83	168	37	99	92	95	659	38	78	805	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	88	179	39	105	98	101	701	40	83	856	78
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	283	342	305	220	351	298	465	2350	134	554	2265	206
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1198	1805	1610	1130	1851	1571	609	3471	198	730	3345	305
Grp Volume(v), veh/h	103	88	179	39	102	101	101	364	377	83	462	472
Grp Sat Flow(s),veh/h/ln	1198	1805	1610	1130	1805	1617	609	1805	1864	730	1805	1845
Q Serve(g_s), s	4.9	2.5	6.1	2.0	2.9	3.2	5.2	4.9	4.9	3.1	6.7	6.7
Cycle Q Clear(g_c), s	8.1	2.5	6.1	8.0	2.9	3.2	11.8	4.9	4.9	8.0	6.7	6.7
Prop In Lane	1.00		1.00	1.00		0.97	1.00		0.11	1.00		0.17
Lane Grp Cap(c), veh/h	283	342	305	220	342	307	465	1222	1262	554	1222	1249
V/C Ratio(X)	0.36	0.26	0.59	0.18	0.30	0.33	0.22	0.30	0.30	0.15	0.38	0.38
Avail Cap(c_a), veh/h	425	557	496	354	557	499	465	1222	1262	554	1222	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	24.5	20.7	22.2	25.8	20.9	21.0	6.8	3.9	3.9	5.5	4.2	4.2
Incr Delay (d2), s/veh	0.8	0.4	1.8	0.4	0.5	0.6	1.1	0.6	0.6	0.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.0	2.3	0.5	1.2	1.2	0.7	1.3	1.4	0.4	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	21.1	24.0	26.2	21.4	21.6	7.8	4.5	4.5	6.0	4.9	4.9
LnGrp LOS	C	C	C	C	C	C	A	A	A	A	A	A
Approach Vol, veh/h		370			242			842			1017	
Approach Delay, s/veh		23.7			22.3			4.9			5.0	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	44.6	15.4	44.6	15.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	33.5	18.5	33.5	18.5
Max Q Clear Time (g_c+I1), s	13.8	10.1	10.0	10.0
Green Ext Time (p_c), s	5.6	1.3	7.3	0.8

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	445	288	600	624	86	221	611	499	221	714	94
Future Volume (veh/h)	182	445	288	600	624	86	221	611	499	221	714	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	186	454	294	612	637	88	226	623	509	226	729	96
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	732	698	322	715	906	124	294	1304	905	297	1159	152
Arrive On Green	0.21	0.20	0.20	0.20	0.20	0.20	0.08	0.36	0.36	0.08	0.36	0.36
Sat Flow, veh/h	3510	3458	1593	3510	4600	627	3510	3610	1597	3510	3199	421
Grp Volume(v), veh/h	186	454	294	612	477	248	226	623	509	226	411	414
Grp Sat Flow(s),veh/h/ln	1755	1729	1593	1755	1729	1769	1755	1805	1597	1755	1805	1815
Q Serve(g_s), s	4.8	13.0	19.4	18.1	13.8	14.1	6.8	14.3	21.9	6.8	20.3	20.3
Cycle Q Clear(g_c), s	4.8	13.0	19.4	18.1	13.8	14.1	6.8	14.3	21.9	6.8	20.3	20.3
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	732	698	322	715	681	349	294	1304	905	297	654	657
V/C Ratio(X)	0.25	0.65	0.91	0.86	0.70	0.71	0.77	0.48	0.56	0.76	0.63	0.63
Avail Cap(c_a), veh/h	732	707	326	1011	1336	683	391	1304	905	453	654	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	39.5	42.1	41.3	40.3	40.4	48.3	26.5	15.0	48.2	28.4	28.4
Incr Delay (d2), s/veh	0.2	2.1	28.9	5.3	1.3	2.7	6.5	1.3	2.5	4.0	4.5	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.7	10.2	8.3	6.0	6.4	3.2	6.3	8.2	3.1	9.4	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	41.6	70.9	46.6	41.6	43.1	54.8	27.8	17.5	52.3	32.9	32.9
LnGrp LOS	D	D	E	D	D	D	D	C	B	D	C	C
Approach Vol, veh/h		934			1337			1358			1051	
Approach Delay, s/veh		49.7			44.2			28.4			37.1	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	42.9	25.9	25.7	13.0	43.0	26.4	25.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.9	37.1	31.0	22.0	12.0	39.0	11.4	41.6
Max Q Clear Time (g_c+I1), s	8.8	23.9	20.1	21.4	8.8	22.3	6.8	16.1
Green Ext Time (p_c), s	0.3	5.2	1.8	0.3	0.2	4.9	0.2	5.1

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	47	195	57	37	62	89	819	81	102	1133	70
Future Volume (veh/h)	155	47	195	57	37	62	89	819	81	102	1133	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	160	48	201	59	38	64	92	844	84	105	1168	72
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	288	242	109	159	133	127	1444	727	381	1867	115
Arrive On Green	0.13	0.15	0.15	0.06	0.08	0.08	0.14	0.80	0.80	0.21	0.54	0.54
Sat Flow, veh/h	1810	1900	1597	1810	1900	1587	1810	3610	1575	1810	3453	213
Grp Volume(v), veh/h	160	48	201	59	38	64	92	844	84	105	610	630
Grp Sat Flow(s),veh/h/ln	1810	1900	1597	1810	1900	1587	1810	1805	1575	1810	1805	1861
Q Serve(g_s), s	7.6	2.0	11.0	2.9	1.7	3.5	4.4	7.9	0.4	4.4	21.1	21.2
Cycle Q Clear(g_c), s	7.6	2.0	11.0	2.9	1.7	3.5	4.4	7.9	0.4	4.4	21.1	21.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	231	288	242	109	159	133	127	1444	727	381	976	1006
V/C Ratio(X)	0.69	0.17	0.83	0.54	0.24	0.48	0.73	0.58	0.12	0.28	0.63	0.63
Avail Cap(c_a), veh/h	231	393	330	153	393	328	261	1444	727	381	976	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	0.64	0.64	0.64
Uniform Delay (d), s/veh	37.6	33.2	37.0	41.1	38.5	39.4	37.9	6.2	1.6	29.8	14.3	14.4
Incr Delay (d2), s/veh	8.5	0.3	12.1	4.2	0.8	2.7	7.4	1.7	0.3	0.2	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.9	5.0	1.4	0.8	1.4	2.1	2.2	0.2	1.9	8.5	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	33.5	49.1	45.3	39.3	42.0	45.3	7.9	1.9	30.0	16.3	16.3
LnGrp LOS	D	C	D	D	D	D	D	A	A	C	B	B
Approach Vol, veh/h		409			161			1020			1345	
Approach Delay, s/veh		46.1			42.6			10.7			17.3	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	40.0	9.4	17.6	10.3	52.7	15.5	11.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.8	36.0	7.6	18.6	13.0	34.8	7.6	18.6
Max Q Clear Time (g_c+I1), s	6.4	9.9	4.9	13.0	6.4	23.2	9.6	5.5
Green Ext Time (p_c), s	0.1	6.9	0.0	0.4	0.1	6.3	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	2	10	0	29	1	876	12	29	1218	21
Future Volume (veh/h)	11	0	2	10	0	29	1	876	12	29	1218	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	0	2	11	0	31	1	942	13	31	1310	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	0	100	167	0	100	3	2779	38	76	2913	51
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.00	1.00	1.00	0.04	0.80	0.80
Sat Flow, veh/h	1395	0	1604	1431	0	1604	1810	3644	50	1810	3630	64
Grp Volume(v), veh/h	12	0	2	11	0	31	1	467	488	31	651	682
Grp Sat Flow(s),veh/h/ln	1395	0	1604	1431	0	1604	1810	1805	1890	1810	1805	1888
Q Serve(g_s), s	0.7	0.0	0.1	0.7	0.0	1.7	0.0	0.0	0.0	1.5	10.0	10.0
Cycle Q Clear(g_c), s	2.4	0.0	0.1	0.8	0.0	1.7	0.0	0.0	0.0	1.5	10.0	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	141	0	100	167	0	100	3	1376	1441	76	1449	1516
V/C Ratio(X)	0.09	0.00	0.02	0.07	0.00	0.31	0.29	0.34	0.34	0.41	0.45	0.45
Avail Cap(c_a), veh/h	342	0	331	374	0	331	161	1376	1441	161	1449	1516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95	0.71	0.71	0.71
Uniform Delay (d), s/veh	41.5	0.0	39.6	40.0	0.0	40.4	44.8	0.0	0.0	42.0	2.7	2.7
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.2	0.0	1.8	38.4	0.6	0.6	2.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.2	0.0	0.7	0.1	0.2	0.2	0.7	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	0.0	39.7	40.1	0.0	42.1	83.1	0.6	0.6	44.5	3.5	3.4
LnGrp LOS	D	A	D	D	A	D	F	A	A	D	A	A
Approach Vol, veh/h		14			42			956			1364	
Approach Delay, s/veh		41.5			41.6			0.7			4.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	72.6		9.6	4.2	76.2		9.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	51.4		18.6	8.0	51.4		18.6				
Max Q Clear Time (g_c+I1), s	3.5	2.0		4.4	2.0	12.0		3.7				
Green Ext Time (p_c), s	0.0	7.7		0.0	0.0	12.6		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	3.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1	3	4	2	33	2	874	12	57	1189	7
Future Volume (veh/h)	13	1	3	4	2	33	2	874	12	57	1189	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	1	3	4	2	34	2	910	12	59	1239	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	25	75	162	5	90	7	2725	36	109	2957	17
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.01	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1394	419	1256	1435	89	1512	1810	3647	48	1810	3680	21
Grp Volume(v), veh/h	14	0	4	4	0	36	2	450	472	59	608	638
Grp Sat Flow(s),veh/h/ln	1394	0	1674	1435	0	1601	1810	1805	1890	1810	1805	1896
Q Serve(g_s), s	0.9	0.0	0.2	0.2	0.0	1.9	0.1	0.0	0.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.2	0.4	0.0	1.9	0.1	0.0	0.0	2.8	0.0	0.0
Prop In Lane	1.00		0.75	1.00		0.94	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	133	0	100	162	0	95	7	1349	1412	109	1450	1523
V/C Ratio(X)	0.11	0.00	0.04	0.02	0.00	0.38	0.29	0.33	0.33	0.54	0.42	0.42
Avail Cap(c_a), veh/h	344	0	353	380	0	338	161	1349	1412	322	1450	1523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.91	0.91	0.91
Uniform Delay (d), s/veh	42.1	0.0	39.9	40.1	0.0	40.7	44.5	0.0	0.0	40.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.1	0.0	2.5	21.2	0.6	0.6	3.8	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.1	0.0	0.8	0.1	0.2	0.2	1.3	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	40.1	40.2	0.0	43.2	65.7	0.6	0.6	44.0	0.8	0.8
LnGrp LOS	D	A	D	D	A	D	E	A	A	D	A	A
Approach Vol, veh/h		18			40			924			1305	
Approach Delay, s/veh		41.9			42.9			0.8			2.7	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.4	71.2		9.4	4.3	76.3		9.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	16.0	43.0		19.0	8.0	51.0		19.0
Max Q Clear Time (g_c+I1), s	4.8	2.0		4.8	2.1	2.0		3.9
Green Ext Time (p_c), s	0.1	7.2		0.0	0.0	11.7		0.1

Intersection Summary	
HCM 6th Ctrl Delay	3.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1	4	13	1	11	9	852	10	17	1159	19
Future Volume (veh/h)	24	1	4	13	1	11	9	852	10	17	1159	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	1	4	14	1	11	9	888	10	18	1207	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	154	19	78	160	8	88	28	2071	23	437	2879	48
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.02	0.75	0.75	0.48	1.00	1.00
Sat Flow, veh/h	1424	332	1329	1434	136	1495	1810	3655	41	1810	3634	60
Grp Volume(v), veh/h	25	0	5	14	0	12	9	438	460	18	599	628
Grp Sat Flow(s),veh/h/ln	1424	0	1661	1434	0	1631	1810	1805	1891	1810	1805	1889
Q Serve(g_s), s	1.5	0.0	0.3	0.8	0.0	0.6	0.4	8.0	8.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	0.3	1.1	0.0	0.6	0.4	8.0	8.0	0.5	0.0	0.0
Prop In Lane	1.00		0.80	1.00		0.92	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	154	0	97	160	0	96	28	1023	1072	437	1430	1497
V/C Ratio(X)	0.16	0.00	0.05	0.09	0.00	0.13	0.32	0.43	0.43	0.04	0.42	0.42
Avail Cap(c_a), veh/h	371	0	351	379	0	344	161	1023	1072	437	1430	1497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.92	0.92	0.92
Uniform Delay (d), s/veh	41.2	0.0	40.0	40.5	0.0	40.2	43.6	5.8	5.8	17.8	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.2	0.0	0.6	6.1	1.3	1.2	0.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.3	0.0	0.3	0.2	2.7	2.8	0.2	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	40.2	40.8	0.0	40.8	49.7	7.1	7.0	17.8	0.8	0.8
LnGrp LOS	D	A	D	D	A	D	D	A	A	B	A	A
Approach Vol, veh/h		30			26			907			1245	
Approach Delay, s/veh		41.4			40.8			7.5			1.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	85.7	55.0		9.3	5.4	75.3		9.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	81.0	51.0		19.0	8.0	51.0		19.0
Max Q Clear Time (g_c+I1), s	12.5	10.0		4.2	2.4	2.0		3.1
Green Ext Time (p_c), s	0.0	6.9		0.0	0.0	11.4		0.0

Intersection Summary		
HCM 6th Ctrl Delay		4.7
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1	6	8	1	4	21	816	8	9	1086	48
Future Volume (veh/h)	51	1	6	8	1	4	21	816	8	9	1086	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1	6	8	1	4	22	850	8	9	1131	50
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	182	17	105	181	25	99	60	2843	27	28	2671	118
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.02	0.52	0.52	0.03	1.00	1.00
Sat Flow, veh/h	1417	233	1397	1414	329	1316	1810	3664	34	1810	3521	156
Grp Volume(v), veh/h	53	0	7	8	0	5	22	419	439	9	580	601
Grp Sat Flow(s),veh/h/ln	1417	0	1629	1414	0	1645	1810	1805	1894	1810	1805	1872
Q Serve(g_s), s	3.2	0.0	0.4	0.5	0.0	0.3	1.1	11.9	11.9	0.4	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.4	0.8	0.0	0.3	1.1	11.9	11.9	0.4	0.0	0.0
Prop In Lane	1.00		0.86	1.00		0.80	1.00		0.02	1.00		0.08
Lane Grp Cap(c), veh/h	182	0	122	181	0	124	60	1400	1469	28	1369	1420
V/C Ratio(X)	0.29	0.00	0.06	0.04	0.00	0.04	0.37	0.30	0.30	0.32	0.42	0.42
Avail Cap(c_a), veh/h	375	0	344	373	0	347	161	1400	1469	161	1369	1420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	0.93	0.93	0.93
Uniform Delay (d), s/veh	40.2	0.0	38.7	39.0	0.0	38.6	43.1	7.7	7.7	43.1	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.2	0.1	0.0	0.1	3.5	0.5	0.5	5.8	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.1	0.2	0.0	0.1	0.5	5.0	5.3	0.2	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.0	38.8	39.1	0.0	38.7	46.6	8.2	8.2	48.9	0.9	0.9
LnGrp LOS	D	A	D	D	A	D	D	A	A	D	A	A
Approach Vol, veh/h		60			13			880			1190	
Approach Delay, s/veh		40.8			39.0			9.1			1.2	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.4	73.8		10.8	7.0	72.3		10.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	51.0		19.0	8.0	51.0		19.0
Max Q Clear Time (g_c+I1), s	2.4	13.9		5.5	3.1	2.0		2.8
Green Ext Time (p_c), s	0.0	6.4		0.1	0.0	10.7		0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	5	19	68	4	109	62	727	76	142	1042	9
Future Volume (veh/h)	9	5	19	68	4	109	62	727	76	142	1042	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	5	20	71	4	114	65	757	79	148	1085	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	131	34	136	140	6	163	574	1793	187	179	1194	10
Arrive On Green	0.07	0.10	0.10	0.08	0.11	0.11	0.32	0.54	0.54	0.20	0.65	0.65
Sat Flow, veh/h	1810	332	1329	1810	53	1513	1810	3299	344	1810	3669	30
Grp Volume(v), veh/h	9	0	25	71	0	118	65	414	422	148	534	560
Grp Sat Flow(s),veh/h/ln	1810	0	1661	1810	0	1566	1810	1805	1838	1810	1805	1894
Q Serve(g_s), s	0.4	0.0	1.2	3.4	0.0	6.5	2.3	12.2	12.2	7.1	22.7	22.7
Cycle Q Clear(g_c), s	0.4	0.0	1.2	3.4	0.0	6.5	2.3	12.2	12.2	7.1	22.7	22.7
Prop In Lane	1.00		0.80	1.00		0.97	1.00		0.19	1.00		0.02
Lane Grp Cap(c), veh/h	131	0	170	140	0	168	574	981	999	179	588	617
V/C Ratio(X)	0.07	0.00	0.15	0.51	0.00	0.70	0.11	0.42	0.42	0.83	0.91	0.91
Avail Cap(c_a), veh/h	372	0	341	374	0	324	574	981	999	221	588	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	38.9	0.0	36.8	39.9	0.0	38.8	21.8	12.2	12.2	35.4	14.6	14.6
Incr Delay (d2), s/veh	0.2	0.0	0.4	2.8	0.0	5.2	0.1	1.3	1.3	17.4	19.1	18.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.5	1.6	0.0	2.7	1.0	4.9	5.0	3.7	7.7	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	0.0	37.2	42.7	0.0	44.0	21.9	13.5	13.5	52.8	33.6	33.0
LnGrp LOS	D	A	D	D	A	D	C	B	B	D	C	C
Approach Vol, veh/h		34			189			901			1242	
Approach Delay, s/veh		37.7			43.5			14.1			35.6	
Approach LOS		D			D			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	52.9	11.0	13.2	32.5	33.3	10.5	13.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	25.9	18.6	18.5	7.6	29.3	18.5	18.6
Max Q Clear Time (g_c+I1), s	9.1	14.2	5.4	3.2	4.3	24.7	2.4	8.5
Green Ext Time (p_c), s	0.1	4.1	0.1	0.1	0.0	2.7	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	1089	350	15	672	191	237	375	13	263	491	357
Future Volume (veh/h)	366	1089	350	15	672	191	237	375	13	263	491	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	389	1159	0	16	715	203	252	399	14	280	522	380
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	495	1887		48	900	401	348	1000	35	378	1046	467
Arrive On Green	0.14	0.36	0.00	0.03	0.25	0.25	0.10	0.28	0.28	0.11	0.29	0.29
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3558	125	3510	3610	1610
Grp Volume(v), veh/h	389	1159	0	16	715	203	252	202	211	280	522	380
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1878	1755	1805	1610
Q Serve(g_s), s	7.8	13.3	0.0	0.6	13.4	5.6	5.0	6.6	6.6	5.6	8.7	10.3
Cycle Q Clear(g_c), s	7.8	13.3	0.0	0.6	13.4	5.6	5.0	6.6	6.6	5.6	8.7	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	495	1887		48	900	401	348	507	528	378	1046	467
V/C Ratio(X)	0.79	0.61		0.33	0.79	0.51	0.73	0.40	0.40	0.74	0.50	0.81
Avail Cap(c_a), veh/h	630	1897		187	1046	467	436	507	528	484	1046	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	18.9	0.0	34.6	25.5	11.8	31.7	21.1	21.1	31.3	21.4	10.0
Incr Delay (d2), s/veh	5.1	0.6	0.0	4.0	3.7	1.0	4.5	2.3	2.3	4.4	1.7	14.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	5.1	0.0	0.3	5.9	2.8	2.3	3.0	3.1	2.5	3.7	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	19.5	0.0	38.6	29.2	12.7	36.2	23.4	23.4	35.8	23.1	24.4
LnGrp LOS	D	B		D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1548	A		934			665			1182	
Approach Delay, s/veh		23.4			25.8			28.2			26.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	24.4	5.9	30.4	11.2	25.0	14.2	22.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	20.0	7.5	26.5	9.0	21.0	13.0	21.0
Max Q Clear Time (g_c+I1), s	7.6	8.6	2.6	15.3	7.0	12.3	9.8	15.4
Green Ext Time (p_c), s	0.2	1.8	0.0	6.0	0.2	3.3	0.5	2.6

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	969	2	6	1084	104	2	0	2	112	1	119
Future Volume (veh/h)	193	969	2	6	1084	104	2	0	2	112	1	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	197	989	2	6	1106	106	2	0	2	114	1	121
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	242	2449	5	20	1611	154	325	21	282	644	740	626
Arrive On Green	0.13	0.46	0.46	0.01	0.33	0.33	0.39	0.00	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1810	5345	11	1810	4809	460	672	53	724	1435	1900	1608
Grp Volume(v), veh/h	197	640	351	6	795	417	4	0	0	114	1	121
Grp Sat Flow(s),veh/h/ln	1810	1729	1898	1810	1729	1811	1449	0	0	1435	1900	1608
Q Serve(g_s), s	9.0	10.4	10.4	0.3	16.8	16.9	0.0	0.0	0.0	4.3	0.0	4.2
Cycle Q Clear(g_c), s	9.0	10.4	10.4	0.3	16.8	16.9	0.1	0.0	0.0	4.4	0.0	4.2
Prop In Lane	1.00		0.01	1.00		0.25	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	242	1584	869	20	1158	607	628	0	0	644	740	626
V/C Ratio(X)	0.81	0.40	0.40	0.30	0.69	0.69	0.01	0.00	0.00	0.18	0.00	0.19
Avail Cap(c_a), veh/h	641	2285	1254	406	1836	962	628	0	0	644	740	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	15.3	15.3	41.6	24.3	24.3	15.8	0.0	0.0	17.1	15.8	17.1
Incr Delay (d2), s/veh	6.5	0.2	0.3	8.4	0.7	1.4	0.0	0.0	0.0	0.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	3.9	4.3	0.2	6.7	7.2	0.0	0.0	0.0	1.5	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	15.4	15.6	50.0	25.1	25.7	15.9	0.0	0.0	17.7	15.8	17.8
LnGrp LOS	D	B	B	D	C	C	B	A	A	B	B	B
Approach Vol, veh/h		1188			1218			4			236	
Approach Delay, s/veh		19.9			25.4			15.9			17.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	37.0	4.9	42.8	37.0	15.4	32.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	33.0	19.0	56.0	33.0	30.0	45.0
Max Q Clear Time (g_c+I1), s	2.1	2.3	12.4	6.4	11.0	18.9
Green Ext Time (p_c), s	0.0	0.0	8.2	0.7	0.5	9.5

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	985	48	2	1101	10	52	0	5	13	0	41
Future Volume (veh/h)	50	985	48	2	1101	10	52	0	5	13	0	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1037	51	2	1159	11	55	0	5	14	0	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	2142	105	7	1921	18	612	5	47	184	36	473
Arrive On Green	0.07	0.42	0.42	0.00	0.36	0.36	0.40	0.00	0.40	0.40	0.00	0.40
Sat Flow, veh/h	1810	5055	248	1810	5299	50	1289	12	118	297	91	1193
Grp Volume(v), veh/h	53	709	379	2	756	414	60	0	0	57	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1845	1810	1729	1891	1418	0	0	1582	0	0
Q Serve(g_s), s	1.9	10.1	10.2	0.1	12.2	12.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	10.1	10.2	0.1	12.2	12.2	1.4	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.03	0.92		0.08	0.25		0.75
Lane Grp Cap(c), veh/h	118	1466	782	7	1254	686	663	0	0	693	0	0
V/C Ratio(X)	0.45	0.48	0.48	0.29	0.60	0.60	0.09	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	425	3603	1922	266	3299	1804	663	0	0	693	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.7	14.2	14.2	33.8	17.7	17.7	12.8	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.2	0.5	21.5	0.5	0.9	0.3	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.6	3.9	0.1	4.5	5.0	0.6	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	14.5	14.7	55.4	18.2	18.6	13.1	0.0	0.0	13.1	0.0	0.0
LnGrp LOS	C	B	B	E	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1141			1172			60			57	
Approach Delay, s/veh		15.4			18.4			13.1			13.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	31.0	4.3	32.9	31.0	8.4	28.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	27.0	10.0	71.0	27.0	16.0	65.0
Max Q Clear Time (g_c+I1), s	3.4	2.1	12.2	3.5	3.9	14.2
Green Ext Time (p_c), s	0.2	0.0	9.7	0.2	0.1	10.5

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	846	60	26	1108	54	24
Future Volume (veh/h)	846	60	26	1108	54	24
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.96	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	872	62	27	1142	56	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1176	83	63	1590	1134	1009
Arrive On Green	0.24	0.24	0.07	0.61	0.63	0.63
Sat Flow, veh/h	5099	349	1810	5358	1810	1610
Grp Volume(v), veh/h	611	323	27	1142	56	25
Grp Sat Flow(s),veh/h/ln	1729	1819	1810	1729	1810	1610
Q Serve(g_s), s	19.6	19.7	1.7	18.3	1.4	0.7
Cycle Q Clear(g_c), s	19.6	19.7	1.7	18.3	1.4	0.7
Prop In Lane		0.19	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	825	434	63	1590	1134	1009
V/C Ratio(X)	0.74	0.74	0.43	0.72	0.05	0.02
Avail Cap(c_a), veh/h	1383	728	181	2766	1134	1009
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	42.2	42.3	54.7	19.6	8.6	8.5
Incr Delay (d2), s/veh	1.3	2.5	3.7	0.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	9.1	0.8	5.0	0.6	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.6	44.8	58.4	20.1	8.7	8.5
LnGrp LOS	D	D	E	C	A	A
Approach Vol, veh/h	934			1169	81	
Approach Delay, s/veh	44.0			21.0	8.7	
Approach LOS	D			C	A	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	79.2	8.2	32.6		40.8
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	48.0	12.0	48.0		64.0
Max Q Clear Time (g_c+I1), s	3.4	3.7	21.7		20.3
Green Ext Time (p_c), s	0.2	0.0	6.9		10.8

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	22	125	144	21	18	157	277	602	24	216	10
Future Volume (veh/h)	6	22	125	144	21	18	157	277	602	24	216	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	25	140	162	24	20	176	311	676	27	243	11
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	180	334	192	365	349	204	2162	1135	44	1796	81
Arrive On Green	0.01	0.09	0.09	0.11	0.19	0.19	0.19	1.00	1.00	0.02	0.51	0.51
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3518	159
Grp Volume(v), veh/h	7	25	140	162	24	20	176	311	676	27	124	130
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1871
Q Serve(g_s), s	0.5	1.5	9.4	11.0	1.3	1.2	11.8	0.0	0.0	1.8	4.5	4.6
Cycle Q Clear(g_c), s	0.5	1.5	9.4	11.0	1.3	1.2	11.8	0.0	0.0	1.8	4.5	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	16	180	334	192	365	349	204	2162	1135	44	921	955
V/C Ratio(X)	0.45	0.14	0.42	0.84	0.07	0.06	0.86	0.14	0.60	0.61	0.13	0.14
Avail Cap(c_a), veh/h	376	365	491	376	365	349	362	2162	1135	217	921	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	51.9	43.0	54.8	41.3	38.8	49.8	0.0	0.0	60.4	16.1	16.1
Incr Delay (d2), s/veh	18.8	0.3	0.8	9.6	0.1	0.1	9.4	0.1	2.1	13.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	3.9	5.5	0.6	0.5	5.5	0.0	0.7	1.0	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	52.3	43.8	64.4	41.4	38.9	59.2	0.1	2.1	73.4	16.4	16.4
LnGrp LOS	F	D	D	E	D	D	E	A	A	E	B	B
Approach Vol, veh/h		172			206			1163			281	
Approach Delay, s/veh		46.5			59.3			10.2			21.9	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	80.9	18.3	17.8	19.1	69.8	6.1	30.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.0	38.0	26.0	24.0	25.0	28.0	26.0	24.0
Max Q Clear Time (g_c+I1), s	3.3	2.0	13.0	11.4	13.8	6.6	2.5	3.3
Green Ext Time (p_c), s	0.0	5.5	0.3	0.4	0.3	1.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	8	592	0	0	0	0	948	129	37	439	0
Future Volume (veh/h)	99	8	592	0	0	0	0	948	129	37	439	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	101	0	609				0	967	132	38	448	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	396	0	704				0	1966	268	53	2474	0
Arrive On Green	0.22	0.00	0.22				0.00	0.62	0.62	0.06	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3286	435	1810	3705	0
Grp Volume(v), veh/h	101	0	609				0	547	552	38	448	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1822	1810	1805	0
Q Serve(g_s), s	5.8	0.0	22.8				0.0	20.9	20.9	2.6	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	22.8				0.0	20.9	20.9	2.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.24	1.00		0.00
Lane Grp Cap(c), veh/h	396	0	704				0	1112	1122	53	2474	0
V/C Ratio(X)	0.26	0.00	0.86				0.00	0.49	0.49	0.72	0.18	0.00
Avail Cap(c_a), veh/h	565	0	1005				0	1112	1122	217	2474	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.93	0.93	0.95	0.95	0.00
Uniform Delay (d), s/veh	40.4	0.0	47.1				0.0	13.2	13.2	58.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	5.7				0.0	1.4	1.4	15.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	9.7				0.0	8.6	8.7	1.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	0.0	52.8				0.0	14.7	14.7	74.0	0.2	0.0
LnGrp LOS	D	A	D				A	B	B	E	A	A
Approach Vol, veh/h		710						1099			486	
Approach Delay, s/veh		51.1						14.7			5.9	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	8.7	83.0	33.3	91.7
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	54.0	39.0	74.0
Max Q Clear Time (g_c+I1), s	4.6	22.9	24.8	2.0
Green Ext Time (p_c), s	0.0	8.9	2.6	3.4

Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	125	53	134	124	24	35	806	185	14	705	73
Future Volume (veh/h)	59	125	53	134	124	24	35	806	185	14	705	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	134	57	144	133	26	38	867	199	15	758	78
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	348	153	179	483	212	462	2174	966	44	1340	592
Arrive On Green	0.06	0.10	0.10	0.10	0.13	0.13	0.08	0.20	0.20	0.02	0.37	0.37
Sat Flow, veh/h	1810	3610	1585	1810	3610	1581	1810	3610	1604	1810	3610	1595
Grp Volume(v), veh/h	63	134	57	144	133	26	38	867	199	15	758	78
Grp Sat Flow(s),veh/h/ln	1810	1805	1585	1810	1805	1581	1810	1805	1604	1810	1805	1595
Q Serve(g_s), s	3.0	3.1	3.0	7.0	3.0	1.3	1.7	18.8	4.9	0.7	15.0	2.2
Cycle Q Clear(g_c), s	3.0	3.1	3.0	7.0	3.0	1.3	1.7	18.8	4.9	0.7	15.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	112	348	153	179	483	212	462	2174	966	44	1340	592
V/C Ratio(X)	0.56	0.38	0.37	0.80	0.28	0.12	0.08	0.40	0.21	0.34	0.57	0.13
Avail Cap(c_a), veh/h	173	742	326	294	983	430	462	2174	966	151	1340	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.94	0.94	0.94
Uniform Delay (d), s/veh	41.0	38.2	38.1	39.7	35.0	34.3	31.5	21.9	5.0	43.2	22.5	10.8
Incr Delay (d2), s/veh	4.4	0.7	1.5	8.1	0.3	0.3	0.1	0.5	0.5	4.2	1.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.4	1.2	3.5	1.3	0.5	0.8	9.1	3.2	0.4	6.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	38.9	39.6	47.8	35.4	34.6	31.5	22.4	5.5	47.4	24.2	11.3
LnGrp LOS	D	D	D	D	D	C	C	C	A	D	C	B
Approach Vol, veh/h		254			303			1104			851	
Approach Delay, s/veh		40.7			41.2			19.7			23.4	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	58.2	12.9	12.7	27.0	37.4	9.6	16.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	33.4	14.6	18.5	7.5	33.4	8.6	24.5
Max Q Clear Time (g_c+I1), s	2.7	20.8	9.0	5.1	3.7	17.0	5.0	5.0
Green Ext Time (p_c), s	0.0	5.5	0.2	0.7	0.0	5.1	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	24	39	2	37	22	30	835	7	25	640	98
Future Volume (veh/h)	77	24	39	2	37	22	30	835	7	25	640	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	82	26	41	2	39	23	32	888	7	27	681	104
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	153	129	118	148	126	78	2304	1026	69	2287	1019
Arrive On Green	0.07	0.08	0.08	0.07	0.08	0.08	0.04	0.64	0.64	0.08	1.00	1.00
Sat Flow, veh/h	1810	1900	1598	1810	1900	1610	1810	3610	1608	1810	3610	1608
Grp Volume(v), veh/h	82	26	41	2	39	23	32	888	7	27	681	104
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1610	1810	1805	1608	1810	1805	1608
Q Serve(g_s), s	4.0	1.1	1.9	0.1	1.7	1.2	1.6	10.6	0.1	1.3	0.0	0.0
Cycle Q Clear(g_c), s	4.0	1.1	1.9	0.1	1.7	1.2	1.6	10.6	0.1	1.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	153	129	118	148	126	78	2304	1026	69	2287	1019
V/C Ratio(X)	0.67	0.17	0.32	0.02	0.26	0.18	0.41	0.39	0.01	0.39	0.30	0.10
Avail Cap(c_a), veh/h	161	443	373	151	433	367	161	2304	1026	161	2287	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	41.0	38.6	28.7	39.4	39.1	38.8	42.0	7.8	1.9	40.6	0.0	0.0
Incr Delay (d2), s/veh	6.6	0.5	1.4	0.1	0.9	0.7	3.5	0.5	0.0	3.3	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.6	0.9	0.0	0.8	0.5	0.8	3.8	0.0	0.6	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	39.1	30.1	39.4	40.0	39.5	45.5	8.3	2.0	43.9	0.3	0.2
LnGrp LOS	D	D	C	D	D	D	D	A	A	D	A	A
Approach Vol, veh/h		149			64			927			812	
Approach Delay, s/veh		41.3			39.8			9.5			1.7	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	61.4	9.9	11.2	7.9	61.0	10.1	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	37.5	7.5	21.0	8.0	37.5	8.0	20.5
Max Q Clear Time (g_c+I1), s	3.3	12.6	2.1	3.9	3.6	2.0	6.0	3.7
Green Ext Time (p_c), s	0.0	6.9	0.0	0.2	0.0	5.8	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	294	76	25	189	61	75	680	89	47	556	70
Future Volume (veh/h)	120	294	76	25	189	61	75	680	89	47	556	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	320	83	27	205	66	82	739	97	51	604	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	262	625	275	134	260	217	603	1484	653	361	1441	446
Arrive On Green	0.07	0.17	0.17	0.04	0.14	0.14	0.33	0.41	0.41	0.20	0.28	0.28
Sat Flow, veh/h	3510	3610	1589	3510	1900	1588	1810	3610	1589	1810	5187	1604
Grp Volume(v), veh/h	130	320	83	27	205	66	82	739	97	51	604	76
Grp Sat Flow(s),veh/h/ln	1755	1805	1589	1755	1900	1588	1810	1805	1589	1810	1729	1604
Q Serve(g_s), s	3.2	7.2	2.0	0.7	9.4	3.4	2.8	13.6	2.7	2.1	8.6	3.2
Cycle Q Clear(g_c), s	3.2	7.2	2.0	0.7	9.4	3.4	2.8	13.6	2.7	2.1	8.6	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	625	275	134	260	217	603	1484	653	361	1441	446
V/C Ratio(X)	0.50	0.51	0.30	0.20	0.79	0.30	0.14	0.50	0.15	0.14	0.42	0.17
Avail Cap(c_a), veh/h	312	842	371	312	443	371	603	1484	653	361	1441	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	33.7	7.8	42.0	37.6	35.0	21.0	19.6	10.2	29.7	26.6	24.6
Incr Delay (d2), s/veh	1.4	0.6	0.6	0.7	5.3	0.8	0.1	1.2	0.5	0.2	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.2	1.6	0.3	4.7	1.3	1.2	5.7	1.3	0.9	3.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	34.4	8.4	42.7	42.9	35.8	21.1	20.8	10.7	29.8	27.5	25.5
LnGrp LOS	D	C	A	D	D	D	C	C	B	C	C	C
Approach Vol, veh/h		533			298			918			731	
Approach Delay, s/veh		32.1			41.3			19.8			27.4	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	41.0	7.4	19.6	34.0	29.0	10.7	16.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	37.0	8.0	21.0	20.0	25.0	8.0	21.0
Max Q Clear Time (g_c+I1), s	4.4	15.6	2.7	9.2	4.8	10.6	5.2	11.4
Green Ext Time (p_c), s	0.0	5.6	0.0	1.8	0.1	3.8	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	391	82	23	281	42	35	310	20	88	433	119
Future Volume (veh/h)	128	391	82	23	281	42	35	310	20	88	433	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	395	83	23	284	42	35	313	20	89	437	120
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	497	421	62	332	49	159	963	420	470	1738	763
Arrive On Green	0.09	0.26	0.26	0.03	0.21	0.21	0.05	0.27	0.27	0.26	0.48	0.48
Sat Flow, veh/h	1810	1900	1610	1810	1614	239	3510	3610	1576	1810	3610	1586
Grp Volume(v), veh/h	129	395	83	23	0	326	35	313	20	89	437	120
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1853	1755	1805	1576	1810	1805	1586
Q Serve(g_s), s	6.3	17.4	3.6	1.1	0.0	15.3	0.9	6.3	0.7	3.4	6.4	2.5
Cycle Q Clear(g_c), s	6.3	17.4	3.6	1.1	0.0	15.3	0.9	6.3	0.7	3.4	6.4	2.5
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	497	421	62	0	381	159	963	420	470	1738	763
V/C Ratio(X)	0.79	0.79	0.20	0.37	0.00	0.86	0.22	0.33	0.05	0.19	0.25	0.16
Avail Cap(c_a), veh/h	281	676	573	161	0	535	390	963	420	470	1738	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	31.0	25.9	42.5	0.0	34.5	41.4	26.5	17.0	25.9	13.8	5.6
Incr Delay (d2), s/veh	8.4	4.7	0.2	3.7	0.0	9.5	0.7	0.9	0.2	0.2	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	8.4	1.4	0.6	0.0	7.7	0.4	2.8	0.3	1.5	2.6	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	35.6	26.1	46.3	0.0	43.9	42.1	27.4	17.2	26.1	14.1	6.1
LnGrp LOS	D	D	C	D	A	D	D	C	B	C	B	A
Approach Vol, veh/h		607			349			368			646	
Approach Delay, s/veh		37.1			44.1			28.2			14.3	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	28.0	7.1	27.5	8.1	47.3	12.1	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	24.0	8.0	32.0	10.0	24.0	14.0	26.0
Max Q Clear Time (g_c+I1), s	15.4	8.3	3.1	19.4	2.9	8.4	8.3	17.3
Green Ext Time (p_c), s	0.1	1.8	0.0	2.2	0.0	2.9	0.1	1.2

Intersection Summary	
HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	642	17	20	771	122	11	34	13	107	44	352
Future Volume (veh/h)	211	642	17	20	771	122	11	34	13	107	44	352
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	669	18	21	803	127	11	35	14	111	46	367
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	280	1348	36	53	1086	337	374	235	94	713	705	717
Arrive On Green	0.16	0.52	0.52	0.03	0.21	0.21	0.21	0.18	0.18	0.39	0.37	0.37
Sat Flow, veh/h	3510	5190	139	1810	5187	1610	1810	1284	514	1810	1900	1588
Grp Volume(v), veh/h	220	445	242	21	803	127	11	0	49	111	46	367
Grp Sat Flow(s),veh/h/ln	1755	1729	1871	1810	1729	1610	1810	0	1797	1810	1900	1588
Q Serve(g_s), s	7.2	10.0	10.1	1.4	17.4	8.1	0.6	0.0	2.7	4.8	1.9	10.1
Cycle Q Clear(g_c), s	7.2	10.0	10.1	1.4	17.4	8.1	0.6	0.0	2.7	4.8	1.9	10.1
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	280	898	486	53	1086	337	374	0	330	713	705	717
V/C Ratio(X)	0.79	0.50	0.50	0.40	0.74	0.38	0.03	0.00	0.15	0.16	0.07	0.51
Avail Cap(c_a), veh/h	439	1282	694	113	1599	496	374	0	330	713	705	717
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	23.7	23.8	57.2	44.4	40.7	38.0	0.0	41.1	23.5	24.3	23.5
Incr Delay (d2), s/veh	3.6	0.3	0.6	4.7	1.0	0.7	0.0	0.0	1.0	0.1	0.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.5	3.8	0.7	7.5	3.3	0.3	0.0	1.3	2.1	0.9	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	24.1	24.3	61.9	45.4	41.4	38.0	0.0	42.1	23.6	24.5	26.1
LnGrp LOS	D	C	C	E	D	D	D	A	D	C	C	C
Approach Vol, veh/h		907			951			60			524	
Approach Delay, s/veh		31.2			45.2			41.3			25.4	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	26.0	7.5	35.2	28.8	48.5	13.6	29.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	22.0	7.5	44.5	7.5	44.5	15.0	37.0
Max Q Clear Time (g_c+I1), s	6.8	4.7	3.4	12.1	2.6	12.1	9.2	19.4
Green Ext Time (p_c), s	0.3	0.1	0.0	5.0	0.0	1.6	0.3	5.7

Intersection Summary	
HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

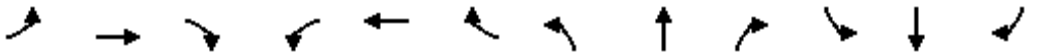
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	373	65	9	229	0	72	0	13	0	0	1
Future Vol, veh/h	1	373	65	9	229	0	72	0	13	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	414	72	10	254	0	80	0	14	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	254	0	0	486	0	0	727	726	-	726	762	254
Stage 1	-	-	-	-	-	-	452	452	-	274	274	-
Stage 2	-	-	-	-	-	-	275	274	-	452	488	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	1323	-	-	1087	-	-	342	354	0	343	337	790
Stage 1	-	-	-	-	-	-	591	574	0	736	687	-
Stage 2	-	-	-	-	-	-	736	687	0	591	553	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1323	-	-	1087	-	-	338	350	-	340	333	790
Mov Cap-2 Maneuver	-	-	-	-	-	-	338	350	-	340	333	-
Stage 1	-	-	-	-	-	-	590	573	-	735	679	-
Stage 2	-	-	-	-	-	-	727	679	-	590	552	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	18.9	9.6
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	338	-	1323	-	-	1087	-	-	790
HCM Lane V/C Ratio	0.237	-	0.001	-	-	0.009	-	-	0.001
HCM Control Delay (s)	18.9	0	7.7	0	-	8.3	0	-	9.6
HCM Lane LOS	C	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.9	-	0	-	-	0	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	335	90	24	235	8	88	47	20	7	41	7
Future Volume (veh/h)	9	335	90	24	235	8	88	47	20	7	41	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	349	94	25	245	8	92	49	21	7	43	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	490	130	70	374	317	341	182	452	61	376	61
Arrive On Green	0.02	0.17	0.17	0.04	0.20	0.20	0.28	0.28	0.28	0.27	0.27	0.27
Sat Flow, veh/h	1810	2819	749	1810	1900	1610	1201	639	1590	227	1394	227
Grp Volume(v), veh/h	9	222	221	25	245	8	141	0	21	57	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1762	1810	1900	1610	1840	0	1590	1848	0	0
Q Serve(g_s), s	0.3	7.9	8.1	0.9	8.2	0.3	4.1	0.0	0.7	1.6	0.0	0.0
Cycle Q Clear(g_c), s	0.3	7.9	8.1	0.9	8.2	0.3	4.1	0.0	0.7	1.6	0.0	0.0
Prop In Lane	1.00		0.42	1.00		1.00	0.65		1.00	0.12		0.12
Lane Grp Cap(c), veh/h	29	314	307	70	374	317	523	0	452	498	0	0
V/C Ratio(X)	0.31	0.71	0.72	0.36	0.66	0.03	0.27	0.00	0.05	0.11	0.00	0.00
Avail Cap(c_a), veh/h	198	487	475	198	512	434	523	0	452	498	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.4	26.7	26.8	32.1	25.4	22.2	19.0	0.0	17.8	18.9	0.0	0.0
Incr Delay (d2), s/veh	5.9	2.9	3.2	3.1	2.0	0.0	1.3	0.0	0.2	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.5	3.5	0.5	3.7	0.1	1.8	0.0	0.3	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	29.6	30.0	35.2	27.4	22.3	20.3	0.0	18.0	19.3	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	B	B	A	A
Approach Vol, veh/h		452			278			162			57	
Approach Delay, s/veh		30.0			27.9			20.0			19.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.5	6.7	15.9		22.5	5.1	17.5				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.5	7.5	18.5		18.5	7.5	18.5				
Max Q Clear Time (g_c+I1), s		6.1	2.9	10.1		3.6	2.3	10.2				
Green Ext Time (p_c), s		0.6	0.0	1.7		0.2	0.0	0.8				

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	67	102	25	102	60
Future Vol, veh/h	35	67	102	25	102	60
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	45	87	132	32	132	78
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	8.4	8.3	10
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	63%
Vol Thru, %	100%	58%	0%	0%	37%
Vol Right, %	0%	42%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	59	35	67	162
LT Vol	0	0	35	0	102
Through Vol	68	34	0	0	60
RT Vol	0	25	0	67	0
Lane Flow Rate	88	77	45	87	210
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.123	0.101	0.075	0.114	0.289
Departure Headway (Hd)	5.024	4.726	5.91	4.702	4.946
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	714	759	607	762	728
Service Time	2.753	2.455	3.641	2.433	2.973
HCM Lane V/C Ratio	0.123	0.101	0.074	0.114	0.288
HCM Control Delay	8.5	8	9.1	8	10
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.2	0.4	1.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	615	45	36	587	6	36	13	20	7	19	119
Future Volume (veh/h)	63	615	45	36	587	6	36	13	20	7	19	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	661	48	39	631	6	39	14	22	8	20	128
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	1018	73	89	1010	10	314	113	370	174	436	524
Arrive On Green	0.07	0.21	0.21	0.05	0.19	0.19	0.23	0.23	0.23	0.33	0.33	0.33
Sat Flow, veh/h	1810	4927	355	1810	5298	50	1348	484	1589	535	1338	1609
Grp Volume(v), veh/h	68	462	247	39	412	225	53	0	22	28	0	128
Grp Sat Flow(s),veh/h/ln	1810	1729	1825	1810	1729	1890	1833	0	1589	1873	0	1609
Q Serve(g_s), s	3.1	10.5	10.7	1.8	9.4	9.4	2.0	0.0	0.9	0.9	0.0	5.0
Cycle Q Clear(g_c), s	3.1	10.5	10.7	1.8	9.4	9.4	2.0	0.0	0.9	0.9	0.0	5.0
Prop In Lane	1.00		0.19	1.00		0.03	0.74		1.00	0.29		1.00
Lane Grp Cap(c), veh/h	118	715	377	89	659	360	426	0	370	610	0	524
V/C Ratio(X)	0.58	0.65	0.65	0.44	0.62	0.63	0.12	0.00	0.06	0.05	0.00	0.24
Avail Cap(c_a), veh/h	547	1688	891	295	1206	659	426	0	370	610	0	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.0	31.2	31.3	39.7	32.0	32.0	26.1	0.0	25.7	19.9	0.0	21.3
Incr Delay (d2), s/veh	4.4	1.0	1.9	3.3	1.0	1.8	0.6	0.0	0.3	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.4	4.8	0.9	3.9	4.4	0.9	0.0	0.4	0.4	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	32.2	33.2	43.1	33.0	33.8	26.7	0.0	26.0	20.0	0.0	22.4
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	C
Approach Vol, veh/h		777			676			75			156	
Approach Delay, s/veh		33.5			33.8			26.5			21.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.0	8.2	21.8	32.0	9.6	20.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	14.0	42.0	28.0	26.0	30.0
Max Q Clear Time (g_c+I1), s	4.0	3.8	12.7	7.0	5.1	11.4
Green Ext Time (p_c), s	0.2	0.0	5.1	0.5	0.1	3.9

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	588	20	47	593	19	16	1	30	12	2	20
Future Volume (veh/h)	34	588	20	47	593	19	16	1	30	12	2	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	646	22	52	652	21	18	1	33	13	2	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	1149	39	120	1221	39	54	820	801	41	58	634
Arrive On Green	0.05	0.22	0.22	0.07	0.24	0.24	0.03	0.43	0.43	0.02	0.42	0.42
Sat Flow, veh/h	1810	5149	175	1810	5162	166	1810	1900	1607	1810	136	1495
Grp Volume(v), veh/h	37	433	235	52	436	237	18	1	33	13	0	24
Grp Sat Flow(s),veh/h/ln	1810	1729	1866	1810	1729	1870	1810	1900	1607	1810	0	1631
Q Serve(g_s), s	1.2	7.0	7.0	1.7	6.9	6.9	0.6	0.0	0.1	0.4	0.0	0.5
Cycle Q Clear(g_c), s	1.2	7.0	7.0	1.7	6.9	6.9	0.6	0.0	0.1	0.4	0.0	0.5
Prop In Lane	1.00		0.09	1.00		0.09	1.00		1.00	1.00		0.92
Lane Grp Cap(c), veh/h	96	771	416	120	818	442	54	820	801	41	0	692
V/C Ratio(X)	0.39	0.56	0.56	0.43	0.53	0.54	0.33	0.00	0.04	0.32	0.00	0.03
Avail Cap(c_a), veh/h	405	2655	1432	521	2876	1555	376	820	801	318	0	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	21.6	21.6	28.0	20.8	20.9	29.7	10.1	2.9	30.1	0.0	10.5
Incr Delay (d2), s/veh	2.5	0.6	1.2	2.4	0.5	1.0	3.5	0.0	0.1	4.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.7	3.0	0.8	2.6	2.9	0.3	0.0	0.1	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	22.2	22.8	30.5	21.4	21.9	33.2	10.1	3.0	34.4	0.0	10.6
LnGrp LOS	C	C	C	C	C	C	C	B	A	C	A	B
Approach Vol, veh/h		705			725			52			37	
Approach Delay, s/veh		22.9			22.2			13.6			19.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	31.0	8.2	17.9	5.9	30.5	7.3	18.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	1.0	27.0	18.0	48.0	13.0	25.0	14.0	52.0
Max Q Clear Time (g_c+I1), s	2.4	2.1	3.7	9.0	2.6	2.5	3.2	8.9
Green Ext Time (p_c), s	0.0	0.1	0.1	4.9	0.0	0.1	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	142	9	250	409	53	185
Future Volume (veh/h)	142	9	250	409	53	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	153	10	269	440	57	199
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	191	236	1289	1262	74	1472
Arrive On Green	0.11	0.11	1.00	1.00	0.04	0.77
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	153	10	269	440	57	199
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	8.3	0.5	0.0	0.0	3.1	2.6
Cycle Q Clear(g_c), s	8.3	0.5	0.0	0.0	3.1	2.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	191	236	1289	1262	74	1472
V/C Ratio(X)	0.80	0.04	0.21	0.35	0.77	0.14
Avail Cap(c_a), veh/h	507	517	1289	1262	244	1472
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	43.7	36.7	0.0	0.0	47.5	2.8
Incr Delay (d2), s/veh	7.6	0.1	0.3	0.6	15.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.2	0.1	0.2	1.7	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.3	36.7	0.3	0.6	62.5	3.0
LnGrp LOS	D	D	A	A	E	A
Approach Vol, veh/h	163		709			256
Approach Delay, s/veh	50.5		0.5			16.3
Approach LOS	D		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.6	73.9			83.5	16.5
Change Period (Y+Rc), s	5.5	6.0			6.0	6.0
Max Green Setting (Gmax), s	13.5	41.0			60.0	28.0
Max Q Clear Time (g_c+I1), s	5.1	2.0			4.6	10.3
Green Ext Time (p_c), s	0.1	3.5			1.3	0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	0	477	0	0	0	0	564	200	6	321	0
Future Volume (veh/h)	95	0	477	0	0	0	0	564	200	6	321	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	102	0	513				0	606	215	6	345	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	597	0	531				0	684	580	0	1045	0
Arrive On Green	0.33	0.00	0.33				0.00	0.24	0.24	0.13	0.55	0.00
Sat Flow, veh/h	1810	0	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	102	0	513				0	606	215	0	345	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	4.0	0.0	31.3				0.0	30.8	11.1	0.0	10.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	31.3				0.0	30.8	11.1	0.0	10.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	597	0	531				0	684	580	0	1045	0
V/C Ratio(X)	0.17	0.00	0.97				0.00	0.89	0.37	0.00	0.33	0.00
Avail Cap(c_a), veh/h	597	0	531				0	684	580	0	1045	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.93	0.93	0.00	0.95	0.00
Uniform Delay (d), s/veh	23.8	0.0	32.9				0.0	36.0	28.5	0.0	12.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	30.3				0.0	14.8	1.7	0.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	16.3				0.0	17.6	4.8	0.0	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	0.0	63.3				0.0	50.7	30.2	0.0	13.2	0.0
LnGrp LOS	C	A	E				A	D	C	A	B	A
Approach Vol, veh/h		615						821			345	
Approach Delay, s/veh		56.8						45.3			13.2	
Approach LOS		E						D			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	19.0	42.0	39.0	61.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	36.0	33.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	32.8	33.3	12.0
Green Ext Time (p_c), s	0.0	1.5	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	23	121	35	28	106	91	373	23	51	528	219
Future Volume (veh/h)	285	23	121	35	28	106	91	373	23	51	528	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	300	24	127	37	29	112	96	393	24	54	556	231
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	385	288	256	81	171	153	123	1300	580	499	2048	913
Arrive On Green	0.11	0.16	0.16	0.04	0.09	0.09	0.07	0.36	0.36	0.28	0.57	0.57
Sat Flow, veh/h	3510	1805	1604	1810	1805	1610	1810	3610	1610	1810	3610	1609
Grp Volume(v), veh/h	300	24	127	37	29	112	96	393	24	54	556	231
Grp Sat Flow(s),veh/h/ln	1755	1805	1604	1810	1805	1610	1810	1805	1610	1810	1805	1609
Q Serve(g_s), s	8.3	1.1	7.2	2.0	1.5	6.8	5.2	7.8	0.8	2.2	7.9	7.3
Cycle Q Clear(g_c), s	8.3	1.1	7.2	2.0	1.5	6.8	5.2	7.8	0.8	2.2	7.9	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	385	288	256	81	171	153	123	1300	580	499	2048	913
V/C Ratio(X)	0.78	0.08	0.50	0.45	0.17	0.73	0.78	0.30	0.04	0.11	0.27	0.25
Avail Cap(c_a), veh/h	632	505	449	163	343	306	271	1300	580	499	2048	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.24	0.24	0.24
Uniform Delay (d), s/veh	43.4	35.8	38.4	46.6	41.6	44.0	45.8	23.0	13.5	27.1	11.1	10.9
Incr Delay (d2), s/veh	3.5	0.1	1.5	3.9	0.5	6.6	10.0	0.6	0.1	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.5	2.9	1.0	0.7	3.0	2.7	3.4	0.4	1.0	3.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	35.9	39.8	50.5	42.1	50.6	55.8	23.6	13.6	27.1	11.1	11.1
LnGrp LOS	D	D	D	D	D	D	E	C	B	C	B	B
Approach Vol, veh/h		451			178			513			841	
Approach Delay, s/veh		44.3			49.2			29.2			12.2	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	40.0	8.5	20.0	10.8	60.7	15.0	13.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	36.0	9.0	28.0	15.0	32.0	18.0	19.0
Max Q Clear Time (g_c+I1), s	9.9	9.8	4.0	9.2	7.2	9.9	10.3	8.8
Green Ext Time (p_c), s	0.0	2.8	0.0	0.8	0.1	4.7	0.6	0.5

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	27	9	39	32	65	7	558	54	58	603	15
Future Volume (veh/h)	10	27	9	39	32	65	7	558	54	58	603	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	29	9	41	34	69	7	594	57	62	641	16
Peak Hour Factor	0.94	0.94	1.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	19	51	16	49	41	83	22	918	778	427	1305	33
Arrive On Green	0.05	0.05	0.05	0.10	0.10	0.10	0.02	0.97	0.97	0.24	0.71	0.71
Sat Flow, veh/h	408	1077	334	492	408	827	1810	1900	1610	1810	1846	46
Grp Volume(v), veh/h	49	0	0	144	0	0	7	594	57	62	0	657
Grp Sat Flow(s),veh/h/ln	1819	0	0	1727	0	0	1810	1900	1610	1810	0	1892
Q Serve(g_s), s	3.2	0.0	0.0	9.8	0.0	0.0	0.5	3.3	0.2	3.3	0.0	18.7
Cycle Q Clear(g_c), s	3.2	0.0	0.0	9.8	0.0	0.0	0.5	3.3	0.2	3.3	0.0	18.7
Prop In Lane	0.22		0.18	0.28		0.48	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	85	0	0	174	0	0	22	918	778	427	0	1337
V/C Ratio(X)	0.57	0.00	0.00	0.83	0.00	0.00	0.32	0.65	0.07	0.15	0.00	0.49
Avail Cap(c_a), veh/h	280	0	0	266	0	0	113	918	778	427	0	1337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.85	0.85	0.85	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	0.0	0.0	52.9	0.0	0.0	58.1	1.1	1.0	36.3	0.0	7.9
Incr Delay (d2), s/veh	5.9	0.0	0.0	12.1	0.0	0.0	6.9	3.0	0.2	0.2	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	4.8	0.0	0.0	0.3	1.3	0.1	1.5	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	0.0	0.0	65.1	0.0	0.0	64.9	4.1	1.2	36.4	0.0	9.2
LnGrp LOS	E	A	A	E	A	A	E	A	A	D	A	A
Approach Vol, veh/h		49			144			658			719	
Approach Delay, s/veh		62.0			65.1			4.5			11.5	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	62.0		9.6	5.5	88.8		16.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	9.0	58.0		18.5	7.5	59.5		18.5				
Max Q Clear Time (g_c+I1), s	5.3	5.3		5.2	2.5	20.7		11.8				
Green Ext Time (p_c), s	0.0	4.9		0.1	0.0	5.3		0.4				

Intersection Summary		
HCM 6th Ctrl Delay	15.1	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	193	65	58	104	25	68	479	59	22	556	63
Future Volume (veh/h)	119	193	65	58	104	25	68	479	59	22	556	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	125	203	68	61	109	26	72	504	62	23	585	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	229	230	77	92	139	33	264	847	104	243	838	95
Arrive On Green	0.13	0.17	0.17	0.05	0.09	0.09	0.15	0.51	0.51	0.18	0.67	0.67
Sat Flow, veh/h	1810	1351	453	1810	1472	351	1810	1655	204	1810	1677	189
Grp Volume(v), veh/h	125	0	271	61	0	135	72	0	566	23	0	651
Grp Sat Flow(s),veh/h/ln	1810	0	1804	1810	0	1823	1810	0	1858	1810	0	1866
Q Serve(g_s), s	7.8	0.0	17.6	4.0	0.0	8.7	4.2	0.0	25.7	1.3	0.0	26.2
Cycle Q Clear(g_c), s	7.8	0.0	17.6	4.0	0.0	8.7	4.2	0.0	25.7	1.3	0.0	26.2
Prop In Lane	1.00		0.25	1.00		0.19	1.00		0.11	1.00		0.10
Lane Grp Cap(c), veh/h	229	0	307	92	0	172	264	0	951	243	0	933
V/C Ratio(X)	0.55	0.00	0.88	0.66	0.00	0.79	0.27	0.00	0.60	0.09	0.00	0.70
Avail Cap(c_a), veh/h	238	0	391	136	0	292	264	0	951	243	0	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.00	0.87
Uniform Delay (d), s/veh	49.2	0.0	48.6	56.0	0.0	53.2	45.6	0.0	20.6	43.2	0.0	14.4
Incr Delay (d2), s/veh	2.4	0.0	17.4	8.0	0.0	7.7	0.6	0.0	2.7	0.1	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	9.4	2.0	0.0	4.3	2.0	0.0	11.6	0.6	0.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	0.0	66.0	63.9	0.0	60.9	46.1	0.0	23.3	43.3	0.0	18.2
LnGrp LOS	D	A	E	E	A	E	D	A	C	D	A	B
Approach Vol, veh/h		396			196			638			674	
Approach Delay, s/veh		61.4			61.8			25.9			19.1	
Approach LOS		E			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	65.4	10.1	24.4	21.5	64.0	19.2	15.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	61.4	9.0	26.0	9.0	60.0	15.8	19.2
Max Q Clear Time (g_c+I1), s	10.3	27.7	6.0	19.6	6.2	28.2	9.8	10.7
Green Ext Time (p_c), s	0.0	4.3	0.0	0.8	0.0	5.1	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	152	134	20	102	22	105	404	32	41	468	108
Future Volume (veh/h)	111	152	134	20	102	22	105	404	32	41	468	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	122	167	147	22	112	24	115	444	35	45	514	119
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	239	194	55	223	46	141	2392	1102	82	2657	599
Arrive On Green	0.08	0.13	0.13	0.03	0.08	0.08	0.16	1.00	1.00	0.05	0.63	0.63
Sat Flow, veh/h	1810	1862	1513	1810	2966	617	1810	3610	1589	1810	4217	951
Grp Volume(v), veh/h	122	161	153	22	67	69	115	444	35	45	419	214
Grp Sat Flow(s),veh/h/ln	1810	1805	1570	1810	1805	1778	1810	1805	1589	1810	1729	1710
Q Serve(g_s), s	8.0	10.3	11.3	1.4	4.3	4.5	7.4	0.0	0.0	2.9	6.1	6.4
Cycle Q Clear(g_c), s	8.0	10.3	11.3	1.4	4.3	4.5	7.4	0.0	0.0	2.9	6.1	6.4
Prop In Lane	1.00		0.96	1.00		0.35	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	151	232	201	55	136	134	141	2392	1102	82	2178	1077
V/C Ratio(X)	0.81	0.70	0.76	0.40	0.49	0.52	0.81	0.19	0.03	0.55	0.19	0.20
Avail Cap(c_a), veh/h	347	496	432	166	316	311	347	2392	1102	196	2178	1077
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	50.1	50.5	57.1	53.3	53.4	49.8	0.0	0.0	56.1	9.4	9.4
Incr Delay (d2), s/veh	9.8	3.8	5.7	4.7	2.7	3.1	10.5	0.2	0.1	5.6	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	4.9	4.7	0.7	2.0	2.1	3.5	0.1	0.0	1.5	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	53.8	56.2	61.8	56.0	56.5	60.3	0.2	0.1	61.7	9.5	9.8
LnGrp LOS	E	D	E	E	E	E	E	A	A	E	A	A
Approach Vol, veh/h		436			158			594			678	
Approach Delay, s/veh		57.5			57.0			11.8			13.1	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	83.5	7.6	19.4	13.4	79.6	14.0	13.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	47.0	11.0	33.0	23.0	37.0	23.0	21.0
Max Q Clear Time (g_c+I1), s	1.9	2.0	3.4	13.3	9.4	8.4	10.0	6.5
Green Ext Time (p_c), s	0.0	3.4	0.0	1.8	0.2	4.5	0.2	0.5

Intersection Summary	
HCM 6th Ctrl Delay	26.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	25	7	251	43	70	11	395	223	94	407	73
Future Volume (veh/h)	59	25	7	251	43	70	11	395	223	94	407	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	27	8	276	47	77	12	434	245	103	447	80
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	295	94	28	311	145	120	562	1254	665	698	1402	244
Arrive On Green	0.16	0.07	0.07	0.17	0.08	0.08	0.31	0.24	0.24	0.13	0.10	0.10
Sat Flow, veh/h	1810	1392	413	1810	1900	1577	1810	5187	1606	1810	4427	771
Grp Volume(v), veh/h	65	0	35	276	47	77	12	434	245	103	346	181
Grp Sat Flow(s),veh/h/ln	1810	0	1805	1810	1900	1577	1810	1729	1606	1810	1729	1740
Q Serve(g_s), s	3.7	0.0	2.2	17.9	2.8	5.7	0.6	8.3	2.2	6.1	11.1	11.5
Cycle Q Clear(g_c), s	3.7	0.0	2.2	17.9	2.8	5.7	0.6	8.3	2.2	6.1	11.1	11.5
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	295	0	121	311	145	120	562	1254	665	698	1095	551
V/C Ratio(X)	0.22	0.00	0.29	0.89	0.32	0.64	0.02	0.35	0.37	0.15	0.32	0.33
Avail Cap(c_a), veh/h	295	0	286	588	713	591	562	1254	665	698	1095	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.98	0.98	0.98
Uniform Delay (d), s/veh	43.6	0.0	53.2	48.5	52.5	53.8	28.7	37.7	13.1	34.8	41.7	41.9
Incr Delay (d2), s/veh	0.4	0.0	1.3	8.4	1.3	5.6	0.0	0.7	1.4	0.1	0.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.1	8.8	1.4	2.4	0.2	3.6	3.4	2.8	5.3	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	0.0	54.5	56.9	53.8	59.4	28.7	38.3	14.5	34.9	42.4	43.4
LnGrp LOS	D	A	D	E	D	E	C	D	B	C	D	D
Approach Vol, veh/h		100			400			691			630	
Approach Delay, s/veh		47.7			57.1			29.7			41.5	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	50.3	33.0	24.6	12.1	41.3	42.0	23.6	13.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	29.0	39.0	19.0	8.0	38.0	13.0	45.0
Max Q Clear Time (g_c+I1), s	19.1	10.3	19.9	4.2	2.6	13.5	5.7	7.7
Green Ext Time (p_c), s	0.1	3.6	0.8	0.1	0.0	3.5	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.7

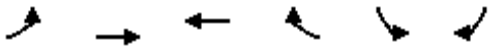
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	826	803	0	0	110
Future Vol, veh/h	0	826	803	0	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	879	854	0	0	117

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	427
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*736
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*736
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	736
HCM Lane V/C Ratio	-	-	-	0.159
HCM Control Delay (s)	-	-	-	10.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.6

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	139	645	759	19	49	44
Future Volume (veh/h)	139	645	759	19	49	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	148	686	807	20	52	47
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	187	1795	1032	26	1022	910
Arrive On Green	0.10	0.35	0.20	0.20	0.56	0.56
Sat Flow, veh/h	1810	5358	5377	129	1810	1610
Grp Volume(v), veh/h	148	686	536	291	52	47
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1876	1810	1610
Q Serve(g_s), s	7.2	9.0	13.2	13.3	1.2	1.2
Cycle Q Clear(g_c), s	7.2	9.0	13.2	13.3	1.2	1.2
Prop In Lane	1.00			0.07	1.00	1.00
Lane Grp Cap(c), veh/h	187	1795	685	372	1022	910
V/C Ratio(X)	0.79	0.38	0.78	0.78	0.05	0.05
Avail Cap(c_a), veh/h	603	3170	807	438	1022	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	22.2	34.2	34.2	8.8	8.8
Incr Delay (d2), s/veh	7.3	0.1	4.3	7.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.6	5.8	6.7	0.5	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.7	22.3	38.5	42.0	8.9	8.9
LnGrp LOS	D	C	D	D	A	A
Approach Vol, veh/h		834	827		99	
Approach Delay, s/veh		26.6	39.7		8.9	
Approach LOS		C	D		A	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			35.2		54.8	13.3	21.8
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			55.0		27.0	30.0	21.0
Max Q Clear Time (g_c+I1), s			11.0		3.2	9.2	15.3
Green Ext Time (p_c), s			5.6		0.2	0.4	2.6

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.7

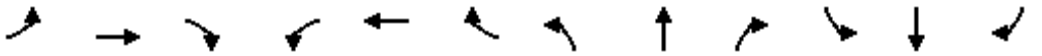
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	693	730	12	29	48
Future Vol, veh/h	8	693	730	12	29	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	70	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	693	730	12	29	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	742	0	-	0	1029	371
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	5.3	-	-	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	3.1	-	-	-	3.8	3.9
Pot Cap-1 Maneuver	527	-	-	-	*559	539
Stage 1	-	-	-	-	*353	-
Stage 2	-	-	-	-	*786	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	527	-	-	-	*550	539
Mov Cap-2 Maneuver	-	-	-	-	*550	-
Stage 1	-	-	-	-	*348	-
Stage 2	-	-	-	-	*786	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	527	-	-	-	550	539
HCM Lane V/C Ratio	0.015	-	-	-	0.053	0.089
HCM Control Delay (s)	11.9	-	-	-	11.9	12.3
HCM Lane LOS	B	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	737	291	0	2042	188	0	0	0	196	0	225
Future Volume (veh/h)	0	737	291	0	2042	188	0	0	0	196	0	225
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	768	303	0	2127	0				281	0	151
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1666	651	0	2356					1734	0	771
Arrive On Green	0.00	0.45	0.45	0.00	0.91	0.00				0.48	0.00	0.48
Sat Flow, veh/h	0	3838	1433	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	724	347	0	2127	0				281	0	151
Grp Sat Flow(s),veh/h/ln	0	1729	1642	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	17.3	17.6	0.0	25.0	0.0				5.3	0.0	6.5
Cycle Q Clear(g_c), s	0.0	17.3	17.6	0.0	25.0	0.0				5.3	0.0	6.5
Prop In Lane	0.00		0.87	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1571	746	0	2356					1734	0	771
V/C Ratio(X)	0.00	0.46	0.47	0.00	0.90					0.16	0.00	0.20
Avail Cap(c_a), veh/h	0	2046	972	0	3069					1734	0	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.68	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.6	22.7	0.0	4.1	0.0				17.7	0.0	18.0
Incr Delay (d2), s/veh	0.0	0.2	0.5	0.0	2.4	0.0				0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.0	6.8	0.0	2.5	0.0				2.3	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.8	23.1	0.0	6.5	0.0				17.9	0.0	18.5
LnGrp LOS	A	C	C	A	A					B	A	B
Approach Vol, veh/h		1071			2127	A					432	
Approach Delay, s/veh		22.9			6.5						18.1	
Approach LOS		C			A						B	

Timer - Assigned Phs		4		6		8			
Phs Duration (G+Y+Rc), s		58.5		61.5		58.5			
Change Period (Y+Rc), s		4.0		4.0		4.0			
Max Green Setting (Gmax), s		71.0		41.0		71.0			
Max Q Clear Time (g_c+I1), s		19.6		8.5		27.0			
Green Ext Time (p_c), s		9.7		1.5		27.4			

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	867	0	0	1417	112	813	1	123	0	0	0
Future Volume (veh/h)	66	867	0	0	1417	112	813	1	123	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	68	894	0	0	1461	115	878	0	85			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	95	2510	0	0	1952	154	1627	0	724			
Arrive On Green	0.10	0.97	0.00	0.00	0.40	0.40	0.45	0.00	0.45			
Sat Flow, veh/h	1810	5358	0	0	5074	386	3619	0	1610			
Grp Volume(v), veh/h	68	894	0	0	1030	546	878	0	85			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1831	1810	0	1610			
Q Serve(g_s), s	4.4	1.0	0.0	0.0	30.7	30.7	21.2	0.0	3.7			
Cycle Q Clear(g_c), s	4.4	1.0	0.0	0.0	30.7	30.7	21.2	0.0	3.7			
Prop In Lane	1.00		0.00	0.00		0.21	1.00		1.00			
Lane Grp Cap(c), veh/h	95	2510	0	0	1377	729	1627	0	724			
V/C Ratio(X)	0.72	0.36	0.00	0.00	0.75	0.75	0.54	0.00	0.12			
Avail Cap(c_a), veh/h	118	3428	0	0	1945	1030	1627	0	724			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.9	1.0	0.0	0.0	31.0	31.0	24.0	0.0	19.2			
Incr Delay (d2), s/veh	13.9	0.1	0.0	0.0	1.0	1.9	1.3	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	0.3	0.0	0.0	12.8	13.7	9.3	0.0	1.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	1.1	0.0	0.0	32.0	32.9	25.3	0.0	19.5			
LnGrp LOS	E	A	A	A	C	C	C	A	B			
Approach Vol, veh/h		962			1576			963				
Approach Delay, s/veh		5.7			32.3			24.8				
Approach LOS		A			C			C				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	57.9	62.1	10.3	51.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	32.7	79.3	7.8	67.5
Max Q Clear Time (g_c+I1), s	23.2	3.0	6.4	32.7
Green Ext Time (p_c), s	2.8	8.0	0.0	15.1

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	324	17	493	1172	0	0	0	0	0	0	231
Future Volume (veh/h)	0	324	17	493	1172	0	0	0	0	0	0	231
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	345	18	524	1247	0				0	0	246
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1986	886	577	3339	0				0	0	0
Arrive On Green	0.00	0.55	0.55	0.32	0.93	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	345	18	524	1247	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	3.8	0.4	22.2	3.2	0.0						
Cycle Q Clear(g_c), s	0.0	3.8	0.4	22.2	3.2	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	1986	886	577	3339	0						
V/C Ratio(X)	0.00	0.17	0.02	0.91	0.37	0.00						
Avail Cap(c_a), veh/h	0	1986	886	758	3339	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	9.0	8.2	26.1	0.3	0.0						
Incr Delay (d2), s/veh	0.0	0.2	0.0	12.3	0.3	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.1	11.0	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.1	8.2	38.4	0.7	0.0						
LnGrp LOS	A	A	A	D	A	A						
Approach Vol, veh/h		363			1771							
Approach Delay, s/veh		9.1			11.8							
Approach LOS		A			B							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	30.0	50.0				80.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	33.5	13.0				51.0						
Max Q Clear Time (g_c+I1), s	24.2	5.8				5.2						
Green Ext Time (p_c), s	1.3	1.3				13.0						

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	887	52	0	1691	295	289	261	0	18	2	41
Future Volume (veh/h)	9	887	52	0	1691	295	289	261	0	18	2	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	9	914	54	0	1743	304	298	269	0	19	2	42
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	2121	125	0	1891	320	398	463	0	224	18	377
Arrive On Green	0.61	0.61	0.61	0.00	0.61	0.61	0.24	0.24	0.00	0.24	0.24	0.24
Sat Flow, veh/h	209	3464	205	0	3183	523	1384	1900	0	1128	74	1548
Grp Volume(v), veh/h	9	476	492	0	997	1050	298	269	0	19	0	44
Grp Sat Flow(s),veh/h/ln	209	1805	1863	0	1805	1806	1384	1900	0	1128	0	1621
Q Serve(g_s), s	3.3	11.1	11.1	0.0	38.3	43.0	17.1	10.0	0.0	1.2	0.0	1.7
Cycle Q Clear(g_c), s	46.4	11.1	11.1	0.0	38.3	43.0	18.8	10.0	0.0	11.2	0.0	1.7
Prop In Lane	1.00		0.11	0.00		0.29	1.00		0.00	1.00		0.95
Lane Grp Cap(c), veh/h	106	1106	1141	0	1106	1106	398	463	0	224	0	395
V/C Ratio(X)	0.09	0.43	0.43	0.00	0.90	0.95	0.75	0.58	0.00	0.08	0.00	0.11
Avail Cap(c_a), veh/h	106	1106	1141	0	1106	1106	398	463	0	224	0	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.8	8.2	8.2	0.0	13.4	14.3	30.8	26.6	0.0	31.6	0.0	23.5
Incr Delay (d2), s/veh	1.6	1.2	1.2	0.0	11.8	17.3	12.2	5.2	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.1	4.2	0.0	16.4	19.6	6.8	5.0	0.0	0.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	9.4	9.3	0.0	25.2	31.6	43.0	31.9	0.0	31.7	0.0	23.6
LnGrp LOS	D	A	A	A	C	C	D	C	A	C	A	C
Approach Vol, veh/h		977			2047			567			63	
Approach Delay, s/veh		9.6			28.5			37.7			26.1	
Approach LOS		A			C			D			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	55.0	25.0	55.0	25.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	49.0	19.5	49.0	19.5
Max Q Clear Time (g_c+I1), s	48.4	13.2	45.0	20.8
Green Ext Time (p_c), s	0.4	0.1	3.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	633	16	7	1220	110	11	65	16	46	23	67
Future Volume (veh/h)	109	633	16	7	1220	110	11	65	16	46	23	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	111	646	16	7	1245	112	11	66	16	47	23	68
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	912	23	578	1510	674	552	770	652	573	171	507
Arrive On Green	0.08	0.18	0.18	0.32	0.42	0.42	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1810	5203	129	1810	3610	1610	1326	1900	1609	1336	423	1251
Grp Volume(v), veh/h	111	429	233	7	1245	112	11	66	16	47	0	91
Grp Sat Flow(s),veh/h/ln	1810	1729	1873	1810	1805	1610	1326	1900	1609	1336	0	1674
Q Serve(g_s), s	7.2	14.0	14.1	0.3	36.7	5.2	0.6	2.6	0.7	2.7	0.0	4.1
Cycle Q Clear(g_c), s	7.2	14.0	14.1	0.3	36.7	5.2	4.7	2.6	0.7	5.3	0.0	4.1
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	138	606	329	578	1510	674	552	770	652	573	0	678
V/C Ratio(X)	0.80	0.71	0.71	0.01	0.82	0.17	0.02	0.09	0.02	0.08	0.00	0.13
Avail Cap(c_a), veh/h	287	2219	1202	578	1986	886	552	770	652	573	0	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.5	46.6	46.6	27.9	31.0	21.8	23.9	22.0	21.4	23.6	0.0	22.5
Incr Delay (d2), s/veh	10.2	1.5	2.8	0.0	2.3	0.1	0.1	0.2	0.1	0.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.1	6.8	0.1	16.1	2.0	0.2	1.2	0.3	0.9	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	48.1	49.4	27.9	33.2	21.9	24.0	22.2	21.5	23.9	0.0	22.9
LnGrp LOS	E	D	D	C	C	C	C	C	C	C	A	C
Approach Vol, veh/h		773			1364			93			138	
Approach Delay, s/veh		50.9			32.3			22.3			23.2	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	52.6	42.3	25.0	52.6	13.2	54.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	8.0	77.0	23.0	19.0	66.0
Max Q Clear Time (g_c+I1), s	6.7	2.3	16.1	7.3	9.2	38.7
Green Ext Time (p_c), s	0.3	0.0	5.0	0.5	0.2	11.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	513	96	77	1136	55	71	90	53	44	113	60
Future Volume (veh/h)	42	513	96	77	1136	55	71	90	53	44	113	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	564	105	85	1248	60	78	99	58	48	124	66
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	1245	227	108	1508	73	100	428	359	540	889	750
Arrive On Green	0.05	0.28	0.28	0.12	0.60	0.60	0.06	0.22	0.22	0.30	0.47	0.47
Sat Flow, veh/h	1810	4394	802	1810	5070	244	1810	1900	1595	1810	1900	1602
Grp Volume(v), veh/h	46	441	228	85	851	457	78	99	58	48	124	66
Grp Sat Flow(s),veh/h/ln	1810	1729	1739	1810	1729	1856	1810	1900	1595	1810	1900	1602
Q Serve(g_s), s	3.0	12.6	13.0	5.5	23.6	23.6	5.1	5.1	2.9	2.3	4.5	2.2
Cycle Q Clear(g_c), s	3.0	12.6	13.0	5.5	23.6	23.6	5.1	5.1	2.9	2.3	4.5	2.2
Prop In Lane	1.00		0.46	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	980	493	108	1029	552	100	428	359	540	889	750
V/C Ratio(X)	0.56	0.45	0.46	0.78	0.83	0.83	0.78	0.23	0.16	0.09	0.14	0.09
Avail Cap(c_a), veh/h	226	1153	580	377	1441	773	196	428	359	540	889	750
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.69	0.69	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	35.3	35.5	52.1	21.8	21.8	56.0	38.0	26.2	30.3	18.2	11.0
Incr Delay (d2), s/veh	5.7	0.3	0.7	8.3	2.0	3.7	11.4	1.2	0.9	0.1	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.4	5.6	2.6	6.7	7.5	2.6	2.5	1.5	1.0	2.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	35.7	36.1	60.3	23.9	25.5	67.4	39.2	27.1	30.4	18.5	11.2
LnGrp LOS	E	D	D	E	C	C	E	D	C	C	B	B
Approach Vol, veh/h		715			1393			235			238	
Approach Delay, s/veh		37.5			26.6			45.6			18.9	
Approach LOS		D			C			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	31.0	11.2	38.0	10.6	60.2	9.5	39.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	27.0	25.0	40.0	13.0	26.0	15.0	50.0
Max Q Clear Time (g_c+I1), s	4.3	7.1	7.5	15.0	7.1	6.5	5.0	25.6
Green Ext Time (p_c), s	0.0	0.6	0.2	4.6	0.1	0.8	0.0	10.1

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1223	240	90	1704	77	44	15	28	72	74	113
Future Volume (veh/h)	132	1223	240	90	1704	77	44	15	28	72	74	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	1248	0	92	1739	79	30	36	29	73	76	115
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	2217		119	2091	649	484	509	431	169	178	151
Arrive On Green	0.09	0.43	0.00	0.02	0.13	0.13	0.27	0.27	0.27	0.09	0.09	0.09
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	135	1248	0	92	1739	79	30	36	29	73	76	115
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	8.1	20.0	0.0	5.6	35.9	4.8	1.4	1.6	1.5	4.2	4.2	7.7
Cycle Q Clear(g_c), s	8.1	20.0	0.0	5.6	35.9	4.8	1.4	1.6	1.5	4.2	4.2	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	2217		119	2091	649	484	509	431	169	178	151
V/C Ratio(X)	0.83	0.56		0.77	0.83	0.12	0.06	0.07	0.07	0.43	0.43	0.76
Avail Cap(c_a), veh/h	165	2217		296	2169	673	484	509	431	304	320	271
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.66	0.66	0.66	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	49.2	23.7	0.0	53.0	44.0	30.5	30.0	30.1	30.0	47.1	47.1	48.7
Incr Delay (d2), s/veh	28.1	0.3	0.0	6.9	1.9	0.1	0.2	0.3	0.3	1.7	1.6	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	8.1	0.0	2.8	17.0	1.9	0.6	0.8	0.6	2.0	2.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.3	24.1	0.0	59.9	45.9	30.6	30.2	30.3	30.3	48.7	48.6	56.1
LnGrp LOS	E	C		E	D	C	C	C	C	D	D	E
Approach Vol, veh/h		1383	A		1910			95			264	
Approach Delay, s/veh		29.3			46.0			30.3			51.9	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	33.4	11.2	51.0	14.3	13.9	48.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.5	18.0	38.0	18.5	10.0	46.0
Max Q Clear Time (g_c+I1), s	3.6	7.6	22.0	9.7	10.1	37.9
Green Ext Time (p_c), s	0.2	0.1	8.1	0.6	0.0	6.4

Intersection Summary	
HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

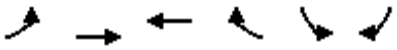
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	422	81	96	1431	99	70	230	15	111	261	155
Future Volume (veh/h)	106	422	81	96	1431	99	70	230	15	111	261	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	440	84	100	1491	103	73	240	16	116	272	161
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	586	257	537	1901	131	187	659	44	758	1279	570
Arrive On Green	0.08	0.16	0.16	0.30	0.38	0.38	0.05	0.19	0.19	0.22	0.35	0.35
Sat Flow, veh/h	1810	3610	1581	1810	4952	342	3510	3436	228	3510	3610	1609
Grp Volume(v), veh/h	110	440	84	100	1041	553	73	125	131	116	272	161
Grp Sat Flow(s),veh/h/ln	1810	1805	1581	1810	1729	1836	1755	1805	1859	1755	1805	1609
Q Serve(g_s), s	7.2	14.0	4.8	4.9	31.9	31.9	2.4	7.2	7.3	3.2	6.3	8.6
Cycle Q Clear(g_c), s	7.2	14.0	4.8	4.9	31.9	31.9	2.4	7.2	7.3	3.2	6.3	8.6
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	136	586	257	537	1327	705	187	346	356	758	1279	570
V/C Ratio(X)	0.81	0.75	0.33	0.19	0.78	0.78	0.39	0.36	0.37	0.15	0.21	0.28
Avail Cap(c_a), veh/h	211	1655	724	537	1614	857	234	346	356	758	1279	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	47.9	32.6	31.4	32.6	32.6	54.9	42.1	42.2	38.1	27.0	27.8
Incr Delay (d2), s/veh	11.4	1.8	0.7	0.1	1.3	2.5	1.3	2.9	2.9	0.1	0.4	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.4	2.2	2.2	13.4	14.5	1.1	3.5	3.7	1.4	2.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	49.8	33.3	31.5	33.9	35.1	56.3	45.1	45.1	38.2	27.4	29.0
LnGrp LOS	E	D	C	C	C	D	E	D	D	D	C	C
Approach Vol, veh/h		634			1694			329			549	
Approach Delay, s/veh		50.4			34.1			47.5			30.2	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	27.0	39.6	23.5	10.4	46.5	13.0	50.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	23.0	15.0	55.0	8.0	26.0	14.0	56.0
Max Q Clear Time (g_c+I1), s	5.2	9.3	6.9	16.0	4.4	10.6	9.2	33.9
Green Ext Time (p_c), s	0.1	1.1	0.1	3.5	0.0	2.0	0.1	12.2

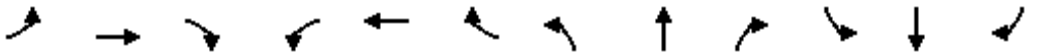
Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	133	1178	1854	153	149	115
Future Volume (veh/h)	133	1178	1854	153	149	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	1214	1911	158	154	119
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	168	2826	2156	1285	1342	765
Arrive On Green	0.12	0.72	0.83	0.83	0.38	0.38
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	137	1214	1911	158	154	119
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	8.1	10.3	26.0	0.8	3.1	4.6
Cycle Q Clear(g_c), s	8.1	10.3	26.0	0.8	3.1	4.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	168	2826	2156	1285	1342	765
V/C Ratio(X)	0.82	0.43	0.89	0.12	0.11	0.16
Avail Cap(c_a), veh/h	362	3772	2546	1406	1342	765
HCM Platoon Ratio	1.33	1.33	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.55	0.55	1.00	1.00
Uniform Delay (d), s/veh	47.3	8.3	7.6	0.7	21.9	16.4
Incr Delay (d2), s/veh	8.0	0.1	2.1	0.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	3.2	3.5	0.7	1.3	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.3	8.4	9.7	0.7	22.1	16.8
LnGrp LOS	E	A	A	A	C	B
Approach Vol, veh/h		1351	2069		273	
Approach Delay, s/veh		13.2	9.0		19.8	
Approach LOS		B	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			63.9		46.1	14.2	49.7
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			80.0		22.0	22.0	54.0
Max Q Clear Time (g_c+I1), s			12.3		6.6	10.1	28.0
Green Ext Time (p_c), s			12.5		0.8	0.3	17.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	462	51	80	1448	121	65	187	15	98	148	74
Future Volume (veh/h)	25	462	51	80	1448	121	65	187	15	98	148	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	491	54	85	1540	129	69	199	16	104	157	79
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	641	282	404	1783	149	95	1334	106	130	978	469
Arrive On Green	0.03	0.18	0.18	0.45	0.73	0.73	0.05	0.39	0.39	0.07	0.41	0.41
Sat Flow, veh/h	1810	3610	1589	1810	4869	408	1810	3386	270	1810	2366	1134
Grp Volume(v), veh/h	27	491	54	85	1093	576	69	105	110	104	118	118
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1729	1819	1810	1805	1851	1810	1805	1695
Q Serve(g_s), s	1.8	15.5	3.0	3.4	27.6	27.7	4.5	4.5	4.6	6.8	4.9	5.3
Cycle Q Clear(g_c), s	1.8	15.5	3.0	3.4	27.6	27.7	4.5	4.5	4.6	6.8	4.9	5.3
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.15	1.00		0.67
Lane Grp Cap(c), veh/h	63	641	282	404	1266	666	95	711	729	130	746	701
V/C Ratio(X)	0.43	0.77	0.19	0.21	0.86	0.86	0.73	0.15	0.15	0.80	0.16	0.17
Avail Cap(c_a), veh/h	136	1504	662	404	1614	849	181	711	729	241	746	701
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.55	0.55	0.55	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	47.0	30.7	26.8	13.9	13.9	56.0	23.4	23.4	54.8	22.1	22.2
Incr Delay (d2), s/veh	3.4	1.4	0.2	0.1	2.4	4.4	9.4	0.4	0.4	10.6	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.1	1.4	1.5	5.3	5.9	2.3	2.0	2.1	3.5	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	48.4	31.0	26.9	16.2	18.3	65.4	23.8	23.8	65.5	22.5	22.7
LnGrp LOS	E	D	C	C	B	B	E	C	C	E	C	C
Approach Vol, veh/h		572			1754			284			340	
Approach Delay, s/veh		47.3			17.4			33.9			35.7	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	51.3	30.8	25.3	10.3	53.6	8.2	47.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	23.0	15.0	50.0	12.0	27.0	9.0	56.0
Max Q Clear Time (g_c+I1), s	8.8	6.6	5.4	17.5	6.5	7.3	3.8	29.7
Green Ext Time (p_c), s	0.1	1.0	0.1	3.8	0.1	1.3	0.0	14.2

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	1043	171	17	1694	93	184	50	7	89	51	99
Future Volume (veh/h)	93	1043	171	17	1694	93	184	50	7	89	51	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	1098	180	18	1783	98	194	53	7	94	54	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	2395	743	49	2112	116	621	575	74	338	683	415
Arrive On Green	0.05	0.31	0.31	0.03	0.42	0.42	0.18	0.18	0.18	0.19	0.19	0.19
Sat Flow, veh/h	1810	5187	1610	1810	5032	276	3510	3209	415	1810	3610	1610
Grp Volume(v), veh/h	98	1098	180	18	1224	657	194	29	31	94	54	104
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1850	1755	1805	1819	1810	1805	1610
Q Serve(g_s), s	5.9	18.7	4.9	1.1	35.0	35.1	5.3	1.5	1.5	4.9	1.4	0.0
Cycle Q Clear(g_c), s	5.9	18.7	4.9	1.1	35.0	35.1	5.3	1.5	1.5	4.9	1.4	0.0
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	125	2395	743	49	1451	777	621	323	326	338	683	415
V/C Ratio(X)	0.79	0.46	0.24	0.37	0.84	0.85	0.31	0.09	0.09	0.28	0.08	0.25
Avail Cap(c_a), veh/h	211	2556	793	125	1540	824	621	323	326	338	683	415
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	51.7	26.9	6.8	52.6	28.7	28.7	39.4	37.7	37.7	38.4	36.7	32.4
Incr Delay (d2), s/veh	9.9	0.1	0.2	4.6	4.3	7.8	0.3	0.6	0.6	0.4	0.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	8.2	3.4	0.6	14.9	16.8	2.3	0.7	0.7	2.2	0.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	27.1	7.0	57.2	33.0	36.5	39.7	38.2	38.3	38.8	36.9	33.8
LnGrp LOS	E	C	A	E	C	D	D	D	D	D	D	C
Approach Vol, veh/h		1376			1899			254			252	
Approach Delay, s/veh		26.9			34.4			39.4			36.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	23.7	7.0	54.8	23.5	24.8	11.6	50.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.5	19.7	7.6	54.2	11.4	20.8	12.8	49.0
Max Q Clear Time (g_c+I1), s	10.9	3.5	3.1	20.7	7.3	3.4	7.9	37.1
Green Ext Time (p_c), s	0.1	0.2	0.0	10.6	0.2	0.5	0.1	9.1

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	388	52	24	1283	140	204	426	37	125	268	175
Future Volume (veh/h)	92	388	52	24	1283	140	204	426	37	125	268	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	426	57	26	1410	154	224	468	41	137	295	192
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	1999	846	61	1655	181	255	842	375	387	1106	598
Arrive On Green	0.07	0.39	0.39	0.03	0.35	0.35	0.14	0.23	0.23	0.21	0.31	0.31
Sat Flow, veh/h	1810	5187	1605	1810	4738	517	1810	3610	1608	1810	3610	1585
Grp Volume(v), veh/h	101	426	57	26	1029	535	224	468	41	137	295	192
Grp Sat Flow(s),veh/h/ln	1810	1729	1605	1810	1729	1797	1810	1805	1608	1810	1805	1585
Q Serve(g_s), s	6.6	6.6	2.1	1.7	33.1	33.1	14.6	13.7	2.1	7.7	7.4	2.9
Cycle Q Clear(g_c), s	6.6	6.6	2.1	1.7	33.1	33.1	14.6	13.7	2.1	7.7	7.4	2.9
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	1999	846	61	1208	628	255	842	375	387	1106	598
V/C Ratio(X)	0.80	0.21	0.07	0.42	0.85	0.85	0.88	0.56	0.11	0.35	0.27	0.32
Avail Cap(c_a), veh/h	204	2200	908	115	1297	674	371	842	375	387	1106	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.57	0.57	0.57	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	24.7	13.9	56.8	36.2	36.2	50.5	40.5	27.3	40.1	31.4	12.1
Incr Delay (d2), s/veh	8.8	0.0	0.0	2.7	3.2	5.9	13.7	2.4	0.5	0.5	0.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	2.7	0.8	0.8	14.3	15.3	7.6	6.4	1.0	3.5	3.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	24.7	14.0	59.5	39.3	42.0	64.2	42.9	27.9	40.6	32.0	13.5
LnGrp LOS	E	C	B	E	D	D	E	D	C	D	C	B
Approach Vol, veh/h		584			1590			733			624	
Approach Delay, s/veh		30.4			40.5			48.6			28.2	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	32.0	8.1	50.3	20.9	40.8	12.4	45.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	28.0	7.6	50.9	24.6	20.9	13.5	45.0
Max Q Clear Time (g_c+I1), s	9.7	15.7	3.7	8.6	16.6	9.4	8.6	35.1
Green Ext Time (p_c), s	0.2	2.6	0.0	3.4	0.4	2.0	0.1	6.8

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	670	402	14	1059	108	671	498	8	68	272	66
Future Volume (veh/h)	76	670	402	14	1059	108	671	498	8	68	272	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	713	428	15	1127	115	714	530	9	72	289	70
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	1445	1043	42	1206	123	868	1360	23	102	530	126
Arrive On Green	0.06	0.40	0.40	0.02	0.37	0.37	0.25	0.37	0.37	0.06	0.18	0.18
Sat Flow, veh/h	1810	3610	1610	1810	3303	337	3510	3631	62	1810	2884	686
Grp Volume(v), veh/h	81	713	428	15	615	627	714	263	276	72	179	180
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1834	1755	1805	1888	1810	1805	1766
Q Serve(g_s), s	4.9	16.2	2.4	0.9	36.1	36.2	21.1	11.8	11.8	4.3	9.9	10.2
Cycle Q Clear(g_c), s	4.9	16.2	2.4	0.9	36.1	36.2	21.1	11.8	11.8	4.3	9.9	10.2
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.03	1.00		0.39
Lane Grp Cap(c), veh/h	105	1445	1043	42	659	670	868	676	707	102	331	324
V/C Ratio(X)	0.77	0.49	0.41	0.35	0.93	0.94	0.82	0.39	0.39	0.70	0.54	0.56
Avail Cap(c_a), veh/h	128	1445	1043	123	673	684	868	676	707	161	331	324
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.38	0.38	0.38	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	51.1	24.7	3.9	52.9	33.6	33.7	39.1	25.2	25.2	51.0	40.7	40.8
Incr Delay (d2), s/veh	20.0	0.3	0.3	1.9	9.5	9.7	6.4	1.7	1.6	8.2	6.0	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.9	2.3	0.4	17.2	17.5	9.8	5.3	5.6	2.2	4.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	24.9	4.2	54.8	43.1	43.3	45.5	26.9	26.8	59.2	46.7	47.3
LnGrp LOS	E	C	A	D	D	D	D	C	C	E	D	D
Approach Vol, veh/h		1222			1257			1253			431	
Approach Delay, s/veh		20.7			43.4			37.5			49.0	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	45.2	6.6	48.0	31.2	24.2	10.4	44.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.8	35.4	7.5	41.3	25.0	20.2	7.8	41.0
Max Q Clear Time (g_c+I1), s	6.3	13.8	2.9	18.2	23.1	12.2	6.9	38.2
Green Ext Time (p_c), s	0.0	3.2	0.0	7.0	0.6	1.3	0.0	1.9

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	57	394	375	48	190	359
Future Volume (veh/h)	57	394	375	48	190	359
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	419	399	51	202	382
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1010	463	1849	824	280	2282
Arrive On Green	0.29	0.29	0.51	0.51	0.08	0.63
Sat Flow, veh/h	3510	1610	3705	1609	3510	3705
Grp Volume(v), veh/h	61	419	399	51	202	382
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1609	1755	1805
Q Serve(g_s), s	1.3	25.1	6.1	1.6	5.6	4.4
Cycle Q Clear(g_c), s	1.3	25.1	6.1	1.6	5.6	4.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1010	463	1849	824	280	2282
V/C Ratio(X)	0.06	0.90	0.22	0.06	0.72	0.17
Avail Cap(c_a), veh/h	1755	805	1849	824	562	2282
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.48	0.48	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	34.3	13.4	12.3	44.9	7.6
Incr Delay (d2), s/veh	0.0	4.0	0.3	0.1	3.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	10.1	2.5	0.6	2.6	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.8	38.3	13.6	12.4	48.4	7.7
LnGrp LOS	C	D	B	B	D	A
Approach Vol, veh/h	480		450			584
Approach Delay, s/veh	36.7		13.5			21.8
Approach LOS	D		B			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.0	55.2				67.2	32.8
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	16.0	22.0				42.0	50.0
Max Q Clear Time (g_c+I1), s	7.6	8.1				6.4	27.1
Green Ext Time (p_c), s	0.4	2.3				2.7	1.7

Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	426	56	66	1104	41	119	246	65	86	197	65
Future Volume (veh/h)	44	426	56	66	1104	41	119	246	65	86	197	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	484	64	75	1255	47	135	280	74	98	224	74
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	1351	175	97	1527	57	416	1282	332	123	780	250
Arrive On Green	0.02	0.10	0.10	0.11	0.60	0.60	0.23	0.45	0.45	0.07	0.29	0.29
Sat Flow, veh/h	1810	4634	601	1810	5127	192	1810	2827	732	1810	2676	858
Grp Volume(v), veh/h	50	359	189	75	846	456	135	177	177	98	149	149
Grp Sat Flow(s),veh/h/ln	1810	1729	1778	1810	1729	1861	1810	1805	1754	1810	1805	1729
Q Serve(g_s), s	3.3	11.7	12.0	4.8	23.3	23.3	7.5	7.1	7.4	6.4	7.6	8.0
Cycle Q Clear(g_c), s	3.3	11.7	12.0	4.8	23.3	23.3	7.5	7.1	7.4	6.4	7.6	8.0
Prop In Lane	1.00		0.34	1.00		0.10	1.00		0.42	1.00		0.50
Lane Grp Cap(c), veh/h	86	1008	518	97	1030	554	416	819	796	123	526	504
V/C Ratio(X)	0.58	0.36	0.37	0.77	0.82	0.82	0.32	0.22	0.22	0.80	0.28	0.30
Avail Cap(c_a), veh/h	136	1124	578	332	1498	807	416	819	796	211	526	504
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.62	0.62	0.62	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	43.7	43.8	52.9	21.7	21.7	38.5	19.9	19.9	55.1	32.8	32.9
Incr Delay (d2), s/veh	6.1	0.2	0.4	7.9	1.6	2.9	0.4	0.5	0.5	11.0	1.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.5	5.8	2.3	6.6	7.3	3.4	3.1	3.1	3.3	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	43.9	44.2	60.8	23.3	24.6	38.8	20.4	20.5	66.1	34.2	34.4
LnGrp LOS	E	D	D	E	C	C	D	C	C	E	C	C
Approach Vol, veh/h		598			1377			489			396	
Approach Delay, s/veh		45.7			25.8			25.5			42.2	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	58.4	10.4	39.0	31.6	39.0	9.7	39.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	29.0	22.0	39.0	8.0	35.0	9.0	52.0
Max Q Clear Time (g_c+I1), s	9.4	9.4	6.8	14.0	9.5	10.0	5.3	25.3
Green Ext Time (p_c), s	0.1	2.0	0.1	3.7	0.0	1.8	0.0	10.5

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	599	111	37	1018	63	117	366	62	100	287	41
Future Volume (veh/h)	54	599	111	37	1018	63	117	366	62	100	287	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	730	135	45	1241	77	143	446	76	122	350	50
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	1249	231	86	1396	87	271	754	128	271	777	110
Arrive On Green	0.06	0.41	0.41	0.05	0.40	0.40	0.15	0.25	0.25	0.15	0.25	0.25
Sat Flow, veh/h	1810	3032	560	1810	3452	214	1810	3073	520	1810	3166	448
Grp Volume(v), veh/h	66	434	431	45	648	670	143	261	261	122	198	202
Grp Sat Flow(s),veh/h/ln	1810	1805	1788	1810	1805	1861	1810	1805	1788	1810	1805	1809
Q Serve(g_s), s	3.9	20.5	20.5	2.7	36.7	36.9	8.0	14.0	14.2	6.8	10.2	10.4
Cycle Q Clear(g_c), s	3.9	20.5	20.5	2.7	36.7	36.9	8.0	14.0	14.2	6.8	10.2	10.4
Prop In Lane	1.00		0.31	1.00		0.11	1.00		0.29	1.00		0.25
Lane Grp Cap(c), veh/h	100	744	737	86	730	753	271	443	439	271	443	444
V/C Ratio(X)	0.66	0.58	0.58	0.52	0.89	0.89	0.53	0.59	0.60	0.45	0.45	0.45
Avail Cap(c_a), veh/h	132	794	787	125	788	812	271	443	439	271	443	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.33	0.33	0.33	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	51.0	25.0	25.0	51.2	30.4	30.5	43.2	36.6	36.7	42.7	35.2	35.2
Incr Delay (d2), s/veh	6.4	0.9	0.9	1.6	4.3	4.3	1.9	5.6	5.9	1.1	3.1	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	8.8	8.7	1.2	16.4	16.9	3.7	6.8	6.9	3.1	4.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	25.9	25.9	52.8	34.7	34.8	45.1	42.2	42.5	43.8	38.3	38.5
LnGrp LOS	E	C	C	D	C	C	D	D	D	D	D	D
Approach Vol, veh/h		931			1363			665			522	
Approach Delay, s/veh		28.1			35.3			43.0			39.7	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	31.0	9.2	49.3	20.4	31.0	10.1	48.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	27.0	7.6	48.4	11.0	27.0	8.0	48.0
Max Q Clear Time (g_c+I1), s	9.8	16.2	4.7	22.5	10.0	12.4	5.9	38.9
Green Ext Time (p_c), s	0.1	2.4	0.0	6.1	0.0	2.0	0.0	5.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	180	31	11	363	439	48	284	24	288	234	31
Future Volume (veh/h)	73	180	31	11	363	439	48	284	24	288	234	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.88	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	207	36	13	417	505	55	326	28	331	269	36
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	222	1235	542	74	542	477	99	679	58	494	1352	179
Arrive On Green	0.06	0.34	0.34	0.02	0.30	0.30	0.05	0.20	0.20	0.27	0.42	0.42
Sat Flow, veh/h	3510	3610	1584	3510	1805	1589	1810	3328	283	1810	3204	424
Grp Volume(v), veh/h	84	207	36	13	417	505	55	175	179	331	150	155
Grp Sat Flow(s),veh/h/ln	1755	1805	1584	1755	1805	1589	1810	1805	1805	1810	1805	1824
Q Serve(g_s), s	2.3	4.0	1.5	0.4	21.0	30.0	3.0	8.6	8.8	16.3	5.2	5.4
Cycle Q Clear(g_c), s	2.3	4.0	1.5	0.4	21.0	30.0	3.0	8.6	8.8	16.3	5.2	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.23
Lane Grp Cap(c), veh/h	222	1235	542	74	542	477	99	368	368	494	762	770
V/C Ratio(X)	0.38	0.17	0.07	0.17	0.77	1.06	0.55	0.48	0.49	0.67	0.20	0.20
Avail Cap(c_a), veh/h	267	1235	542	298	542	477	156	368	368	494	762	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	23.0	22.2	48.1	31.9	35.0	46.1	35.1	35.2	32.4	18.2	18.3
Incr Delay (d2), s/veh	1.0	0.1	0.0	0.9	5.4	53.5	4.8	4.4	4.5	3.5	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.7	0.6	0.2	9.8	18.4	1.5	4.2	4.3	7.5	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	23.0	22.2	49.0	37.3	88.5	50.8	39.4	39.7	35.9	18.8	18.8
LnGrp LOS	D	C	C	D	D	F	D	D	D	D	B	B
Approach Vol, veh/h		327			935			409			636	
Approach Delay, s/veh		28.8			65.1			41.1			27.7	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	24.4	6.1	38.2	9.5	46.2	10.3	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	20.4	8.5	29.1	8.6	37.8	7.6	30.0
Max Q Clear Time (g_c+I1), s	9.3	10.8	2.4	6.0	5.0	7.4	4.3	32.0
Green Ext Time (p_c), s	0.6	1.4	0.0	1.4	0.0	1.8	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	378	76	104	871	118	271	711	103	167	461	211
Future Volume (veh/h)	115	378	76	104	871	118	271	711	103	167	461	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	425	85	117	979	133	304	799	116	188	518	237
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	202	918	407	201	1172	159	567	1173	512	416	872	386
Arrive On Green	0.06	0.25	0.25	0.06	0.25	0.25	0.31	0.32	0.32	0.23	0.24	0.24
Sat Flow, veh/h	3510	3610	1599	3510	4616	626	1810	3610	1575	1810	3610	1598
Grp Volume(v), veh/h	129	425	85	117	733	379	304	799	116	188	518	237
Grp Sat Flow(s),veh/h/ln	1755	1805	1599	1755	1729	1784	1810	1805	1575	1810	1805	1598
Q Serve(g_s), s	4.3	11.9	2.5	3.9	24.1	24.2	16.6	23.0	5.3	10.7	15.2	15.8
Cycle Q Clear(g_c), s	4.3	11.9	2.5	3.9	24.1	24.2	16.6	23.0	5.3	10.7	15.2	15.8
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	918	407	201	878	453	567	1173	512	416	872	386
V/C Ratio(X)	0.64	0.46	0.21	0.58	0.83	0.84	0.54	0.68	0.23	0.45	0.59	0.61
Avail Cap(c_a), veh/h	263	1041	461	246	980	505	567	1173	512	416	872	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.55	0.55	0.55	0.63	0.63	0.63	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	37.8	8.5	55.2	42.4	42.4	34.0	35.1	19.7	39.7	40.3	40.5
Incr Delay (d2), s/veh	3.1	0.3	0.2	1.5	3.3	6.3	0.6	2.0	0.6	0.8	3.0	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.3	1.9	1.8	10.6	11.4	7.4	10.4	2.5	4.9	7.1	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	38.2	8.7	56.7	45.7	48.7	34.6	37.1	20.3	40.4	43.3	47.6
LnGrp LOS	E	D	A	E	D	D	C	D	C	D	D	D
Approach Vol, veh/h		639			1229			1219			943	
Approach Delay, s/veh		38.3			47.6			34.9			43.8	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	43.0	10.9	34.5	41.6	33.0	10.9	34.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	39.0	8.4	34.6	32.0	29.0	9.0	34.0
Max Q Clear Time (g_c+I1), s	12.7	25.0	5.9	13.9	18.6	17.8	6.3	26.2
Green Ext Time (p_c), s	0.3	5.1	0.1	3.0	0.8	3.3	0.1	4.3

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	590	135	66	838	82	259	874	129	84	510	96
Future Volume (veh/h)	90	590	135	66	838	82	259	874	129	84	510	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	111	728	167	81	1035	101	320	1079	159	104	630	119
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	852	195	218	1119	109	467	1474	217	213	805	150
Arrive On Green	0.08	0.29	0.29	0.16	0.45	0.45	0.26	0.32	0.32	0.12	0.18	0.18
Sat Flow, veh/h	1810	2915	668	1810	3321	324	1810	4555	670	1810	4385	815
Grp Volume(v), veh/h	111	451	444	81	562	574	320	819	419	104	495	254
Grp Sat Flow(s),veh/h/ln	1810	1805	1778	1810	1805	1840	1810	1729	1768	1810	1729	1742
Q Serve(g_s), s	6.6	25.9	25.9	4.4	32.3	32.3	17.5	23.1	23.1	5.9	15.0	15.3
Cycle Q Clear(g_c), s	6.6	25.9	25.9	4.4	32.3	32.3	17.5	23.1	23.1	5.9	15.0	15.3
Prop In Lane	1.00		0.38	1.00		0.18	1.00		0.38	1.00		0.47
Lane Grp Cap(c), veh/h	138	528	520	218	608	620	467	1119	572	213	635	320
V/C Ratio(X)	0.81	0.85	0.85	0.37	0.92	0.93	0.69	0.73	0.73	0.49	0.78	0.79
Avail Cap(c_a), veh/h	166	630	621	218	635	647	467	1119	572	213	635	320
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.55	0.55	0.55	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	50.0	36.7	36.7	42.4	29.0	29.1	36.8	33.0	33.0	45.4	42.8	42.9
Incr Delay (d2), s/veh	16.9	7.7	7.9	0.6	12.1	12.0	4.2	4.2	8.1	1.5	8.2	16.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	12.4	12.2	2.0	14.5	14.8	8.2	10.2	11.0	2.7	7.1	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	44.4	44.6	43.0	41.1	41.1	41.0	37.2	41.1	46.9	51.0	59.4
LnGrp LOS	E	D	D	D	D	D	D	D	D	D	D	E
Approach Vol, veh/h		1006			1217			1558			853	
Approach Delay, s/veh		47.0			41.2			39.0			53.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	39.6	17.3	36.2	32.4	24.2	12.4	41.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	35.6	10.4	38.4	25.0	20.2	10.1	38.7
Max Q Clear Time (g_c+I1), s	17.9	25.1	6.4	27.9	19.5	17.3	8.6	34.3
Green Ext Time (p_c), s	0.0	5.9	0.1	4.2	0.5	1.3	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	334	88	246	489	108	199	846	323	102	342	61
Future Volume (veh/h)	44	334	88	246	489	108	199	846	323	102	342	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	359	95	265	526	116	214	910	347	110	368	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	474	124	305	827	181	487	2116	648	140	958	166
Arrive On Green	0.05	0.17	0.17	0.17	0.28	0.28	0.54	0.82	0.82	0.08	0.22	0.22
Sat Flow, veh/h	1810	2822	736	1810	2924	641	1810	5187	1588	1810	4423	766
Grp Volume(v), veh/h	47	228	226	265	324	318	214	910	347	110	285	149
Grp Sat Flow(s),veh/h/ln	1810	1805	1753	1810	1805	1760	1810	1729	1588	1810	1729	1730
Q Serve(g_s), s	2.3	10.8	11.1	12.8	14.1	14.2	6.4	4.5	3.6	5.4	6.3	6.6
Cycle Q Clear(g_c), s	2.3	10.8	11.1	12.8	14.1	14.2	6.4	4.5	3.6	5.4	6.3	6.6
Prop In Lane	1.00		0.42	1.00		0.36	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	97	303	294	305	510	498	487	2116	648	140	749	375
V/C Ratio(X)	0.48	0.75	0.77	0.87	0.63	0.64	0.44	0.43	0.54	0.78	0.38	0.40
Avail Cap(c_a), veh/h	151	371	360	402	622	606	487	2116	648	239	749	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.80	0.80	0.80	0.51	0.51	0.51	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	35.7	35.8	36.4	28.2	28.3	16.7	5.3	1.8	40.8	30.1	30.2
Incr Delay (d2), s/veh	3.2	5.8	6.8	12.0	1.2	1.3	0.3	0.3	1.6	9.1	1.5	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.2	5.2	6.6	6.1	6.0	2.3	1.3	1.6	2.7	2.7	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	41.5	42.6	48.5	29.4	29.6	17.0	5.6	3.4	49.9	31.6	33.4
LnGrp LOS	D	D	D	D	C	C	B	A	A	D	C	C
Approach Vol, veh/h		501			907			1471			544	
Approach Delay, s/veh		42.3			35.0			6.8			35.8	
Approach LOS		D			D			A			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	40.7	19.2	19.1	28.2	23.5	8.8	29.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.3	23.6	20.0	18.5	16.0	19.5	7.5	31.0
Max Q Clear Time (g_c+I1), s	7.4	6.5	14.8	13.1	8.4	8.6	4.3	16.2
Green Ext Time (p_c), s	0.1	7.3	0.4	1.3	0.3	2.0	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	151	78	195	129	155	101	1204	260	69	642	4
Future Volume (veh/h)	23	151	78	195	129	155	101	1204	260	69	642	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	161	83	207	137	165	107	1281	277	73	683	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	32	212	207	229	152	326	137	1791	387	118	2186	13
Arrive On Green	0.13	0.13	0.13	0.21	0.21	0.21	0.08	0.42	0.42	0.13	0.82	0.82
Sat Flow, veh/h	245	1643	1603	1110	735	1581	1810	4250	919	1810	5320	31
Grp Volume(v), veh/h	185	0	83	344	0	165	107	1042	516	73	444	243
Grp Sat Flow(s),veh/h/ln	1888	0	1603	1845	0	1581	1810	1729	1711	1810	1729	1894
Q Serve(g_s), s	8.5	0.0	4.3	16.4	0.0	8.3	5.2	22.5	22.5	3.4	2.8	2.8
Cycle Q Clear(g_c), s	8.5	0.0	4.3	16.4	0.0	8.3	5.2	22.5	22.5	3.4	2.8	2.8
Prop In Lane	0.13		1.00	0.60		1.00	1.00		0.54	1.00		0.02
Lane Grp Cap(c), veh/h	244	0	207	381	0	326	137	1457	721	118	1421	778
V/C Ratio(X)	0.76	0.00	0.40	0.90	0.00	0.51	0.78	0.72	0.72	0.62	0.31	0.31
Avail Cap(c_a), veh/h	470	0	399	389	0	334	237	1457	721	153	1421	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	0.87	0.87	0.87
Uniform Delay (d), s/veh	37.8	0.0	36.0	34.8	0.0	31.7	40.9	21.6	21.6	38.1	5.0	5.0
Incr Delay (d2), s/veh	4.8	0.0	1.2	23.6	0.0	1.2	8.6	2.8	5.5	4.5	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	1.7	9.7	0.0	3.2	2.6	9.2	9.7	1.6	0.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	0.0	37.2	58.4	0.0	32.9	49.5	24.4	27.1	42.6	5.5	5.9
LnGrp LOS	D	A	D	E	A	C	D	C	C	D	A	A
Approach Vol, veh/h		268			509			1665			760	
Approach Delay, s/veh		40.9			50.1			26.8			9.2	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	41.9		15.6	10.8	41.0		22.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	25.0		22.4	11.8	20.8		19.0
Max Q Clear Time (g_c+I1), s	5.4	24.5		10.5	7.2	4.8		18.4
Green Ext Time (p_c), s	0.0	0.4		1.0	0.1	4.0		0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	0	33	0	0	0	121	1521	0	0	907	74
Future Volume (veh/h)	72	0	33	0	0	0	121	1521	0	0	907	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	0	37	0	0	0	136	1709	0	0	1019	83
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	140	809	2	2	2	775	4344	0	2	1782	145
Arrive On Green	0.07	0.00	0.07	0.00	0.00	0.00	0.86	1.00	0.00	0.00	0.36	0.36
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4889	398
Grp Volume(v), veh/h	81	0	37	0	0	0	136	1709	0	0	720	382
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1828
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	15.0	15.1
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	15.0	15.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.22
Lane Grp Cap(c), veh/h	133	140	809	2	2	2	775	4344	0	2	1260	666
V/C Ratio(X)	0.61	0.00	0.05	0.00	0.00	0.00	0.18	0.39	0.00	0.00	0.57	0.57
Avail Cap(c_a), veh/h	191	433	1057	151	391	331	775	4344	0	151	1260	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.89	0.89	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh	40.4	0.0	7.7	0.0	0.0	0.0	3.8	0.0	0.0	0.0	23.0	23.0
Incr Delay (d2), s/veh	4.4	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	1.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.3	0.0	0.0	0.0	0.4	0.1	0.0	0.0	6.2	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	0.0	7.7	0.0	0.0	0.0	3.9	0.2	0.0	0.0	24.7	26.3
LnGrp LOS	D	A	A	A	A	A	A	A	A	A	C	C
Approach Vol, veh/h		118			0			1845			1102	
Approach Delay, s/veh		33.2			0.0			0.5			25.3	
Approach LOS		C						A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	79.4	0.0	10.6	42.6	36.8	10.6	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	38.5	7.5	20.5	13.2	32.8	9.5	18.5
Max Q Clear Time (g_c+I1), s	10.0	2.0	0.0	2.0	3.1	17.1	5.9	0.0
Green Ext Time (p_c), s	0.0	18.2	0.0	0.1	0.2	6.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1	50	16	15	17	57	1650	12	13	924	26
Future Volume (veh/h)	30	1	50	16	15	17	57	1650	12	13	924	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	1	55	18	16	19	63	1813	13	14	1015	29
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	134	120	76	138	117	493	3628	26	42	2248	768
Arrive On Green	0.04	0.07	0.07	0.04	0.07	0.07	0.27	0.68	0.68	0.05	0.87	0.87
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5313	38	1810	5187	1610
Grp Volume(v), veh/h	33	1	55	18	16	19	63	1180	646	14	1015	29
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1893	1810	1729	1610
Q Serve(g_s), s	1.6	0.0	2.9	0.9	0.7	1.0	2.4	14.8	14.8	0.7	3.9	0.0
Cycle Q Clear(g_c), s	1.6	0.0	2.9	0.9	0.7	1.0	2.4	14.8	14.8	0.7	3.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	79	134	120	76	138	117	493	2361	1293	42	2248	768
V/C Ratio(X)	0.42	0.01	0.46	0.24	0.12	0.16	0.13	0.50	0.50	0.34	0.45	0.04
Avail Cap(c_a), veh/h	153	373	333	153	393	333	493	2361	1293	153	2248	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	0.95	0.95	0.95
Uniform Delay (d), s/veh	41.9	38.6	39.9	41.7	39.0	39.2	24.7	6.9	6.9	42.3	3.7	1.2
Incr Delay (d2), s/veh	3.5	0.0	2.7	1.6	0.4	0.6	0.1	0.6	1.1	4.4	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.2	0.4	0.3	0.4	1.0	4.7	5.3	0.3	1.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	38.6	42.7	43.3	39.4	39.8	24.8	7.5	7.9	46.7	4.3	1.3
LnGrp LOS	D	D	D	D	D	D	C	A	A	D	A	A
Approach Vol, veh/h		89			53			1889			1058	
Approach Delay, s/veh		43.6			40.9			8.2			4.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	65.5	7.8	10.7	28.5	43.0	7.9	10.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	40.2	7.6	18.6	8.8	39.0	7.6	18.6
Max Q Clear Time (g_c+I1), s	2.7	16.8	2.9	4.9	4.4	5.9	3.6	3.0
Green Ext Time (p_c), s	0.0	14.6	0.0	0.2	0.0	8.8	0.0	0.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	33	72	1	170	167	252	1394	7	37	666	253
Future Volume (veh/h)	244	33	72	1	170	167	252	1394	7	37	666	253
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	262	35	77	1	183	180	271	1499	8	40	716	272
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	299	985	439	7	568	176	354	1775	551	720	2317	719
Arrive On Green	0.17	0.27	0.27	0.00	0.11	0.11	0.10	0.34	0.34	0.21	0.45	0.45
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	262	35	77	1	183	180	271	1499	8	40	716	272
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	12.7	0.6	3.3	0.0	2.9	6.6	6.8	24.1	0.3	0.8	8.0	10.1
Cycle Q Clear(g_c), s	12.7	0.6	3.3	0.0	2.9	6.6	6.8	24.1	0.3	0.8	8.0	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	299	985	439	7	568	176	354	1775	551	720	2317	719
V/C Ratio(X)	0.88	0.04	0.18	0.15	0.32	1.02	0.77	0.84	0.01	0.06	0.31	0.38
Avail Cap(c_a), veh/h	346	1131	505	293	1066	331	476	1775	551	720	2317	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	36.6	24.0	25.0	44.8	37.0	18.0	39.4	27.4	14.5	28.8	16.0	16.6
Incr Delay (d2), s/veh	19.4	0.0	0.2	9.8	0.3	41.8	5.2	5.1	0.0	0.0	0.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.3	1.3	0.0	1.2	4.4	3.1	10.4	0.1	0.3	3.1	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	24.0	25.2	54.6	37.3	59.8	44.6	32.5	14.6	28.8	16.3	18.1
LnGrp LOS	E	C	C	D	D	F	D	C	B	C	B	B
Approach Vol, veh/h		374			364			1778			1028	
Approach Delay, s/veh		46.7			48.5			34.3			17.3	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	34.8	4.2	28.6	13.1	44.2	18.9	13.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	30.8	7.5	28.2	12.2	26.1	17.2	18.5
Max Q Clear Time (g_c+I1), s	2.8	26.1	2.0	5.3	8.8	12.1	14.7	8.6
Green Ext Time (p_c), s	0.0	3.6	0.0	0.4	0.3	5.1	0.2	1.3

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	460	91	14	746	82	155	186	11	55	131	161
Future Volume (veh/h)	126	460	91	14	746	82	155	186	11	55	131	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	582	115	18	944	104	196	235	14	70	166	204
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	187	1377	982	48	1099	573	822	720	43	95	406	360
Arrive On Green	0.21	0.76	0.76	0.03	0.30	0.30	0.23	0.41	0.41	0.05	0.22	0.22
Sat Flow, veh/h	1810	3610	1586	1810	3610	1604	3510	1772	106	1810	1805	1599
Grp Volume(v), veh/h	159	582	115	18	944	104	196	0	249	70	166	204
Grp Sat Flow(s),veh/h/ln	1810	1805	1586	1810	1805	1604	1755	0	1878	1810	1805	1599
Q Serve(g_s), s	10.2	6.8	0.2	1.2	29.5	3.7	5.4	0.0	10.9	4.6	9.4	13.6
Cycle Q Clear(g_c), s	10.2	6.8	0.2	1.2	29.5	3.7	5.4	0.0	10.9	4.6	9.4	13.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	187	1377	982	48	1099	573	822	0	763	95	406	360
V/C Ratio(X)	0.85	0.42	0.12	0.38	0.86	0.18	0.24	0.00	0.33	0.73	0.41	0.57
Avail Cap(c_a), veh/h	332	1685	1117	121	1264	646	822	0	763	166	406	360
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	0.92	0.00	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	9.6	1.7	57.5	39.3	13.6	37.3	0.0	24.4	56.0	39.7	41.3
Incr Delay (d2), s/veh	9.3	0.2	0.0	4.9	5.5	0.2	0.1	0.0	1.0	10.4	3.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	2.1	0.3	0.6	13.8	1.6	2.4	0.0	5.1	2.4	4.5	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	9.8	1.7	62.3	44.8	13.7	37.4	0.0	25.4	66.4	42.7	47.6
LnGrp LOS	E	A	A	E	D	B	D	A	C	E	D	D
Approach Vol, veh/h		856			1066			445			440	
Approach Delay, s/veh		17.3			42.1			30.7			48.8	
Approach LOS		B			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	52.8	7.2	49.8	32.1	31.0	16.4	40.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	29.0	8.0	56.0	13.0	27.0	22.0	42.0
Max Q Clear Time (g_c+I1), s	16.6	12.9	3.2	8.8	7.4	15.6	12.2	31.5
Green Ext Time (p_c), s	0.0	1.2	0.0	5.0	0.3	1.7	0.3	5.0

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	712	132	23	729	30	202	320	25	51	232	104
Future Volume (veh/h)	84	712	132	23	729	30	202	320	25	51	232	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	925	171	30	947	39	262	416	32	66	301	135
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	1040	192	69	1085	45	298	1416	108	100	585	495
Arrive On Green	0.07	0.34	0.34	0.04	0.31	0.31	0.16	0.42	0.42	0.06	0.31	0.31
Sat Flow, veh/h	1810	3027	559	1810	3533	145	1810	3392	260	1810	1900	1607
Grp Volume(v), veh/h	109	551	545	30	484	502	262	220	228	66	301	135
Grp Sat Flow(s),veh/h/ln	1810	1805	1781	1810	1805	1873	1810	1805	1847	1810	1900	1607
Q Serve(g_s), s	6.5	31.8	31.8	1.8	27.9	27.9	15.6	8.9	9.0	3.9	14.3	5.5
Cycle Q Clear(g_c), s	6.5	31.8	31.8	1.8	27.9	27.9	15.6	8.9	9.0	3.9	14.3	5.5
Prop In Lane	1.00		0.31	1.00		0.08	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	135	620	612	69	554	575	298	754	771	100	585	495
V/C Ratio(X)	0.81	0.89	0.89	0.43	0.87	0.87	0.88	0.29	0.29	0.66	0.51	0.27
Avail Cap(c_a), veh/h	140	640	631	123	624	647	477	754	771	214	585	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.71	0.71	0.71	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	50.1	34.1	34.1	51.7	36.1	36.1	44.9	21.3	21.3	51.0	31.3	17.8
Incr Delay (d2), s/veh	18.5	9.5	9.7	3.0	8.9	8.6	10.7	1.0	1.0	7.0	3.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	15.2	15.1	0.9	13.5	13.9	7.8	3.9	4.1	2.0	7.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	43.6	43.8	54.8	44.9	44.7	55.6	22.2	22.3	58.0	34.4	19.1
LnGrp LOS	E	D	D	D	D	D	E	C	C	E	C	B
Approach Vol, veh/h		1205			1016			710			502	
Approach Delay, s/veh		45.9			45.1			34.5			33.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	49.9	8.2	41.8	22.1	37.9	12.2	37.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	34.5	7.5	39.0	29.0	18.5	8.5	38.0
Max Q Clear Time (g_c+I1), s	5.9	11.0	3.8	33.8	17.6	16.3	8.5	29.9
Green Ext Time (p_c), s	0.1	2.7	0.0	3.1	0.6	0.5	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	703	93	175	737	69	141	181	133	38	185	126
Future Volume (veh/h)	76	703	93	175	737	69	141	181	133	38	185	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	790	104	197	828	78	158	203	149	43	208	142
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	976	128	236	1336	676	299	703	491	90	483	314
Arrive On Green	0.07	0.31	0.31	0.13	0.37	0.37	0.17	0.35	0.35	0.05	0.23	0.23
Sat Flow, veh/h	1810	3197	421	1810	3610	1609	1810	2031	1418	1810	2092	1361
Grp Volume(v), veh/h	85	446	448	197	828	78	158	179	173	43	178	172
Grp Sat Flow(s),veh/h/ln	1810	1805	1812	1810	1805	1609	1810	1805	1643	1810	1805	1649
Q Serve(g_s), s	4.4	21.7	21.7	10.1	17.9	0.5	7.6	6.9	7.3	2.2	8.0	8.5
Cycle Q Clear(g_c), s	4.4	21.7	21.7	10.1	17.9	0.5	7.6	6.9	7.3	2.2	8.0	8.5
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.86	1.00		0.83
Lane Grp Cap(c), veh/h	119	551	553	236	1336	676	299	625	569	90	417	381
V/C Ratio(X)	0.71	0.81	0.81	0.83	0.62	0.12	0.53	0.29	0.30	0.48	0.43	0.45
Avail Cap(c_a), veh/h	235	758	761	437	1917	935	361	625	569	152	417	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	30.5	30.5	40.4	24.5	8.1	36.4	22.6	22.8	44.1	31.3	31.5
Incr Delay (d2), s/veh	7.7	4.7	4.7	7.5	0.5	0.1	1.4	1.2	1.4	3.8	3.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.9	10.0	4.9	7.5	0.6	3.4	3.1	3.0	1.1	3.8	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	35.2	35.2	47.9	25.0	8.2	37.8	23.8	24.1	47.9	34.5	35.3
LnGrp LOS	D	D	D	D	C	A	D	C	C	D	C	D
Approach Vol, veh/h		979			1103			510			393	
Approach Delay, s/veh		36.6			27.9			28.2			36.3	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	37.0	16.4	33.1	19.8	26.0	10.3	39.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	33.0	23.0	40.0	19.0	22.0	12.4	50.6
Max Q Clear Time (g_c+I1), s	4.2	9.3	12.1	23.7	9.6	10.5	6.4	19.9
Green Ext Time (p_c), s	0.0	2.1	0.4	5.4	0.3	1.6	0.1	7.0

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	255	190	93	503	15	262	314	119	32	258	77
Future Volume (veh/h)	17	255	190	93	503	15	262	314	119	32	258	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	307	229	112	606	18	316	378	143	39	311	93
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	363	308	314	639	609	448	873	1004	77	355	106
Arrive On Green	0.03	0.19	0.19	0.17	0.34	0.34	0.25	0.46	0.46	0.04	0.25	0.25
Sat Flow, veh/h	1810	1900	1610	1810	1900	1608	1810	1900	1577	1810	1396	418
Grp Volume(v), veh/h	20	307	229	112	606	18	316	378	143	39	0	404
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1608	1810	1900	1577	1810	0	1814
Q Serve(g_s), s	1.3	18.7	16.1	6.5	37.3	0.7	19.1	16.1	0.9	2.5	0.0	25.6
Cycle Q Clear(g_c), s	1.3	18.7	16.1	6.5	37.3	0.7	19.1	16.1	0.9	2.5	0.0	25.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	51	363	308	314	639	609	448	873	1004	77	0	461
V/C Ratio(X)	0.39	0.84	0.74	0.36	0.95	0.03	0.70	0.43	0.14	0.51	0.00	0.88
Avail Cap(c_a), veh/h	113	549	466	314	665	631	448	873	1004	113	0	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.3	46.8	45.7	43.7	38.8	15.0	41.1	21.9	3.7	56.2	0.0	42.9
Incr Delay (d2), s/veh	4.7	7.5	3.5	0.7	22.5	0.0	5.0	1.6	0.3	5.1	0.0	20.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.6	6.7	3.0	21.1	0.3	9.1	7.5	0.8	1.3	0.0	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	54.3	49.3	44.4	61.3	15.0	46.1	23.5	4.0	61.3	0.0	63.2
LnGrp LOS	E	D	D	D	E	B	D	C	A	E	A	E
Approach Vol, veh/h		556			736			837			443	
Approach Delay, s/veh		52.5			57.6			28.7			63.0	
Approach LOS		D			E			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	59.1	24.8	27.0	33.7	34.5	7.4	44.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	47.0	14.8	34.7	24.0	30.5	7.5	42.0
Max Q Clear Time (g_c+I1), s	4.5	18.1	8.5	20.7	21.1	27.6	3.3	39.3
Green Ext Time (p_c), s	0.0	3.0	0.1	2.3	0.3	0.7	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	518	184	179	496	68	188	587	302	80	462	46
Future Volume (veh/h)	67	518	184	179	496	68	188	587	302	80	462	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	648	230	224	620	85	235	734	0	100	578	58
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	350	708	251	255	791	352	379	1346		126	769	77
Arrive On Green	0.19	0.27	0.27	0.14	0.22	0.22	0.21	0.37	0.00	0.07	0.23	0.23
Sat Flow, veh/h	1810	2610	926	1810	3610	1608	1810	3610	1610	1810	3305	331
Grp Volume(v), veh/h	84	448	430	224	620	85	235	734	0	100	315	321
Grp Sat Flow(s),veh/h/ln	1810	1805	1731	1810	1805	1608	1810	1805	1610	1810	1805	1831
Q Serve(g_s), s	4.3	26.5	26.5	13.3	17.8	3.9	13.0	17.6	0.0	6.0	17.8	17.9
Cycle Q Clear(g_c), s	4.3	26.5	26.5	13.3	17.8	3.9	13.0	17.6	0.0	6.0	17.8	17.9
Prop In Lane	1.00		0.53	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	350	490	470	255	791	352	379	1346		126	420	426
V/C Ratio(X)	0.24	0.91	0.92	0.88	0.78	0.24	0.62	0.55		0.80	0.75	0.75
Avail Cap(c_a), veh/h	350	509	488	303	1241	553	379	1346		155	420	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	38.8	38.9	46.3	40.5	23.7	39.5	27.2	0.0	50.4	39.2	39.3
Incr Delay (d2), s/veh	0.2	12.4	12.9	21.5	1.7	0.4	3.1	1.6	0.0	20.4	11.6	11.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	13.2	12.8	7.5	8.0	1.9	6.1	7.8	0.0	3.4	9.2	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	51.2	51.7	67.8	42.2	24.0	42.6	28.8	0.0	70.8	50.9	50.9
LnGrp LOS	D	D	D	E	D	C	D	C		E	D	D
Approach Vol, veh/h		962			929			969	A		736	
Approach Delay, s/veh		50.3			46.7			32.1			53.6	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	45.0	19.5	33.8	27.0	29.6	25.3	28.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.4	35.2	18.4	31.0	19.0	25.6	11.6	37.8
Max Q Clear Time (g_c+I1), s	8.0	19.6	15.3	28.5	15.0	19.9	6.3	19.8
Green Ext Time (p_c), s	0.0	4.6	0.2	1.4	0.3	1.9	0.1	4.3

Intersection Summary	
HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

Notes

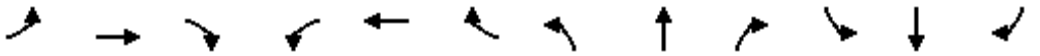
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	359	100	40	277	185	134	780	60	236	553	115
Future Volume (veh/h)	78	359	100	40	277	185	134	780	60	236	553	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	443	123	49	342	228	165	963	74	291	683	142
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	340	999	275	346	747	488	363	1631	125	296	1424	296
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	849	2776	763	852	2077	1355	674	3397	261	553	2967	616
Grp Volume(v), veh/h	96	286	280	49	296	274	165	512	525	291	415	410
Grp Sat Flow(s),veh/h/ln	849	1805	1734	852	1805	1626	674	1805	1853	553	1805	1778
Q Serve(g_s), s	4.9	6.0	6.1	2.3	6.3	6.5	10.9	10.3	10.3	13.7	7.8	7.8
Cycle Q Clear(g_c), s	11.4	6.0	6.1	8.5	6.3	6.5	18.7	10.3	10.3	24.0	7.8	7.8
Prop In Lane	1.00		0.44	1.00		0.83	1.00		0.14	1.00		0.35
Lane Grp Cap(c), veh/h	340	650	624	346	650	585	363	867	890	296	867	854
V/C Ratio(X)	0.28	0.44	0.45	0.14	0.46	0.47	0.45	0.59	0.59	0.98	0.48	0.48
Avail Cap(c_a), veh/h	849	1733	1665	858	1733	1561	363	867	890	296	867	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	12.2	12.2	15.4	12.3	12.3	15.1	9.4	9.4	21.4	8.8	8.8
Incr Delay (d2), s/veh	0.5	0.5	0.5	0.2	0.5	0.6	4.1	2.9	2.9	48.5	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.1	2.1	0.4	2.2	2.1	1.8	3.8	3.9	7.2	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	12.6	12.7	15.6	12.8	12.9	19.2	12.4	12.3	70.0	10.7	10.7
LnGrp LOS	B	B	B	B	B	B	B	B	B	E	B	B
Approach Vol, veh/h		662			619			1202			1116	
Approach Delay, s/veh		13.3			13.0			13.3			26.1	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	28.0	22.0	28.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	24.0	48.0	24.0	48.0
Max Q Clear Time (g_c+I1), s	20.7	13.4	26.0	10.5
Green Ext Time (p_c), s	2.2	4.6	0.0	4.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	578	288	572	596	115	364	589	525	157	468	97
Future Volume (veh/h)	138	578	288	572	596	115	364	589	525	157	468	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	615	306	609	634	122	387	627	559	167	498	103
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	720	753	346	708	938	178	471	1123	823	286	765	157
Arrive On Green	0.21	0.22	0.22	0.20	0.21	0.21	0.13	0.31	0.31	0.08	0.26	0.26
Sat Flow, veh/h	3510	3458	1589	3510	4368	827	3510	3610	1601	3510	2962	609
Grp Volume(v), veh/h	147	615	306	609	500	256	387	627	559	167	302	299
Grp Sat Flow(s),veh/h/ln	1755	1729	1589	1755	1729	1737	1755	1805	1601	1755	1805	1766
Q Serve(g_s), s	3.0	14.4	15.9	14.3	11.3	11.6	9.1	12.3	12.1	3.9	12.7	12.9
Cycle Q Clear(g_c), s	3.0	14.4	15.9	14.3	11.3	11.6	9.1	12.3	12.1	3.9	12.7	12.9
Prop In Lane	1.00		1.00	1.00		0.48	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	720	753	346	708	742	373	471	1123	823	286	466	456
V/C Ratio(X)	0.20	0.82	0.88	0.86	0.67	0.69	0.82	0.56	0.68	0.58	0.65	0.66
Avail Cap(c_a), veh/h	720	771	355	824	1254	630	536	1123	823	350	466	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	31.7	32.3	32.8	30.7	30.8	35.9	24.5	5.7	37.7	28.1	28.2
Incr Delay (d2), s/veh	0.1	6.7	21.9	8.1	1.1	2.3	8.9	2.0	4.5	1.9	6.8	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.5	8.0	6.7	4.7	4.9	4.4	5.4	3.9	1.7	6.2	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	38.4	54.1	41.0	31.8	33.1	44.8	26.5	10.2	39.6	35.0	35.4
LnGrp LOS	C	D	D	D	C	C	D	C	B	D	C	D
Approach Vol, veh/h		1068			1365			1573			768	
Approach Delay, s/veh		41.5			36.1			25.2			36.1	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	30.5	21.2	22.6	15.4	26.0	21.5	22.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.5	26.5	20.0	19.0	13.0	22.0	8.1	30.9
Max Q Clear Time (g_c+I1), s	5.9	14.3	16.3	17.9	11.1	14.9	5.0	13.6
Green Ext Time (p_c), s	0.1	5.2	0.9	0.7	0.3	2.1	0.1	4.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	185	317	79	125	80	290	1080	197	75	698	94
Future Volume (veh/h)	283	185	317	79	125	80	290	1080	197	75	698	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	333	218	373	93	147	94	341	1271	232	88	821	111
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	230	402	334	118	284	240	372	1733	877	177	1189	161
Arrive On Green	0.13	0.21	0.21	0.07	0.15	0.15	0.27	0.64	0.64	0.10	0.37	0.37
Sat Flow, veh/h	1810	1900	1578	1810	1900	1604	1810	3610	1608	1810	3195	432
Grp Volume(v), veh/h	333	218	373	93	147	94	341	1271	232	88	464	468
Grp Sat Flow(s),veh/h/ln	1810	1900	1578	1810	1900	1604	1810	1805	1608	1810	1805	1822
Q Serve(g_s), s	14.0	11.2	23.3	5.6	7.8	4.7	20.1	26.3	3.4	5.1	23.9	23.9
Cycle Q Clear(g_c), s	14.0	11.2	23.3	5.6	7.8	4.7	20.1	26.3	3.4	5.1	23.9	23.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	230	402	334	118	284	240	372	1733	877	177	672	678
V/C Ratio(X)	1.45	0.54	1.12	0.79	0.52	0.39	0.92	0.73	0.26	0.50	0.69	0.69
Avail Cap(c_a), veh/h	230	402	334	151	320	270	444	1733	877	177	672	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70	0.60	0.60	0.60
Uniform Delay (d), s/veh	48.0	38.6	43.3	50.7	43.1	27.0	39.1	15.1	3.4	47.1	29.2	29.2
Incr Delay (d2), s/veh	223.4	1.5	84.2	19.0	1.5	1.0	16.6	2.0	0.5	1.3	3.5	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.6	5.4	16.8	3.1	3.8	2.3	10.1	9.1	1.3	2.3	10.8	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	271.4	40.1	127.6	69.6	44.6	28.1	55.6	17.1	3.9	48.4	32.7	32.6
LnGrp LOS	F	D	F	E	D	C	E	B	A	D	C	C
Approach Vol, veh/h		924			334			1844			1020	
Approach Delay, s/veh		158.8			46.9			22.6			34.0	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	56.8	11.2	27.3	26.6	45.0	18.0	20.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.7	52.8	9.2	23.3	27.0	34.5	14.0	18.5
Max Q Clear Time (g_c+I1), s	10.7	28.3	7.6	25.3	22.1	25.9	16.0	9.8
Green Ext Time (p_c), s	0.0	11.7	0.0	0.0	0.5	3.9	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	57.9
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	0	5	21	0	40	4	1562	12	14	1130	12
Future Volume (veh/h)	32	0	5	21	0	40	4	1562	12	14	1130	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	0	6	27	0	51	5	1977	15	18	1430	15
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	0	134	180	0	134	16	2383	18	285	2918	31
Arrive On Green	0.08	0.00	0.08	0.08	0.00	0.08	0.02	1.00	1.00	0.31	1.00	1.00
Sat Flow, veh/h	1364	0	1593	1417	0	1593	1810	3671	28	1810	3658	38
Grp Volume(v), veh/h	41	0	6	27	0	51	5	970	1022	18	705	740
Grp Sat Flow(s),veh/h/ln	1364	0	1593	1417	0	1593	1810	1805	1894	1810	1805	1892
Q Serve(g_s), s	3.2	0.0	0.4	2.0	0.0	3.3	0.3	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	0.4	2.3	0.0	3.3	0.3	0.0	0.0	0.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.02
Lane Grp Cap(c), veh/h	139	0	134	180	0	134	16	1172	1230	285	1440	1509
V/C Ratio(X)	0.29	0.00	0.04	0.15	0.00	0.38	0.31	0.83	0.83	0.06	0.49	0.49
Avail Cap(c_a), veh/h	257	0	272	303	0	272	125	1172	1230	285	1440	1509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.68	0.68	0.68	0.68	0.68	0.68
Uniform Delay (d), s/veh	50.7	0.0	46.3	47.4	0.0	47.6	53.7	0.0	0.0	32.0	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.1	0.4	0.0	1.8	7.0	4.7	4.6	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.2	0.7	0.0	1.4	0.2	1.5	1.6	0.3	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	0.0	46.4	47.7	0.0	49.4	60.7	4.7	4.6	32.1	0.8	0.8
LnGrp LOS	D	A	D	D	A	D	E	A	A	C	A	A
Approach Vol, veh/h		47			78			1997			1463	
Approach Delay, s/veh		51.2			48.8			4.8			1.2	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.3	75.4		13.3	5.0	91.7		13.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.8	71.4		18.8	7.6	71.6		18.8
Max Q Clear Time (g_c+I1), s	2.8	2.0		8.6	2.3	2.0		5.3
Green Ext Time (p_c), s	0.0	33.7		0.1	0.0	16.2		0.2

Intersection Summary		
HCM 6th Ctrl Delay	4.9	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	0	10	0	64	12	1540	4	21	1193	9
Future Volume (veh/h)	2	0	0	10	0	64	12	1540	4	21	1193	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	0.98		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	0	0	13	0	83	16	2000	5	27	1549	12
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	160	0	185	0	133	275	2847	7	65	2402	19
Arrive On Green	0.08	0.00	0.00	0.08	0.00	0.08	0.30	1.00	1.00	0.05	0.87	0.87
Sat Flow, veh/h	1318	1900	0	1409	0	1576	1810	3694	9	1810	3670	28
Grp Volume(v), veh/h	3	0	0	13	0	83	16	977	1028	27	761	800
Grp Sat Flow(s),veh/h/ln	1318	1900	0	1409	0	1576	1810	1805	1898	1810	1805	1894
Q Serve(g_s), s	0.2	0.0	0.0	0.9	0.0	5.6	0.7	0.0	0.0	1.6	13.7	13.7
Cycle Q Clear(g_c), s	5.8	0.0	0.0	0.9	0.0	5.6	0.7	0.0	0.0	1.6	13.7	13.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	110	160	0	185	0	133	275	1391	1463	65	1181	1239
V/C Ratio(X)	0.03	0.00	0.00	0.07	0.00	0.62	0.06	0.70	0.70	0.42	0.64	0.65
Avail Cap(c_a), veh/h	220	320	0	302	0	265	275	1391	1463	123	1181	1239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.66	0.66	0.66	0.88	0.88	0.88
Uniform Delay (d), s/veh	51.5	0.0	0.0	46.5	0.0	48.7	32.7	0.0	0.0	51.3	3.3	3.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	4.7	0.1	2.0	1.9	3.7	2.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	2.4	0.3	0.8	0.8	0.8	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	0.0	0.0	46.7	0.0	53.4	32.8	2.0	1.9	55.0	5.7	5.6
LnGrp LOS	D	A	A	D	A	D	C	A	A	E	A	A
Approach Vol, veh/h		3			96			2021			1588	
Approach Delay, s/veh		51.6			52.5			2.2			6.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	88.8		13.3	20.7	76.0		13.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.5	72.0		18.5	7.5	72.0		18.5
Max Q Clear Time (g_c+I1), s	3.6	2.0		7.8	2.7	15.7		7.6
Green Ext Time (p_c), s	0.0	34.3		0.0	0.0	18.4		0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	2	6	31	2	17	3	1455	13	12	1164	27
Future Volume (veh/h)	85	2	6	31	2	17	3	1455	13	12	1164	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	3	8	40	3	22	4	1890	17	16	1512	35
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	52	138	217	22	162	13	2379	21	233	2777	64
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.01	1.00	1.00	0.26	1.00	1.00
Sat Flow, veh/h	1401	456	1217	1419	196	1436	1810	3665	33	1810	3604	83
Grp Volume(v), veh/h	110	0	11	40	0	25	4	929	978	16	756	791
Grp Sat Flow(s),veh/h/ln	1401	0	1673	1419	0	1632	1810	1805	1893	1810	1805	1882
Q Serve(g_s), s	8.4	0.0	0.6	2.8	0.0	1.5	0.2	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	10.0	0.0	0.6	3.5	0.0	1.5	0.2	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		0.73	1.00		0.88	1.00		0.02	1.00		0.04
Lane Grp Cap(c), veh/h	204	0	189	217	0	185	13	1172	1229	233	1391	1450
V/C Ratio(X)	0.54	0.00	0.06	0.18	0.00	0.14	0.30	0.79	0.80	0.07	0.54	0.55
Avail Cap(c_a), veh/h	288	0	289	302	0	282	125	1172	1229	233	1391	1450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.51	0.51	0.51	0.85	0.85	0.85
Uniform Delay (d), s/veh	48.4	0.0	43.6	45.1	0.0	43.9	53.9	0.0	0.0	35.8	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.1	0.4	0.0	0.3	6.3	2.9	2.8	0.1	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.3	1.0	0.0	0.6	0.1	0.9	1.0	0.3	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	0.0	43.7	45.5	0.0	44.3	60.3	2.9	2.8	36.0	1.3	1.3
LnGrp LOS	D	A	D	D	A	D	E	A	A	D	A	A
Approach Vol, veh/h		121			65			1911			1563	
Approach Delay, s/veh		50.0			45.0			3.0			1.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.2	75.4		16.4	4.8	88.8		16.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	71.4		19.0	7.6	71.4		19.0
Max Q Clear Time (g_c+I1), s	12.7	2.0		12.0	2.2	2.0		5.5
Green Ext Time (p_c), s	0.0	30.4		0.2	0.0	18.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	4.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	337	8	7	46	3	29	22	1105	22	19	1010	108
Future Volume (veh/h)	337	8	7	46	3	29	22	1105	22	19	1010	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	427	10	9	58	4	37	28	1399	28	24	1278	137
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	515	315	283	538	54	503	66	1615	32	185	1677	179
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.89	0.89	0.20	1.00	1.00
Sat Flow, veh/h	1382	919	827	1410	159	1469	1810	3617	72	1810	3276	350
Grp Volume(v), veh/h	427	0	19	58	0	41	28	698	729	24	701	714
Grp Sat Flow(s),veh/h/ln	1382	0	1747	1410	0	1628	1810	1805	1884	1810	1805	1821
Q Serve(g_s), s	33.2	0.0	0.8	3.1	0.0	1.9	1.6	20.1	20.2	1.2	0.0	0.0
Cycle Q Clear(g_c), s	35.0	0.0	0.8	3.9	0.0	1.9	1.6	20.1	20.2	1.2	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.90	1.00		0.04	1.00		0.19
Lane Grp Cap(c), veh/h	515	0	598	538	0	558	66	806	841	185	924	932
V/C Ratio(X)	0.83	0.00	0.03	0.11	0.00	0.07	0.42	0.87	0.87	0.13	0.76	0.77
Avail Cap(c_a), veh/h	561	0	656	585	0	611	125	806	841	185	924	932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.37	0.37	0.37	0.82	0.82	0.82
Uniform Delay (d), s/veh	36.2	0.0	24.0	25.3	0.0	24.4	49.9	4.3	4.4	39.8	0.0	0.0
Incr Delay (d2), s/veh	9.4	0.0	0.0	0.1	0.0	0.1	1.6	4.9	4.8	0.3	4.8	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	0.0	0.3	1.1	0.0	0.7	0.8	3.1	3.3	0.5	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	0.0	24.1	25.4	0.0	24.4	51.4	9.3	9.1	40.0	4.8	4.9
LnGrp LOS	D	A	C	C	A	C	D	A	A	D	A	A
Approach Vol, veh/h		446			99			1455			1439	
Approach Delay, s/veh		44.7			25.0			10.0			5.5	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.2	53.1		41.7	8.0	60.3		41.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	49.1		41.3	7.6	49.1		41.3
Max Q Clear Time (g_c+I1), s	13.2	22.2		37.0	3.6	2.0		5.9
Green Ext Time (p_c), s	0.0	12.1		0.7	0.0	14.8		0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	82	33	145	2	220	62	820	289	208	621	249
Future Volume (veh/h)	110	82	33	145	2	220	62	820	289	208	621	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.71	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	126	94	38	167	2	253	71	943	332	239	714	286
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	206	83	305	2	278	102	962	336	272	1159	464
Arrive On Green	0.09	0.16	0.16	0.17	0.24	0.24	0.06	0.37	0.37	0.05	0.15	0.15
Sat Flow, veh/h	1810	1260	509	1810	9	1139	1810	2584	903	1810	2487	996
Grp Volume(v), veh/h	126	0	132	167	0	255	71	656	619	239	518	482
Grp Sat Flow(s),veh/h/ln	1810	0	1770	1810	0	1148	1810	1805	1682	1810	1805	1678
Q Serve(g_s), s	7.5	0.0	7.4	9.3	0.0	23.8	4.2	39.5	40.2	14.4	29.5	29.5
Cycle Q Clear(g_c), s	7.5	0.0	7.4	9.3	0.0	23.8	4.2	39.5	40.2	14.4	29.5	29.5
Prop In Lane	1.00		0.29	1.00		0.99	1.00		0.54	1.00		0.59
Lane Grp Cap(c), veh/h	160	0	290	305	0	280	102	672	626	272	841	782
V/C Ratio(X)	0.79	0.00	0.46	0.55	0.00	0.91	0.70	0.98	0.99	0.88	0.62	0.62
Avail Cap(c_a), veh/h	339	0	505	355	0	338	214	672	626	296	841	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60
Uniform Delay (d), s/veh	49.1	0.0	41.6	41.9	0.0	40.4	51.0	34.1	34.3	51.3	37.3	37.3
Incr Delay (d2), s/veh	8.3	0.0	1.1	1.5	0.0	25.0	8.2	29.6	33.2	15.6	2.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	3.3	4.3	0.0	8.6	2.2	22.3	21.7	8.2	14.7	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	0.0	42.7	43.4	0.0	65.5	59.2	63.7	67.5	66.8	39.4	39.5
LnGrp LOS	E	A	D	D	A	E	E	E	E	E	D	D
Approach Vol, veh/h		258			422			1346			1239	
Approach Delay, s/veh		49.9			56.8			65.2			44.7	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	44.9	22.5	22.0	10.2	55.3	13.7	30.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	23.0	21.6	31.4	13.0	28.0	20.6	32.4
Max Q Clear Time (g_c+I1), s	16.4	42.2	11.3	9.4	6.2	31.5	9.5	25.8
Green Ext Time (p_c), s	0.1	0.0	0.3	0.7	0.1	0.0	0.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay	55.1
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	520	196	22	1164	350	390	548	27	211	352	443
Future Volume (veh/h)	302	520	196	22	1164	350	390	548	27	211	352	443
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	318	547	0	23	1225	368	411	577	28	222	371	466
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	377	2259		58	1301	580	469	956	46	401	914	408
Arrive On Green	0.11	0.44	0.00	0.03	0.36	0.36	0.13	0.27	0.27	0.11	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3505	170	3510	3610	1610
Grp Volume(v), veh/h	318	547	0	23	1225	368	411	297	308	222	371	466
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1869	1755	1805	1610
Q Serve(g_s), s	9.8	7.3	0.0	1.4	36.1	20.8	12.6	15.7	15.8	6.6	9.4	21.1
Cycle Q Clear(g_c), s	9.8	7.3	0.0	1.4	36.1	20.8	12.6	15.7	15.8	6.6	9.4	21.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	377	2259		58	1301	580	469	492	510	401	914	408
V/C Ratio(X)	0.84	0.24		0.40	0.94	0.63	0.88	0.60	0.60	0.55	0.41	1.14
Avail Cap(c_a), veh/h	383	2259		123	1313	586	479	492	510	401	914	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	19.6	0.0	52.2	34.1	29.2	46.8	34.8	34.8	46.1	34.2	23.7
Incr Delay (d2), s/veh	15.5	0.1	0.0	4.3	13.3	2.2	16.3	5.4	5.2	1.7	1.3	89.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	2.9	0.0	0.7	17.8	8.3	6.5	7.6	7.9	3.0	4.3	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	19.6	0.0	56.5	47.3	31.4	63.1	40.2	40.1	47.7	35.5	113.4
LnGrp LOS	E	B		E	D	C	E	D	D	D	D	F
Approach Vol, veh/h		865	A		1616			1016			1059	
Approach Delay, s/veh		35.8			43.8			49.4			72.4	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	34.0	7.5	51.9	18.7	31.8	15.8	43.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.6	30.0	7.5	44.5	15.0	27.0	12.0	40.0
Max Q Clear Time (g_c+I1), s	13.6	17.8	3.4	9.3	14.6	23.1	11.8	38.1
Green Ext Time (p_c), s	0.2	2.9	0.0	4.2	0.1	1.6	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	50.2
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1155	6	0	1070	221	10	2	2	141	2	76
Future Volume (veh/h)	100	1155	6	0	1070	221	10	2	2	141	2	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	120	1392	7	0	1289	266	12	2	2	170	2	92
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	3040	15	3	1829	377	413	69	57	558	605	512
Arrive On Green	0.09	0.57	0.57	0.00	0.43	0.43	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	5326	27	1810	4283	883	1024	218	177	1433	1900	1609
Grp Volume(v), veh/h	120	904	495	0	1041	514	16	0	0	170	2	92
Grp Sat Flow(s),veh/h/ln	1810	1729	1895	1810	1729	1708	1420	0	0	1433	1900	1609
Q Serve(g_s), s	4.7	11.0	11.0	0.0	17.8	17.8	0.0	0.0	0.0	6.1	0.1	3.0
Cycle Q Clear(g_c), s	4.7	11.0	11.0	0.0	17.8	17.8	0.4	0.0	0.0	6.5	0.1	3.0
Prop In Lane	1.00		0.01	1.00		0.52	0.75		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	160	1974	1081	3	1477	730	539	0	0	558	605	512
V/C Ratio(X)	0.75	0.46	0.46	0.00	0.70	0.70	0.03	0.00	0.00	0.30	0.00	0.18
Avail Cap(c_a), veh/h	401	2179	1194	238	1868	922	539	0	0	558	605	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	9.0	9.0	0.0	17.0	17.0	16.9	0.0	0.0	18.9	16.8	17.8
Incr Delay (d2), s/veh	6.9	0.2	0.3	0.0	0.9	1.8	0.1	0.0	0.0	1.4	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.5	3.9	0.0	6.6	6.7	0.2	0.0	0.0	2.3	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	9.2	9.3	0.0	17.8	18.7	17.0	0.0	0.0	20.3	16.8	18.6
LnGrp LOS	D	A	A	A	B	B	B	A	A	C	B	B
Approach Vol, veh/h		1519			1555			16			264	
Approach Delay, s/veh		11.6			18.1			17.0			19.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	27.0	0.0	45.2	27.0	10.4	34.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	9.5	45.5	23.0	16.0	39.0
Max Q Clear Time (g_c+I1), s	2.4	0.0	13.0	8.5	6.7	19.8
Green Ext Time (p_c), s	0.0	0.0	12.3	0.6	0.2	11.0

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1109	44	4	1095	3	120	0	13	13	0	76
Future Volume (veh/h)	31	1109	44	4	1095	3	120	0	13	13	0	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	1352	54	5	1335	4	146	0	16	16	0	93
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	2176	87	36	2091	6	568	6	51	114	37	507
Arrive On Green	0.05	0.43	0.43	0.02	0.39	0.39	0.37	0.00	0.37	0.37	0.00	0.37
Sat Flow, veh/h	1810	5116	204	1810	5339	16	1250	15	139	136	100	1370
Grp Volume(v), veh/h	38	914	492	5	865	474	162	0	0	109	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1862	1810	1729	1897	1404	0	0	1606	0	0
Q Serve(g_s), s	1.3	13.4	13.4	0.2	13.2	13.2	1.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	13.4	13.4	0.2	13.2	13.2	4.4	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.01	0.90		0.10	0.15		0.85
Lane Grp Cap(c), veh/h	97	1471	792	36	1354	743	625	0	0	658	0	0
V/C Ratio(X)	0.39	0.62	0.62	0.14	0.64	0.64	0.26	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	418	2452	1320	223	2078	1140	625	0	0	658	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.7	14.6	14.6	31.3	16.0	16.0	14.2	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.4	0.8	1.7	0.5	0.9	1.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.7	5.2	0.1	4.8	5.3	1.7	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	15.0	15.4	33.0	16.5	16.9	15.2	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1444			1344			162			109	
Approach Delay, s/veh		15.6			16.7			15.2			14.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	28.0	5.3	31.6	28.0	7.5	29.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	24.0	8.0	46.0	24.0	15.0	39.0
Max Q Clear Time (g_c+I1), s	6.4	2.2	15.4	4.9	3.3	15.2
Green Ext Time (p_c), s	0.8	0.0	12.2	0.5	0.0	10.3

Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1182	69	7	886	115	34
Future Volume (veh/h)	1182	69	7	886	115	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1478	86	9	1108	144	42
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1678	98	28	2049	934	831
Arrive On Green	0.33	0.33	0.03	0.79	0.52	0.52
Sat Flow, veh/h	5184	292	1810	5358	1810	1610
Grp Volume(v), veh/h	1020	544	9	1108	144	42
Grp Sat Flow(s),veh/h/ln	1729	1846	1810	1729	1810	1610
Q Serve(g_s), s	25.0	25.0	0.4	7.1	3.8	1.2
Cycle Q Clear(g_c), s	25.0	25.0	0.4	7.1	3.8	1.2
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1158	618	28	2049	934	831
V/C Ratio(X)	0.88	0.88	0.32	0.54	0.15	0.05
Avail Cap(c_a), veh/h	1191	636	161	2478	934	831
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.71	0.71	1.00	1.00
Uniform Delay (d), s/veh	28.2	28.2	43.1	6.5	11.4	10.8
Incr Delay (d2), s/veh	7.8	13.3	4.5	0.2	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	12.9	0.2	1.7	1.5	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.0	41.6	47.6	6.6	11.8	10.9
LnGrp LOS	D	D	D	A	B	B
Approach Vol, veh/h	1564			1117	186	
Approach Delay, s/veh	37.9			7.0	11.6	
Approach LOS	D			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	50.5	5.4	34.1		39.5
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	39.0	8.0	31.0		43.0
Max Q Clear Time (g_c+I1), s	5.8	2.4	27.0		9.1
Green Ext Time (p_c), s	0.5	0.0	3.1		9.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	35	213	132	10	26	119	262	445	33	379	3
Future Volume (veh/h)	6	35	213	132	10	26	119	262	445	33	379	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	38	234	145	11	29	131	288	489	36	416	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	222	330	175	405	389	159	2071	1079	52	1889	14
Arrive On Green	0.01	0.12	0.12	0.10	0.21	0.21	0.06	0.38	0.38	0.03	0.51	0.51
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3674	26
Grp Volume(v), veh/h	7	38	234	145	11	29	131	288	489	36	204	215
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1895
Q Serve(g_s), s	0.5	2.3	11.9	9.8	0.6	1.7	8.9	6.5	7.6	2.5	7.8	7.8
Cycle Q Clear(g_c), s	0.5	2.3	11.9	9.8	0.6	1.7	8.9	6.5	7.6	2.5	7.8	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	16	222	330	175	405	389	159	2071	1079	52	928	974
V/C Ratio(X)	0.45	0.17	0.71	0.83	0.03	0.07	0.82	0.14	0.45	0.70	0.22	0.22
Avail Cap(c_a), veh/h	434	365	451	434	405	389	261	2071	1079	217	928	974
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	49.7	24.6	55.4	38.9	36.6	57.9	18.4	5.8	60.2	16.6	16.6
Incr Delay (d2), s/veh	18.8	0.4	3.2	9.5	0.0	0.1	6.7	0.1	0.9	15.6	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	4.8	5.0	0.3	0.7	4.5	2.8	3.8	1.4	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	50.1	27.8	65.0	38.9	36.7	64.6	18.5	6.7	75.7	17.2	17.2
LnGrp LOS	F	D	C	E	D	D	E	B	A	E	B	B
Approach Vol, veh/h		279			185			908			455	
Approach Delay, s/veh		32.2			59.0			18.8			21.8	
Approach LOS		C			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	77.7	18.1	20.6	16.0	70.3	6.1	32.7
Change Period (Y+Rc), s	5.0	6.0	6.0	* 6	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.6	34.0	30.0	* 24	18.0	31.0	30.0	24.0
Max Q Clear Time (g_c+I1), s	4.5	9.6	11.8	13.9	10.9	9.8	2.5	3.7
Green Ext Time (p_c), s	0.0	3.9	0.3	0.7	0.2	2.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	2	716	0	0	0	0	791	127	58	667	0
Future Volume (veh/h)	36	2	716	0	0	0	0	791	127	58	667	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	45	0	896				0	989	159	72	834	0
Peak Hour Factor	0.80	0.80	0.80				0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	572	0	1017				0	1549	249	92	2123	0
Arrive On Green	0.32	0.00	0.32				0.00	0.50	0.50	0.10	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3210	500	1810	3705	0
Grp Volume(v), veh/h	45	0	896				0	573	575	72	834	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1810	1810	1805	0
Q Serve(g_s), s	2.2	0.0	33.0				0.0	29.2	29.3	4.9	0.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	33.0				0.0	29.2	29.3	4.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.28	1.00		0.00
Lane Grp Cap(c), veh/h	572	0	1017				0	898	900	92	2123	0
V/C Ratio(X)	0.08	0.00	0.88				0.00	0.64	0.64	0.78	0.39	0.00
Avail Cap(c_a), veh/h	999	0	1778				0	898	900	217	2123	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.79	0.79	0.93	0.93	0.00
Uniform Delay (d), s/veh	30.0	0.0	40.5				0.0	23.1	23.2	55.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.8				0.0	2.7	2.8	12.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	13.3				0.0	12.9	13.0	2.4	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	0.0	43.3				0.0	25.9	25.9	68.0	0.5	0.0
LnGrp LOS	C	A	D				A	C	C	E	A	A
Approach Vol, veh/h		941						1148			906	
Approach Delay, s/veh		42.7						25.9			5.9	
Approach LOS		D						C			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	11.4	68.2	45.5	79.5
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	24.0	69.0	44.0
Max Q Clear Time (g_c+I1), s	6.9	31.3	35.0	2.0
Green Ext Time (p_c), s	0.1	0.0	4.5	7.1

Intersection Summary	
HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	170	217	91	103	19	66	598	113	16	1025	114
Future Volume (veh/h)	229	170	217	91	103	19	66	598	113	16	1025	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	323	239	306	128	145	27	93	842	159	23	1444	161
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	326	834	341	158	500	218	220	1444	632	220	1444	627
Arrive On Green	0.18	0.23	0.23	0.09	0.14	0.14	0.24	0.80	0.80	0.12	0.40	0.40
Sat Flow, veh/h	1810	3610	1475	1810	3610	1578	1810	3610	1581	1810	3610	1567
Grp Volume(v), veh/h	323	239	306	128	145	27	93	842	159	23	1444	161
Grp Sat Flow(s),veh/h/ln	1810	1805	1475	1810	1805	1578	1810	1805	1581	1810	1805	1567
Q Serve(g_s), s	17.8	5.5	20.1	6.9	3.6	1.1	4.3	8.7	2.5	1.1	40.0	3.9
Cycle Q Clear(g_c), s	17.8	5.5	20.1	6.9	3.6	1.1	4.3	8.7	2.5	1.1	40.0	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	834	341	158	500	218	220	1444	632	220	1444	627
V/C Ratio(X)	0.99	0.29	0.90	0.81	0.29	0.12	0.42	0.58	0.25	0.10	1.00	0.26
Avail Cap(c_a), veh/h	326	928	379	195	668	292	220	1444	632	220	1444	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.83	0.83	0.83
Uniform Delay (d), s/veh	40.9	31.7	37.3	44.8	38.7	22.2	34.9	6.9	6.3	39.1	30.0	6.4
Incr Delay (d2), s/veh	47.5	0.2	21.9	18.3	0.3	0.3	1.2	1.6	0.9	0.2	21.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	2.4	9.2	3.9	1.6	0.6	1.9	2.4	0.9	0.5	20.9	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.4	31.9	59.2	63.1	39.0	22.4	36.0	8.4	7.1	39.2	51.6	7.3
LnGrp LOS	F	C	E	E	D	C	D	A	A	D	D	A
Approach Vol, veh/h		868			300			1094			1628	
Approach Delay, s/veh		62.6			47.8			10.6			47.0	
Approach LOS		E			D			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	44.0	12.7	27.1	16.2	44.0	22.0	17.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	40.0	10.8	25.7	7.5	40.0	18.0	18.5
Max Q Clear Time (g_c+I1), s	10.1	10.7	8.9	22.1	6.3	42.0	19.8	5.6
Green Ext Time (p_c), s	0.0	7.4	0.1	1.0	0.0	0.0	0.0	0.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	39	22	5	52	87	23	640	5	21	917	113
Future Volume (veh/h)	96	39	22	5	52	87	23	640	5	21	917	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	52	29	7	69	116	31	853	7	28	1223	151
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	136	115	190	168	142	495	2259	987	68	1408	628
Arrive On Green	0.09	0.07	0.07	0.10	0.09	0.09	0.27	0.63	0.63	0.08	0.78	0.78
Sat Flow, veh/h	1810	1900	1610	1810	1900	1605	1810	3610	1577	1810	3610	1610
Grp Volume(v), veh/h	128	52	29	7	69	116	31	853	7	28	1223	151
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1605	1810	1805	1577	1810	1805	1610
Q Serve(g_s), s	6.9	2.6	1.7	0.3	3.4	6.2	1.3	11.6	0.1	1.5	23.1	2.5
Cycle Q Clear(g_c), s	6.9	2.6	1.7	0.3	3.4	6.2	1.3	11.6	0.1	1.5	23.1	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	136	115	190	168	142	495	2259	987	68	1408	628
V/C Ratio(X)	0.81	0.38	0.25	0.04	0.41	0.82	0.06	0.38	0.01	0.41	0.87	0.24
Avail Cap(c_a), veh/h	226	409	346	226	409	345	495	2259	987	290	1408	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.45
Uniform Delay (d), s/veh	44.8	44.3	43.9	40.2	43.1	33.9	26.8	9.2	1.8	45.1	9.3	7.0
Incr Delay (d2), s/veh	13.1	1.8	1.1	0.1	1.6	10.7	0.1	0.5	0.0	1.8	3.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	1.3	0.7	0.2	1.7	2.8	0.6	4.3	0.1	0.7	4.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	46.1	45.0	40.3	44.7	44.7	26.9	9.7	1.8	46.9	12.8	7.4
LnGrp LOS	E	D	D	D	D	D	C	A	A	D	B	A
Approach Vol, veh/h		209			192			891			1402	
Approach Delay, s/veh		53.1			44.5			10.2			12.9	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	66.6	14.5	11.2	31.4	43.0	12.8	12.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	34.0	12.5	21.5	11.0	39.0	12.5	21.5
Max Q Clear Time (g_c+I1), s	13.5	13.6	2.3	4.6	3.3	25.1	8.9	8.2
Green Ext Time (p_c), s	0.0	6.1	0.0	0.2	0.0	7.8	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	122	187	127	302	119	117	489	29	47	807	97
Future Volume (veh/h)	52	122	187	127	302	119	117	489	29	47	807	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	149	228	155	368	145	143	596	35	57	984	118
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	779	347	242	431	365	489	1282	572	362	1478	457
Arrive On Green	0.06	0.22	0.22	0.07	0.23	0.23	0.27	0.35	0.35	0.20	0.28	0.28
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1605
Grp Volume(v), veh/h	63	149	228	155	368	145	143	596	35	57	984	118
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1605
Q Serve(g_s), s	1.7	3.4	7.2	4.3	18.6	4.9	6.3	12.8	1.1	2.6	16.7	4.6
Cycle Q Clear(g_c), s	1.7	3.4	7.2	4.3	18.6	4.9	6.3	12.8	1.1	2.6	16.7	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	779	347	242	431	365	489	1282	572	362	1478	457
V/C Ratio(X)	0.31	0.19	0.66	0.64	0.85	0.40	0.29	0.47	0.06	0.16	0.67	0.26
Avail Cap(c_a), veh/h	263	1101	491	316	608	515	489	1282	572	362	1478	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	32.1	11.0	45.3	37.1	13.3	28.9	24.9	12.6	33.0	31.5	18.0
Incr Delay (d2), s/veh	0.9	0.1	2.1	2.8	8.2	0.7	0.3	1.2	0.2	0.2	2.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.5	2.6	2.0	9.5	2.9	2.7	5.6	0.6	1.2	7.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	32.2	13.1	48.1	45.3	14.0	29.2	26.1	12.8	33.2	33.9	19.3
LnGrp LOS	D	C	B	D	D	B	C	C	B	C	C	B
Approach Vol, veh/h		440			668			774			1159	
Approach Delay, s/veh		24.3			39.2			26.1			32.4	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	39.5	10.9	25.6	31.0	32.5	9.8	26.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	35.5	9.0	30.5	16.0	28.5	7.5	32.0
Max Q Clear Time (g_c+I1), s	11.6	14.8	6.3	9.2	8.3	18.7	3.7	20.6
Green Ext Time (p_c), s	0.0	4.2	0.1	1.6	0.2	4.9	0.0	2.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	283	206	11	374	56	161	442	9	55	496	182
Future Volume (veh/h)	90	283	206	11	374	56	161	442	9	55	496	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	111	349	254	14	462	69	161	546	11	68	612	225
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	1.00	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	706	598	41	511	76	243	939	419	336	1360	606
Arrive On Green	0.08	0.37	0.37	0.02	0.32	0.32	0.07	0.26	0.26	0.19	0.38	0.38
Sat Flow, veh/h	1810	1900	1610	1810	1612	241	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	111	349	254	14	0	531	161	546	11	68	612	225
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1853	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	6.0	14.1	11.8	0.8	0.0	27.4	4.5	13.2	0.4	3.2	12.7	7.6
Cycle Q Clear(g_c), s	6.0	14.1	11.8	0.8	0.0	27.4	4.5	13.2	0.4	3.2	12.7	7.6
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	706	598	41	0	587	243	939	419	336	1360	606
V/C Ratio(X)	0.79	0.49	0.42	0.34	0.00	0.90	0.66	0.58	0.03	0.20	0.45	0.37
Avail Cap(c_a), veh/h	199	787	667	138	0	704	281	939	419	336	1360	606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	24.2	23.4	48.1	0.0	32.7	45.4	32.3	20.5	34.4	23.4	12.6
Incr Delay (d2), s/veh	13.3	0.5	0.5	4.9	0.0	13.5	4.7	2.6	0.1	0.3	1.1	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.3	4.5	0.4	0.0	14.2	2.1	6.0	0.2	1.4	5.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	24.7	23.9	53.0	0.0	46.2	50.1	34.9	20.6	34.7	24.5	14.4
LnGrp LOS	E	C	C	D	A	D	D	C	C	C	C	B
Approach Vol, veh/h		714			545			718			905	
Approach Delay, s/veh		29.7			46.4			38.1			22.7	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	30.0	6.3	41.2	10.9	41.7	11.7	35.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	26.0	7.6	41.4	8.0	27.0	11.0	38.0
Max Q Clear Time (g_c+I1), s	15.2	15.2	2.8	16.1	6.5	14.7	8.0	29.4
Green Ext Time (p_c), s	0.0	2.7	0.0	3.1	0.1	4.0	0.1	2.3

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	914	22	10	652	210	13	39	15	435	9	228
Future Volume (veh/h)	280	914	22	10	652	210	13	39	15	435	9	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	359	1172	28	13	836	269	17	50	19	558	12	292
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	363	1435	34	39	1004	312	173	293	111	543	817	846
Arrive On Green	0.21	0.55	0.55	0.03	0.26	0.26	0.10	0.23	0.23	0.30	0.43	0.43
Sat Flow, veh/h	3510	5211	124	1810	5187	1610	1810	1302	495	1810	1900	1581
Grp Volume(v), veh/h	359	778	422	13	836	269	17	0	69	558	12	292
Grp Sat Flow(s),veh/h/ln	1755	1729	1878	1810	1729	1610	1810	0	1796	1810	1900	1581
Q Serve(g_s), s	9.2	16.5	16.5	0.6	13.7	7.4	0.8	0.0	2.8	27.0	0.3	0.0
Cycle Q Clear(g_c), s	9.2	16.5	16.5	0.6	13.7	7.4	0.8	0.0	2.8	27.0	0.3	0.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	363	952	517	39	1004	312	173	0	405	543	817	846
V/C Ratio(X)	0.99	0.82	0.82	0.33	0.83	0.86	0.10	0.00	0.17	1.03	0.01	0.34
Avail Cap(c_a), veh/h	363	952	517	151	1066	331	173	0	405	543	817	846
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	18.4	18.4	43.1	32.0	8.7	37.2	0.0	28.1	31.5	14.7	12.0
Incr Delay (d2), s/veh	27.3	2.3	4.2	4.9	5.5	19.5	0.2	0.0	0.9	45.9	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	4.6	5.2	0.3	5.7	6.3	0.4	0.0	1.3	18.3	0.1	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	20.7	22.6	48.0	37.5	28.2	37.4	0.0	29.0	77.4	14.7	13.1
LnGrp LOS	E	C	C	D	D	C	D	A	C	F	B	B
Approach Vol, veh/h		1559			1118			86			862	
Approach Delay, s/veh		30.9			35.4			30.7			54.8	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	24.3	5.9	28.8	12.6	42.7	13.3	21.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	27.0	19.2	7.5	20.3	7.5	38.7	9.3	18.5
Max Q Clear Time (g_c+I1), s	29.0	4.8	2.6	18.5	2.8	2.3	11.2	15.7
Green Ext Time (p_c), s	0.0	0.2	0.0	1.2	0.0	1.1	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D

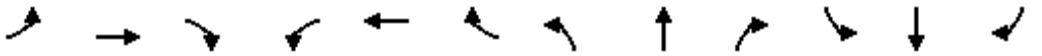
Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	209	66	17	416	1	138	0	26	0	0	3
Future Vol, veh/h	1	209	66	17	416	1	138	0	26	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	268	85	22	533	1	177	0	33	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	353	0	0	893	891	-	891	933	534
Stage 1	-	-	-	-	-	-	313	313	-	578	578	-
Stage 2	-	-	-	-	-	-	580	578	-	313	355	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	1044	-	-	1217	-	-	264	284	0	265	268	550
Stage 1	-	-	-	-	-	-	702	661	0	505	504	-
Stage 2	-	-	-	-	-	-	504	504	0	702	633	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1044	-	-	1217	-	-	257	276	-	259	261	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	276	-	259	261	-
Stage 1	-	-	-	-	-	-	701	660	-	504	491	-
Stage 2	-	-	-	-	-	-	487	491	-	701	632	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	45.1	11.6
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	257	-	1044	-	-	1217	-	-	550
HCM Lane V/C Ratio	0.688	-	0.001	-	-	0.018	-	-	0.007
HCM Control Delay (s)	45.1	0	8.5	0	-	8	0	-	11.6
HCM Lane LOS	E	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	4.6	-	0	-	-	0.1	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	247	220	33	281	17	212	107	32	4	57	7
Future Volume (veh/h)	23	247	220	33	281	17	212	107	32	4	57	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	317	282	42	360	22	272	137	41	5	73	9
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	403	351	92	439	372	422	213	556	22	321	40
Arrive On Green	0.04	0.22	0.22	0.05	0.23	0.23	0.35	0.35	0.35	0.21	0.21	0.21
Sat Flow, veh/h	1810	1828	1591	1810	1900	1610	1223	616	1610	107	1561	192
Grp Volume(v), veh/h	29	313	286	42	360	22	409	0	41	87	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1614	1810	1900	1610	1839	0	1610	1860	0	0
Q Serve(g_s), s	1.4	14.7	15.1	2.0	16.2	1.0	16.8	0.0	1.5	3.5	0.0	0.0
Cycle Q Clear(g_c), s	1.4	14.7	15.1	2.0	16.2	1.0	16.8	0.0	1.5	3.5	0.0	0.0
Prop In Lane	1.00		0.99	1.00		1.00	0.67		1.00	0.06		0.10
Lane Grp Cap(c), veh/h	73	398	356	92	439	372	634	0	556	383	0	0
V/C Ratio(X)	0.40	0.79	0.80	0.46	0.82	0.06	0.64	0.00	0.07	0.23	0.00	0.00
Avail Cap(c_a), veh/h	151	542	485	151	571	484	634	0	556	383	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.1	33.0	33.2	41.5	32.8	26.9	24.8	0.0	19.8	29.7	0.0	0.0
Incr Delay (d2), s/veh	3.5	5.3	6.9	3.5	7.2	0.1	5.0	0.0	0.3	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.9	6.4	1.0	8.1	0.4	8.0	0.0	0.6	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	38.3	40.1	45.0	40.0	27.0	29.8	0.0	20.0	31.1	0.0	0.0
LnGrp LOS	D	D	D	D	D	C	C	A	C	C	A	A
Approach Vol, veh/h		628			424			450			87	
Approach Delay, s/veh		39.5			39.9			28.9			31.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.0	8.5	23.8		22.5	7.6	24.7				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0	7.5	27.0		18.5	7.5	27.0				
Max Q Clear Time (g_c+I1), s		18.8	4.0	17.1		5.5	3.4	18.2				
Green Ext Time (p_c), s		2.1	0.0	2.7		0.3	0.0	1.5				

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

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	88	286	68	229	100
Future Vol, veh/h	32	88	286	68	229	100
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	44	121	392	93	314	137
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.4	11.3	20.1
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	70%
Vol Thru, %	100%	58%	0%	0%	30%
Vol Right, %	0%	42%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	191	163	32	88	329
LT Vol	0	0	32	0	229
Through Vol	191	95	0	0	100
RT Vol	0	68	0	88	0
Lane Flow Rate	261	224	44	121	451
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.402	0.326	0.088	0.202	0.694
Departure Headway (Hd)	5.535	5.24	7.26	6.038	5.543
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	653	687	494	594	658
Service Time	3.256	2.961	4.998	3.776	3.543
HCM Lane V/C Ratio	0.4	0.326	0.089	0.204	0.685
HCM Control Delay	11.9	10.5	10.7	10.3	20.1
HCM Lane LOS	B	B	B	B	C
HCM 95th-tile Q	1.9	1.4	0.3	0.7	5.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	561	30	37	645	7	95	26	21	5	17	187
Future Volume (veh/h)	140	561	30	37	645	7	95	26	21	5	17	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	161	645	34	43	741	8	109	30	24	6	20	215
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	202	1274	67	98	1031	11	362	100	405	104	346	385
Arrive On Green	0.11	0.25	0.25	0.05	0.20	0.20	0.25	0.25	0.25	0.24	0.24	0.24
Sat Flow, veh/h	1810	5045	265	1810	5288	57	1434	395	1606	433	1445	1606
Grp Volume(v), veh/h	161	441	238	43	484	265	139	0	24	26	0	215
Grp Sat Flow(s),veh/h/ln	1810	1729	1852	1810	1729	1887	1828	0	1606	1878	0	1606
Q Serve(g_s), s	6.9	8.7	8.7	1.8	10.4	10.4	4.9	0.0	0.9	0.8	0.0	9.3
Cycle Q Clear(g_c), s	6.9	8.7	8.7	1.8	10.4	10.4	4.9	0.0	0.9	0.8	0.0	9.3
Prop In Lane	1.00		0.14	1.00		0.03	0.78		1.00	0.23		1.00
Lane Grp Cap(c), veh/h	202	873	468	98	674	368	461	0	405	450	0	385
V/C Ratio(X)	0.80	0.51	0.51	0.44	0.72	0.72	0.30	0.00	0.06	0.06	0.00	0.56
Avail Cap(c_a), veh/h	365	1199	642	171	828	452	461	0	405	450	0	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	25.4	25.4	36.3	29.9	29.9	24.0	0.0	22.5	23.3	0.0	26.5
Incr Delay (d2), s/veh	7.1	0.5	0.9	3.1	2.3	4.2	1.7	0.0	0.3	0.2	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.5	3.8	0.9	4.4	5.0	2.3	0.0	0.4	0.4	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	25.9	26.3	39.4	32.2	34.1	25.7	0.0	22.8	23.5	0.0	32.2
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	C
Approach Vol, veh/h		840			792			163			241	
Approach Delay, s/veh		29.0			33.2			25.3			31.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.0	8.3	24.0		23.0	12.8	19.5				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		20.0	7.5	27.5		19.0	16.0	19.0				
Max Q Clear Time (g_c+I1), s		6.9	3.8	10.7		11.3	8.9	12.4				
Green Ext Time (p_c), s		0.6	0.0	4.1		0.5	0.2	2.6				

Intersection Summary												
HCM 6th Ctrl Delay			30.6									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	551	21	19	617	4	30	2	33	6	0	42
Future Volume (veh/h)	15	551	21	19	617	4	30	2	33	6	0	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	605	23	21	678	4	33	2	36	7	0	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	1074	41	75	1189	7	90	878	808	23	0	685
Arrive On Green	0.03	0.21	0.21	0.04	0.22	0.22	0.05	0.46	0.46	0.01	0.00	0.43
Sat Flow, veh/h	1810	5128	194	1810	5321	31	1810	1900	1604	1810	0	1610
Grp Volume(v), veh/h	16	407	221	21	440	242	33	2	36	7	0	46
Grp Sat Flow(s),veh/h/ln	1810	1729	1864	1810	1729	1894	1810	1900	1604	1810	0	1610
Q Serve(g_s), s	0.5	6.2	6.2	0.7	6.6	6.6	1.0	0.0	0.0	0.2	0.0	1.0
Cycle Q Clear(g_c), s	0.5	6.2	6.2	0.7	6.6	6.6	1.0	0.0	0.0	0.2	0.0	1.0
Prop In Lane	1.00		0.10	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	50	724	391	75	772	423	90	878	808	23	0	685
V/C Ratio(X)	0.32	0.56	0.57	0.28	0.57	0.57	0.37	0.00	0.04	0.30	0.00	0.07
Avail Cap(c_a), veh/h	310	1599	862	341	1658	908	372	878	808	279	0	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.9	20.7	20.7	27.2	20.2	20.2	26.9	8.4	7.4	28.6	0.0	9.9
Incr Delay (d2), s/veh	3.7	0.7	1.3	2.0	0.7	1.2	2.5	0.0	0.1	7.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.4	2.6	0.3	2.5	2.8	0.5	0.0	0.2	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	21.4	22.0	29.2	20.8	21.4	29.3	8.5	7.5	35.6	0.0	10.1
LnGrp LOS	C	C	C	C	C	C	C	A	A	D	A	B
Approach Vol, veh/h		644			703			71			53	
Approach Delay, s/veh		21.8			21.3			17.7			13.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	31.0	6.4	16.2	6.9	28.8	5.6	17.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	27.0	11.0	27.0	12.0	24.0	10.0	28.0
Max Q Clear Time (g_c+I1), s	2.2	2.0	2.7	8.2	3.0	3.0	2.5	8.6
Green Ext Time (p_c), s	0.0	0.1	0.0	3.9	0.0	0.2	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	173	4	240	396	105	236
Future Volume (veh/h)	173	4	240	396	105	236
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	197	5	273	450	119	268
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	235	344	1125	1162	152	1400
Arrive On Green	0.13	0.13	0.40	0.40	0.08	0.74
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	197	5	273	450	119	268
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	9.6	0.2	8.6	12.7	5.8	3.9
Cycle Q Clear(g_c), s	9.6	0.2	8.6	12.7	5.8	3.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	235	344	1125	1162	152	1400
V/C Ratio(X)	0.84	0.01	0.24	0.39	0.78	0.19
Avail Cap(c_a), veh/h	302	403	1125	1162	312	1400
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.65	0.65	1.00	1.00
Uniform Delay (d), s/veh	38.3	27.9	13.7	7.8	40.4	3.6
Incr Delay (d2), s/veh	15.1	0.0	0.3	0.6	8.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.1	3.9	7.5	2.9	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	53.4	27.9	14.0	8.4	49.0	3.9
LnGrp LOS	D	C	B	A	D	A
Approach Vol, veh/h	202		723			387
Approach Delay, s/veh	52.8		10.5			17.8
Approach LOS	D		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.1	59.3				72.3	17.7
Change Period (Y+Rc), s	5.5	6.0				6.0	6.0
Max Green Setting (Gmax), s	15.5	42.0				63.0	15.0
Max Q Clear Time (g_c+I1), s	11.8	14.7				5.9	11.6
Green Ext Time (p_c), s	0.2	3.5				1.7	0.2

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	3	339	0	0	0	0	579	181	6	403	0
Future Volume (veh/h)	57	3	339	0	0	0	0	579	181	6	403	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	66	3	390				0	666	208	7	463	0
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	366	17	340				0	950	805	0	1246	0
Arrive On Green	0.21	0.21	0.21				0.00	1.00	1.00	0.09	0.66	0.00
Sat Flow, veh/h	1734	79	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	69	0	390				0	666	208	0	463	0
Grp Sat Flow(s),veh/h/ln	1813	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	2.8	0.0	19.0				0.0	0.0	0.0	0.0	10.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	19.0				0.0	0.0	0.0	0.0	10.0	0.0
Prop In Lane	0.96		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	383	0	340				0	950	805	0	1246	0
V/C Ratio(X)	0.18	0.00	1.15				0.00	0.70	0.26	0.00	0.37	0.00
Avail Cap(c_a), veh/h	383	0	340				0	950	805	0	1246	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.94	0.94	0.00	0.91	0.00
Uniform Delay (d), s/veh	29.1	0.0	35.5				0.0	0.0	0.0	0.0	7.1	0.0
Incr Delay (d2), s/veh	0.2	0.0	95.1				0.0	4.1	0.7	0.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	16.2				0.0	1.1	0.2	0.0	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	0.0	130.6				0.0	4.1	0.7	0.0	7.8	0.0
LnGrp LOS	C	A	F				A	A	A	A	A	A
Approach Vol, veh/h		459						874			463	
Approach Delay, s/veh		115.3						3.3			7.8	
Approach LOS		F						A			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	14.0	51.0	25.0	65.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	45.0	19.0	59.0
Max Q Clear Time (g_c+I1), s	10.0	2.0	21.0	12.0
Green Ext Time (p_c), s	0.0	6.3	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	42	64	9	16	50	51	497	19	124	493	125
Future Volume (veh/h)	213	42	64	9	16	50	51	497	19	124	493	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	224	44	67	9	17	53	54	523	20	131	519	132
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	308	269	240	28	139	124	526	1043	465	667	1324	583
Arrive On Green	0.09	0.15	0.15	0.02	0.08	0.08	0.29	0.29	0.29	0.37	0.37	0.37
Sat Flow, veh/h	3510	1805	1610	1810	1805	1610	1810	3610	1610	1810	3610	1590
Grp Volume(v), veh/h	224	44	67	9	17	53	54	523	20	131	519	132
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1810	1805	1610	1810	1805	1610	1810	1805	1590
Q Serve(g_s), s	5.6	1.9	3.3	0.4	0.8	2.8	2.0	10.8	0.7	4.4	9.6	5.2
Cycle Q Clear(g_c), s	5.6	1.9	3.3	0.4	0.8	2.8	2.0	10.8	0.7	4.4	9.6	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	269	240	28	139	124	526	1043	465	667	1324	583
V/C Ratio(X)	0.73	0.16	0.28	0.32	0.12	0.43	0.10	0.50	0.04	0.20	0.39	0.23
Avail Cap(c_a), veh/h	507	481	429	161	381	340	526	1043	465	667	1324	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.16	0.16	0.16
Uniform Delay (d), s/veh	40.0	33.4	34.0	43.8	38.7	39.6	23.3	26.6	16.8	19.4	21.1	19.7
Incr Delay (d2), s/veh	3.3	0.3	0.6	6.2	0.4	2.3	0.1	1.7	0.2	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.8	1.3	0.2	0.4	1.2	0.8	4.8	0.3	1.8	3.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	33.7	34.6	50.1	39.1	41.9	23.4	28.3	16.9	19.4	21.2	19.8
LnGrp LOS	D	C	C	D	D	D	C	C	B	B	C	B
Approach Vol, veh/h		335			79			597			782	
Approach Delay, s/veh		40.3			42.3			27.5			20.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.2	30.0	5.4	17.4	30.2	37.0	11.9	10.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	26.0	8.0	24.0	9.0	33.0	13.0	19.0
Max Q Clear Time (g_c+I1), s	6.4	12.8	2.4	5.3	4.0	11.6	7.6	4.8
Green Ext Time (p_c), s	0.2	2.9	0.0	0.5	0.0	4.0	0.3	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	36	4	48	66	41	4	500	31	27	452	10
Future Volume (veh/h)	10	36	4	48	66	41	4	500	31	27	452	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	39	4	52	72	45	4	543	34	29	491	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	77	8	65	90	56	576	1152	976	73	607	14
Arrive On Green	0.06	0.06	0.06	0.12	0.12	0.12	0.64	1.00	1.00	0.04	0.33	0.33
Sat Flow, veh/h	378	1341	138	550	761	476	1810	1900	1610	1810	1851	41
Grp Volume(v), veh/h	54	0	0	169	0	0	4	543	34	29	0	502
Grp Sat Flow(s),veh/h/ln	1856	0	0	1787	0	0	1810	1900	1610	1810	0	1893
Q Serve(g_s), s	2.5	0.0	0.0	8.3	0.0	0.0	0.1	0.0	0.0	1.4	0.0	21.8
Cycle Q Clear(g_c), s	2.5	0.0	0.0	8.3	0.0	0.0	0.1	0.0	0.0	1.4	0.0	21.8
Prop In Lane	0.20		0.07	0.31		0.27	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	107	0	0	211	0	0	576	1152	976	73	0	620
V/C Ratio(X)	0.50	0.00	0.00	0.80	0.00	0.00	0.01	0.47	0.03	0.40	0.00	0.81
Avail Cap(c_a), veh/h	382	0	0	367	0	0	576	1152	976	151	0	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.82	0.82	0.82	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	0.0	38.6	0.0	0.0	11.1	0.0	0.0	42.1	0.0	27.7
Incr Delay (d2), s/veh	3.6	0.0	0.0	6.8	0.0	0.0	0.0	1.1	0.1	3.5	0.0	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	4.0	0.0	0.0	0.0	0.4	0.0	0.7	0.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	0.0	0.0	45.5	0.0	0.0	11.1	1.1	0.1	45.7	0.0	38.6
LnGrp LOS	D	A	A	D	A	A	B	A	A	D	A	D
Approach Vol, veh/h		54			169			581			531	
Approach Delay, s/veh		44.8			45.5			1.1			39.0	
Approach LOS		D			D			A			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	58.6		9.2	32.7	33.5		14.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.5	29.5		18.5	7.5	29.5		18.5				
Max Q Clear Time (g_c+I1), s	3.4	2.0		4.5	2.1	23.8		10.3				
Green Ext Time (p_c), s	0.0	3.9		0.1	0.0	1.6		0.5				

Intersection Summary		
HCM 6th Ctrl Delay	23.6	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	102	50	73	206	11	60	494	42	9	532	73
Future Volume (veh/h)	41	102	50	73	206	11	60	494	42	9	532	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	121	60	87	245	13	71	588	50	11	633	87
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	151	75	164	289	15	117	767	65	291	884	122
Arrive On Green	0.05	0.13	0.13	0.09	0.16	0.16	0.06	0.44	0.44	0.32	1.00	1.00
Sat Flow, veh/h	1810	1199	594	1810	1788	95	1810	1726	147	1810	1635	225
Grp Volume(v), veh/h	49	0	181	87	0	258	71	0	638	11	0	720
Grp Sat Flow(s),veh/h/ln	1810	0	1793	1810	0	1883	1810	0	1873	1810	0	1859
Q Serve(g_s), s	2.4	0.0	8.8	4.1	0.0	12.0	3.4	0.0	25.8	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	8.8	4.1	0.0	12.0	3.4	0.0	25.8	0.4	0.0	0.0
Prop In Lane	1.00		0.33	1.00		0.05	1.00		0.08	1.00		0.12
Lane Grp Cap(c), veh/h	99	0	226	164	0	305	117	0	833	291	0	1006
V/C Ratio(X)	0.49	0.00	0.80	0.53	0.00	0.85	0.61	0.00	0.77	0.04	0.00	0.72
Avail Cap(c_a), veh/h	153	0	371	164	0	393	153	0	833	291	0	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.00	0.91
Uniform Delay (d), s/veh	41.3	0.0	38.2	39.1	0.0	36.6	41.0	0.0	21.1	25.7	0.0	0.0
Incr Delay (d2), s/veh	3.7	0.0	6.4	3.3	0.0	12.7	5.0	0.0	6.7	0.0	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.2	2.0	0.0	6.5	1.7	0.0	12.2	0.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	0.0	44.6	42.4	0.0	49.3	46.0	0.0	27.7	25.8	0.0	4.0
LnGrp LOS	D	A	D	D	A	D	D	A	C	C	A	A
Approach Vol, veh/h		230			345			709			731	
Approach Delay, s/veh		44.7			47.6			29.6			4.3	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	44.0	12.1	15.4	9.8	52.7	8.9	18.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	40.0	7.8	18.6	7.6	40.0	7.6	18.8
Max Q Clear Time (g_c+I1), s	2.4	27.8	6.1	10.8	5.4	2.0	4.4	14.0
Green Ext Time (p_c), s	0.0	3.5	0.0	0.5	0.0	6.2	0.0	0.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	77	71	42	112	19	86	441	47	8	406	77
Future Volume (veh/h)	83	77	71	42	112	19	86	441	47	8	406	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	88	81	48	127	22	98	501	53	9	461	88
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	187	154	98	258	44	686	2355	1137	28	1268	236
Arrive On Green	0.07	0.10	0.10	0.05	0.08	0.08	0.76	1.00	1.00	0.02	0.29	0.29
Sat Flow, veh/h	1810	1868	1547	1810	3077	520	1810	3610	1609	1810	4389	817
Grp Volume(v), veh/h	94	85	84	48	73	76	98	501	53	9	361	188
Grp Sat Flow(s),veh/h/ln	1810	1805	1611	1810	1805	1793	1810	1805	1609	1810	1729	1748
Q Serve(g_s), s	4.6	4.0	4.5	2.3	3.5	3.6	1.3	0.0	0.0	0.4	7.5	7.7
Cycle Q Clear(g_c), s	4.6	4.0	4.5	2.3	3.5	3.6	1.3	0.0	0.0	0.4	7.5	7.7
Prop In Lane	1.00		0.96	1.00		0.29	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	127	180	161	98	151	150	686	2355	1137	28	999	505
V/C Ratio(X)	0.74	0.47	0.52	0.49	0.48	0.50	0.14	0.21	0.05	0.32	0.36	0.37
Avail Cap(c_a), veh/h	281	481	429	201	401	398	686	2355	1137	181	999	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	38.3	38.5	41.3	39.4	39.4	6.9	0.0	0.0	43.8	25.4	25.5
Incr Delay (d2), s/veh	8.1	1.9	2.6	3.7	2.4	2.6	0.1	0.2	0.1	6.2	1.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.8	1.9	1.1	1.6	1.7	0.5	0.1	0.0	0.2	3.1	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	40.2	41.1	45.0	41.8	42.0	7.0	0.2	0.1	50.1	26.4	27.6
LnGrp LOS	D	D	D	D	D	D	A	A	A	D	C	C
Approach Vol, veh/h		263			197			652			558	
Approach Delay, s/veh		43.7			42.7			1.2			27.2	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	62.7	8.9	13.0	38.1	30.0	10.3	11.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	31.0	10.0	24.0	14.0	26.0	14.0	20.0
Max Q Clear Time (g_c+I1), s	2.4	2.0	4.3	6.5	3.3	9.7	6.6	5.6
Green Ext Time (p_c), s	0.0	3.8	0.0	0.8	0.1	3.2	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	34	7	188	45	75	22	381	210	71	410	92
Future Volume (veh/h)	68	34	7	188	45	75	22	381	210	71	410	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	35	7	194	46	77	23	393	216	73	423	95
Peak Hour Factor	1.00	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	229	145	29	229	181	152	62	1326	612	625	2415	526
Arrive On Green	0.13	0.09	0.09	0.13	0.10	0.10	0.03	0.26	0.26	0.69	1.00	1.00
Sat Flow, veh/h	1810	1529	306	1810	1900	1595	1810	5187	1597	1810	4261	928
Grp Volume(v), veh/h	68	0	42	194	46	77	23	393	216	73	341	177
Grp Sat Flow(s),veh/h/ln	1810	0	1834	1810	1900	1595	1810	1729	1597	1810	1729	1732
Q Serve(g_s), s	3.1	0.0	1.9	9.4	2.0	4.1	1.1	5.5	2.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	1.9	9.4	2.0	4.1	1.1	5.5	2.0	1.2	0.0	0.0
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	229	0	174	229	181	152	62	1326	612	625	1960	982
V/C Ratio(X)	0.30	0.00	0.24	0.85	0.25	0.51	0.37	0.30	0.35	0.12	0.17	0.18
Avail Cap(c_a), veh/h	229	0	571	241	612	514	181	1326	612	625	1960	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87	0.99	0.99	0.99
Uniform Delay (d), s/veh	35.7	0.0	37.7	38.5	37.8	38.7	42.5	27.0	8.9	9.3	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.7	22.8	0.7	2.6	3.2	0.5	1.4	0.1	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.9	5.6	1.0	1.7	0.6	2.3	1.9	0.5	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	0.0	38.4	61.2	38.5	41.3	45.8	27.5	10.3	9.4	0.2	0.4
LnGrp LOS	D	A	D	E	D	D	D	C	B	A	A	A
Approach Vol, veh/h		110			317			632			591	
Approach Delay, s/veh		37.2			53.1			22.3			1.4	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	27.0	15.4	12.5	7.1	55.0	15.4	12.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	23.0	12.0	28.0	9.0	25.0	11.0	29.0
Max Q Clear Time (g_c+I1), s	3.2	7.5	11.4	3.9	3.1	2.0	5.1	6.1
Green Ext Time (p_c), s	0.1	3.0	0.0	0.1	0.0	3.4	0.1	0.4

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

Intersection	
Int Delay, s/veh	0.6

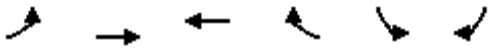
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	1380	747	13	0	125
Future Vol, veh/h	0	1380	747	13	0	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1551	839	15	0	140

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	427
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*766
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*766
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	766
HCM Lane V/C Ratio	-	-	-	0.183
HCM Control Delay (s)	-	-	-	10.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.7

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	760	627	689	160	105	70
Future Volume (veh/h)	760	627	689	160	105	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.96	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	844	697	766	178	117	78
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	824	3656	856	196	373	332
Arrive On Green	0.46	0.70	0.20	0.20	0.21	0.21
Sat Flow, veh/h	1810	5358	4350	960	1810	1610
Grp Volume(v), veh/h	844	697	632	312	117	78
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1680	1810	1610
Q Serve(g_s), s	41.0	4.1	16.0	16.3	4.9	3.6
Cycle Q Clear(g_c), s	41.0	4.1	16.0	16.3	4.9	3.6
Prop In Lane	1.00			0.57	1.00	1.00
Lane Grp Cap(c), veh/h	824	3656	708	344	373	332
V/C Ratio(X)	1.02	0.19	0.89	0.91	0.31	0.23
Avail Cap(c_a), veh/h	824	3660	711	345	373	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	4.5	34.8	34.9	30.3	29.8
Incr Delay (d2), s/veh	37.5	0.0	13.7	26.3	2.2	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.8	1.2	7.9	9.0	2.3	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.0	4.6	48.5	61.3	32.5	31.4
LnGrp LOS	F	A	D	E	C	C
Approach Vol, veh/h		1541	944		195	
Approach Delay, s/veh		36.0	52.7		32.1	
Approach LOS		D	D		C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	67.4	22.6	45.0	22.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	63.5	18.5	41.0	18.5
Max Q Clear Time (g_c+I1), s	6.1	6.9	43.0	18.3
Green Ext Time (p_c), s	5.8	0.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	41.6
HCM 6th LOS	D

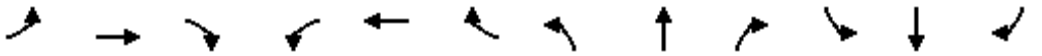
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	731	781	145	0	67
Future Vol, veh/h	0	731	781	145	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	812	868	161	0	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	515
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	436
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	436
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	436
HCM Lane V/C Ratio	-	-	-	0.171
HCM Control Delay (s)	-	-	-	14.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1481	435	0	1200	108	0	0	0	228	0	329
Future Volume (veh/h)	0	1481	435	0	1200	108	0	0	0	228	0	329
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1627	478	0	1319	0				167	0	452
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2255	650	0	2926					641	0	1140
Arrive On Green	0.00	0.56	0.56	0.00	1.00	0.00				0.35	0.00	0.35
Sat Flow, veh/h	0	4169	1153	0	5529	0				1810	0	3220
Grp Volume(v), veh/h	0	1403	702	0	1319	0				167	0	452
Grp Sat Flow(s),veh/h/ln	0	1729	1692	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	32.7	34.0	0.0	0.0	0.0				7.2	0.0	11.6
Cycle Q Clear(g_c), s	0.0	32.7	34.0	0.0	0.0	0.0				7.2	0.0	11.6
Prop In Lane	0.00		0.68	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1951	955	0	2926					641	0	1140
V/C Ratio(X)	0.00	0.72	0.74	0.00	0.45					0.26	0.00	0.40
Avail Cap(c_a), veh/h	0	2499	1223	0	3749					641	0	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.71	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.6	17.9	0.0	0.0	0.0				25.3	0.0	26.7
Incr Delay (d2), s/veh	0.0	0.7	1.7	0.0	0.1	0.0				1.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.5	13.0	0.0	0.0	0.0				3.3	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.3	19.6	0.0	0.1	0.0				26.3	0.0	27.7
LnGrp LOS	A	B	B	A	A					C	A	C
Approach Vol, veh/h		2105			1319	A					619	
Approach Delay, s/veh		18.7			0.1						27.3	
Approach LOS		B			A						C	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		66.6		43.4		66.6						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		79.5		21.5		79.5						
Max Q Clear Time (g_c+I1), s		36.0		13.6		2.0						
Green Ext Time (p_c), s		26.1		1.6		14.5						

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	1464	0	0	866	214	442	0	204	0	0	0
Future Volume (veh/h)	245	1464	0	0	866	214	442	0	204	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	278	1664	0	0	984	243	574	0	155			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	302	2760	0	0	1345	332	1397	0	622			
Arrive On Green	0.33	1.00	0.00	0.00	0.32	0.32	0.39	0.00	0.39			
Sat Flow, veh/h	1810	5358	0	0	4322	1023	3619	0	1610			
Grp Volume(v), veh/h	278	1664	0	0	819	408	574	0	155			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1716	1810	0	1610			
Q Serve(g_s), s	16.2	0.0	0.0	0.0	23.1	23.2	12.7	0.0	7.2			
Cycle Q Clear(g_c), s	16.2	0.0	0.0	0.0	23.1	23.2	12.7	0.0	7.2			
Prop In Lane	1.00		0.00	0.00		0.60	1.00		1.00			
Lane Grp Cap(c), veh/h	302	2760	0	0	1121	556	1397	0	622			
V/C Ratio(X)	0.92	0.60	0.00	0.00	0.73	0.73	0.41	0.00	0.25			
Avail Cap(c_a), veh/h	327	3815	0	0	1776	881	1397	0	622			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.75	0.75	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.9	0.0	0.0	0.0	32.9	33.0	24.6	0.0	22.9			
Incr Delay (d2), s/veh	23.5	0.2	0.0	0.0	0.9	1.9	0.9	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.8	0.0	0.0	0.0	9.7	9.8	5.6	0.0	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	0.2	0.0	0.0	33.9	34.8	25.5	0.0	23.9			
LnGrp LOS	E	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		1942			1227			729				
Approach Delay, s/veh		8.6			34.2			25.2				
Approach LOS		A			C			C				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	47.0	63.0	22.9	40.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.1	80.9	19.9	56.5
Max Q Clear Time (g_c+I1), s	14.7	2.0	18.2	25.2
Green Ext Time (p_c), s	1.4	22.3	0.1	10.5

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	633	179	642	599	0	0	0	0	0	0	92
Future Volume (veh/h)	0	633	179	642	599	0	0	0	0	0	0	92
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	688	195	698	651	0				0	0	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1683	751	755	3369	0				0	0	0
Arrive On Green	0.00	0.47	0.47	0.42	0.93	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	688	195	698	651	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	11.3	6.6	32.9	1.3	0.0						
Cycle Q Clear(g_c), s	0.0	11.3	6.6	32.9	1.3	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	1683	751	755	3369	0						
V/C Ratio(X)	0.00	0.41	0.26	0.92	0.19	0.00						
Avail Cap(c_a), veh/h	0	1683	751	1257	3369	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	15.8	14.6	24.9	0.2	0.0						
Incr Delay (d2), s/veh	0.0	0.7	0.8	7.3	0.1	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	4.6	2.5	14.8	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.6	15.4	32.2	0.4	0.0						
LnGrp LOS	A	B	B	C	A	A						
Approach Vol, veh/h		883			1349							
Approach Delay, s/veh		16.3			16.8							
Approach LOS		B			B							
Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	42.0	48.0				90.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	37.5	42.0				84.0						
Max Q Clear Time (g_c+I1), s	34.9	13.3				3.3						
Green Ext Time (p_c), s	2.6	0.0				5.3						
Intersection Summary												
HCM 6th Ctrl Delay			16.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1146	71	0	1660	112	56	84	0	217	4	114
Future Volume (veh/h)	18	1146	71	0	1660	112	56	84	0	217	4	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	19	1232	76	0	1785	120	60	90	0	233	4	123
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	129	2149	132	0	2138	142	319	475	0	362	13	392
Arrive On Green	0.62	0.62	0.62	0.00	0.62	0.62	0.25	0.25	0.00	0.25	0.25	0.25
Sat Flow, veh/h	240	3454	213	0	3530	229	1284	1900	0	1327	51	1567
Grp Volume(v), veh/h	19	643	665	0	929	976	60	90	0	233	0	127
Grp Sat Flow(s),veh/h/ln	240	1805	1862	0	1805	1859	1284	1900	0	1327	0	1618
Q Serve(g_s), s	6.2	18.8	18.9	0.0	36.1	37.6	3.6	3.4	0.0	15.1	0.0	5.7
Cycle Q Clear(g_c), s	43.7	18.8	18.9	0.0	36.1	37.6	9.3	3.4	0.0	18.4	0.0	5.7
Prop In Lane	1.00		0.11	0.00		0.12	1.00		0.00	1.00		0.97
Lane Grp Cap(c), veh/h	129	1123	1158	0	1123	1157	319	475	0	362	0	404
V/C Ratio(X)	0.15	0.57	0.57	0.00	0.83	0.84	0.19	0.19	0.00	0.64	0.00	0.31
Avail Cap(c_a), veh/h	129	1123	1158	0	1123	1157	319	475	0	362	0	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.9	10.0	10.0	0.0	13.2	13.5	31.3	26.6	0.0	33.8	0.0	27.5
Incr Delay (d2), s/veh	2.4	2.1	2.1	0.0	7.0	7.6	1.3	0.9	0.0	3.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.2	7.4	0.0	14.7	15.9	1.2	1.6	0.0	5.1	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	12.1	12.1	0.0	20.3	21.1	32.6	27.5	0.0	37.7	0.0	27.9
LnGrp LOS	C	B	B	A	C	C	C	C	A	D	A	C
Approach Vol, veh/h		1327			1905			150			360	
Approach Delay, s/veh		12.4			20.7			29.5			34.2	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	62.0	28.0	62.0	28.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	56.0	22.5	56.0	22.5
Max Q Clear Time (g_c+I1), s	45.7	20.4	39.6	11.3
Green Ext Time (p_c), s	6.3	0.3	12.5	0.4

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	1238	10	9	910	161	8	57	8	176	38	107
Future Volume (veh/h)	172	1238	10	9	910	161	8	57	8	176	38	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	185	1331	11	10	978	173	9	61	9	189	41	115
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	1874	15	184	1195	515	519	783	662	610	181	509
Arrive On Green	0.12	0.35	0.35	0.10	0.33	0.33	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1810	5306	44	1810	3610	1556	1249	1900	1607	1349	440	1234
Grp Volume(v), veh/h	185	867	475	10	978	173	9	61	9	189	0	156
Grp Sat Flow(s),veh/h/ln	1810	1729	1892	1810	1805	1556	1249	1900	1607	1349	0	1675
Q Serve(g_s), s	9.0	19.5	19.5	0.4	22.4	7.5	0.4	1.8	0.3	8.9	0.0	5.4
Cycle Q Clear(g_c), s	9.0	19.5	19.5	0.4	22.4	7.5	5.9	1.8	0.3	10.7	0.0	5.4
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	224	1221	668	184	1195	515	519	783	662	610	0	690
V/C Ratio(X)	0.83	0.71	0.71	0.05	0.82	0.34	0.02	0.08	0.01	0.31	0.00	0.23
Avail Cap(c_a), veh/h	362	1744	954	184	1404	605	519	783	662	610	0	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.5	25.1	25.1	36.5	27.6	22.7	19.1	16.1	15.6	19.3	0.0	17.2
Incr Delay (d2), s/veh	8.1	0.8	1.4	0.1	3.4	0.4	0.1	0.2	0.0	1.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	7.8	8.7	0.2	9.9	2.8	0.1	0.8	0.1	2.9	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	25.9	26.5	36.7	31.1	23.0	19.1	16.3	15.7	20.6	0.0	17.9
LnGrp LOS	D	C	C	D	C	C	B	B	B	C	A	B
Approach Vol, veh/h		1527			1161			79			345	
Approach Delay, s/veh		28.6			29.9			16.5			19.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	41.1	13.1	35.8	41.1	15.1	33.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	7.6	45.4	25.0	18.0	35.0
Max Q Clear Time (g_c+I1), s	7.9	2.4	21.5	12.7	11.0	24.4
Green Ext Time (p_c), s	0.3	0.0	10.3	1.2	0.3	5.4

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1263	74	89	821	67	139	174	133	60	128	57
Future Volume (veh/h)	85	1263	74	89	821	67	139	174	133	60	128	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	1344	79	95	873	71	148	185	141	64	136	61
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	1582	93	128	1548	125	185	553	465	261	633	535
Arrive On Green	0.07	0.32	0.32	0.14	0.63	0.63	0.03	0.10	0.10	0.14	0.33	0.33
Sat Flow, veh/h	1810	5004	294	1810	4881	395	1810	1900	1599	1810	1900	1606
Grp Volume(v), veh/h	90	929	494	95	617	327	148	185	141	64	136	61
Grp Sat Flow(s),veh/h/ln	1810	1729	1840	1810	1729	1819	1810	1900	1599	1810	1900	1606
Q Serve(g_s), s	4.4	22.6	22.6	4.5	9.1	9.2	7.3	8.2	7.4	2.8	4.6	2.4
Cycle Q Clear(g_c), s	4.4	22.6	22.6	4.5	9.1	9.2	7.3	8.2	7.4	2.8	4.6	2.4
Prop In Lane	1.00		0.16	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	1093	582	128	1096	577	185	553	465	261	633	535
V/C Ratio(X)	0.71	0.85	0.85	0.74	0.56	0.57	0.80	0.33	0.30	0.24	0.21	0.11
Avail Cap(c_a), veh/h	203	1153	613	181	1110	584	281	553	465	261	633	535
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.67	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	28.8	28.8	37.9	12.9	12.9	42.6	32.5	32.2	34.1	21.6	20.8
Incr Delay (d2), s/veh	7.3	6.0	10.5	6.6	0.4	0.8	8.5	1.5	1.6	0.5	0.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.9	11.3	2.1	2.7	2.9	3.8	4.2	3.2	1.3	2.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	34.7	39.3	44.5	13.3	13.8	51.0	34.1	33.7	34.6	22.3	21.2
LnGrp LOS	D	C	D	D	B	B	D	C	C	C	C	C
Approach Vol, veh/h		1513			1039			474			261	
Approach Delay, s/veh		37.0			16.3			39.3			25.1	
Approach LOS		D			B			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	30.2	10.3	32.4	13.2	34.0	10.3	32.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.8	26.2	9.0	30.0	14.0	21.0	10.1	28.9
Max Q Clear Time (g_c+I1), s	11.4	10.2	6.5	24.6	9.3	6.6	6.4	11.2
Green Ext Time (p_c), s	0.0	1.3	0.0	3.8	0.1	0.7	0.1	6.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	1716	25	18	1266	98	208	64	98	201	24	165
Future Volume (veh/h)	104	1716	25	18	1266	98	208	64	98	201	24	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	1845	0	19	1361	105	146	177	105	235	0	177
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	142	1671		90	1523	473	565	593	496	500	0	223
Arrive On Green	0.08	0.32	0.00	0.10	0.59	0.59	0.31	0.31	0.31	0.14	0.00	0.14
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1590	3619	0	1610
Grp Volume(v), veh/h	112	1845	0	19	1361	105	146	177	105	235	0	177
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1590	1810	0	1610
Q Serve(g_s), s	5.5	29.0	0.0	0.9	20.5	2.8	5.4	6.4	4.4	5.4	0.0	9.6
Cycle Q Clear(g_c), s	5.5	29.0	0.0	0.9	20.5	2.8	5.4	6.4	4.4	5.4	0.0	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	142	1671		90	1523	473	565	593	496	500	0	223
V/C Ratio(X)	0.79	1.10		0.21	0.89	0.22	0.26	0.30	0.21	0.47	0.00	0.80
Avail Cap(c_a), veh/h	173	1671		151	1608	499	565	593	496	744	0	331
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.72	0.72	0.72	1.00	1.00	1.00	0.93	0.00	0.93
Uniform Delay (d), s/veh	40.8	30.5	0.0	38.9	17.4	13.7	23.2	23.5	22.8	35.7	0.0	37.6
Incr Delay (d2), s/veh	18.1	56.3	0.0	0.8	4.9	0.2	1.1	1.3	1.0	0.6	0.0	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	20.3	0.0	0.4	5.3	1.0	2.4	3.0	1.7	2.4	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	86.8	0.0	39.7	22.3	13.9	24.3	24.8	23.8	36.4	0.0	44.9
LnGrp LOS	E	F		D	C	B	C	C	C	D	A	D
Approach Vol, veh/h		1957	A		1485			428			412	
Approach Delay, s/veh		85.2			21.9			24.4			40.0	
Approach LOS		F			C			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	32.1	8.5	33.0	16.4	11.0	30.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	7.5	29.0	18.5	8.6	27.9
Max Q Clear Time (g_c+I1), s	8.4	2.9	31.0	11.6	7.5	22.5
Green Ext Time (p_c), s	1.3	0.0	0.0	0.9	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	52.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

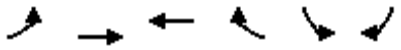
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	1325	105	55	885	196	76	328	77	257	316	159
Future Volume (veh/h)	272	1325	105	55	885	196	76	328	77	257	316	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	286	1395	111	58	932	206	80	345	81	271	333	167
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	367	1491	655	108	1145	252	408	730	169	343	842	374
Arrive On Green	0.27	0.55	0.55	0.06	0.27	0.27	0.12	0.25	0.25	0.10	0.23	0.23
Sat Flow, veh/h	1810	3610	1587	1810	4247	935	3510	2899	671	3510	3610	1604
Grp Volume(v), veh/h	286	1395	111	58	758	380	80	213	213	271	333	167
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1729	1724	1755	1805	1765	1755	1805	1604
Q Serve(g_s), s	13.1	32.2	2.0	2.8	18.5	18.6	1.9	9.0	9.2	6.8	7.0	8.0
Cycle Q Clear(g_c), s	13.1	32.2	2.0	2.8	18.5	18.6	1.9	9.0	9.2	6.8	7.0	8.0
Prop In Lane	1.00		1.00	1.00		0.54	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	367	1491	655	108	932	465	408	455	445	343	842	374
V/C Ratio(X)	0.78	0.94	0.17	0.54	0.81	0.82	0.20	0.47	0.48	0.79	0.40	0.45
Avail Cap(c_a), veh/h	376	1524	670	151	1030	513	408	455	445	351	842	374
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	19.2	5.3	41.1	30.8	30.8	36.0	28.6	28.6	39.7	29.1	29.5
Incr Delay (d2), s/veh	5.7	6.9	0.1	3.3	3.8	7.5	0.2	3.4	3.7	11.3	1.4	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	12.1	1.0	1.3	8.0	8.5	0.8	4.3	4.3	3.4	3.1	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	26.0	5.4	44.4	34.5	38.3	36.2	32.0	32.3	51.0	30.5	33.3
LnGrp LOS	D	C	A	D	C	D	D	C	C	D	C	C
Approach Vol, veh/h		1792			1196			506			771	
Approach Delay, s/veh		26.5			36.2			32.8			38.3	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	26.7	9.4	41.2	14.5	25.0	22.3	28.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	19.5	7.5	38.0	7.5	21.0	18.7	26.8
Max Q Clear Time (g_c+I1), s	10.8	11.2	4.8	34.2	3.9	10.0	15.1	20.6
Green Ext Time (p_c), s	0.0	1.6	0.0	2.9	0.1	2.1	0.3	3.7

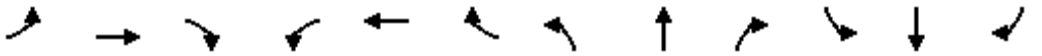
Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	2064	1248	172	351	154
Future Volume (veh/h)	84	2064	1248	172	351	154
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	2150	1300	179	366	160
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	167	2399	1689	1247	1575	871
Arrive On Green	0.18	0.93	0.43	0.43	0.45	0.45
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	88	2150	1300	179	366	160
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	4.0	16.3	19.2	2.2	5.8	0.0
Cycle Q Clear(g_c), s	4.0	16.3	19.2	2.2	5.8	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	167	2399	1689	1247	1575	871
V/C Ratio(X)	0.53	0.90	0.77	0.14	0.23	0.18
Avail Cap(c_a), veh/h	261	2997	2017	1348	1575	871
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.75	0.75	1.00	1.00
Uniform Delay (d), s/veh	34.9	2.4	22.6	2.1	15.3	10.5
Incr Delay (d2), s/veh	1.4	1.9	1.2	0.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.5	6.9	2.3	2.3	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.3	4.3	23.8	2.2	15.6	11.0
LnGrp LOS	D	A	C	A	B	B
Approach Vol, veh/h		2238	1479		526	
Approach Delay, s/veh		5.6	21.2		14.2	
Approach LOS		A	C		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		45.6		44.4	12.3	33.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		52.0		30.0	13.0	35.0
Max Q Clear Time (g_c+I1), s		18.3		7.8	6.0	21.2
Green Ext Time (p_c), s		23.3		1.8	0.1	8.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	1339	147	156	1004	159	87	213	71	134	179	68
Future Volume (veh/h)	107	1339	147	156	1004	159	87	213	71	134	179	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	1380	152	161	1035	164	90	220	73	138	185	72
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	1441	642	181	1898	300	152	622	200	163	613	230
Arrive On Green	0.08	0.40	0.40	0.20	0.84	0.84	0.03	0.08	0.08	0.09	0.24	0.24
Sat Flow, veh/h	1810	3610	1608	1810	4504	712	1810	2667	857	1810	2566	963
Grp Volume(v), veh/h	110	1380	152	161	794	405	90	147	146	138	128	129
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1729	1759	1810	1805	1719	1810	1805	1724
Q Serve(g_s), s	5.4	33.5	5.6	7.8	6.0	6.0	4.4	6.9	7.3	6.8	5.2	5.5
Cycle Q Clear(g_c), s	5.4	33.5	5.6	7.8	6.0	6.0	4.4	6.9	7.3	6.8	5.2	5.5
Prop In Lane	1.00		1.00	1.00		0.41	1.00		0.50	1.00		0.56
Lane Grp Cap(c), veh/h	140	1441	642	181	1457	741	152	421	401	163	431	412
V/C Ratio(X)	0.78	0.96	0.24	0.89	0.54	0.55	0.59	0.35	0.36	0.85	0.30	0.31
Avail Cap(c_a), veh/h	239	1444	643	181	1457	741	152	421	401	163	431	412
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.35	0.58	0.58	0.58	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	26.3	17.9	35.5	4.6	4.6	42.2	35.0	35.2	40.4	28.1	28.2
Incr Delay (d2), s/veh	3.4	6.8	0.1	25.5	0.2	0.5	5.7	2.2	2.5	32.2	1.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	14.9	2.0	4.3	1.4	1.5	2.3	3.4	3.5	4.4	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	33.1	18.0	61.0	4.8	5.1	47.9	37.2	37.7	72.6	29.8	30.2
LnGrp LOS	D	C	B	E	A	A	D	D	D	E	C	C
Approach Vol, veh/h		1642			1360			383			395	
Approach Delay, s/veh		32.5			11.5			39.9			44.9	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	25.0	13.0	39.9	11.6	25.5	11.0	41.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	21.0	9.0	36.0	7.5	21.5	11.9	33.1
Max Q Clear Time (g_c+I1), s	8.8	9.3	9.8	35.5	6.4	7.5	7.4	8.0
Green Ext Time (p_c), s	0.0	1.3	0.0	0.4	0.0	1.2	0.1	9.3

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1968	341	11	1185	93	156	59	15	132	111	82
Future Volume (veh/h)	83	1968	341	11	1185	93	156	59	15	132	111	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	2050	355	11	1234	97	162	61	16	138	116	85
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	199	2184	678	34	1617	127	563	822	207	170	802	535
Arrive On Green	0.11	0.42	0.42	0.02	0.33	0.33	0.16	0.29	0.29	0.09	0.22	0.22
Sat Flow, veh/h	1810	5187	1610	1810	4903	385	3510	2847	717	1810	3610	1610
Grp Volume(v), veh/h	86	2050	355	11	870	461	162	38	39	138	116	85
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1830	1755	1805	1759	1810	1805	1610
Q Serve(g_s), s	4.0	34.1	14.7	0.5	20.3	20.3	3.7	1.4	1.5	6.7	2.3	0.0
Cycle Q Clear(g_c), s	4.0	34.1	14.7	0.5	20.3	20.3	3.7	1.4	1.5	6.7	2.3	0.0
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	199	2184	678	34	1141	604	563	521	508	170	802	535
V/C Ratio(X)	0.43	0.94	0.52	0.33	0.76	0.76	0.29	0.07	0.08	0.81	0.14	0.16
Avail Cap(c_a), veh/h	199	2190	680	151	1372	726	563	521	508	181	802	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	37.4	24.9	19.4	43.6	27.0	27.0	33.3	23.3	23.3	40.0	28.1	21.2
Incr Delay (d2), s/veh	1.0	6.4	0.5	5.4	2.1	4.0	0.3	0.3	0.3	21.0	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	14.4	5.4	0.3	8.4	9.2	1.6	0.6	0.6	3.9	1.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	31.3	19.9	49.0	29.1	31.0	33.5	23.5	23.6	61.0	28.5	21.8
LnGrp LOS	D	C	B	D	C	C	C	C	C	E	C	C
Approach Vol, veh/h		2491			1342			239			339	
Approach Delay, s/veh		29.9			29.9			30.3			40.0	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	30.0	5.7	41.9	18.4	24.0	13.9	33.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	19.5	7.5	38.0	8.5	20.0	9.8	35.7
Max Q Clear Time (g_c+I1), s	8.7	3.5	2.5	36.1	5.7	4.3	6.0	22.3
Green Ext Time (p_c), s	0.0	0.3	0.0	1.8	0.1	0.8	0.1	7.4

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	1227	151	62	843	178	188	519	83	239	489	148
Future Volume (veh/h)	170	1227	151	62	843	178	188	519	83	239	489	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	1252	154	63	860	182	192	530	85	244	499	151
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	209	1493	760	112	1000	210	343	842	368	433	1023	642
Arrive On Green	0.12	0.29	0.29	0.06	0.23	0.23	0.06	0.08	0.08	0.24	0.28	0.28
Sat Flow, veh/h	1810	5187	1582	1810	4272	898	1810	3610	1578	1810	3610	1610
Grp Volume(v), veh/h	173	1252	154	63	695	347	192	530	85	244	499	151
Grp Sat Flow(s),veh/h/ln	1810	1729	1582	1810	1729	1712	1810	1805	1578	1810	1805	1610
Q Serve(g_s), s	8.4	20.4	1.0	3.0	17.3	17.5	9.3	12.8	3.7	10.7	10.3	0.0
Cycle Q Clear(g_c), s	8.4	20.4	1.0	3.0	17.3	17.5	9.3	12.8	3.7	10.7	10.3	0.0
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	1493	760	112	810	401	343	842	368	433	1023	642
V/C Ratio(X)	0.83	0.84	0.20	0.56	0.86	0.87	0.56	0.63	0.23	0.56	0.49	0.24
Avail Cap(c_a), veh/h	261	1556	780	161	845	419	343	842	368	433	1023	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.21	0.21	0.21	0.68	0.68	0.68	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	30.1	5.9	41.0	33.0	33.1	38.5	37.8	21.9	30.1	26.8	18.0
Incr Delay (d2), s/veh	3.9	0.9	0.0	3.0	6.0	12.0	1.8	3.0	1.2	1.7	1.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	8.3	0.9	1.4	7.8	8.4	4.6	6.5	1.9	4.7	4.6	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	31.0	5.9	44.1	39.1	45.1	40.3	40.8	23.2	31.8	28.5	18.8
LnGrp LOS	D	C	A	D	D	D	D	D	C	C	C	B
Approach Vol, veh/h		1579			1105			807			894	
Approach Delay, s/veh		29.8			41.3			38.8			27.7	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.5	25.0	9.6	29.9	21.0	29.5	14.4	25.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	21.0	8.0	27.0	13.5	25.5	13.0	22.0
Max Q Clear Time (g_c+I1), s	12.7	14.8	5.0	22.4	11.3	12.3	10.4	19.5
Green Ext Time (p_c), s	0.3	2.0	0.0	3.3	0.1	3.2	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	1137	814	7	776	75	470	428	27	114	399	56
Future Volume (veh/h)	118	1137	814	7	776	75	470	428	27	114	399	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	122	1172	839	7	800	77	485	441	28	118	411	58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	153	1243	814	42	940	90	566	888	56	356	933	131
Arrive On Green	0.08	0.34	0.34	0.02	0.28	0.28	0.16	0.26	0.26	0.13	0.20	0.20
Sat Flow, veh/h	1810	3610	1610	1810	3321	320	3510	3444	218	1810	3179	446
Grp Volume(v), veh/h	122	1172	839	7	435	442	485	230	239	118	232	237
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1836	1755	1805	1857	1810	1805	1820
Q Serve(g_s), s	6.0	28.4	31.0	0.3	20.5	20.5	12.1	9.8	9.8	5.3	10.2	10.3
Cycle Q Clear(g_c), s	6.0	28.4	31.0	0.3	20.5	20.5	12.1	9.8	9.8	5.3	10.2	10.3
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.12	1.00		0.24
Lane Grp Cap(c), veh/h	153	1243	814	42	511	520	566	465	479	356	530	534
V/C Ratio(X)	0.80	0.94	1.03	0.17	0.85	0.85	0.86	0.50	0.50	0.33	0.44	0.44
Avail Cap(c_a), veh/h	189	1243	814	151	584	594	624	465	479	356	530	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	40.4	28.6	10.8	43.1	30.5	30.5	36.7	28.4	28.4	33.7	29.6	29.7
Incr Delay (d2), s/veh	17.2	14.0	39.7	1.5	8.5	8.4	10.7	3.7	3.7	0.5	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	14.1	18.1	0.2	9.8	10.0	5.9	4.6	4.8	2.4	4.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	42.6	50.5	44.6	38.9	38.8	47.4	32.2	32.1	34.2	32.0	32.1
LnGrp LOS	E	D	F	D	D	D	D	C	C	C	C	C
Approach Vol, veh/h		2133			884			954			587	
Approach Delay, s/veh		46.6			38.9			39.9			32.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.7	27.2	6.1	35.0	18.5	30.4	11.6	29.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.3	23.2	7.5	31.0	16.0	19.5	9.4	29.1
Max Q Clear Time (g_c+I1), s	7.3	11.8	2.3	33.0	14.1	12.3	8.0	22.5
Green Ext Time (p_c), s	0.1	2.1	0.0	0.0	0.4	1.6	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	42	228	403	39	353	533
Future Volume (veh/h)	42	228	403	39	353	533
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	262	463	45	406	613
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	667	306	1914	854	514	2603
Arrive On Green	0.19	0.19	0.53	0.53	0.15	0.72
Sat Flow, veh/h	3510	1610	3705	1610	3510	3705
Grp Volume(v), veh/h	48	262	463	45	406	613
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1610	1755	1805
Q Serve(g_s), s	1.0	14.2	6.2	1.2	10.0	5.1
Cycle Q Clear(g_c), s	1.0	14.2	6.2	1.2	10.0	5.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	667	306	1914	854	514	2603
V/C Ratio(X)	0.07	0.86	0.24	0.05	0.79	0.24
Avail Cap(c_a), veh/h	1287	590	1914	854	897	2603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	35.3	11.4	10.2	37.1	4.2
Incr Delay (d2), s/veh	0.0	5.2	0.3	0.1	2.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.9	2.4	0.4	4.4	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.0	40.5	11.7	10.3	39.8	4.4
LnGrp LOS	C	D	B	B	D	A
Approach Vol, veh/h	310		508			1019
Approach Delay, s/veh	38.9		11.6			18.5
Approach LOS	D		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.2	51.7			68.9	21.1
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	23.0	22.0			49.0	33.0
Max Q Clear Time (g_c+I1), s	12.0	8.2			7.1	16.2
Green Ext Time (p_c), s	1.1	2.7			4.8	0.9

Intersection Summary		
HCM 6th Ctrl Delay	20.0	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1076	125	116	762	81	121	298	91	162	314	57
Future Volume (veh/h)	167	1076	125	116	762	81	121	298	91	162	314	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	1121	130	121	794	84	126	310	95	169	327	59
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	215	1429	166	149	1271	134	155	786	236	266	1069	190
Arrive On Green	0.04	0.10	0.10	0.17	0.53	0.53	0.17	0.58	0.58	0.15	0.35	0.35
Sat Flow, veh/h	1810	4704	545	1810	4756	500	1810	2722	818	1810	3049	543
Grp Volume(v), veh/h	174	824	427	121	576	302	126	203	202	169	192	194
Grp Sat Flow(s),veh/h/ln	1810	1729	1791	1810	1729	1798	1810	1805	1735	1810	1805	1787
Q Serve(g_s), s	8.6	20.9	21.0	5.8	10.5	10.6	6.0	5.5	5.8	7.9	7.0	7.1
Cycle Q Clear(g_c), s	8.6	20.9	21.0	5.8	10.5	10.6	6.0	5.5	5.8	7.9	7.0	7.1
Prop In Lane	1.00		0.30	1.00		0.28	1.00		0.47	1.00		0.30
Lane Grp Cap(c), veh/h	215	1050	544	149	924	481	155	521	501	266	633	626
V/C Ratio(X)	0.81	0.78	0.79	0.81	0.62	0.63	0.81	0.39	0.40	0.64	0.30	0.31
Avail Cap(c_a), veh/h	362	1153	597	161	924	481	161	521	501	266	633	626
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.63	0.63	0.63	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	37.6	37.6	36.9	17.8	17.8	36.6	14.7	14.7	36.1	21.2	21.3
Incr Delay (d2), s/veh	4.5	2.1	4.0	16.6	0.8	1.7	25.4	2.1	2.3	4.9	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	9.9	10.6	3.0	3.3	3.5	3.5	2.2	2.2	3.8	3.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	39.7	41.6	53.5	18.6	19.5	62.0	16.8	17.1	41.0	22.5	22.6
LnGrp LOS	D	D	D	D	B	B	E	B	B	D	C	C
Approach Vol, veh/h		1425			999			531			555	
Approach Delay, s/veh		41.1			23.1			27.6			28.2	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	30.0	11.4	31.3	11.7	35.5	14.7	28.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	26.0	8.0	30.0	8.0	28.0	18.0	20.0
Max Q Clear Time (g_c+I1), s	9.9	7.8	7.8	23.0	8.0	9.1	10.6	12.6
Green Ext Time (p_c), s	0.0	2.3	0.0	4.4	0.0	2.1	0.3	3.3

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1057	170	40	660	57	73	252	38	67	352	31
Future Volume (veh/h)	53	1057	170	40	660	57	73	252	38	67	352	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1079	173	41	673	58	74	257	39	68	359	32
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	335	1226	196	90	868	75	119	993	149	115	1051	93
Arrive On Green	0.19	0.39	0.39	0.05	0.26	0.26	0.07	0.32	0.32	0.02	0.10	0.10
Sat Flow, veh/h	1810	3116	498	1810	3363	290	1810	3147	471	1810	3353	297
Grp Volume(v), veh/h	54	624	628	41	361	370	74	146	150	68	192	199
Grp Sat Flow(s),veh/h/ln	1810	1805	1809	1810	1805	1847	1810	1805	1813	1810	1805	1845
Q Serve(g_s), s	2.3	28.8	29.0	2.0	16.7	16.7	3.6	5.4	5.6	3.4	8.9	9.0
Cycle Q Clear(g_c), s	2.3	28.8	29.0	2.0	16.7	16.7	3.6	5.4	5.6	3.4	8.9	9.0
Prop In Lane	1.00		0.28	1.00		0.16	1.00		0.26	1.00		0.16
Lane Grp Cap(c), veh/h	335	710	712	90	466	477	119	569	572	115	566	578
V/C Ratio(X)	0.16	0.88	0.88	0.45	0.77	0.78	0.62	0.26	0.26	0.59	0.34	0.34
Avail Cap(c_a), veh/h	335	762	764	153	762	780	161	569	572	161	566	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.59	0.59	0.59	0.64	0.64	0.64	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	30.8	25.3	25.4	41.6	31.0	31.0	41.0	22.9	23.0	42.9	31.7	31.7
Incr Delay (d2), s/veh	0.1	6.9	7.1	2.3	1.8	1.8	5.3	1.1	1.1	4.3	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	13.1	13.2	0.9	7.3	7.5	1.8	2.4	2.5	1.7	4.4	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	32.2	32.5	43.8	32.8	32.8	46.2	24.0	24.1	47.2	33.2	33.2
LnGrp LOS	C	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1306			772			370			459	
Approach Delay, s/veh		32.3			33.4			28.5			35.3	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	32.4	8.5	39.4	9.9	32.2	20.7	27.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	20.4	7.6	38.0	8.0	20.4	7.6	38.0
Max Q Clear Time (g_c+I1), s	5.4	7.6	4.0	31.0	5.6	11.0	4.3	18.7
Green Ext Time (p_c), s	0.0	1.3	0.0	4.4	0.0	1.5	0.0	4.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	300	75	17	208	187	17	84	13	256	176	22
Future Volume (veh/h)	26	300	75	17	208	187	17	84	13	256	176	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	337	84	19	234	210	19	94	15	288	198	25
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	472	211	269	306	262	53	695	109	710	1890	236
Arrive On Green	0.04	0.13	0.13	0.08	0.17	0.17	0.03	0.22	0.22	0.39	0.59	0.59
Sat Flow, veh/h	3510	3610	1610	3510	1830	1564	1810	3128	489	1810	3229	403
Grp Volume(v), veh/h	29	337	84	19	231	213	19	53	56	288	110	113
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1589	1810	1805	1812	1810	1805	1827
Q Serve(g_s), s	0.7	8.1	3.7	0.5	11.0	11.6	0.9	2.1	2.2	10.3	2.4	2.5
Cycle Q Clear(g_c), s	0.7	8.1	3.7	0.5	11.0	11.6	0.9	2.1	2.2	10.3	2.4	2.5
Prop In Lane	1.00		1.00	1.00		0.98	1.00		0.27	1.00		0.22
Lane Grp Cap(c), veh/h	141	472	211	269	302	266	53	401	403	710	1056	1069
V/C Ratio(X)	0.21	0.71	0.40	0.07	0.76	0.80	0.36	0.13	0.14	0.41	0.10	0.11
Avail Cap(c_a), veh/h	312	802	358	312	401	353	161	401	403	710	1056	1069
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	37.5	26.8	38.6	35.8	36.0	42.8	28.1	28.1	19.8	8.2	8.3
Incr Delay (d2), s/veh	0.5	1.5	0.9	0.1	5.4	8.4	4.0	0.7	0.7	0.4	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.6	1.7	0.2	5.2	5.0	0.5	1.0	1.0	4.3	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	39.0	27.7	38.7	41.1	44.4	46.8	28.7	28.8	20.1	8.4	8.5
LnGrp LOS	D	D	C	D	D	D	D	C	C	C	A	A
Approach Vol, veh/h		450			463			128			511	
Approach Delay, s/veh		37.1			42.5			31.5			15.0	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	24.0	10.9	15.8	6.6	56.7	7.6	19.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	20.0	8.0	20.0	8.0	38.0	8.0	20.0
Max Q Clear Time (g_c+I1), s	2.3	4.2	2.5	10.1	2.9	4.5	2.7	13.6
Green Ext Time (p_c), s	0.7	0.4	0.0	1.7	0.0	1.3	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	752	242	189	663	119	244	618	114	143	743	180
Future Volume (veh/h)	396	752	242	189	663	119	244	618	114	143	743	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	412	783	252	197	691	124	254	644	119	149	774	188
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	491	922	403	272	851	151	295	1071	463	349	1177	519
Arrive On Green	0.14	0.26	0.26	0.08	0.19	0.19	0.05	0.10	0.10	0.19	0.33	0.33
Sat Flow, veh/h	3510	3610	1578	3510	4410	781	1810	3610	1559	1810	3610	1592
Grp Volume(v), veh/h	412	783	252	197	540	275	254	644	119	149	774	188
Grp Sat Flow(s),veh/h/ln	1755	1805	1578	1755	1729	1733	1810	1805	1559	1810	1805	1592
Q Serve(g_s), s	10.3	18.6	8.4	4.9	13.4	13.7	12.5	15.4	6.4	6.5	16.6	8.1
Cycle Q Clear(g_c), s	10.3	18.6	8.4	4.9	13.4	13.7	12.5	15.4	6.4	6.5	16.6	8.1
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	491	922	403	272	667	334	295	1071	463	349	1177	519
V/C Ratio(X)	0.84	0.85	0.63	0.73	0.81	0.82	0.86	0.60	0.26	0.43	0.66	0.36
Avail Cap(c_a), veh/h	546	1003	438	293	711	356	342	1071	463	349	1177	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	0.70	0.70	0.70	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	31.9	13.0	40.6	34.7	34.8	41.6	35.5	31.4	32.0	26.0	23.2
Incr Delay (d2), s/veh	6.0	3.8	1.4	5.7	4.7	10.0	15.6	2.2	1.2	0.8	2.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	8.4	3.0	2.3	6.0	6.6	7.3	7.7	2.6	2.9	7.4	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	35.6	14.3	46.3	39.5	44.9	57.1	37.7	32.6	32.8	28.9	25.1
LnGrp LOS	D	D	B	D	D	D	E	D	C	C	C	C
Approach Vol, veh/h		1447			1012			1017			1111	
Approach Delay, s/veh		34.2			42.3			41.9			28.8	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.3	30.7	11.0	27.0	18.7	33.4	16.6	21.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.8	26.7	7.5	25.0	17.0	24.5	14.0	18.5
Max Q Clear Time (g_c+I1), s	8.5	17.4	6.9	20.6	14.5	18.6	12.3	15.7
Green Ext Time (p_c), s	0.2	3.3	0.0	2.4	0.2	2.9	0.3	1.4

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	807	189	58	634	65	156	724	63	128	872	61
Future Volume (veh/h)	97	807	189	58	634	65	156	724	63	128	872	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	832	195	60	654	67	161	746	65	132	899	63
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	244	922	216	109	809	83	319	1702	147	166	1318	92
Arrive On Green	0.13	0.32	0.32	0.02	0.08	0.08	0.18	0.35	0.35	0.03	0.09	0.09
Sat Flow, veh/h	1810	2890	677	1810	3306	338	1810	4850	420	1810	4942	345
Grp Volume(v), veh/h	100	520	507	60	357	364	161	530	281	132	628	334
Grp Sat Flow(s),veh/h/ln	1810	1805	1762	1810	1805	1839	1810	1729	1812	1810	1729	1830
Q Serve(g_s), s	4.6	24.8	24.8	3.0	17.5	17.5	7.2	10.6	10.7	6.5	15.9	15.9
Cycle Q Clear(g_c), s	4.6	24.8	24.8	3.0	17.5	17.5	7.2	10.6	10.7	6.5	15.9	15.9
Prop In Lane	1.00		0.38	1.00		0.18	1.00		0.23	1.00		0.19
Lane Grp Cap(c), veh/h	244	576	562	109	442	450	319	1213	636	166	922	488
V/C Ratio(X)	0.41	0.90	0.90	0.55	0.81	0.81	0.51	0.44	0.44	0.79	0.68	0.68
Avail Cap(c_a), veh/h	244	602	587	157	527	537	319	1213	636	221	922	488
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.44	0.44	0.44	0.82	0.82	0.82	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	35.7	29.3	29.3	42.9	39.3	39.3	33.5	22.4	22.4	42.8	37.3	37.4
Incr Delay (d2), s/veh	0.5	8.4	8.6	3.5	6.4	6.4	1.3	1.1	2.2	9.8	2.9	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	11.6	11.4	1.4	9.2	9.4	3.2	4.4	4.8	3.5	7.7	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	37.7	37.9	46.4	45.7	45.7	34.8	23.5	24.7	52.6	40.2	42.8
LnGrp LOS	D	D	D	D	D	D	C	C	C	D	D	D
Approach Vol, veh/h		1127			781			972			1094	
Approach Delay, s/veh		37.6			45.8			25.7			42.5	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	35.6	9.4	32.7	19.8	28.0	16.1	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	25.2	7.8	30.0	12.2	24.0	11.5	26.3
Max Q Clear Time (g_c+I1), s	8.5	12.7	5.0	26.8	9.2	17.9	6.6	19.5
Green Ext Time (p_c), s	0.1	4.3	0.0	1.9	0.1	3.1	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	305	120	278	280	106	176	668	299	184	675	28
Future Volume (veh/h)	39	305	120	278	280	106	176	668	299	184	675	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	335	132	305	308	116	193	734	329	202	742	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	415	160	343	784	289	437	1167	355	473	1250	52
Arrive On Green	0.05	0.16	0.16	0.19	0.30	0.30	0.48	0.45	0.45	0.26	0.25	0.25
Sat Flow, veh/h	1810	2528	976	1810	2572	947	1810	5187	1579	1810	5101	212
Grp Volume(v), veh/h	43	237	230	305	214	210	193	734	329	202	502	271
Grp Sat Flow(s),veh/h/ln	1810	1805	1699	1810	1805	1714	1810	1729	1579	1810	1729	1855
Q Serve(g_s), s	2.3	12.6	13.1	16.4	9.4	9.7	7.0	10.9	19.7	9.3	12.8	12.9
Cycle Q Clear(g_c), s	2.3	12.6	13.1	16.4	9.4	9.7	7.0	10.9	19.7	9.3	12.8	12.9
Prop In Lane	1.00		0.57	1.00		0.55	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	88	296	279	343	550	523	437	1167	355	473	847	455
V/C Ratio(X)	0.49	0.80	0.82	0.89	0.39	0.40	0.44	0.63	0.93	0.43	0.59	0.60
Avail Cap(c_a), veh/h	136	334	314	452	650	617	437	1167	355	473	847	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.63	0.63	0.63	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	40.2	40.4	39.5	27.4	27.5	21.4	24.3	26.7	30.7	33.3	33.4
Incr Delay (d2), s/veh	3.3	9.5	12.0	10.7	0.3	0.3	0.5	2.0	27.2	0.6	3.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.3	6.3	8.2	4.0	4.0	2.6	3.8	8.0	4.1	5.7	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.6	49.7	52.3	50.2	27.7	27.8	22.0	26.3	54.0	31.3	36.4	39.0
LnGrp LOS	D	D	D	D	C	C	C	C	D	C	D	D
Approach Vol, veh/h		510			729			1256			975	
Approach Delay, s/veh		50.9			37.2			32.9			36.1	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	26.5	22.9	20.4	28.1	28.5	8.9	34.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	22.5	25.0	18.5	16.0	24.5	7.5	36.0
Max Q Clear Time (g_c+I1), s	11.3	21.7	18.4	15.1	9.0	14.9	4.3	11.7
Green Ext Time (p_c), s	0.3	0.5	0.5	0.9	0.3	3.5	0.0	2.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	136	89	188	72	100	58	972	206	106	978	39
Future Volume (veh/h)	25	136	89	188	72	100	58	972	206	106	978	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	143	94	198	76	105	61	1023	217	112	1029	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	34	188	187	226	87	272	103	2023	428	139	2527	101
Arrive On Green	0.12	0.12	0.12	0.17	0.17	0.17	0.06	0.47	0.47	0.15	0.99	0.99
Sat Flow, veh/h	290	1595	1580	1325	509	1596	1810	4262	902	1810	5112	203
Grp Volume(v), veh/h	169	0	94	274	0	105	61	830	410	112	696	374
Grp Sat Flow(s),veh/h/ln	1885	0	1580	1834	0	1596	1810	1729	1707	1810	1729	1858
Q Serve(g_s), s	8.7	0.0	5.6	14.6	0.0	5.8	3.3	16.6	16.6	6.0	0.4	0.4
Cycle Q Clear(g_c), s	8.7	0.0	5.6	14.6	0.0	5.8	3.3	16.6	16.6	6.0	0.4	0.4
Prop In Lane	0.15		1.00	0.72		1.00	1.00		0.53	1.00		0.11
Lane Grp Cap(c), veh/h	223	0	187	313	0	272	103	1641	810	139	1709	918
V/C Ratio(X)	0.76	0.00	0.50	0.88	0.00	0.39	0.59	0.51	0.51	0.81	0.41	0.41
Avail Cap(c_a), veh/h	434	0	363	341	0	297	163	1641	810	199	1709	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.93	0.93	0.93	0.81	0.81	0.81
Uniform Delay (d), s/veh	42.7	0.0	41.4	40.4	0.0	36.8	46.0	18.2	18.2	41.6	0.3	0.3
Incr Delay (d2), s/veh	5.3	0.0	2.1	20.6	0.0	0.9	4.9	1.0	2.1	12.0	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	2.3	8.3	0.0	2.3	1.6	6.6	6.8	2.9	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	0.0	43.5	61.0	0.0	37.7	50.9	19.2	20.3	53.6	0.9	1.4
LnGrp LOS	D	A	D	E	A	D	D	B	C	D	A	A
Approach Vol, veh/h		263			379			1301			1182	
Approach Delay, s/veh		46.4			54.6			21.0			6.0	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.7	51.5		15.8	9.7	53.4		21.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	11.0	31.4		23.0	9.0	33.4		18.6
Max Q Clear Time (g_c+I1), s	10.0	18.6		10.7	5.3	2.4		16.6
Green Ext Time (p_c), s	0.1	6.8		1.0	0.0	8.5		0.4

Intersection Summary		
HCM 6th Ctrl Delay		21.6
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	0	147	0	0	0	142	997	0	0	1153	124
Future Volume (veh/h)	184	0	147	0	0	0	142	997	0	0	1153	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	222	0	177	0	0	0	171	1201	0	0	1389	149
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	269	407	2	2	2	201	4038	0	2	2985	320
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.00	0.22	1.00	0.00	0.00	0.63	0.63
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4756	510
Grp Volume(v), veh/h	222	0	177	0	0	0	171	1201	0	0	1010	528
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1808
Q Serve(g_s), s	12.0	0.0	9.2	0.0	0.0	0.0	9.1	0.0	0.0	0.0	15.4	15.4
Cycle Q Clear(g_c), s	12.0	0.0	9.2	0.0	0.0	0.0	9.1	0.0	0.0	0.0	15.4	15.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.28
Lane Grp Cap(c), veh/h	256	269	407	2	2	2	201	4038	0	2	2170	1135
V/C Ratio(X)	0.87	0.00	0.44	0.00	0.00	0.00	0.85	0.30	0.00	0.00	0.47	0.47
Avail Cap(c_a), veh/h	308	532	629	136	352	298	253	4038	0	136	2170	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.95	0.95	0.00	0.00	0.89	0.89
Uniform Delay (d), s/veh	42.0	0.0	31.4	0.0	0.0	0.0	38.1	0.0	0.0	0.0	9.8	9.8
Incr Delay (d2), s/veh	19.4	0.0	0.7	0.0	0.0	0.0	18.8	0.2	0.0	0.0	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.0	3.6	0.0	0.0	0.0	4.6	0.1	0.0	0.0	5.5	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	0.0	32.1	0.0	0.0	0.0	56.9	0.2	0.0	0.0	10.4	11.0
LnGrp LOS	E	A	C	A	A	A	E	A	A	A	B	B
Approach Vol, veh/h		399			0			1372			1538	
Approach Delay, s/veh		48.4			0.0			7.2			10.6	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	81.8	0.0	18.2	15.1	66.8	18.2	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	41.0	7.5	28.0	14.0	34.5	17.0	18.5
Max Q Clear Time (g_c+I1), s	10.0	2.0	0.0	11.2	11.1	17.4	14.0	0.0
Green Ext Time (p_c), s	0.0	11.3	0.0	0.5	0.1	10.0	0.2	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	21	125	23	4	10	28	1078	46	21	1263	49
Future Volume (veh/h)	42	21	125	23	4	10	28	1078	46	21	1263	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	24	140	26	4	11	31	1211	52	24	1419	55
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	199	178	65	133	112	73	2346	101	423	3389	1175
Arrive On Green	0.08	0.11	0.11	0.04	0.07	0.07	0.04	0.46	0.46	0.47	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5100	219	1810	5187	1610
Grp Volume(v), veh/h	47	24	140	26	4	11	31	821	442	24	1419	55
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1861	1810	1729	1610
Q Serve(g_s), s	2.5	1.2	8.5	1.4	0.2	0.6	1.7	16.8	16.8	0.7	0.0	0.0
Cycle Q Clear(g_c), s	2.5	1.2	8.5	1.4	0.2	0.6	1.7	16.8	16.8	0.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	138	199	178	65	133	112	73	1591	856	423	3389	1175
V/C Ratio(X)	0.34	0.12	0.79	0.40	0.03	0.10	0.42	0.52	0.52	0.06	0.42	0.05
Avail Cap(c_a), veh/h	145	361	322	163	399	338	163	1591	856	423	3389	1175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.86	0.86	0.86
Uniform Delay (d), s/veh	43.8	40.1	43.4	47.1	43.4	43.6	46.8	19.1	19.1	20.6	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.3	7.6	3.9	0.1	0.4	3.3	1.0	1.9	0.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.5	3.7	0.7	0.1	0.3	0.8	6.7	7.5	0.3	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	40.4	50.9	51.1	43.4	43.9	50.2	20.2	21.0	20.6	0.3	0.1
LnGrp LOS	D	D	D	D	D	D	D	C	C	C	A	A
Approach Vol, veh/h		211			41			1294			1498	
Approach Delay, s/veh		48.5			48.4			21.2			0.6	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	87.4	50.0	7.6	15.0	8.0	69.3	11.6	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	46.0	9.0	20.0	9.0	46.0	8.0	21.0
Max Q Clear Time (g_c+I1), s	12.7	18.8	3.4	10.5	3.7	2.0	4.5	2.6
Green Ext Time (p_c), s	0.0	10.1	0.0	0.6	0.0	15.3	0.0	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	335	143	157	3	72	67	60	747	4	130	1154	316
Future Volume (veh/h)	335	143	157	3	72	67	60	747	4	130	1154	316
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	372	159	174	3	80	72	67	830	4	144	1282	351
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	410	1050	468	20	363	113	855	2463	765	241	1556	483
Arrive On Green	0.23	0.29	0.29	0.01	0.07	0.07	0.24	0.47	0.47	0.07	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	372	159	174	3	80	72	67	830	4	144	1282	351
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	20.0	3.3	4.7	0.1	1.5	4.4	1.5	10.0	0.1	4.0	23.0	11.0
Cycle Q Clear(g_c), s	20.0	3.3	4.7	0.1	1.5	4.4	1.5	10.0	0.1	4.0	23.0	11.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	410	1050	468	20	363	113	855	2463	765	241	1556	483
V/C Ratio(X)	0.91	0.15	0.37	0.15	0.22	0.64	0.08	0.34	0.01	0.60	0.82	0.73
Avail Cap(c_a), veh/h	507	1408	628	263	960	298	855	2463	765	295	1556	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	37.7	26.3	8.3	49.5	43.9	45.3	29.2	16.4	13.8	45.2	32.5	9.9
Incr Delay (d2), s/veh	17.7	0.1	0.5	3.5	0.3	5.9	0.0	0.4	0.0	2.2	4.7	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	1.4	3.2	0.0	0.6	1.9	0.6	3.9	0.0	1.8	10.1	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	26.4	8.8	53.0	44.2	51.2	29.2	16.8	13.8	47.4	37.3	18.5
LnGrp LOS	E	C	A	D	D	D	C	B	B	D	D	B
Approach Vol, veh/h		705			155			901			1777	
Approach Delay, s/veh		37.3			47.6			17.7			34.4	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	51.5	4.6	33.1	28.4	34.0	26.6	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.4	29.1	7.5	39.0	7.5	30.0	28.0	18.5
Max Q Clear Time (g_c+I1), s	6.0	12.0	2.1	6.7	3.5	25.0	22.0	6.4
Green Ext Time (p_c), s	0.1	5.5	0.0	1.6	0.0	3.8	0.6	0.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	672	196	21	582	69	141	234	20	47	228	105
Future Volume (veh/h)	135	672	196	21	582	69	141	234	20	47	228	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	138	686	200	21	594	70	144	239	20	48	233	107
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	973	802	57	749	410	814	807	67	98	702	312
Arrive On Green	0.19	0.54	0.54	0.03	0.21	0.21	0.46	0.93	0.93	0.05	0.29	0.29
Sat Flow, veh/h	1810	3610	1588	1810	3610	1556	3510	1729	145	1810	2430	1080
Grp Volume(v), veh/h	138	686	200	21	594	70	144	0	259	48	171	169
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1805	1556	1755	0	1874	1810	1805	1706
Q Serve(g_s), s	6.6	12.7	0.7	1.0	14.0	2.2	2.2	0.0	1.2	2.3	6.7	7.0
Cycle Q Clear(g_c), s	6.6	12.7	0.7	1.0	14.0	2.2	2.2	0.0	1.2	2.3	6.7	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		0.63
Lane Grp Cap(c), veh/h	170	973	802	57	749	410	814	0	874	98	521	493
V/C Ratio(X)	0.81	0.70	0.25	0.37	0.79	0.17	0.18	0.00	0.30	0.49	0.33	0.34
Avail Cap(c_a), veh/h	302	1243	920	161	963	502	814	0	874	161	521	493
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	1.00	1.00	1.00	0.99	0.00	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	18.1	3.6	42.7	33.8	13.2	19.1	0.0	1.6	41.3	25.1	25.3
Incr Delay (d2), s/veh	6.0	0.8	0.1	3.8	3.6	0.2	0.1	0.0	0.9	3.7	1.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.9	0.8	0.5	6.4	0.9	0.9	0.0	0.6	1.1	3.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	18.9	3.7	46.5	37.4	13.4	19.2	0.0	2.5	45.0	26.8	27.2
LnGrp LOS	D	B	A	D	D	B	B	A	A	D	C	C
Approach Vol, veh/h		1024			685			403			388	
Approach Delay, s/veh		19.0			35.2			8.5			29.2	
Approach LOS		B			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	46.0	6.9	28.3	24.9	30.0	12.5	22.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	27.0	8.0	31.0	9.0	26.0	15.0	24.0
Max Q Clear Time (g_c+I1), s	4.3	3.2	3.0	14.7	4.2	9.0	8.6	16.0
Green Ext Time (p_c), s	0.0	1.5	0.0	5.0	0.2	1.8	0.2	2.6

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	726	169	33	626	34	103	221	17	33	260	51
Future Volume (veh/h)	40	726	169	33	626	34	103	221	17	33	260	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	741	172	34	639	35	105	226	17	34	265	52
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	875	203	81	1028	56	135	1036	77	312	764	647
Arrive On Green	0.05	0.30	0.30	0.04	0.30	0.30	0.07	0.30	0.30	0.34	0.80	0.80
Sat Flow, veh/h	1810	2906	675	1810	3477	190	1810	3402	254	1810	1900	1609
Grp Volume(v), veh/h	41	460	453	34	331	343	105	119	124	34	265	52
Grp Sat Flow(s),veh/h/ln	1810	1805	1776	1810	1805	1862	1810	1805	1850	1810	1900	1609
Q Serve(g_s), s	2.0	21.5	21.5	1.6	14.3	14.3	5.1	4.4	4.5	1.2	3.4	0.6
Cycle Q Clear(g_c), s	2.0	21.5	21.5	1.6	14.3	14.3	5.1	4.4	4.5	1.2	3.4	0.6
Prop In Lane	1.00		0.38	1.00		0.10	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	90	543	535	81	534	551	135	550	563	312	764	647
V/C Ratio(X)	0.45	0.85	0.85	0.42	0.62	0.62	0.78	0.22	0.22	0.11	0.35	0.08
Avail Cap(c_a), veh/h	153	630	620	153	630	650	237	550	563	312	764	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.39	0.39	0.39	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	41.6	29.5	29.5	41.9	27.3	27.4	40.9	23.3	23.3	24.8	5.6	5.3
Incr Delay (d2), s/veh	1.4	3.9	4.0	3.5	1.4	1.4	9.4	0.9	0.9	0.1	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.6	9.5	0.8	6.2	6.4	2.6	2.0	2.1	0.5	1.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	33.4	33.5	45.3	28.7	28.7	50.3	24.2	24.2	25.0	6.8	5.6
LnGrp LOS	D	C	C	D	C	C	D	C	C	C	A	A
Approach Vol, veh/h		954			708			348			351	
Approach Delay, s/veh		33.9			29.5			32.1			8.4	
Approach LOS		C			C			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	31.4	8.0	31.1	10.7	40.2	8.5	30.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	27.4	7.6	31.4	11.8	23.2	7.6	31.4
Max Q Clear Time (g_c+I1), s	3.2	6.5	3.6	23.5	7.1	5.4	4.0	16.3
Green Ext Time (p_c), s	0.0	1.3	0.0	3.6	0.1	1.6	0.0	3.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	813	109	142	801	103	60	122	102	47	155	92
Future Volume (veh/h)	168	813	109	142	801	103	60	122	102	47	155	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	175	847	114	148	834	107	62	127	106	49	161	96
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	212	983	132	183	1055	749	111	462	353	314	778	437
Arrive On Green	0.12	0.31	0.31	0.10	0.29	0.29	0.06	0.24	0.24	0.17	0.35	0.35
Sat Flow, veh/h	1810	3191	429	1810	3610	1605	1810	1933	1479	1810	2214	1244
Grp Volume(v), veh/h	175	479	482	148	834	107	62	118	115	49	129	128
Grp Sat Flow(s),veh/h/ln	1810	1805	1815	1810	1805	1605	1810	1805	1607	1810	1805	1653
Q Serve(g_s), s	8.5	22.5	22.5	7.2	19.1	1.0	3.0	4.8	5.3	2.1	4.5	4.9
Cycle Q Clear(g_c), s	8.5	22.5	22.5	7.2	19.1	1.0	3.0	4.8	5.3	2.1	4.5	4.9
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.92	1.00		0.75
Lane Grp Cap(c), veh/h	212	556	559	183	1055	749	111	431	384	314	634	581
V/C Ratio(X)	0.82	0.86	0.86	0.81	0.79	0.14	0.56	0.27	0.30	0.16	0.20	0.22
Avail Cap(c_a), veh/h	302	622	625	281	1203	815	161	431	384	314	634	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	29.3	29.3	39.6	29.3	5.1	41.1	27.9	28.1	31.6	20.4	20.5
Incr Delay (d2), s/veh	8.7	8.1	8.0	9.5	3.2	0.1	4.4	1.6	2.0	0.2	0.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	10.6	10.7	3.6	8.5	0.5	1.5	2.2	2.2	0.9	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	37.4	37.4	49.1	32.5	5.2	45.4	29.5	30.1	31.8	21.1	21.4
LnGrp LOS	D	D	D	D	C	A	D	C	C	C	C	C
Approach Vol, veh/h		1136			1089			295			306	
Approach Delay, s/veh		39.0			32.1			33.1			22.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	25.5	13.1	31.7	9.5	35.6	14.6	30.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	21.5	14.0	31.0	8.0	21.0	15.0	30.0
Max Q Clear Time (g_c+I1), s	4.1	7.3	9.2	24.5	5.0	6.9	10.5	21.1
Green Ext Time (p_c), s	0.0	1.1	0.1	3.2	0.0	1.2	0.2	4.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	454	216	80	335	37	157	418	126	19	333	22
Future Volume (veh/h)	56	454	216	80	335	37	157	418	126	19	333	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	463	220	82	342	38	160	427	129	19	340	22
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	526	445	123	543	505	197	852	815	53	651	42
Arrive On Green	0.06	0.28	0.28	0.07	0.29	0.29	0.04	0.15	0.15	0.03	0.37	0.37
Sat Flow, veh/h	1810	1900	1607	1810	1900	1602	1810	1900	1575	1810	1765	114
Grp Volume(v), veh/h	57	463	220	82	342	38	160	427	129	19	0	362
Grp Sat Flow(s),veh/h/ln	1810	1900	1607	1810	1900	1602	1810	1900	1575	1810	0	1879
Q Serve(g_s), s	2.8	21.0	7.5	4.0	14.1	1.5	7.9	18.6	0.9	0.9	0.0	13.6
Cycle Q Clear(g_c), s	2.8	21.0	7.5	4.0	14.1	1.5	7.9	18.6	0.9	0.9	0.0	13.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	107	526	445	123	543	505	197	852	815	53	0	693
V/C Ratio(X)	0.53	0.88	0.49	0.67	0.63	0.08	0.81	0.50	0.16	0.36	0.00	0.52
Avail Cap(c_a), veh/h	151	612	518	161	623	572	241	852	815	151	0	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.1	31.1	14.4	41.0	28.0	21.6	42.5	29.1	8.6	42.8	0.0	22.2
Incr Delay (d2), s/veh	4.1	12.6	0.9	6.6	1.6	0.1	15.3	2.0	0.4	4.0	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	11.1	2.7	2.0	6.5	0.6	4.5	9.9	1.3	0.5	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	43.7	15.2	47.5	29.7	21.7	57.8	31.1	9.0	46.8	0.0	25.0
LnGrp LOS	D	D	B	D	C	C	E	C	A	D	A	C
Approach Vol, veh/h		740			462			716			381	
Approach Delay, s/veh		35.4			32.2			33.1			26.1	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	44.3	10.1	28.9	13.8	37.2	9.3	29.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	29.5	8.0	29.0	12.0	25.0	7.5	29.5
Max Q Clear Time (g_c+I1), s	2.9	20.6	6.0	23.0	9.9	15.6	4.8	16.1
Green Ext Time (p_c), s	0.0	2.1	0.0	1.9	0.1	1.5	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	417	237	198	499	69	116	453	157	33	558	23
Future Volume (veh/h)	51	417	237	198	499	69	116	453	157	33	558	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	430	244	204	514	71	120	467	0	34	575	24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	528	297	238	1127	502	152	1475		81	1304	54
Arrive On Green	0.06	0.24	0.24	0.13	0.31	0.31	0.08	0.41	0.00	0.01	0.12	0.12
Sat Flow, veh/h	1810	2226	1252	1810	3610	1609	1810	3610	1610	1810	3531	147
Grp Volume(v), veh/h	53	348	326	204	514	71	120	467	0	34	294	305
Grp Sat Flow(s),veh/h/ln	1810	1805	1673	1810	1805	1609	1810	1805	1610	1810	1805	1873
Q Serve(g_s), s	2.6	16.4	16.6	9.9	10.3	2.9	5.9	7.9	0.0	1.7	13.6	13.6
Cycle Q Clear(g_c), s	2.6	16.4	16.6	9.9	10.3	2.9	5.9	7.9	0.0	1.7	13.6	13.6
Prop In Lane	1.00		0.75	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	103	429	397	238	1127	502	152	1475		81	667	692
V/C Ratio(X)	0.51	0.81	0.82	0.86	0.46	0.14	0.79	0.32		0.42	0.44	0.44
Avail Cap(c_a), veh/h	153	542	502	241	1259	561	221	1475		153	667	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	41.2	32.4	32.5	38.2	24.8	22.3	40.5	18.1	0.0	43.2	30.9	30.9
Incr Delay (d2), s/veh	3.9	7.3	8.5	24.6	0.3	0.1	11.0	0.5	0.0	2.9	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	7.8	7.5	6.0	4.3	1.1	3.0	3.3	0.0	0.8	6.8	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	39.8	41.0	62.8	25.1	22.4	51.4	18.6	0.0	46.1	32.7	32.6
LnGrp LOS	D	D	D	E	C	C	D	B		D	C	C
Approach Vol, veh/h		727			789			587	A		633	
Approach Delay, s/veh		40.7			34.6			25.3			33.4	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	40.8	15.9	25.4	11.5	37.2	9.1	32.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	27.4	12.0	27.0	11.0	24.0	7.6	31.4
Max Q Clear Time (g_c+I1), s	3.7	9.9	11.9	18.6	7.9	15.6	4.6	12.3
Green Ext Time (p_c), s	0.0	2.9	0.0	2.7	0.1	2.3	0.0	3.6

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

Notes

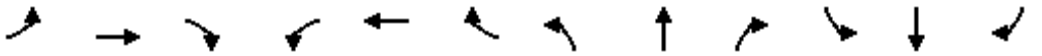
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	83	179	37	99	92	120	659	38	78	805	73
Future Volume (veh/h)	97	83	179	37	99	92	120	659	38	78	805	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	88	190	39	105	98	128	701	40	83	856	78
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	284	344	307	212	352	299	464	2348	134	554	2262	206
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1198	1805	1610	1119	1851	1571	609	3471	198	730	3345	305
Grp Volume(v), veh/h	103	88	190	39	102	101	128	364	377	83	462	472
Grp Sat Flow(s),veh/h/ln	1198	1805	1610	1119	1805	1617	609	1805	1864	730	1805	1845
Q Serve(g_s), s	4.9	2.5	6.5	2.0	2.9	3.2	6.9	4.9	4.9	3.1	6.7	6.7
Cycle Q Clear(g_c), s	8.1	2.5	6.5	8.5	2.9	3.2	13.6	4.9	4.9	8.0	6.7	6.7
Prop In Lane	1.00		1.00	1.00		0.97	1.00		0.11	1.00		0.17
Lane Grp Cap(c), veh/h	284	344	307	212	344	308	464	1221	1261	554	1221	1248
V/C Ratio(X)	0.36	0.26	0.62	0.18	0.30	0.33	0.28	0.30	0.30	0.15	0.38	0.38
Avail Cap(c_a), veh/h	425	557	496	344	557	499	464	1221	1261	554	1221	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	24.5	20.7	22.3	26.2	20.8	21.0	7.2	3.9	3.9	5.6	4.2	4.2
Incr Delay (d2), s/veh	0.8	0.4	2.0	0.4	0.5	0.6	1.5	0.6	0.6	0.4	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.0	2.5	0.5	1.2	1.2	0.9	1.4	1.4	0.4	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	21.1	24.3	26.6	21.3	21.6	8.7	4.6	4.5	6.0	4.9	4.9
LnGrp LOS	C	C	C	C	C	C	A	A	A	A	A	A
Approach Vol, veh/h		381			242			869			1017	
Approach Delay, s/veh		23.8			22.3			5.2			5.0	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	44.6	15.4	44.6	15.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	33.5	18.5	33.5	18.5
Max Q Clear Time (g_c+I1), s	15.6	10.1	10.0	10.5
Green Ext Time (p_c), s	5.7	1.3	7.3	0.8

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	482	288	693	709	120	221	611	539	236	714	94
Future Volume (veh/h)	182	482	288	693	709	120	221	611	539	236	714	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	186	492	294	707	723	122	226	623	550	241	729	96
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	709	681	314	801	995	166	291	1241	916	309	1116	147
Arrive On Green	0.20	0.20	0.20	0.23	0.22	0.22	0.08	0.34	0.34	0.09	0.35	0.35
Sat Flow, veh/h	3510	3458	1593	3510	4460	744	3510	3610	1596	3510	3198	421
Grp Volume(v), veh/h	186	492	294	707	559	286	226	623	550	241	411	414
Grp Sat Flow(s),veh/h/ln	1755	1729	1593	1755	1729	1747	1755	1805	1596	1755	1805	1814
Q Serve(g_s), s	5.0	14.9	20.3	21.8	16.7	17.0	7.1	15.3	25.1	7.5	21.5	21.5
Cycle Q Clear(g_c), s	5.0	14.9	20.3	21.8	16.7	17.0	7.1	15.3	25.1	7.5	21.5	21.5
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	709	681	314	801	771	390	291	1241	916	309	630	633
V/C Ratio(X)	0.26	0.72	0.94	0.88	0.72	0.73	0.78	0.50	0.60	0.78	0.65	0.65
Avail Cap(c_a), veh/h	709	681	314	974	1287	650	377	1241	916	437	630	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	42.0	44.2	41.7	40.2	40.3	50.2	29.1	15.6	49.9	30.7	30.7
Incr Delay (d2), s/veh	0.2	3.8	34.7	8.3	1.3	2.7	7.5	1.5	2.9	5.8	5.2	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	6.7	11.0	10.3	7.2	7.6	3.4	6.8	9.5	3.5	10.1	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	45.8	78.9	50.0	41.5	43.0	57.7	30.5	18.5	55.7	35.9	35.9
LnGrp LOS	D	D	E	D	D	D	E	C	B	E	D	D
Approach Vol, veh/h		972			1552			1399			1066	
Approach Delay, s/veh		54.3			45.7			30.2			40.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	42.4	29.5	26.0	13.3	43.0	26.6	28.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.9	37.1	31.0	22.0	12.0	39.0	11.4	41.6
Max Q Clear Time (g_c+I1), s	9.5	27.1	23.8	22.3	9.1	23.5	7.0	19.0
Green Ext Time (p_c), s	0.3	4.6	1.7	0.0	0.2	4.8	0.2	5.9

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	47	195	57	37	62	89	859	81	102	1226	70
Future Volume (veh/h)	155	47	195	57	37	62	89	859	81	102	1226	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	160	48	201	59	38	64	92	886	84	105	1264	72
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	288	242	109	159	133	127	1444	727	381	1877	107
Arrive On Green	0.13	0.15	0.15	0.06	0.08	0.08	0.14	0.80	0.80	0.21	0.54	0.54
Sat Flow, veh/h	1810	1900	1597	1810	1900	1587	1810	3610	1575	1810	3471	197
Grp Volume(v), veh/h	160	48	201	59	38	64	92	886	84	105	656	680
Grp Sat Flow(s),veh/h/ln	1810	1900	1597	1810	1900	1587	1810	1805	1575	1810	1805	1864
Q Serve(g_s), s	7.6	2.0	11.0	2.9	1.7	3.5	4.4	8.7	0.4	4.4	23.6	23.7
Cycle Q Clear(g_c), s	7.6	2.0	11.0	2.9	1.7	3.5	4.4	8.7	0.4	4.4	23.6	23.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	231	288	242	109	159	133	127	1444	727	381	976	1007
V/C Ratio(X)	0.69	0.17	0.83	0.54	0.24	0.48	0.73	0.61	0.12	0.28	0.67	0.67
Avail Cap(c_a), veh/h	231	393	330	153	393	328	261	1444	727	381	976	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.58	0.58	0.58
Uniform Delay (d), s/veh	37.6	33.2	37.0	41.1	38.5	39.4	37.9	6.3	1.6	29.8	14.9	14.9
Incr Delay (d2), s/veh	8.5	0.3	12.1	4.2	0.8	2.7	7.3	1.9	0.3	0.2	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.9	5.0	1.4	0.8	1.4	2.1	2.3	0.2	1.9	9.5	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	33.5	49.1	45.3	39.3	42.0	45.2	8.1	1.9	30.0	17.1	17.1
LnGrp LOS	D	C	D	D	D	D	D	A	A	C	B	B
Approach Vol, veh/h		409			161			1062			1441	
Approach Delay, s/veh		46.1			42.6			10.8			18.0	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	40.0	9.4	17.6	10.3	52.7	15.5	11.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.8	36.0	7.6	18.6	13.0	34.8	7.6	18.6
Max Q Clear Time (g_c+I1), s	10.4	10.7	4.9	13.0	6.4	25.7	9.6	5.5
Green Ext Time (p_c), s	0.1	7.2	0.0	0.4	0.1	5.7	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	2	10	0	29	1	913	12	29	1303	29
Future Volume (veh/h)	15	0	2	10	0	29	1	913	12	29	1303	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	0	2	11	0	31	1	982	13	31	1401	31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	0	103	170	0	103	3	2774	37	76	2891	64
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.00	1.00	1.00	0.04	0.80	0.80
Sat Flow, veh/h	1395	0	1604	1431	0	1604	1810	3647	48	1810	3611	80
Grp Volume(v), veh/h	16	0	2	11	0	31	1	486	509	31	700	732
Grp Sat Flow(s),veh/h/ln	1395	0	1604	1431	0	1604	1810	1805	1890	1810	1805	1885
Q Serve(g_s), s	1.0	0.0	0.1	0.7	0.0	1.7	0.0	0.0	0.0	1.5	11.4	11.4
Cycle Q Clear(g_c), s	2.7	0.0	0.1	0.8	0.0	1.7	0.0	0.0	0.0	1.5	11.4	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.04
Lane Grp Cap(c), veh/h	143	0	103	170	0	103	3	1373	1438	76	1445	1510
V/C Ratio(X)	0.11	0.00	0.02	0.06	0.00	0.30	0.29	0.35	0.35	0.41	0.48	0.48
Avail Cap(c_a), veh/h	343	0	331	374	0	331	161	1373	1438	161	1445	1510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95	0.65	0.65	0.65
Uniform Delay (d), s/veh	41.5	0.0	39.5	39.8	0.0	40.2	44.8	0.0	0.0	42.0	2.9	2.9
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.2	0.0	1.6	38.4	0.7	0.7	2.3	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.2	0.0	0.7	0.1	0.3	0.3	0.7	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	0.0	39.6	40.0	0.0	41.8	83.2	0.7	0.7	44.3	3.7	3.6
LnGrp LOS	D	A	D	D	A	D	F	A	A	D	A	A
Approach Vol, veh/h		18			42			996			1463	
Approach Delay, s/veh		41.6			41.4			0.7			4.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	72.5		9.8	4.2	76.1		9.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	51.4		18.6	8.0	51.4		18.6				
Max Q Clear Time (g_c+I1), s	3.5	2.0		4.7	2.0	13.4		3.7				
Green Ext Time (p_c), s	0.0	8.1		0.0	0.0	14.0		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	3.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1	3	4	2	37	2	907	12	65	1265	7
Future Volume (veh/h)	13	1	3	4	2	37	2	907	12	65	1265	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	1	3	4	2	39	2	945	12	68	1318	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	131	26	77	165	5	94	431	2705	34	115	2086	11
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.48	1.00	1.00	0.08	0.75	0.75
Sat Flow, veh/h	1388	419	1256	1435	78	1521	1810	3649	46	1810	3682	20
Grp Volume(v), veh/h	14	0	4	4	0	41	2	467	490	68	646	679
Grp Sat Flow(s),veh/h/ln	1388	0	1674	1435	0	1599	1810	1805	1890	1810	1805	1896
Q Serve(g_s), s	0.9	0.0	0.2	0.2	0.0	2.2	0.1	0.0	0.0	3.3	15.1	15.2
Cycle Q Clear(g_c), s	3.1	0.0	0.2	0.4	0.0	2.2	0.1	0.0	0.0	3.3	15.1	15.2
Prop In Lane	1.00		0.75	1.00		0.95	1.00		0.02	1.00		0.01
Lane Grp Cap(c), veh/h	131	0	103	165	0	99	431	1338	1402	115	1023	1075
V/C Ratio(X)	0.11	0.00	0.04	0.02	0.00	0.42	0.00	0.35	0.35	0.59	0.63	0.63
Avail Cap(c_a), veh/h	339	0	353	380	0	338	431	1338	1402	201	1023	1075
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	0.89	0.89	0.89
Uniform Delay (d), s/veh	42.2	0.0	39.7	39.9	0.0	40.7	18.0	0.0	0.0	40.1	6.7	6.7
Incr Delay (d2), s/veh	0.4	0.0	0.2	0.1	0.0	2.8	0.0	0.7	0.7	4.3	2.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.1	0.0	0.9	0.0	0.3	0.3	1.6	4.4	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	0.0	39.9	40.0	0.0	43.4	18.0	0.7	0.7	44.3	9.3	9.2
LnGrp LOS	D	A	D	D	A	D	B	A	A	D	A	A
Approach Vol, veh/h		18			45			959			1393	
Approach Delay, s/veh		41.9			43.1			0.7			11.0	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	70.7		9.6	25.4	55.0		9.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	49.0		19.0	8.0	51.0		19.0				
Max Q Clear Time (g_c+I1), s	5.3	2.0		5.1	2.1	17.2		4.2				
Green Ext Time (p_c), s	0.0	7.7		0.0	0.0	11.9		0.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1	4	13	1	11	9	881	10	17	1227	27
Future Volume (veh/h)	28	1	4	13	1	11	9	881	10	17	1227	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	1	4	14	1	11	9	918	10	18	1278	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	20	80	163	8	90	28	2072	23	434	2855	63
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.02	0.75	0.75	0.48	1.00	1.00
Sat Flow, veh/h	1424	332	1329	1434	136	1495	1810	3657	40	1810	3611	79
Grp Volume(v), veh/h	29	0	5	14	0	12	9	453	475	18	638	668
Grp Sat Flow(s),veh/h/ln	1424	0	1661	1434	0	1631	1810	1805	1892	1810	1805	1886
Q Serve(g_s), s	1.8	0.0	0.3	0.8	0.0	0.6	0.4	8.4	8.4	0.5	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	0.3	1.1	0.0	0.6	0.4	8.4	8.4	0.5	0.0	0.0
Prop In Lane	1.00		0.80	1.00		0.92	1.00		0.02	1.00		0.04
Lane Grp Cap(c), veh/h	156	0	100	163	0	99	28	1023	1072	434	1427	1491
V/C Ratio(X)	0.19	0.00	0.05	0.09	0.00	0.12	0.32	0.44	0.44	0.04	0.45	0.45
Avail Cap(c_a), veh/h	371	0	351	379	0	344	161	1023	1072	434	1427	1491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	0.91	0.91	0.91
Uniform Delay (d), s/veh	41.2	0.0	39.8	40.4	0.0	40.0	43.6	5.8	5.8	17.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.2	0.2	0.0	0.5	6.0	1.3	1.3	0.0	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.3	0.0	0.3	0.2	2.8	2.9	0.2	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	40.0	40.6	0.0	40.6	49.6	7.2	7.1	18.0	0.9	0.9
LnGrp LOS	D	A	D	D	A	D	D	A	A	B	A	A
Approach Vol, veh/h		34			26			937			1324	
Approach Delay, s/veh		41.5			40.6			7.5			1.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.6	55.0		9.4	5.4	75.2		9.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	51.0		19.0	8.0	51.0		19.0
Max Q Clear Time (g_c+I1), s	2.5	10.4		4.4	2.4	2.0		3.1
Green Ext Time (p_c), s	0.0	7.2		0.0	0.0	12.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1	6	8	1	4	21	842	8	9	1145	56
Future Volume (veh/h)	55	1	6	8	1	4	21	842	8	9	1145	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	1	6	8	1	4	22	877	8	9	1193	58
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	18	107	182	25	100	60	2840	26	28	2654	129
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.02	0.52	0.52	0.02	1.00	1.00
Sat Flow, veh/h	1417	233	1397	1415	329	1316	1810	3665	33	1810	3504	170
Grp Volume(v), veh/h	57	0	7	8	0	5	22	432	453	9	614	637
Grp Sat Flow(s),veh/h/ln	1417	0	1629	1415	0	1645	1810	1805	1894	1810	1805	1869
Q Serve(g_s), s	3.5	0.0	0.4	0.5	0.0	0.3	1.1	12.3	12.3	0.4	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	0.4	0.8	0.0	0.3	1.1	12.3	12.3	0.4	0.0	0.0
Prop In Lane	1.00		0.86	1.00		0.80	1.00		0.02	1.00		0.09
Lane Grp Cap(c), veh/h	184	0	124	182	0	125	60	1398	1467	28	1367	1416
V/C Ratio(X)	0.31	0.00	0.06	0.04	0.00	0.04	0.37	0.31	0.31	0.32	0.45	0.45
Avail Cap(c_a), veh/h	375	0	344	373	0	347	161	1398	1467	161	1367	1416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Uniform Delay (d), s/veh	40.3	0.0	38.6	38.9	0.0	38.5	43.1	7.8	7.8	43.6	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.2	0.1	0.0	0.1	3.4	0.5	0.5	5.7	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.1	0.2	0.0	0.1	0.5	5.4	5.6	0.2	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	0.0	38.8	39.0	0.0	38.6	46.5	8.4	8.3	49.3	1.0	0.9
LnGrp LOS	D	A	D	D	A	D	D	A	A	D	A	A
Approach Vol, veh/h		64			13			907			1260	
Approach Delay, s/veh		40.9			38.9			9.3			1.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.4	73.7		10.9	7.0	72.2		10.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	51.0		19.0	8.0	51.0		19.0
Max Q Clear Time (g_c+I1), s	2.4	14.3		5.7	3.1	2.0		2.8
Green Ext Time (p_c), s	0.0	6.7		0.1	0.0	11.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	5	19	68	4	109	62	749	76	142	1093	17
Future Volume (veh/h)	13	5	19	68	4	109	62	749	76	142	1093	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	5	20	71	4	114	65	780	79	148	1139	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	34	137	140	6	163	572	1797	182	179	1184	19
Arrive On Green	0.07	0.10	0.10	0.08	0.11	0.11	0.32	0.54	0.54	0.20	0.65	0.65
Sat Flow, veh/h	1810	332	1329	1810	53	1513	1810	3309	335	1810	3637	57
Grp Volume(v), veh/h	14	0	25	71	0	118	65	425	434	148	565	592
Grp Sat Flow(s),veh/h/ln	1810	0	1661	1810	0	1566	1810	1805	1839	1810	1805	1890
Q Serve(g_s), s	0.7	0.0	1.2	3.4	0.0	6.5	2.3	12.7	12.7	7.1	26.3	26.3
Cycle Q Clear(g_c), s	0.7	0.0	1.2	3.4	0.0	6.5	2.3	12.7	12.7	7.1	26.3	26.3
Prop In Lane	1.00		0.80	1.00		0.97	1.00		0.18	1.00		0.03
Lane Grp Cap(c), veh/h	132	0	171	140	0	168	572	980	999	179	588	615
V/C Ratio(X)	0.11	0.00	0.15	0.51	0.00	0.70	0.11	0.43	0.43	0.83	0.96	0.96
Avail Cap(c_a), veh/h	372	0	341	374	0	324	572	980	999	221	588	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	39.0	0.0	36.8	39.9	0.0	38.8	21.8	12.3	12.3	35.4	15.2	15.2
Incr Delay (d2), s/veh	0.4	0.0	0.4	2.8	0.0	5.2	0.1	1.4	1.4	17.1	27.0	26.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.5	1.6	0.0	2.7	1.0	5.1	5.2	3.6	9.3	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	0.0	37.1	42.7	0.0	44.0	21.9	13.7	13.7	52.4	42.2	41.5
LnGrp LOS	D	A	D	D	A	D	C	B	B	D	D	D
Approach Vol, veh/h		39			189			924			1305	
Approach Delay, s/veh		37.9			43.5			14.3			43.0	
Approach LOS		D			D			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	52.9	11.0	13.3	32.5	33.3	10.6	13.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	25.9	18.6	18.5	7.6	29.3	18.5	18.6
Max Q Clear Time (g_c+I1), s	9.1	14.7	5.4	3.2	4.3	28.3	2.7	8.5
Green Ext Time (p_c), s	0.1	4.2	0.1	0.1	0.0	0.7	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	1089	350	15	672	195	237	386	13	271	516	365
Future Volume (veh/h)	370	1089	350	15	672	195	237	386	13	271	516	365
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	1159	0	16	715	207	252	411	14	288	549	388
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	500	1893		48	900	401	347	991	34	386	1044	466
Arrive On Green	0.14	0.36	0.00	0.03	0.25	0.25	0.10	0.28	0.28	0.11	0.29	0.29
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3562	121	3510	3610	1610
Grp Volume(v), veh/h	394	1159	0	16	715	207	252	208	217	288	549	388
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1878	1755	1805	1610
Q Serve(g_s), s	7.9	13.3	0.0	0.6	13.5	5.7	5.1	6.8	6.9	5.8	9.3	10.6
Cycle Q Clear(g_c), s	7.9	13.3	0.0	0.6	13.5	5.7	5.1	6.8	6.9	5.8	9.3	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	500	1893		48	900	401	347	502	523	386	1044	466
V/C Ratio(X)	0.79	0.61		0.33	0.79	0.52	0.73	0.41	0.42	0.75	0.53	0.83
Avail Cap(c_a), veh/h	628	1893		187	1044	466	435	502	523	483	1044	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	18.9	0.0	34.7	25.5	11.7	31.8	21.4	21.4	31.3	21.6	10.0
Incr Delay (d2), s/veh	5.3	0.6	0.0	4.0	3.8	1.0	4.5	2.5	2.4	4.8	1.9	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.1	0.0	0.3	5.9	2.9	2.3	3.1	3.2	2.6	4.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	19.4	0.0	38.7	29.3	12.8	36.3	23.9	23.8	36.2	23.5	26.0
LnGrp LOS	D	B		D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1553	A		938			677			1225	
Approach Delay, s/veh		23.5			25.8			28.5			27.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	24.2	5.9	30.5	11.2	25.0	14.3	22.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	20.0	7.5	26.5	9.0	21.0	13.0	21.0
Max Q Clear Time (g_c+I1), s	7.7	8.9	2.6	15.3	7.1	12.6	9.9	15.5
Green Ext Time (p_c), s	0.2	1.9	0.0	6.0	0.2	3.3	0.5	2.6

Intersection Summary	
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	1061	2	6	1296	112	2	0	2	116	1	119
Future Volume (veh/h)	193	1061	2	6	1296	112	2	0	2	116	1	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	197	1083	2	6	1322	114	2	0	2	118	1	121
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	2648	5	20	1816	157	303	19	262	599	688	582
Arrive On Green	0.13	0.50	0.50	0.01	0.37	0.37	0.36	0.00	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1810	5346	10	1810	4859	419	672	53	724	1435	1900	1608
Grp Volume(v), veh/h	197	701	384	6	941	495	4	0	0	118	1	121
Grp Sat Flow(s),veh/h/ln	1810	1729	1898	1810	1729	1820	1449	0	0	1435	1900	1608
Q Serve(g_s), s	9.7	11.7	11.7	0.3	21.3	21.3	0.0	0.0	0.0	5.0	0.0	4.7
Cycle Q Clear(g_c), s	9.7	11.7	11.7	0.3	21.3	21.3	0.1	0.0	0.0	5.2	0.0	4.7
Prop In Lane	1.00		0.01	1.00		0.23	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	240	1713	940	20	1292	680	584	0	0	599	688	582
V/C Ratio(X)	0.82	0.41	0.41	0.31	0.73	0.73	0.01	0.00	0.00	0.20	0.00	0.21
Avail Cap(c_a), veh/h	596	2125	1166	377	1708	899	584	0	0	599	688	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	14.6	14.6	44.7	24.6	24.6	18.6	0.0	0.0	20.2	18.5	20.0
Incr Delay (d2), s/veh	6.9	0.2	0.3	8.5	1.1	2.1	0.0	0.0	0.0	0.7	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	4.4	4.8	0.2	8.6	9.2	0.1	0.0	0.0	1.8	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	14.7	14.8	53.3	25.6	26.6	18.6	0.0	0.0	20.9	18.5	20.9
LnGrp LOS	D	B	B	D	C	C	B	A	A	C	B	C
Approach Vol, veh/h		1282			1442			4			240	
Approach Delay, s/veh		19.5			26.1			18.6			20.9	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	37.0	5.0	49.1	37.0	16.1	38.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	33.0	19.0	56.0	33.0	30.0	45.0
Max Q Clear Time (g_c+I1), s	2.1	2.3	13.7	7.2	11.7	23.3
Green Ext Time (p_c), s	0.0	0.0	9.2	0.7	0.5	10.7

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1081	48	2	1321	10	52	0	5	13	0	41
Future Volume (veh/h)	50	1081	48	2	1321	10	52	0	5	13	0	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1138	51	2	1391	11	55	0	5	14	0	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	2419	108	7	2217	18	557	4	43	167	33	429
Arrive On Green	0.06	0.48	0.48	0.00	0.42	0.42	0.36	0.00	0.36	0.36	0.00	0.36
Sat Flow, veh/h	1810	5080	228	1810	5308	42	1292	12	118	297	91	1193
Grp Volume(v), veh/h	53	774	415	2	906	496	60	0	0	57	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1850	1810	1729	1892	1422	0	0	1581	0	0
Q Serve(g_s), s	2.1	11.3	11.3	0.1	15.5	15.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	11.3	11.3	0.1	15.5	15.5	1.6	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.02	0.92		0.08	0.25		0.75
Lane Grp Cap(c), veh/h	113	1647	881	7	1444	790	604	0	0	629	0	0
V/C Ratio(X)	0.47	0.47	0.47	0.29	0.63	0.63	0.10	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	386	3274	1751	241	2997	1640	604	0	0	629	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.0	13.3	13.3	37.3	17.2	17.2	15.9	0.0	0.0	15.9	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.2	0.4	21.6	0.5	0.8	0.3	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.0	4.4	0.1	5.8	6.4	0.7	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.0	13.5	13.7	58.9	17.7	18.1	16.2	0.0	0.0	16.2	0.0	0.0
LnGrp LOS	D	B	B	E	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1242			1404			60			57	
Approach Delay, s/veh		14.5			17.9			16.2			16.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	31.0	4.3	39.7	31.0	8.7	35.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	27.0	10.0	71.0	27.0	16.0	65.0
Max Q Clear Time (g_c+I1), s	3.6	2.1	13.3	3.7	4.1	17.5
Green Ext Time (p_c), s	0.2	0.0	11.0	0.2	0.1	13.8

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	945	60	26	1337	54	24
Future Volume (veh/h)	945	60	26	1337	54	24
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.96	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	974	62	27	1378	56	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1436	91	63	1851	1043	928
Arrive On Green	0.29	0.29	0.05	0.47	0.58	0.58
Sat Flow, veh/h	5142	316	1810	5358	1810	1610
Grp Volume(v), veh/h	677	359	27	1378	56	25
Grp Sat Flow(s),veh/h/ln	1729	1829	1810	1729	1810	1610
Q Serve(g_s), s	20.8	20.9	1.7	25.9	1.6	0.8
Cycle Q Clear(g_c), s	20.8	20.9	1.7	25.9	1.6	0.8
Prop In Lane		0.17	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	999	528	63	1851	1043	928
V/C Ratio(X)	0.68	0.68	0.43	0.74	0.05	0.03
Avail Cap(c_a), veh/h	1412	747	437	3544	1043	928
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.78	0.78	1.00	1.00
Uniform Delay (d), s/veh	37.7	37.7	56.1	27.1	11.1	10.9
Incr Delay (d2), s/veh	0.8	1.5	3.6	0.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	9.5	0.9	9.8	0.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.5	39.3	59.7	27.5	11.2	11.0
LnGrp LOS	D	D	E	C	B	B
Approach Vol, veh/h	1036			1405	81	
Approach Delay, s/veh	38.8			28.2	11.1	
Approach LOS	D			C	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	73.2	8.2	38.7		46.8
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	30.0	29.0	49.0		82.0
Max Q Clear Time (g_c+I1), s	3.6	3.7	22.9		27.9
Green Ext Time (p_c), s	0.2	0.0	7.8		14.9

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	22	129	144	21	18	165	285	687	24	220	10
Future Volume (veh/h)	6	22	129	144	21	18	165	285	687	24	220	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	25	145	162	24	20	185	320	772	27	247	11
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	184	345	192	370	353	211	2153	1131	44	1774	79
Arrive On Green	0.01	0.10	0.10	0.11	0.19	0.19	0.20	1.00	1.00	0.02	0.50	0.50
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3521	156
Grp Volume(v), veh/h	7	25	145	162	24	20	185	320	772	27	126	132
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1872
Q Serve(g_s), s	0.5	1.5	9.7	11.0	1.3	1.2	12.4	0.1	0.9	1.8	4.7	4.7
Cycle Q Clear(g_c), s	0.5	1.5	9.7	11.0	1.3	1.2	12.4	0.1	0.9	1.8	4.7	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	16	184	345	192	370	353	211	2153	1131	44	909	943
V/C Ratio(X)	0.45	0.14	0.42	0.84	0.06	0.06	0.87	0.15	0.68	0.61	0.14	0.14
Avail Cap(c_a), veh/h	376	365	497	376	370	353	290	2153	1131	217	909	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	51.6	42.4	54.8	41.1	38.6	49.4	0.1	0.1	60.4	16.5	16.6
Incr Delay (d2), s/veh	18.8	0.3	0.8	9.6	0.1	0.1	16.9	0.1	2.8	13.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	4.0	5.5	0.6	0.5	6.2	0.1	1.0	1.0	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	52.0	43.3	64.4	41.1	38.7	66.3	0.2	2.9	73.4	16.9	16.9
LnGrp LOS	F	D	D	E	D	D	E	A	A	E	B	B
Approach Vol, veh/h		177			206			1277			285	
Approach Delay, s/veh		46.0			59.2			11.4			22.2	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	80.6	18.3	18.1	19.6	69.0	6.1	30.3
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.0	38.0	26.0	24.0	20.0	33.0	26.0	24.0
Max Q Clear Time (g_c+I1), s	3.3	2.9	13.0	11.7	14.4	6.7	2.5	3.3
Green Ext Time (p_c), s	0.0	6.3	0.3	0.4	0.2	1.5	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	8	629	0	0	0	0	1050	129	37	446	0
Future Volume (veh/h)	99	8	629	0	0	0	0	1050	129	37	446	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	101	0	647				0	1071	132	38	455	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	425	0	756				0	1941	239	53	2416	0
Arrive On Green	0.23	0.00	0.23				0.00	0.60	0.60	0.06	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3330	398	1810	3705	0
Grp Volume(v), veh/h	101	0	647				0	597	606	38	455	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1828	1810	1805	0
Q Serve(g_s), s	5.7	0.0	24.1				0.0	24.7	24.8	2.6	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.0	24.1				0.0	24.7	24.8	2.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.22	1.00		0.00
Lane Grp Cap(c), veh/h	425	0	756				0	1083	1097	53	2416	0
V/C Ratio(X)	0.24	0.00	0.86				0.00	0.55	0.55	0.72	0.19	0.00
Avail Cap(c_a), veh/h	1057	0	1881				0	1083	1097	159	2416	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.90	0.90	0.95	0.95	0.00
Uniform Delay (d), s/veh	38.8	0.0	45.8				0.0	14.9	15.0	58.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	2.9				0.0	1.8	1.8	15.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	9.9				0.0	10.4	10.5	1.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	0.0	48.7				0.0	16.8	16.8	74.0	0.2	0.0
LnGrp LOS	D	A	D				A	B	B	E	A	A
Approach Vol, veh/h		748						1203			493	
Approach Delay, s/veh		47.4						16.8			5.9	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	8.7	81.0	35.3	89.7
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	11.0	24.0	73.0	40.0
Max Q Clear Time (g_c+I1), s	4.6	26.8	26.1	2.0
Green Ext Time (p_c), s	0.0	0.0	3.3	3.4

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	125	57	134	124	24	43	908	185	14	749	73
Future Volume (veh/h)	59	125	57	134	124	24	43	908	185	14	749	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	134	61	144	133	26	46	976	199	15	805	78
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	348	153	179	483	212	462	2174	966	44	1340	592
Arrive On Green	0.06	0.10	0.10	0.10	0.13	0.13	0.08	0.20	0.20	0.02	0.37	0.37
Sat Flow, veh/h	1810	3610	1585	1810	3610	1581	1810	3610	1604	1810	3610	1595
Grp Volume(v), veh/h	63	134	61	144	133	26	46	976	199	15	805	78
Grp Sat Flow(s),veh/h/ln	1810	1805	1585	1810	1805	1581	1810	1805	1604	1810	1805	1595
Q Serve(g_s), s	3.0	3.1	3.3	7.0	3.0	1.3	2.1	21.4	4.9	0.7	16.2	2.2
Cycle Q Clear(g_c), s	3.0	3.1	3.3	7.0	3.0	1.3	2.1	21.4	4.9	0.7	16.2	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	112	348	153	179	483	212	462	2174	966	44	1340	592
V/C Ratio(X)	0.56	0.38	0.40	0.80	0.28	0.12	0.10	0.45	0.21	0.34	0.60	0.13
Avail Cap(c_a), veh/h	173	742	326	294	983	430	462	2174	966	151	1340	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.90	0.90	0.90
Uniform Delay (d), s/veh	41.0	38.2	38.2	39.7	35.0	34.3	31.6	22.9	5.0	43.2	22.9	10.8
Incr Delay (d2), s/veh	4.4	0.7	1.7	8.1	0.3	0.3	0.1	0.6	0.4	4.1	1.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.4	1.3	3.5	1.3	0.5	0.9	10.4	3.2	0.4	7.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	38.9	39.9	47.8	35.4	34.6	31.7	23.5	5.5	47.3	24.7	11.2
LnGrp LOS	D	D	D	D	D	C	C	C	A	D	C	B
Approach Vol, veh/h		258			303			1221			898	
Approach Delay, s/veh		40.7			41.2			20.9			23.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	58.2	12.9	12.7	27.0	37.4	9.6	16.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	33.4	14.6	18.5	7.5	33.4	8.6	24.5
Max Q Clear Time (g_c+I1), s	2.7	23.4	9.0	5.3	4.1	18.2	5.0	5.0
Green Ext Time (p_c), s	0.0	5.2	0.2	0.7	0.0	5.2	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	24	39	2	37	22	30	945	7	25	688	98
Future Volume (veh/h)	77	24	39	2	37	22	30	945	7	25	688	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	82	26	41	2	39	23	32	1005	7	27	732	104
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	153	129	118	148	126	78	2304	1026	69	2287	1019
Arrive On Green	0.07	0.08	0.08	0.07	0.08	0.08	0.04	0.64	0.64	0.08	1.00	1.00
Sat Flow, veh/h	1810	1900	1598	1810	1900	1610	1810	3610	1608	1810	3610	1608
Grp Volume(v), veh/h	82	26	41	2	39	23	32	1005	7	27	732	104
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1610	1810	1805	1608	1810	1805	1608
Q Serve(g_s), s	4.0	1.1	1.9	0.1	1.7	1.2	1.6	12.6	0.1	1.3	0.0	0.0
Cycle Q Clear(g_c), s	4.0	1.1	1.9	0.1	1.7	1.2	1.6	12.6	0.1	1.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	153	129	118	148	126	78	2304	1026	69	2287	1019
V/C Ratio(X)	0.67	0.17	0.32	0.02	0.26	0.18	0.41	0.44	0.01	0.39	0.32	0.10
Avail Cap(c_a), veh/h	161	443	373	151	433	367	161	2304	1026	161	2287	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	41.0	38.6	28.7	39.4	39.1	38.8	42.0	8.2	1.9	40.6	0.0	0.0
Incr Delay (d2), s/veh	6.6	0.5	1.4	0.1	0.9	0.7	3.5	0.6	0.0	3.2	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.6	0.9	0.0	0.8	0.5	0.8	4.5	0.0	0.6	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	39.1	30.1	39.4	40.0	39.5	45.5	8.8	2.0	43.8	0.3	0.2
LnGrp LOS	D	D	C	D	D	D	D	A	A	D	A	A
Approach Vol, veh/h		149			64			1044			863	
Approach Delay, s/veh		41.3			39.8			9.8			1.7	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	61.4	9.9	11.2	7.9	61.0	10.1	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	37.5	7.5	21.0	8.0	37.5	8.0	20.5
Max Q Clear Time (g_c+I1), s	3.3	14.6	2.1	3.9	3.6	2.0	6.0	3.7
Green Ext Time (p_c), s	0.0	7.8	0.0	0.2	0.0	6.3	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	294	120	25	189	61	177	790	89	47	604	70
Future Volume (veh/h)	120	294	120	25	189	61	177	790	89	47	604	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	320	130	27	205	66	192	859	97	51	657	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	262	625	275	134	260	217	603	1484	653	361	1441	446
Arrive On Green	0.07	0.17	0.17	0.04	0.14	0.14	0.33	0.41	0.41	0.20	0.28	0.28
Sat Flow, veh/h	3510	3610	1589	3510	1900	1588	1810	3610	1589	1810	5187	1604
Grp Volume(v), veh/h	130	320	130	27	205	66	192	859	97	51	657	76
Grp Sat Flow(s),veh/h/ln	1755	1805	1589	1755	1900	1588	1810	1805	1589	1810	1729	1604
Q Serve(g_s), s	3.2	7.2	3.2	0.7	9.4	3.4	7.1	16.5	2.7	2.1	9.4	3.2
Cycle Q Clear(g_c), s	3.2	7.2	3.2	0.7	9.4	3.4	7.1	16.5	2.7	2.1	9.4	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	625	275	134	260	217	603	1484	653	361	1441	446
V/C Ratio(X)	0.50	0.51	0.47	0.20	0.79	0.30	0.32	0.58	0.15	0.14	0.46	0.17
Avail Cap(c_a), veh/h	312	842	371	312	443	371	603	1484	653	361	1441	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	33.7	8.0	42.0	37.6	35.0	22.4	20.5	10.2	29.7	26.9	24.6
Incr Delay (d2), s/veh	1.4	0.6	1.3	0.7	5.3	0.8	0.3	1.7	0.5	0.2	1.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.2	2.5	0.3	4.7	1.3	3.0	7.0	1.3	0.9	3.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	34.4	9.3	42.7	42.9	35.8	22.7	22.1	10.7	29.8	27.9	25.5
LnGrp LOS	D	C	A	D	D	D	C	C	B	C	C	C
Approach Vol, veh/h		580			298			1148			784	
Approach Delay, s/veh		30.4			41.3			21.3			27.8	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	41.0	7.4	19.6	34.0	29.0	10.7	16.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	37.0	8.0	21.0	20.0	25.0	8.0	21.0
Max Q Clear Time (g_c+I1), s	4.4	18.5	2.7	9.2	9.1	11.4	5.2	11.4
Green Ext Time (p_c), s	0.0	6.2	0.0	1.9	0.4	4.0	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	391	148	23	281	42	188	522	20	88	525	119
Future Volume (veh/h)	128	391	148	23	281	42	188	522	20	88	525	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	395	149	23	284	42	190	527	20	89	530	120
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	497	421	62	332	49	271	963	420	470	1623	713
Arrive On Green	0.09	0.26	0.26	0.03	0.21	0.21	0.08	0.27	0.27	0.26	0.45	0.45
Sat Flow, veh/h	1810	1900	1610	1810	1614	239	3510	3610	1576	1810	3610	1585
Grp Volume(v), veh/h	129	395	149	23	0	326	190	527	20	89	530	120
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1853	1755	1805	1576	1810	1805	1585
Q Serve(g_s), s	6.3	17.4	6.8	1.1	0.0	15.3	4.8	11.3	0.7	3.4	8.5	2.7
Cycle Q Clear(g_c), s	6.3	17.4	6.8	1.1	0.0	15.3	4.8	11.3	0.7	3.4	8.5	2.7
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	497	421	62	0	381	271	963	420	470	1623	713
V/C Ratio(X)	0.79	0.79	0.35	0.37	0.00	0.86	0.70	0.55	0.05	0.19	0.33	0.17
Avail Cap(c_a), veh/h	281	676	573	161	0	535	390	963	420	470	1623	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	31.0	27.0	42.5	0.0	34.5	40.5	28.3	17.0	25.9	16.0	6.7
Incr Delay (d2), s/veh	8.4	4.7	0.5	3.7	0.0	9.5	3.3	2.2	0.2	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	8.4	2.6	0.6	0.0	7.7	2.2	5.1	0.3	1.5	3.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	35.6	27.5	46.3	0.0	43.9	43.8	30.6	17.2	26.1	16.5	7.2
LnGrp LOS	D	D	C	D	A	D	D	C	B	C	B	A
Approach Vol, veh/h		673			349			737			739	
Approach Delay, s/veh		36.3			44.1			33.6			16.2	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	28.0	7.1	27.5	10.9	44.5	12.1	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	24.0	8.0	32.0	10.0	24.0	14.0	26.0
Max Q Clear Time (g_c+I1), s	15.4	13.3	3.1	19.4	6.8	10.5	8.3	17.3
Green Ext Time (p_c), s	0.1	2.6	0.0	2.4	0.2	3.3	0.1	1.2

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	741	17	28	1000	487	11	34	17	265	44	352
Future Volume (veh/h)	211	741	17	28	1000	487	11	34	17	265	44	352
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	772	18	29	1042	507	11	35	18	276	46	367
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	280	1834	43	65	1599	496	195	215	111	534	705	717
Arrive On Green	0.16	0.70	0.70	0.04	0.31	0.31	0.11	0.18	0.18	0.30	0.37	0.37
Sat Flow, veh/h	3510	5212	121	1810	5187	1610	1810	1175	604	1810	1900	1588
Grp Volume(v), veh/h	220	512	278	29	1042	507	11	0	53	276	46	367
Grp Sat Flow(s),veh/h/ln	1755	1729	1875	1810	1729	1610	1810	0	1779	1810	1900	1588
Q Serve(g_s), s	7.2	7.5	7.5	1.9	20.9	37.0	0.7	0.0	3.0	15.2	1.9	10.1
Cycle Q Clear(g_c), s	7.2	7.5	7.5	1.9	20.9	37.0	0.7	0.0	3.0	15.2	1.9	10.1
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	280	1217	660	65	1599	496	195	0	326	534	705	717
V/C Ratio(X)	0.79	0.42	0.42	0.44	0.65	1.02	0.06	0.00	0.16	0.52	0.07	0.51
Avail Cap(c_a), veh/h	439	1282	695	113	1599	496	195	0	326	534	705	717
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	12.6	12.6	56.6	35.9	41.5	48.1	0.0	41.2	35.2	24.3	23.5
Incr Delay (d2), s/veh	3.9	0.2	0.3	4.6	0.9	45.9	0.1	0.0	1.1	0.9	0.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.4	2.6	0.9	8.9	20.8	0.3	0.0	1.4	6.8	0.9	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	12.8	13.0	61.3	36.9	87.4	48.2	0.0	42.3	36.0	24.5	26.1
LnGrp LOS	D	B	B	E	D	F	D	A	D	D	C	C
Approach Vol, veh/h		1010			1578			64			689	
Approach Delay, s/veh		21.7			53.5			43.3			30.0	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	26.0	8.3	46.2	16.9	48.5	13.6	41.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	22.0	7.5	44.5	7.5	44.5	15.0	37.0
Max Q Clear Time (g_c+I1), s	11.2	5.0	3.9	9.5	2.7	12.1	9.2	39.0
Green Ext Time (p_c), s	0.7	0.2	0.0	5.9	0.0	1.6	0.3	0.0

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

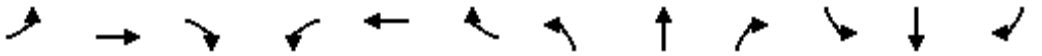
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	373	69	13	229	0	80	0	21	0	0	1
Future Vol, veh/h	1	373	69	13	229	0	80	0	21	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	414	77	14	254	0	89	0	23	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	254	0	0	491	0	0	738	737	-	737	775	254
Stage 1	-	-	-	-	-	-	455	455	-	282	282	-
Stage 2	-	-	-	-	-	-	283	282	-	455	493	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	1323	-	-	1083	-	-	336	348	0	337	331	790
Stage 1	-	-	-	-	-	-	589	572	0	729	681	-
Stage 2	-	-	-	-	-	-	728	681	0	589	550	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1323	-	-	1083	-	-	331	342	-	333	326	790
Mov Cap-2 Maneuver	-	-	-	-	-	-	331	342	-	333	326	-
Stage 1	-	-	-	-	-	-	588	571	-	728	671	-
Stage 2	-	-	-	-	-	-	716	671	-	588	549	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	19.8	9.6
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	331	-	1323	-	-	1083	-	-	790
HCM Lane V/C Ratio	0.269	-	0.001	-	-	0.013	-	-	0.001
HCM Control Delay (s)	19.8	0	7.7	0	-	8.4	0	-	9.6
HCM Lane LOS	C	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	1.1	-	0	-	-	0	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	335	94	28	235	8	96	64	28	7	48	7
Future Volume (veh/h)	9	335	94	28	235	8	96	64	28	7	48	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	349	98	29	245	8	100	67	29	7	50	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	488	135	78	384	325	312	209	449	54	388	54
Arrive On Green	0.02	0.17	0.17	0.04	0.20	0.20	0.28	0.28	0.28	0.27	0.27	0.27
Sat Flow, veh/h	1810	2790	772	1810	1900	1610	1105	740	1590	203	1448	203
Grp Volume(v), veh/h	9	224	223	29	245	8	167	0	29	64	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1758	1810	1900	1610	1845	0	1590	1853	0	0
Q Serve(g_s), s	0.3	8.1	8.3	1.1	8.2	0.3	4.9	0.0	0.9	1.8	0.0	0.0
Cycle Q Clear(g_c), s	0.3	8.1	8.3	1.1	8.2	0.3	4.9	0.0	0.9	1.8	0.0	0.0
Prop In Lane	1.00		0.44	1.00		1.00	0.60		1.00	0.11		0.11
Lane Grp Cap(c), veh/h	29	316	307	78	384	325	521	0	449	496	0	0
V/C Ratio(X)	0.31	0.71	0.73	0.37	0.64	0.02	0.32	0.00	0.06	0.13	0.00	0.00
Avail Cap(c_a), veh/h	197	483	471	197	509	431	521	0	449	496	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.6	26.8	26.9	32.1	25.2	22.1	19.6	0.0	18.1	19.2	0.0	0.0
Incr Delay (d2), s/veh	5.9	2.9	3.3	2.9	1.8	0.0	1.6	0.0	0.3	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.6	3.6	0.5	3.7	0.1	2.2	0.0	0.4	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	29.8	30.2	35.0	27.0	22.1	21.2	0.0	18.4	19.7	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	B	B	A	A
Approach Vol, veh/h		456			282			196			64	
Approach Delay, s/veh		30.2			27.7			20.8			19.7	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.5	7.0	16.1		22.5	5.1	18.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.5	7.5	18.5		18.5	7.5	18.5				
Max Q Clear Time (g_c+I1), s		6.9	3.1	10.3		3.8	2.3	10.2				
Green Ext Time (p_c), s		0.7	0.0	1.7		0.2	0.0	0.8				

Intersection Summary												
HCM 6th Ctrl Delay			27.0									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	67	136	33	102	75
Future Vol, veh/h	39	67	136	33	102	75
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	87	177	43	132	97
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	8.7	8.6	10.4
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	58%
Vol Thru, %	100%	58%	0%	0%	42%
Vol Right, %	0%	42%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	78	39	67	177
LT Vol	0	0	39	0	102
Through Vol	91	45	0	0	75
RT Vol	0	33	0	67	0
Lane Flow Rate	118	102	51	87	230
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.166	0.135	0.085	0.118	0.32
Departure Headway (Hd)	5.069	4.772	6.076	4.867	5.017
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	708	751	589	734	717
Service Time	2.802	2.506	3.819	2.61	3.05
HCM Lane V/C Ratio	0.167	0.136	0.087	0.119	0.321
HCM Control Delay	8.8	8.3	9.4	8.3	10.4
HCM Lane LOS	A	A	A	A	B
HCM 95th-tile Q	0.6	0.5	0.3	0.4	1.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	802	62	36	668	6	43	13	20	7	19	137
Future Volume (veh/h)	105	802	62	36	668	6	43	13	20	7	19	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	862	67	39	718	6	46	14	22	8	20	147
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	1251	97	87	1181	10	305	93	346	163	408	490
Arrive On Green	0.08	0.26	0.26	0.05	0.22	0.22	0.22	0.22	0.22	0.30	0.30	0.30
Sat Flow, veh/h	1810	4899	379	1810	5305	44	1403	427	1588	535	1338	1609
Grp Volume(v), veh/h	113	607	322	39	468	256	60	0	22	28	0	147
Grp Sat Flow(s),veh/h/ln	1810	1729	1820	1810	1729	1892	1830	0	1588	1873	0	1609
Q Serve(g_s), s	5.6	14.6	14.7	1.9	11.2	11.2	2.4	0.0	1.0	1.0	0.0	6.4
Cycle Q Clear(g_c), s	5.6	14.6	14.7	1.9	11.2	11.2	2.4	0.0	1.0	1.0	0.0	6.4
Prop In Lane	1.00		0.21	1.00		0.02	0.77		1.00	0.29		1.00
Lane Grp Cap(c), veh/h	146	883	465	87	770	421	398	0	346	571	0	490
V/C Ratio(X)	0.77	0.69	0.69	0.45	0.61	0.61	0.15	0.00	0.06	0.05	0.00	0.30
Avail Cap(c_a), veh/h	512	1581	832	276	1129	618	398	0	346	571	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.4	30.9	30.9	42.5	32.1	32.1	29.1	0.0	28.5	22.5	0.0	24.4
Incr Delay (d2), s/veh	8.3	1.0	1.9	3.6	0.8	1.4	0.8	0.0	0.4	0.2	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.1	6.5	0.9	4.7	5.2	1.1	0.0	0.4	0.4	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	31.9	32.8	46.1	32.9	33.5	29.9	0.0	28.9	22.7	0.0	26.0
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	C
Approach Vol, veh/h		1042			763			82			175	
Approach Delay, s/veh		34.1			33.8			29.6			25.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		24.0	8.4	27.5		32.0	11.4	24.4
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		20.0	14.0	42.0		28.0	26.0	30.0
Max Q Clear Time (g_c+I1), s		4.4	3.9	16.7		8.4	7.6	13.2
Green Ext Time (p_c), s		0.3	0.0	6.8		0.5	0.2	4.3

Intersection Summary		
HCM 6th Ctrl Delay		33.1
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	775	20	47	674	19	16	1	30	12	2	20
Future Volume (veh/h)	34	775	20	47	674	19	16	1	30	12	2	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	852	22	52	741	21	18	1	33	13	2	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	94	1420	37	117	1483	42	54	763	749	41	54	590
Arrive On Green	0.05	0.27	0.27	0.06	0.29	0.29	0.03	0.40	0.40	0.02	0.39	0.39
Sat Flow, veh/h	1810	5198	134	1810	5185	147	1810	1900	1607	1810	136	1495
Grp Volume(v), veh/h	37	566	308	52	494	268	18	1	33	13	0	24
Grp Sat Flow(s),veh/h/ln	1810	1729	1874	1810	1729	1874	1810	1900	1607	1810	0	1631
Q Serve(g_s), s	1.3	9.6	9.6	1.9	8.0	8.0	0.7	0.0	0.1	0.5	0.0	0.6
Cycle Q Clear(g_c), s	1.3	9.6	9.6	1.9	8.0	8.0	0.7	0.0	0.1	0.5	0.0	0.6
Prop In Lane	1.00		0.07	1.00		0.08	1.00		1.00	1.00		0.92
Lane Grp Cap(c), veh/h	94	945	512	117	989	536	54	763	749	41	0	643
V/C Ratio(X)	0.39	0.60	0.60	0.44	0.50	0.50	0.33	0.00	0.04	0.32	0.00	0.04
Avail Cap(c_a), veh/h	377	2469	1338	484	2675	1449	350	763	749	296	0	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	21.2	21.2	30.3	20.0	20.0	32.0	12.0	4.0	32.4	0.0	12.5
Incr Delay (d2), s/veh	2.7	0.6	1.1	2.6	0.4	0.7	3.6	0.0	0.1	4.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.7	4.1	0.9	3.1	3.4	0.3	0.0	0.1	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	21.8	22.4	32.9	20.4	20.7	35.6	12.0	4.1	36.8	0.0	12.6
LnGrp LOS	C	C	C	C	C	C	D	B	A	D	A	B
Approach Vol, veh/h		911			814			52			37	
Approach Delay, s/veh		22.5			21.3			15.2			21.1	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	31.0	8.3	22.4	6.0	30.5	7.5	23.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	1.5	27.0	18.0	48.0	13.0	25.0	14.0	52.0
Max Q Clear Time (g_c+I1), s	2.5	2.1	3.9	11.6	2.7	2.6	3.3	10.0
Green Ext Time (p_c), s	0.0	0.1	0.1	6.8	0.0	0.1	0.0	5.8

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	168	9	284	409	53	200
Future Volume (veh/h)	168	9	284	409	53	200
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	181	10	305	440	57	215
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	220	262	1258	1262	74	1441
Arrive On Green	0.12	0.12	1.00	1.00	0.04	0.76
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	181	10	305	440	57	215
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	9.8	0.5	0.0	0.0	3.1	3.1
Cycle Q Clear(g_c), s	9.8	0.5	0.0	0.0	3.1	3.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	220	262	1258	1262	74	1441
V/C Ratio(X)	0.82	0.04	0.24	0.35	0.77	0.15
Avail Cap(c_a), veh/h	507	517	1258	1262	244	1441
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.81	0.81	1.00	1.00
Uniform Delay (d), s/veh	42.9	35.3	0.0	0.0	47.5	3.3
Incr Delay (d2), s/veh	7.5	0.1	0.4	0.6	15.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.2	0.1	0.2	1.7	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.4	35.3	0.4	0.6	62.5	3.5
LnGrp LOS	D	D	A	A	E	A
Approach Vol, veh/h	191		745			272
Approach Delay, s/veh	49.6		0.5			15.9
Approach LOS	D		A			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.6	72.2				81.8	18.2
Change Period (Y+Rc), s	5.5	6.0				6.0	6.0
Max Green Setting (Gmax), s	13.5	41.0				60.0	28.0
Max Q Clear Time (g_c+I1), s	5.1	2.0				5.1	11.8
Green Ext Time (p_c), s	0.1	3.8				1.4	0.5

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	0	477	0	0	0	0	598	259	6	361	0
Future Volume (veh/h)	95	0	477	0	0	0	0	598	259	6	361	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	102	0	513				0	643	278	6	388	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	525	0	467				0	855	725	0	1121	0
Arrive On Green	0.29	0.00	0.29				0.00	0.45	0.45	0.08	0.59	0.00
Sat Flow, veh/h	1810	0	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	102	0	513				0	643	278	0	388	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	4.2	0.0	29.0				0.0	28.1	11.5	0.0	10.5	0.0
Cycle Q Clear(g_c), s	4.2	0.0	29.0				0.0	28.1	11.5	0.0	10.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	525	0	467				0	855	725	0	1121	0
V/C Ratio(X)	0.19	0.00	1.10				0.00	0.75	0.38	0.00	0.35	0.00
Avail Cap(c_a), veh/h	525	0	467				0	855	725	0	1121	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.93	0.93	0.00	0.93	0.00
Uniform Delay (d), s/veh	26.7	0.0	35.5				0.0	22.9	18.3	0.0	10.6	0.0
Incr Delay (d2), s/veh	0.2	0.0	71.2				0.0	5.7	1.4	0.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	20.3				0.0	13.4	4.5	0.0	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	0.0	106.7				0.0	28.5	19.7	0.0	11.4	0.0
LnGrp LOS	C	A	F				A	C	B	A	B	A
Approach Vol, veh/h		615						921			388	
Approach Delay, s/veh		93.4						25.9			11.4	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	14.0	51.0	35.0	65.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	45.0	29.0	59.0
Max Q Clear Time (g_c+I1), s	10.0	30.1	31.0	12.5
Green Ext Time (p_c), s	0.0	4.8	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	23	121	35	28	106	91	466	23	51	568	219
Future Volume (veh/h)	285	23	121	35	28	106	91	466	23	51	568	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	300	24	127	37	29	112	96	491	24	54	598	231
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	385	288	256	81	171	153	123	1300	580	499	2048	913
Arrive On Green	0.11	0.16	0.16	0.04	0.09	0.09	0.07	0.36	0.36	0.28	0.57	0.57
Sat Flow, veh/h	3510	1805	1604	1810	1805	1610	1810	3610	1610	1810	3610	1609
Grp Volume(v), veh/h	300	24	127	37	29	112	96	491	24	54	598	231
Grp Sat Flow(s),veh/h/ln	1755	1805	1604	1810	1805	1610	1810	1805	1610	1810	1805	1609
Q Serve(g_s), s	8.3	1.1	7.2	2.0	1.5	6.8	5.2	10.1	0.8	2.2	8.6	7.3
Cycle Q Clear(g_c), s	8.3	1.1	7.2	2.0	1.5	6.8	5.2	10.1	0.8	2.2	8.6	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	385	288	256	81	171	153	123	1300	580	499	2048	913
V/C Ratio(X)	0.78	0.08	0.50	0.45	0.17	0.73	0.78	0.38	0.04	0.11	0.29	0.25
Avail Cap(c_a), veh/h	632	505	449	163	343	306	271	1300	580	499	2048	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	43.4	35.8	38.4	46.6	41.6	44.0	45.8	23.7	13.5	27.1	11.2	10.9
Incr Delay (d2), s/veh	3.5	0.1	1.5	3.9	0.5	6.6	10.0	0.8	0.1	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.5	2.9	1.0	0.7	3.0	2.7	4.4	0.4	1.0	3.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	35.9	39.8	50.5	42.1	50.6	55.8	24.5	13.6	27.1	11.3	11.0
LnGrp LOS	D	D	D	D	D	D	E	C	B	C	B	B
Approach Vol, veh/h		451			178			611			883	
Approach Delay, s/veh		44.3			49.2			29.0			12.2	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	40.0	8.5	20.0	10.8	60.7	15.0	13.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	36.0	9.0	28.0	15.0	32.0	18.0	19.0
Max Q Clear Time (g_c+I1), s	4.2	12.1	4.0	9.2	7.2	10.6	10.3	8.8
Green Ext Time (p_c), s	0.0	3.5	0.0	0.8	0.1	5.0	0.6	0.5

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	27	9	46	32	65	7	651	71	58	643	15
Future Volume (veh/h)	10	27	9	46	32	65	7	651	71	58	643	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	29	9	49	34	69	7	693	76	62	684	16
Peak Hour Factor	0.94	0.94	1.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	19	51	16	59	41	83	22	918	778	418	1299	30
Arrive On Green	0.05	0.05	0.05	0.11	0.11	0.11	0.02	0.97	0.97	0.23	0.70	0.70
Sat Flow, veh/h	408	1077	334	558	387	786	1810	1900	1610	1810	1849	43
Grp Volume(v), veh/h	49	0	0	152	0	0	7	693	76	62	0	700
Grp Sat Flow(s),veh/h/ln	1819	0	0	1731	0	0	1810	1900	1610	1810	0	1892
Q Serve(g_s), s	3.2	0.0	0.0	10.3	0.0	0.0	0.5	5.4	0.2	3.3	0.0	21.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	10.3	0.0	0.0	0.5	5.4	0.2	3.3	0.0	21.0
Prop In Lane	0.22		0.18	0.32		0.45	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	85	0	0	182	0	0	22	918	778	418	0	1329
V/C Ratio(X)	0.57	0.00	0.00	0.84	0.00	0.00	0.32	0.75	0.10	0.15	0.00	0.53
Avail Cap(c_a), veh/h	280	0	0	267	0	0	113	918	778	418	0	1329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.71	0.71	0.71	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	0.0	0.0	52.7	0.0	0.0	58.1	1.1	1.0	36.7	0.0	8.4
Incr Delay (d2), s/veh	5.9	0.0	0.0	13.7	0.0	0.0	5.8	4.1	0.2	0.2	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	5.2	0.0	0.0	0.2	1.7	0.1	1.5	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	0.0	0.0	66.4	0.0	0.0	63.8	5.2	1.2	36.9	0.0	9.9
LnGrp LOS	E	A	A	E	A	A	E	A	A	D	A	A
Approach Vol, veh/h		49			152			776			762	
Approach Delay, s/veh		62.0			66.4			5.4			12.1	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	62.0		9.6	5.5	88.3		16.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	9.0	58.0		18.5	7.5	59.5		18.5				
Max Q Clear Time (g_c+I1), s	5.3	7.4		5.2	2.5	23.0		12.3				
Green Ext Time (p_c), s	0.0	6.1		0.1	0.0	5.8		0.4				

Intersection Summary		
HCM 6th Ctrl Delay	15.3	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	193	65	69	104	25	68	589	84	22	604	63
Future Volume (veh/h)	119	193	65	69	104	25	68	589	84	22	604	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	125	203	68	73	109	26	72	620	88	23	636	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	230	77	96	139	33	259	730	104	350	846	88
Arrive On Green	0.13	0.17	0.17	0.05	0.09	0.09	0.14	0.45	0.45	0.39	1.00	1.00
Sat Flow, veh/h	1810	1351	453	1810	1472	351	1810	1622	230	1810	1693	176
Grp Volume(v), veh/h	125	0	271	73	0	135	72	0	708	23	0	702
Grp Sat Flow(s),veh/h/ln	1810	0	1804	1810	0	1823	1810	0	1852	1810	0	1868
Q Serve(g_s), s	7.8	0.0	17.6	4.8	0.0	8.7	4.3	0.0	40.8	1.0	0.0	0.0
Cycle Q Clear(g_c), s	7.8	0.0	17.6	4.8	0.0	8.7	4.3	0.0	40.8	1.0	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.19	1.00		0.12	1.00		0.09
Lane Grp Cap(c), veh/h	234	0	307	96	0	172	259	0	834	350	0	934
V/C Ratio(X)	0.54	0.00	0.88	0.76	0.00	0.79	0.28	0.00	0.85	0.07	0.00	0.75
Avail Cap(c_a), veh/h	238	0	391	136	0	292	259	0	834	350	0	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.84	0.00	0.84
Uniform Delay (d), s/veh	48.9	0.0	48.6	56.0	0.0	53.2	45.9	0.0	29.4	30.0	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	17.4	14.3	0.0	7.7	0.6	0.0	10.5	0.1	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	9.4	2.6	0.0	4.3	2.0	0.0	20.1	0.4	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	0.0	66.0	70.3	0.0	60.9	46.4	0.0	39.9	30.0	0.0	4.7
LnGrp LOS	D	A	E	E	A	E	D	A	D	C	A	A
Approach Vol, veh/h		396			208			780			725	
Approach Delay, s/veh		61.3			64.2			40.5			5.5	
Approach LOS		E			E			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.2	58.0	10.4	24.4	21.2	64.0	19.5	15.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.6	54.0	9.0	26.0	9.0	60.0	15.8	19.2
Max Q Clear Time (g_c+I1), s	13.0	42.8	6.8	19.6	6.3	2.0	9.8	10.7
Green Ext Time (p_c), s	0.0	3.8	0.0	0.8	0.0	6.1	0.1	0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	152	134	31	102	22	105	540	57	41	527	108
Future Volume (veh/h)	111	152	134	31	102	22	105	540	57	41	527	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	122	167	147	34	112	24	115	593	63	45	579	119
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	233	189	72	266	55	142	2370	1107	82	2690	542
Arrive On Green	0.08	0.13	0.13	0.04	0.09	0.09	0.16	1.00	1.00	0.05	0.62	0.62
Sat Flow, veh/h	1810	1862	1512	1810	2966	617	1810	3610	1589	1810	4315	869
Grp Volume(v), veh/h	122	161	153	34	67	69	115	593	63	45	462	236
Grp Sat Flow(s),veh/h/ln	1810	1805	1569	1810	1805	1778	1810	1805	1589	1810	1729	1726
Q Serve(g_s), s	8.0	10.3	11.3	2.2	4.2	4.4	7.4	0.0	0.0	2.9	7.0	7.2
Cycle Q Clear(g_c), s	8.0	10.3	11.3	2.2	4.2	4.4	7.4	0.0	0.0	2.9	7.0	7.2
Prop In Lane	1.00		0.96	1.00		0.35	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	136	226	197	72	162	160	142	2370	1107	82	2155	1076
V/C Ratio(X)	0.90	0.71	0.78	0.48	0.41	0.43	0.81	0.25	0.06	0.55	0.21	0.22
Avail Cap(c_a), veh/h	136	361	314	332	557	548	483	2370	1107	543	2155	1076
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	50.4	50.9	56.4	51.6	51.7	49.7	0.0	0.0	56.1	9.8	9.9
Incr Delay (d2), s/veh	48.2	4.2	6.5	4.8	1.7	1.8	10.1	0.2	0.1	5.6	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	4.9	4.8	1.1	2.0	2.1	3.5	0.1	0.0	1.5	2.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.2	54.6	57.3	61.2	53.3	53.6	59.8	0.2	0.1	61.7	10.1	10.3
LnGrp LOS	F	D	E	E	D	D	E	A	A	E	B	B
Approach Vol, veh/h		436			170			771			743	
Approach Delay, s/veh		69.2			55.0			9.1			13.3	
Approach LOS		E			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	82.8	8.7	19.0	13.4	78.8	13.0	14.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	22.0	22.0	24.0	32.0	26.0	9.0	37.0
Max Q Clear Time (g_c+I1), s	14.3	2.0	4.2	13.3	9.4	9.2	10.0	6.4
Green Ext Time (p_c), s	0.1	4.2	0.0	1.3	0.3	4.3	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	25	7	262	43	70	11	556	248	94	477	73
Future Volume (veh/h)	59	25	7	262	43	70	11	556	248	94	477	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	27	8	288	47	77	12	611	273	103	524	80
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	307	94	28	323	145	120	550	1254	676	686	1437	215
Arrive On Green	0.17	0.07	0.07	0.18	0.08	0.08	0.30	0.24	0.24	0.13	0.10	0.10
Sat Flow, veh/h	1810	1392	413	1810	1900	1577	1810	5187	1606	1810	4538	679
Grp Volume(v), veh/h	65	0	35	288	47	77	12	611	273	103	397	207
Grp Sat Flow(s),veh/h/ln	1810	0	1805	1810	1900	1577	1810	1729	1606	1810	1729	1759
Q Serve(g_s), s	3.7	0.0	2.2	18.7	2.8	5.7	0.6	12.2	2.5	6.1	12.8	13.2
Cycle Q Clear(g_c), s	3.7	0.0	2.2	18.7	2.8	5.7	0.6	12.2	2.5	6.1	12.8	13.2
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	307	0	121	323	145	120	550	1254	676	686	1095	557
V/C Ratio(X)	0.21	0.00	0.29	0.89	0.32	0.64	0.02	0.49	0.40	0.15	0.36	0.37
Avail Cap(c_a), veh/h	307	0	286	588	713	591	550	1254	676	686	1095	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	0.98	0.98	0.98
Uniform Delay (d), s/veh	42.9	0.0	53.2	48.1	52.5	53.8	29.2	39.1	13.0	35.3	42.5	42.6
Incr Delay (d2), s/veh	0.3	0.0	1.3	8.4	1.3	5.6	0.0	1.1	1.5	0.1	0.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.1	9.1	1.4	2.4	0.2	5.3	3.8	2.8	6.1	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	0.0	54.5	56.5	53.8	59.4	29.3	40.2	14.5	35.4	43.4	44.5
LnGrp LOS	D	A	D	E	D	E	C	D	B	D	D	D
Approach Vol, veh/h		100			412			896			707	
Approach Delay, s/veh		47.2			56.7			32.2			42.5	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	49.5	33.0	25.4	12.1	40.5	42.0	24.4	13.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	29.0	39.0	19.0	8.0	38.0	13.0	45.0
Max Q Clear Time (g_c+I1), s	8.1	14.2	20.7	4.2	2.6	15.2	5.7	7.7
Green Ext Time (p_c), s	0.1	4.6	0.8	0.1	0.0	4.0	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	3.4

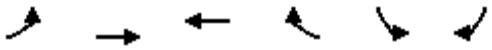
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	1087	1083	4	0	432
Future Vol, veh/h	0	1087	1083	4	0	432
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1156	1152	4	0	460

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	578
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*677
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*677
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	677
HCM Lane V/C Ratio	-	-	-	0.679
HCM Control Delay (s)	-	-	-	20.8
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	5.3

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	408	637	882	74	324	205
Future Volume (veh/h)	408	637	882	74	324	205
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	434	678	938	79	345	218
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	478	2759	1089	92	686	610
Arrive On Green	0.26	0.53	0.22	0.22	0.38	0.38
Sat Flow, veh/h	1810	5358	5045	409	1810	1610
Grp Volume(v), veh/h	434	678	665	352	345	218
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1825	1810	1610
Q Serve(g_s), s	20.9	6.3	16.6	16.7	13.2	8.8
Cycle Q Clear(g_c), s	20.9	6.3	16.6	16.7	13.2	8.8
Prop In Lane	1.00			0.22	1.00	1.00
Lane Grp Cap(c), veh/h	478	2759	773	408	686	610
V/C Ratio(X)	0.91	0.25	0.86	0.86	0.50	0.36
Avail Cap(c_a), veh/h	603	3170	807	426	686	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	11.3	33.6	33.6	21.4	20.1
Incr Delay (d2), s/veh	15.3	0.0	9.1	16.1	2.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	2.3	7.8	9.0	5.9	9.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.3	11.4	42.7	49.7	24.1	21.7
LnGrp LOS	D	B	D	D	C	C
Approach Vol, veh/h		1112	1017		563	
Approach Delay, s/veh		25.4	45.1		23.1	
Approach LOS		C	D		C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	51.9	38.1	27.8	24.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	55.0	27.0	30.0	21.0
Max Q Clear Time (g_c+I1), s	8.3	15.2	22.9	18.7
Green Ext Time (p_c), s	5.5	1.5	0.9	1.4

Intersection Summary	
HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C

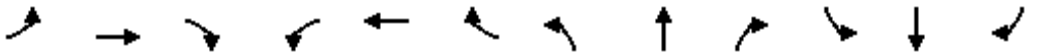
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	968	789	60	0	167
Future Vol, veh/h	0	968	789	60	0	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	968	789	60	0	167

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	425
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	498
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	498
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	498
HCM Lane V/C Ratio	-	-	-	0.335
HCM Control Delay (s)	-	-	-	15.8
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	930	345	0	2373	206	0	0	0	226	0	238
Future Volume (veh/h)	0	930	345	0	2373	206	0	0	0	226	0	238
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	969	359	0	2472	0				314	0	163
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1900	703	0	2642					1534	0	683
Arrive On Green	0.00	0.51	0.51	0.00	1.00	0.00				0.42	0.00	0.42
Sat Flow, veh/h	0	3900	1380	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	898	430	0	2472	0				314	0	163
Grp Sat Flow(s),veh/h/ln	0	1729	1652	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	20.7	20.7	0.0	0.0	0.0				6.6	0.0	7.8
Cycle Q Clear(g_c), s	0.0	20.7	20.7	0.0	0.0	0.0				6.6	0.0	7.8
Prop In Lane	0.00		0.84	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1761	841	0	2642					1534	0	683
V/C Ratio(X)	0.00	0.51	0.51	0.00	0.94					0.20	0.00	0.24
Avail Cap(c_a), veh/h	0	1902	908	0	2853					1534	0	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.62	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.5	19.5	0.0	0.0	0.0				21.8	0.0	22.2
Incr Delay (d2), s/veh	0.0	0.2	0.5	0.0	4.2	0.0				0.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.2	7.9	0.0	1.0	0.0				2.9	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.7	20.0	0.0	4.2	0.0				22.1	0.0	23.0
LnGrp LOS	A	B	C	A	A					C	A	C
Approach Vol, veh/h		1328			2472	A					477	
Approach Delay, s/veh		19.8			4.2						22.4	
Approach LOS		B			A						C	

Timer - Assigned Phs		4		6		8			
Phs Duration (G+Y+Rc), s		57.2		62.8		57.2			
Change Period (Y+Rc), s		4.0		4.0		4.0			
Max Green Setting (Gmax), s		66.0		46.0		66.0			
Max Q Clear Time (g_c+I1), s		22.7		9.8		2.0			
Green Ext Time (p_c), s		13.0		1.7		43.2			

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1089	0	0	1757	113	822	1	133	0	0	0
Future Volume (veh/h)	67	1089	0	0	1757	113	822	1	133	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	69	1123	0	0	1811	116	890	0	92			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	95	2881	0	0	2340	150	1368	0	608			
Arrive On Green	0.10	1.00	0.00	0.00	0.47	0.47	0.38	0.00	0.38			
Sat Flow, veh/h	1810	5358	0	0	5153	318	3619	0	1610			
Grp Volume(v), veh/h	69	1123	0	0	1256	671	890	0	92			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1843	1810	0	1610			
Q Serve(g_s), s	4.4	0.0	0.0	0.0	36.3	36.5	24.3	0.0	4.5			
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.0	36.3	36.5	24.3	0.0	4.5			
Prop In Lane	1.00		0.00	0.00		0.17	1.00		1.00			
Lane Grp Cap(c), veh/h	95	2881	0	0	1624	865	1368	0	608			
V/C Ratio(X)	0.73	0.39	0.00	0.00	0.77	0.78	0.65	0.00	0.15			
Avail Cap(c_a), veh/h	118	3428	0	0	1945	1037	1368	0	608			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.89	0.89	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.9	0.0	0.0	0.0	26.5	26.6	30.8	0.0	24.6			
Incr Delay (d2), s/veh	14.1	0.1	0.0	0.0	1.7	3.1	2.4	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	15.0	16.4	11.0	0.0	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	0.1	0.0	0.0	28.2	29.7	33.2	0.0	25.2			
LnGrp LOS	E	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		1192			1927			982				
Approach Delay, s/veh		4.0			28.7			32.5				
Approach LOS		A			C			C				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	49.3	70.7	10.3	60.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	32.7	79.3	7.8	67.5
Max Q Clear Time (g_c+I1), s	26.3	2.0	6.4	38.5
Green Ext Time (p_c), s	2.3	11.1	0.0	17.9

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	331	59	474	1396	0	0	0	0	0	0	279
Future Volume (veh/h)	0	331	59	474	1396	0	0	0	0	0	0	279
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	352	63	504	1485	0				0	0	297
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2035	908	552	3339	0				0	0	0
Arrive On Green	0.00	0.56	0.56	0.31	0.93	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	352	63	504	1485	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	3.8	1.4	21.5	4.2	0.0						
Cycle Q Clear(g_c), s	0.0	3.8	1.4	21.5	4.2	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2035	908	552	3339	0						
V/C Ratio(X)	0.00	0.17	0.07	0.91	0.44	0.00						
Avail Cap(c_a), veh/h	0	2035	908	667	3339	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	8.4	7.9	26.8	0.4	0.0						
Incr Delay (d2), s/veh	0.0	0.2	0.1	15.2	0.4	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.5	11.1	0.2	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.6	8.1	41.9	0.8	0.0						
LnGrp LOS	A	A	A	D	A	A						
Approach Vol, veh/h		415			1989							
Approach Delay, s/veh		8.5			11.2							
Approach LOS		A			B							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	28.9	51.1				80.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	29.5	17.0				51.0						
Max Q Clear Time (g_c+I1), s	23.5	5.8				6.2						
Green Ext Time (p_c), s	1.0	1.9				17.1						

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	879	65	0	1810	415	298	318	0	39	6	99
Future Volume (veh/h)	13	879	65	0	1810	415	298	318	0	39	6	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	13	906	67	0	1866	428	307	328	0	40	6	102
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	2087	154	0	1800	397	338	463	0	182	22	374
Arrive On Green	0.61	0.61	0.61	0.00	0.61	0.61	0.24	0.24	0.00	0.24	0.24	0.24
Sat Flow, veh/h	164	3408	252	0	3034	649	1306	1900	0	1069	90	1534
Grp Volume(v), veh/h	13	480	493	0	1118	1176	307	328	0	40	0	108
Grp Sat Flow(s),veh/h/ln	164	1805	1855	0	1805	1783	1306	1900	0	1069	0	1624
Q Serve(g_s), s	0.0	11.2	11.2	0.0	49.0	49.0	15.2	12.6	0.0	2.8	0.0	4.3
Cycle Q Clear(g_c), s	49.0	11.2	11.2	0.0	49.0	49.0	19.5	12.6	0.0	15.5	0.0	4.3
Prop In Lane	1.00		0.14	0.00		0.36	1.00		0.00	1.00		0.94
Lane Grp Cap(c), veh/h	90	1106	1136	0	1106	1092	338	463	0	182	0	396
V/C Ratio(X)	0.14	0.43	0.43	0.00	1.01	1.08	0.91	0.71	0.00	0.22	0.00	0.27
Avail Cap(c_a), veh/h	90	1106	1136	0	1106	1092	338	463	0	182	0	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.0	8.2	8.2	0.0	15.5	15.5	33.9	27.6	0.0	34.7	0.0	24.5
Incr Delay (d2), s/veh	3.3	1.2	1.2	0.0	29.8	50.5	30.4	8.8	0.0	0.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.1	4.2	0.0	25.5	31.4	8.8	6.6	0.0	0.8	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	9.4	9.4	0.0	45.3	66.0	64.3	36.5	0.0	35.3	0.0	24.9
LnGrp LOS	D	A	A	A	F	F	E	D	A	D	A	C
Approach Vol, veh/h		986			2294			635			148	
Approach Delay, s/veh		9.9			55.9			49.9			27.7	
Approach LOS		A			E			D			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	55.0	25.0	55.0	25.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	49.0	19.5	49.0	19.5
Max Q Clear Time (g_c+I1), s	51.0	17.5	51.0	21.5
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	668	16	7	1350	177	14	127	16	104	32	247
Future Volume (veh/h)	253	668	16	7	1350	177	14	127	16	104	32	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	258	682	16	7	1378	181	14	130	16	106	33	252
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	284	959	22	776	1646	734	212	545	462	356	54	416
Arrive On Green	0.16	0.18	0.18	0.43	0.46	0.46	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	5211	122	1810	3610	1610	1112	1900	1608	1261	190	1448
Grp Volume(v), veh/h	258	452	246	7	1378	181	14	130	16	106	0	285
Grp Sat Flow(s),veh/h/ln	1810	1729	1875	1810	1805	1610	1112	1900	1608	1261	0	1638
Q Serve(g_s), s	16.8	14.7	14.8	0.3	40.3	8.3	1.3	6.3	0.9	8.4	0.0	18.0
Cycle Q Clear(g_c), s	16.8	14.7	14.8	0.3	40.3	8.3	19.3	6.3	0.9	14.7	0.0	18.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		0.88
Lane Grp Cap(c), veh/h	284	636	345	776	1646	734	212	545	462	356	0	470
V/C Ratio(X)	0.91	0.71	0.71	0.01	0.84	0.25	0.07	0.24	0.03	0.30	0.00	0.61
Avail Cap(c_a), veh/h	287	2219	1203	776	1986	886	212	545	462	356	0	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.7	46.0	46.0	19.6	28.7	20.0	45.3	32.7	30.8	38.4	0.0	36.9
Incr Delay (d2), s/veh	30.5	1.5	2.7	0.0	2.8	0.2	0.6	1.0	0.1	2.1	0.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	6.5	7.1	0.1	17.6	3.1	0.4	3.1	0.4	2.8	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.2	47.4	48.7	19.7	31.5	20.2	45.9	33.8	30.9	40.5	0.0	42.6
LnGrp LOS	F	D	D	B	C	C	D	C	C	D	A	D
Approach Vol, veh/h		956			1566			160			391	
Approach Delay, s/veh		56.6			30.2			34.5			42.1	
Approach LOS		E			C			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	38.4	55.5	26.1	38.4	22.8	58.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	8.0	77.0	23.0	19.0	66.0
Max Q Clear Time (g_c+I1), s	21.3	2.3	16.8	20.0	18.8	42.3
Green Ext Time (p_c), s	0.1	0.0	5.3	0.6	0.0	12.4

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	559	159	79	1261	56	134	98	59	45	127	75
Future Volume (veh/h)	47	559	159	79	1261	56	134	98	59	45	127	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	614	175	87	1386	62	147	108	65	49	140	82
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	1246	348	111	1647	74	174	428	359	489	758	638
Arrive On Green	0.05	0.31	0.31	0.12	0.65	0.65	0.10	0.22	0.22	0.27	0.40	0.40
Sat Flow, veh/h	1810	4014	1119	1810	5089	228	1810	1900	1595	1810	1900	1600
Grp Volume(v), veh/h	52	527	262	87	942	506	147	108	65	49	140	82
Grp Sat Flow(s),veh/h/ln	1810	1729	1675	1810	1729	1859	1810	1900	1595	1810	1900	1600
Q Serve(g_s), s	3.4	14.9	15.3	5.6	25.3	25.3	9.6	5.6	3.3	2.4	5.7	3.2
Cycle Q Clear(g_c), s	3.4	14.9	15.3	5.6	25.3	25.3	9.6	5.6	3.3	2.4	5.7	3.2
Prop In Lane	1.00		0.67	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	1074	520	111	1119	602	174	428	359	489	758	638
V/C Ratio(X)	0.60	0.49	0.50	0.79	0.84	0.84	0.84	0.25	0.18	0.10	0.18	0.13
Avail Cap(c_a), veh/h	196	1153	558	377	1498	805	196	428	359	489	758	638
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.63	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	33.7	33.8	51.9	18.8	18.8	53.3	38.2	26.2	32.9	23.4	15.0
Incr Delay (d2), s/veh	6.4	0.3	0.8	7.5	2.2	4.0	23.4	1.3	1.0	0.1	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.3	6.4	2.7	6.5	7.3	5.5	2.8	1.6	1.1	2.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	34.0	34.6	59.4	21.0	22.7	76.8	39.5	27.2	33.0	24.0	15.4
LnGrp LOS	E	C	C	E	C	C	E	D	C	C	C	B
Approach Vol, veh/h		841			1535			320			271	
Approach Delay, s/veh		35.9			23.7			54.1			23.0	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	31.0	11.3	41.3	15.6	51.8	9.8	42.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	27.0	25.0	40.0	13.0	26.0	13.0	52.0
Max Q Clear Time (g_c+I1), s	11.4	7.6	7.6	17.3	11.6	7.7	5.4	27.3
Green Ext Time (p_c), s	0.0	0.7	0.2	5.5	0.0	0.9	0.0	11.5

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1115	263	91	1806	78	127	33	50	73	75	123
Future Volume (veh/h)	144	1115	263	91	1806	78	127	33	50	73	75	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	1138	0	93	1843	80	82	101	51	74	77	126
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	176	2251		120	2092	649	460	483	409	181	191	161
Arrive On Green	0.10	0.43	0.00	0.02	0.13	0.13	0.25	0.25	0.25	0.10	0.10	0.10
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	147	1138	0	93	1843	80	82	101	51	74	77	126
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	8.8	17.5	0.0	5.6	38.4	4.8	3.9	4.6	2.7	4.2	4.2	8.4
Cycle Q Clear(g_c), s	8.8	17.5	0.0	5.6	38.4	4.8	3.9	4.6	2.7	4.2	4.2	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	2251		120	2092	649	460	483	409	181	191	161
V/C Ratio(X)	0.84	0.51		0.78	0.88	0.12	0.18	0.21	0.12	0.41	0.40	0.78
Avail Cap(c_a), veh/h	181	2251		263	2122	659	460	483	409	304	320	271
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.62	0.62	0.62	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	48.8	22.6	0.0	53.0	45.1	30.5	32.1	32.3	31.6	46.4	46.4	48.3
Incr Delay (d2), s/veh	27.2	0.2	0.0	6.5	3.0	0.1	0.8	1.0	0.6	1.4	1.3	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	7.0	0.0	2.9	18.4	1.9	1.8	2.3	1.1	2.0	2.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.0	22.8	0.0	59.5	48.1	30.6	32.9	33.3	32.2	47.8	47.7	55.9
LnGrp LOS	E	C		E	D	C	C	C	C	D	D	E
Approach Vol, veh/h		1285	A		2016			234			277	
Approach Delay, s/veh		28.8			47.9			32.9			51.4	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	31.9	11.3	51.7	15.0	14.7	48.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.5	16.0	40.0	18.5	11.0	45.0
Max Q Clear Time (g_c+I1), s	6.6	7.6	19.5	10.4	10.8	40.4
Green Ext Time (p_c), s	0.7	0.1	8.4	0.6	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

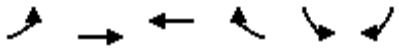
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	463	82	104	1581	132	71	262	17	128	264	156
Future Volume (veh/h)	123	463	82	104	1581	132	71	262	17	128	264	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	482	85	108	1647	138	74	273	18	133	275	162
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	628	275	592	2027	170	187	659	43	610	1126	502
Arrive On Green	0.11	0.23	0.23	0.33	0.42	0.42	0.05	0.19	0.19	0.17	0.31	0.31
Sat Flow, veh/h	1810	3610	1581	1810	4874	408	3510	3439	225	3510	3610	1609
Grp Volume(v), veh/h	128	482	85	108	1168	617	74	143	148	133	275	162
Grp Sat Flow(s),veh/h/ln	1810	1805	1581	1810	1729	1824	1755	1805	1859	1755	1805	1609
Q Serve(g_s), s	8.3	15.0	4.6	5.1	35.7	35.9	2.4	8.3	8.4	3.9	6.8	9.2
Cycle Q Clear(g_c), s	8.3	15.0	4.6	5.1	35.7	35.9	2.4	8.3	8.4	3.9	6.8	9.2
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	155	628	275	592	1438	759	187	346	356	610	1126	502
V/C Ratio(X)	0.83	0.77	0.31	0.18	0.81	0.81	0.39	0.41	0.42	0.22	0.24	0.32
Avail Cap(c_a), veh/h	211	1655	725	592	1614	851	234	346	356	610	1126	502
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	43.9	29.3	28.9	30.9	30.9	54.9	42.6	42.6	42.6	30.7	31.6
Incr Delay (d2), s/veh	16.3	1.9	0.6	0.1	1.7	3.1	1.3	3.6	3.6	0.2	0.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	6.5	2.1	2.3	15.0	16.1	1.1	4.1	4.2	1.7	3.1	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	45.7	29.9	29.0	32.6	34.1	56.3	46.2	46.2	42.8	31.3	33.3
LnGrp LOS	E	D	C	C	C	C	E	D	D	D	C	C
Approach Vol, veh/h		695			1893			365			570	
Approach Delay, s/veh		48.0			32.9			48.2			34.5	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	27.0	43.3	24.9	10.4	41.4	14.3	53.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	23.0	15.0	55.0	8.0	26.0	14.0	56.0
Max Q Clear Time (g_c+I1), s	5.9	10.4	7.1	17.0	4.4	11.2	10.3	37.9
Green Ext Time (p_c), s	0.2	1.3	0.1	3.9	0.0	2.0	0.1	12.0

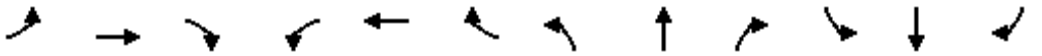
Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	154	1076	1963	155	151	116
Future Volume (veh/h)	154	1076	1963	155	151	116
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	1109	2024	160	156	120
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	190	2851	2118	1265	1325	777
Arrive On Green	0.21	1.00	0.82	0.82	0.38	0.38
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	159	1109	2024	160	156	120
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	9.3	0.0	35.8	0.9	3.2	4.6
Cycle Q Clear(g_c), s	9.3	0.0	35.8	0.9	3.2	4.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	190	2851	2118	1265	1325	777
V/C Ratio(X)	0.84	0.39	0.96	0.13	0.12	0.15
Avail Cap(c_a), veh/h	494	3772	2169	1281	1325	777
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.53	0.53	1.00	1.00
Uniform Delay (d), s/veh	42.5	0.0	9.3	0.8	22.3	15.9
Incr Delay (d2), s/veh	8.4	0.1	6.5	0.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	4.9	0.8	1.4	5.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.0	0.1	15.8	0.8	22.5	16.3
LnGrp LOS	D	A	B	A	C	B
Approach Vol, veh/h		1268	2184		276	
Approach Delay, s/veh		6.5	14.7		19.8	
Approach LOS		A	B		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		64.5		45.5	15.6	48.9
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		80.0		22.0	30.0	46.0
Max Q Clear Time (g_c+I1), s		2.0		6.6	11.3	37.8
Green Ext Time (p_c), s		10.9		0.8	0.4	7.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	526	56	113	1611	122	93	227	37	121	163	75
Future Volume (veh/h)	25	526	56	113	1611	122	93	227	37	121	163	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	560	60	120	1714	130	99	241	39	129	173	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	722	318	411	1928	146	124	1100	176	157	903	400
Arrive On Green	0.03	0.20	0.20	0.45	0.78	0.78	0.07	0.35	0.35	0.09	0.37	0.37
Sat Flow, veh/h	1810	3610	1589	1810	4912	372	1810	3117	497	1810	2432	1078
Grp Volume(v), veh/h	27	560	60	120	1206	638	99	138	142	129	126	127
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1729	1826	1810	1805	1809	1810	1805	1705
Q Serve(g_s), s	1.8	17.6	3.1	5.0	29.7	30.0	6.5	6.4	6.6	8.4	5.7	6.0
Cycle Q Clear(g_c), s	1.8	17.6	3.1	5.0	29.7	30.0	6.5	6.4	6.6	8.4	5.7	6.0
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.27	1.00		0.63
Lane Grp Cap(c), veh/h	63	722	318	411	1357	717	124	637	639	157	670	633
V/C Ratio(X)	0.43	0.78	0.19	0.29	0.89	0.89	0.80	0.22	0.22	0.82	0.19	0.20
Avail Cap(c_a), veh/h	136	1504	662	411	1614	852	181	637	639	241	670	633
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.35	0.35	0.35	0.68	0.68	0.68	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	45.5	27.6	26.7	11.0	11.1	55.1	27.2	27.3	53.9	25.5	25.6
Incr Delay (d2), s/veh	3.4	1.3	0.2	0.1	2.1	4.0	10.2	0.5	0.5	12.4	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.0	1.5	2.0	4.6	5.3	3.3	2.9	3.0	4.4	2.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	46.8	27.8	26.8	13.2	15.1	65.3	27.7	27.8	66.3	26.1	26.3
LnGrp LOS	E	D	C	C	B	B	E	C	C	E	C	C
Approach Vol, veh/h		647			1964			379			382	
Approach Delay, s/veh		45.6			14.6			37.6			39.8	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	46.4	31.3	28.0	12.2	48.5	8.2	51.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	23.0	15.0	50.0	12.0	27.0	9.0	56.0
Max Q Clear Time (g_c+I1), s	10.4	8.6	7.0	19.6	8.5	8.0	3.8	32.0
Green Ext Time (p_c), s	0.1	1.3	0.2	4.4	0.1	1.3	0.0	15.1

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	974	184	17	1735	94	255	54	7	90	52	107
Future Volume (veh/h)	166	974	184	17	1735	94	255	54	7	90	52	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	175	1025	194	18	1826	99	268	57	7	95	55	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	197	2677	831	49	2185	118	430	559	67	251	683	480
Arrive On Green	0.15	0.69	0.69	0.03	0.43	0.43	0.12	0.17	0.17	0.14	0.19	0.19
Sat Flow, veh/h	1810	5187	1610	1810	5036	273	3510	3239	390	1810	3610	1610
Grp Volume(v), veh/h	175	1025	194	18	1253	672	268	31	33	95	55	113
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1851	1755	1805	1824	1810	1805	1610
Q Serve(g_s), s	10.4	9.3	3.0	1.1	35.4	35.5	8.0	1.6	1.7	5.2	1.4	0.0
Cycle Q Clear(g_c), s	10.4	9.3	3.0	1.1	35.4	35.5	8.0	1.6	1.7	5.2	1.4	0.0
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	197	2677	831	49	1500	803	430	312	315	251	683	480
V/C Ratio(X)	0.89	0.38	0.23	0.37	0.84	0.84	0.62	0.10	0.10	0.38	0.08	0.24
Avail Cap(c_a), veh/h	197	2677	831	145	1603	858	430	312	315	251	683	480
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	46.4	9.8	3.2	52.6	27.6	27.7	45.8	38.3	38.3	43.0	36.7	29.1
Incr Delay (d2), s/veh	34.1	0.1	0.1	4.6	3.8	7.0	2.8	0.6	0.7	0.9	0.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	3.0	1.6	0.6	14.9	16.8	3.6	0.8	0.8	2.4	0.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.4	9.9	3.4	57.2	31.4	34.6	48.6	38.9	39.0	44.0	37.0	30.3
LnGrp LOS	F	A	A	E	C	C	D	D	D	D	D	C
Approach Vol, veh/h		1394			1943			332			263	
Approach Delay, s/veh		17.8			32.8			46.8			36.6	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	23.0	7.0	60.8	17.5	24.8	16.0	51.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	19.0	8.8	54.2	10.2	20.8	12.0	51.0
Max Q Clear Time (g_c+I1), s	7.2	3.7	3.1	11.3	10.0	3.4	12.4	37.5
Green Ext Time (p_c), s	0.1	0.2	0.0	10.3	0.0	0.6	0.0	10.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	480	53	25	1495	175	206	431	38	152	271	182
Future Volume (veh/h)	110	480	53	25	1495	175	206	431	38	152	271	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	527	58	27	1643	192	226	474	42	167	298	200
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	2176	903	63	1751	204	257	842	375	324	976	560
Arrive On Green	0.08	0.42	0.42	0.03	0.37	0.37	0.14	0.23	0.23	0.18	0.27	0.27
Sat Flow, veh/h	1810	5187	1606	1810	4701	548	1810	3610	1608	1810	3610	1584
Grp Volume(v), veh/h	121	527	58	27	1207	628	226	474	42	167	298	200
Grp Sat Flow(s),veh/h/ln	1810	1729	1606	1810	1729	1791	1810	1805	1608	1810	1805	1584
Q Serve(g_s), s	7.9	7.9	2.0	1.8	40.4	40.6	14.7	13.9	2.1	10.0	7.9	3.0
Cycle Q Clear(g_c), s	7.9	7.9	2.0	1.8	40.4	40.6	14.7	13.9	2.1	10.0	7.9	3.0
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	2176	903	63	1288	667	257	842	375	324	976	560
V/C Ratio(X)	0.82	0.24	0.06	0.43	0.94	0.94	0.88	0.56	0.11	0.52	0.31	0.36
Avail Cap(c_a), veh/h	204	2200	910	115	1297	672	371	842	375	324	976	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.56	0.56	0.56	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	22.5	12.0	56.8	36.3	36.4	50.4	40.6	27.3	44.5	34.8	13.4
Incr Delay (d2), s/veh	10.9	0.0	0.0	2.6	8.1	14.1	13.6	2.4	0.5	1.4	0.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	3.2	0.7	0.8	18.2	20.0	7.6	6.5	1.0	4.6	3.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	22.5	12.0	59.4	44.4	50.5	64.0	43.0	27.8	45.9	35.6	15.2
LnGrp LOS	E	C	B	E	D	D	E	D	C	D	D	B
Approach Vol, veh/h		706			1862			742			665	
Approach Delay, s/veh		29.0			46.7			48.5			32.1	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.5	32.0	8.2	54.3	21.1	36.4	13.8	48.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.5	28.0	7.6	50.9	24.6	20.9	13.5	45.0
Max Q Clear Time (g_c+I1), s	12.0	15.9	3.8	9.9	16.7	9.9	9.9	42.6
Green Ext Time (p_c), s	0.2	2.6	0.0	4.3	0.4	2.0	0.1	2.1

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	558	407	14	1017	109	713	513	8	69	275	71
Future Volume (veh/h)	90	558	407	14	1017	109	713	513	8	69	275	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	594	433	15	1082	116	759	546	9	73	293	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	1453	1043	42	1179	126	860	1351	22	103	522	133
Arrive On Green	0.07	0.40	0.40	0.02	0.36	0.36	0.25	0.37	0.37	0.06	0.18	0.18
Sat Flow, veh/h	1810	3610	1610	1810	3285	352	3510	3633	60	1810	2840	723
Grp Volume(v), veh/h	96	594	433	15	594	604	759	271	284	73	184	185
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1831	1755	1805	1888	1810	1805	1758
Q Serve(g_s), s	5.8	12.9	2.4	0.9	34.6	34.7	22.9	12.2	12.2	4.4	10.2	10.5
Cycle Q Clear(g_c), s	5.8	12.9	2.4	0.9	34.6	34.7	22.9	12.2	12.2	4.4	10.2	10.5
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.03	1.00		0.41
Lane Grp Cap(c), veh/h	121	1453	1043	42	648	658	860	671	702	103	331	323
V/C Ratio(X)	0.80	0.41	0.42	0.35	0.92	0.92	0.88	0.40	0.40	0.71	0.56	0.57
Avail Cap(c_a), veh/h	128	1453	1043	123	673	683	860	671	702	161	331	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.41	0.41	0.41	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	50.6	23.5	3.9	52.9	33.7	33.7	40.0	25.5	25.5	51.0	40.8	41.0
Incr Delay (d2), s/veh	27.1	0.2	0.3	2.1	8.4	8.4	10.6	1.8	1.7	8.4	6.3	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	5.5	2.3	0.4	16.3	16.6	11.0	5.5	5.8	2.2	5.1	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.7	23.7	4.2	54.9	42.0	42.1	50.6	27.3	27.3	59.4	47.1	47.9
LnGrp LOS	E	C	A	D	D	D	D	C	C	E	D	D
Approach Vol, veh/h		1123			1213			1314			442	
Approach Delay, s/veh		20.8			42.2			40.8			49.5	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	44.9	6.6	48.3	31.0	24.2	11.3	43.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.8	35.4	7.5	41.3	25.0	20.2	7.8	41.0
Max Q Clear Time (g_c+I1), s	6.4	14.2	2.9	14.9	24.9	12.5	7.8	36.7
Green Ext Time (p_c), s	0.0	3.3	0.0	6.2	0.0	1.3	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	92	392	461	73	177	454
Future Volume (veh/h)	92	392	461	73	177	454
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	417	490	78	188	483
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	985	452	1891	843	266	2308
Arrive On Green	0.28	0.28	0.52	0.52	0.08	0.64
Sat Flow, veh/h	3510	1610	3705	1609	3510	3705
Grp Volume(v), veh/h	98	417	490	78	188	483
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1609	1755	1805
Q Serve(g_s), s	2.1	25.1	7.5	2.4	5.2	5.6
Cycle Q Clear(g_c), s	2.1	25.1	7.5	2.4	5.2	5.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	985	452	1891	843	266	2308
V/C Ratio(X)	0.10	0.92	0.26	0.09	0.71	0.21
Avail Cap(c_a), veh/h	1123	515	1891	843	562	2308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	34.9	13.1	11.9	45.1	7.5
Incr Delay (d2), s/veh	0.0	11.6	0.3	0.2	3.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	11.1	3.0	0.9	2.4	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.6	46.5	13.5	12.1	48.6	7.7
LnGrp LOS	C	D	B	B	D	A
Approach Vol, veh/h	515		568			671
Approach Delay, s/veh	42.7		13.3			19.2
Approach LOS	D		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.6	56.4			67.9	32.1
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	16.0	40.0			60.0	32.0
Max Q Clear Time (g_c+I1), s	7.2	9.5			7.6	27.1
Green Ext Time (p_c), s	0.4	3.8			3.7	0.9

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	513	66	72	1343	51	122	251	66	99	204	75
Future Volume (veh/h)	60	513	66	72	1343	51	122	251	66	99	204	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	583	75	82	1526	58	139	285	75	112	232	85
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	1548	196	104	1733	66	485	1130	292	139	541	192
Arrive On Green	0.02	0.11	0.11	0.12	0.68	0.68	0.27	0.40	0.40	0.08	0.21	0.21
Sat Flow, veh/h	1810	4649	590	1810	5124	195	1810	2829	730	1810	2597	922
Grp Volume(v), veh/h	68	432	226	82	1030	554	139	180	180	112	159	158
Grp Sat Flow(s),veh/h/ln	1810	1729	1781	1810	1729	1861	1810	1805	1754	1810	1805	1714
Q Serve(g_s), s	4.5	13.9	14.2	5.3	28.6	28.6	7.3	8.0	8.3	7.3	9.2	9.6
Cycle Q Clear(g_c), s	4.5	13.9	14.2	5.3	28.6	28.6	7.3	8.0	8.3	7.3	9.2	9.6
Prop In Lane	1.00		0.33	1.00		0.10	1.00		0.42	1.00		0.54
Lane Grp Cap(c), veh/h	95	1151	593	104	1169	629	485	721	701	139	376	357
V/C Ratio(X)	0.72	0.37	0.38	0.79	0.88	0.88	0.29	0.25	0.26	0.81	0.42	0.44
Avail Cap(c_a), veh/h	196	1268	653	241	1354	729	485	721	701	241	376	357
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.47	0.47	0.47	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.1	41.8	41.9	52.4	17.5	17.5	34.8	24.0	24.1	54.5	41.2	41.4
Incr Delay (d2), s/veh	9.4	0.2	0.4	6.1	3.1	5.6	0.3	0.7	0.7	10.4	3.5	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	6.5	6.9	2.5	6.9	7.9	3.3	3.6	3.6	3.7	4.5	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.5	42.0	42.3	58.5	20.6	23.1	35.1	24.7	24.8	64.9	44.7	45.4
LnGrp LOS	E	D	D	E	C	C	D	C	C	E	D	D
Approach Vol, veh/h		726			1666			499			429	
Approach Delay, s/veh		44.5			23.3			27.7			50.2	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	51.9	10.9	43.9	36.1	29.0	10.3	44.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	28.0	16.0	44.0	19.0	25.0	13.0	47.0
Max Q Clear Time (g_c+I1), s	9.3	10.3	7.3	16.2	9.3	11.6	6.5	30.6
Green Ext Time (p_c), s	0.1	2.0	0.1	4.6	0.2	1.5	0.1	10.0

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	491	115	38	984	63	126	397	64	103	317	44
Future Volume (veh/h)	55	491	115	38	984	63	126	397	64	103	317	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	67	599	140	46	1200	77	154	484	78	126	387	54
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	1169	272	87	1365	87	285	761	122	285	780	108
Arrive On Green	0.06	0.40	0.40	0.05	0.40	0.40	0.16	0.25	0.25	0.16	0.25	0.25
Sat Flow, veh/h	1810	2895	675	1810	3444	221	1810	3101	497	1810	3176	440
Grp Volume(v), veh/h	67	373	366	46	628	649	154	281	281	126	219	222
Grp Sat Flow(s),veh/h/ln	1810	1805	1765	1810	1805	1859	1810	1805	1793	1810	1805	1811
Q Serve(g_s), s	4.0	17.1	17.2	2.7	35.5	35.6	8.6	15.3	15.5	6.9	11.4	11.6
Cycle Q Clear(g_c), s	4.0	17.1	17.2	2.7	35.5	35.6	8.6	15.3	15.5	6.9	11.4	11.6
Prop In Lane	1.00		0.38	1.00		0.12	1.00		0.28	1.00		0.24
Lane Grp Cap(c), veh/h	100	729	712	87	715	737	285	443	440	285	443	445
V/C Ratio(X)	0.67	0.51	0.51	0.53	0.88	0.88	0.54	0.63	0.64	0.44	0.49	0.50
Avail Cap(c_a), veh/h	132	794	776	125	788	811	285	443	440	285	443	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.36	0.36	0.36	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	51.0	24.6	24.7	51.1	30.7	30.8	42.7	37.1	37.1	42.0	35.6	35.7
Incr Delay (d2), s/veh	7.4	0.5	0.5	1.8	4.1	4.1	2.1	6.7	7.0	1.0	3.6	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.3	7.2	1.3	15.8	16.4	4.0	7.5	7.6	3.2	5.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	25.2	25.2	52.9	34.9	34.9	44.8	43.8	44.1	43.0	39.2	39.4
LnGrp LOS	E	C	C	D	C	C	D	D	D	D	D	D
Approach Vol, veh/h		806			1323			716			567	
Approach Delay, s/veh		27.9			35.5			44.1			40.1	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.3	31.0	9.3	48.4	21.3	31.0	10.1	47.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.3	27.0	7.6	48.4	11.0	27.0	8.0	48.0
Max Q Clear Time (g_c+I1), s	19.3	17.5	4.7	19.2	10.6	13.6	6.0	37.6
Green Ext Time (p_c), s	0.1	2.4	0.0	5.2	0.0	2.2	0.0	6.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	189	44	13	382	449	49	287	19	283	268	31
Future Volume (veh/h)	74	189	44	13	382	449	49	287	19	283	268	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.88	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	217	51	15	439	516	56	330	22	325	308	36
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	1255	551	84	556	490	100	695	46	479	1347	156
Arrive On Green	0.06	0.35	0.35	0.02	0.31	0.31	0.06	0.20	0.20	0.26	0.41	0.41
Sat Flow, veh/h	3510	3610	1584	3510	1805	1590	1810	3405	225	1810	3259	378
Grp Volume(v), veh/h	85	217	51	15	439	516	56	174	178	325	169	175
Grp Sat Flow(s),veh/h/ln	1755	1805	1584	1755	1805	1590	1810	1805	1825	1810	1805	1832
Q Serve(g_s), s	2.3	4.2	2.2	0.4	22.2	30.8	3.0	8.5	8.6	16.1	6.1	6.2
Cycle Q Clear(g_c), s	2.3	4.2	2.2	0.4	22.2	30.8	3.0	8.5	8.6	16.1	6.1	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.21
Lane Grp Cap(c), veh/h	223	1255	551	84	556	490	100	368	372	479	746	757
V/C Ratio(X)	0.38	0.17	0.09	0.18	0.79	1.05	0.56	0.47	0.48	0.68	0.23	0.23
Avail Cap(c_a), veh/h	267	1255	551	326	556	490	156	368	372	479	746	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	22.6	22.0	47.8	31.6	34.6	46.1	35.1	35.1	33.0	19.0	19.0
Incr Delay (d2), s/veh	1.0	0.1	0.1	0.8	5.8	50.5	4.8	4.3	4.4	3.8	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.8	0.8	0.2	10.4	18.4	1.5	4.1	4.2	7.5	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	22.7	22.1	48.6	37.5	85.1	50.9	39.3	39.5	36.8	19.7	19.7
LnGrp LOS	D	C	C	D	D	F	D	D	D	D	B	B
Approach Vol, veh/h		353			970			408			669	
Approach Delay, s/veh		28.2			63.0			41.0			28.0	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	24.4	6.4	38.8	9.5	45.3	10.3	34.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.3	20.4	9.3	29.1	8.6	37.0	7.6	30.8
Max Q Clear Time (g_c+I1), s	10.1	10.6	2.4	6.2	5.0	8.2	4.3	32.8
Green Ext Time (p_c), s	0.6	1.4	0.0	1.5	0.0	2.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	431	102	141	1044	130	329	796	136	186	546	231
Future Volume (veh/h)	130	431	102	141	1044	130	329	796	136	186	546	231
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	146	484	115	158	1173	146	370	894	153	209	613	260
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	988	438	214	1292	161	525	1173	512	375	872	386
Arrive On Green	0.06	0.27	0.27	0.06	0.28	0.28	0.29	0.32	0.32	0.21	0.24	0.24
Sat Flow, veh/h	3510	3610	1600	3510	4669	581	1810	3610	1575	1810	3610	1598
Grp Volume(v), veh/h	146	484	115	158	869	450	370	894	153	209	613	260
Grp Sat Flow(s),veh/h/ln	1755	1805	1600	1755	1729	1792	1810	1805	1575	1810	1805	1598
Q Serve(g_s), s	4.9	13.5	3.4	5.3	29.1	29.1	21.9	26.7	7.1	12.4	18.6	17.7
Cycle Q Clear(g_c), s	4.9	13.5	3.4	5.3	29.1	29.1	21.9	26.7	7.1	12.4	18.6	17.7
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	988	438	214	957	496	525	1173	512	375	872	386
V/C Ratio(X)	0.72	0.49	0.26	0.74	0.91	0.91	0.70	0.76	0.30	0.56	0.70	0.67
Avail Cap(c_a), veh/h	263	1041	461	246	980	508	525	1173	512	375	872	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.40	0.40	0.40	0.43	0.43	0.43	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	36.6	8.8	55.4	41.9	41.9	38.0	36.3	19.9	42.7	41.6	41.2
Incr Delay (d2), s/veh	6.1	0.4	0.3	4.0	5.4	9.6	1.9	2.1	0.6	1.8	4.7	9.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.0	2.6	2.5	13.0	14.1	9.9	12.0	2.7	5.8	8.8	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	36.9	9.1	59.4	47.3	51.5	39.8	38.4	20.5	44.5	46.3	50.3
LnGrp LOS	E	D	A	E	D	D	D	D	C	D	D	D
Approach Vol, veh/h		745			1477			1417			1082	
Approach Delay, s/veh		37.5			49.9			36.9			46.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	38.8	43.0	11.3	36.8	38.8	33.0	10.9	37.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.8	39.0	8.4	34.6	32.0	29.0	9.0	34.0
Max Q Clear Time (g_c+I1), s	11.4	28.7	7.3	15.5	23.9	20.6	6.9	31.1
Green Ext Time (p_c), s	0.3	4.8	0.0	3.5	0.8	3.3	0.1	2.1

Intersection Summary	
HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	481	151	93	796	90	269	1046	153	81	663	97
Future Volume (veh/h)	91	481	151	93	796	90	269	1046	153	81	663	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	594	186	115	983	111	332	1291	189	100	819	120
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	715	223	258	1078	122	478	1475	216	225	838	122
Arrive On Green	0.08	0.26	0.26	0.19	0.44	0.44	0.26	0.32	0.32	0.12	0.18	0.18
Sat Flow, veh/h	1810	2705	845	1810	3268	369	1810	4559	667	1810	4565	664
Grp Volume(v), veh/h	112	396	384	115	543	551	332	979	501	100	619	320
Grp Sat Flow(s),veh/h/ln	1810	1805	1746	1810	1805	1832	1810	1729	1768	1810	1729	1771
Q Serve(g_s), s	6.7	22.7	22.8	6.2	30.9	31.0	18.2	29.4	29.4	5.6	19.6	19.8
Cycle Q Clear(g_c), s	6.7	22.7	22.8	6.2	30.9	31.0	18.2	29.4	29.4	5.6	19.6	19.8
Prop In Lane	1.00		0.48	1.00		0.20	1.00		0.38	1.00		0.38
Lane Grp Cap(c), veh/h	139	477	461	258	595	604	478	1119	572	225	635	325
V/C Ratio(X)	0.81	0.83	0.83	0.45	0.91	0.91	0.69	0.88	0.88	0.44	0.97	0.98
Avail Cap(c_a), veh/h	166	630	609	258	635	645	478	1119	572	225	635	325
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.53	0.53	0.53	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	50.0	38.1	38.2	40.8	29.4	29.4	36.5	35.1	35.1	44.6	44.6	44.7
Incr Delay (d2), s/veh	18.3	6.0	6.3	0.6	10.2	10.1	4.3	9.6	16.9	1.1	26.0	40.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	10.7	10.5	2.7	13.7	13.9	8.5	13.6	15.1	2.6	10.6	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.3	44.1	44.5	41.4	39.6	39.5	40.8	44.7	52.0	45.7	70.7	84.9
LnGrp LOS	E	D	D	D	D	D	D	D	D	D	E	F
Approach Vol, veh/h		892			1209			1812			1039	
Approach Delay, s/veh		47.3			39.7			46.0			72.6	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	39.6	19.7	33.1	33.1	24.2	12.4	40.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	35.6	10.4	38.4	25.0	20.2	10.1	38.7
Max Q Clear Time (g_c+I1), s	11.6	31.4	8.2	24.8	20.2	21.8	8.7	33.0
Green Ext Time (p_c), s	0.0	3.2	0.1	4.2	0.5	0.0	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	50.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	323	106	279	495	121	212	1009	318	118	510	75
Future Volume (veh/h)	51	323	106	279	495	121	212	1009	318	118	510	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	347	114	300	532	130	228	1085	342	127	548	81
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	454	147	339	856	208	449	1954	598	160	986	143
Arrive On Green	0.06	0.17	0.17	0.19	0.30	0.30	0.50	0.75	0.75	0.09	0.22	0.22
Sat Flow, veh/h	1810	2670	862	1810	2859	695	1810	5187	1588	1810	4552	660
Grp Volume(v), veh/h	55	233	228	300	335	327	228	1085	342	127	414	215
Grp Sat Flow(s),veh/h/ln	1810	1805	1727	1810	1805	1750	1810	1729	1588	1810	1729	1754
Q Serve(g_s), s	2.7	11.0	11.4	14.5	14.4	14.5	7.6	8.0	4.7	6.2	9.6	9.9
Cycle Q Clear(g_c), s	2.7	11.0	11.4	14.5	14.4	14.5	7.6	8.0	4.7	6.2	9.6	9.9
Prop In Lane	1.00		0.50	1.00		0.40	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	105	307	294	339	540	524	449	1954	598	160	749	380
V/C Ratio(X)	0.52	0.76	0.78	0.89	0.62	0.62	0.51	0.56	0.57	0.80	0.55	0.57
Avail Cap(c_a), veh/h	151	371	355	402	622	603	449	1954	598	239	749	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.81	0.81	0.81	0.39	0.39	0.39	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	35.6	35.7	35.6	27.1	27.2	19.0	7.9	2.5	40.2	31.4	31.5
Incr Delay (d2), s/veh	3.4	6.2	7.5	15.5	1.2	1.3	0.4	0.4	1.6	10.4	2.9	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.3	5.3	7.7	6.2	6.1	2.7	2.1	2.0	3.2	4.2	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.6	41.7	43.2	51.1	28.3	28.5	19.3	8.4	4.0	50.6	34.3	37.5
LnGrp LOS	D	D	D	D	C	C	B	A	A	D	C	D
Approach Vol, veh/h		516			962			1655			756	
Approach Delay, s/veh		42.7			35.5			9.0			37.9	
Approach LOS		D			D			A			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	37.9	20.8	19.3	26.3	23.5	9.2	30.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.9	23.6	20.0	18.5	16.0	19.5	7.5	31.0
Max Q Clear Time (g_c+I1), s	9.2	10.0	16.5	13.4	9.6	11.9	4.7	16.5
Green Ext Time (p_c), s	0.1	7.4	0.3	1.3	0.3	2.4	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	153	83	210	130	157	102	1374	274	73	893	4
Future Volume (veh/h)	23	153	83	210	130	157	102	1374	274	73	893	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	163	88	223	138	167	109	1462	291	78	950	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	31	211	206	240	149	334	139	1798	357	121	2163	9
Arrive On Green	0.13	0.13	0.13	0.21	0.21	0.21	0.08	0.42	0.42	0.13	0.81	0.81
Sat Flow, veh/h	242	1646	1603	1139	705	1581	1810	4323	858	1810	5331	22
Grp Volume(v), veh/h	187	0	88	361	0	167	109	1169	584	78	616	338
Grp Sat Flow(s),veh/h/ln	1888	0	1603	1843	0	1581	1810	1729	1723	1810	1729	1895
Q Serve(g_s), s	8.6	0.0	4.6	17.3	0.0	8.4	5.3	26.8	27.0	3.7	4.7	4.7
Cycle Q Clear(g_c), s	8.6	0.0	4.6	17.3	0.0	8.4	5.3	26.8	27.0	3.7	4.7	4.7
Prop In Lane	0.13		1.00	0.62		1.00	1.00		0.50	1.00		0.01
Lane Grp Cap(c), veh/h	242	0	206	389	0	334	139	1438	717	121	1403	769
V/C Ratio(X)	0.77	0.00	0.43	0.93	0.00	0.50	0.78	0.81	0.82	0.65	0.44	0.44
Avail Cap(c_a), veh/h	388	0	329	389	0	334	237	1438	717	153	1403	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.79	0.79	0.79
Uniform Delay (d), s/veh	37.9	0.0	36.2	34.8	0.0	31.3	40.8	23.2	23.2	38.0	5.5	5.5
Incr Delay (d2), s/veh	5.1	0.0	1.4	28.2	0.0	1.2	8.3	4.6	8.9	4.9	0.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	1.8	10.6	0.0	3.2	2.7	11.3	12.1	1.7	1.4	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	0.0	37.6	63.0	0.0	32.5	49.1	27.8	32.1	42.8	6.3	6.9
LnGrp LOS	D	A	D	E	A	C	D	C	C	D	A	A
Approach Vol, veh/h		275			528			1862			1032	
Approach Delay, s/veh		41.3			53.4			30.4			9.3	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	41.4		15.6	10.9	40.5		23.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	28.9		18.5	11.8	24.7		19.0
Max Q Clear Time (g_c+I1), s	5.7	29.0		10.6	7.3	6.7		19.3
Green Ext Time (p_c), s	0.0	0.0		0.8	0.1	6.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	0	35	0	0	0	124	1732	0	0	1138	82
Future Volume (veh/h)	78	0	35	0	0	0	124	1732	0	0	1138	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	0	39	0	0	0	139	1946	0	0	1279	92
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	142	769	2	2	2	730	4339	0	2	1921	138
Arrive On Green	0.07	0.00	0.07	0.00	0.00	0.00	0.54	1.00	0.00	0.00	0.39	0.39
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4939	355
Grp Volume(v), veh/h	88	0	39	0	0	0	139	1946	0	0	895	476
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1836
Q Serve(g_s), s	4.3	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	19.2	19.2
Cycle Q Clear(g_c), s	4.3	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	19.2	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.19
Lane Grp Cap(c), veh/h	135	142	769	2	2	2	730	4339	0	2	1345	714
V/C Ratio(X)	0.65	0.00	0.05	0.00	0.00	0.00	0.19	0.45	0.00	0.00	0.67	0.67
Avail Cap(c_a), veh/h	191	433	1016	181	422	358	730	4339	0	151	1345	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.79	0.79	0.00	0.00	0.85	0.85
Uniform Delay (d), s/veh	40.5	0.0	8.7	0.0	0.0	0.0	13.3	0.0	0.0	0.0	22.7	22.7
Incr Delay (d2), s/veh	5.2	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.0	0.0	2.2	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.3	0.0	0.0	0.0	1.4	0.1	0.0	0.0	7.9	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	0.0	8.7	0.0	0.0	0.0	13.4	0.3	0.0	0.0	24.9	26.8
LnGrp LOS	D	A	A	A	A	A	B	A	A	A	C	C
Approach Vol, veh/h		127			0			2085			1371	
Approach Delay, s/veh		34.4			0.0			1.1			25.6	
Approach LOS		C						A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	79.3	0.0	10.7	40.3	39.0	10.7	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	37.0	9.0	20.5	9.5	35.0	9.5	20.0
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0	2.0	5.6	21.2	6.3	0.0
Green Ext Time (p_c), s	0.0	21.2	0.0	0.1	0.1	7.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	3	55	25	34	29	77	1846	31	44	1108	42
Future Volume (veh/h)	35	3	55	25	34	29	77	1846	31	44	1108	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	3	60	27	37	32	85	2029	34	48	1218	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	138	123	86	145	123	479	3383	57	98	2248	775
Arrive On Green	0.05	0.08	0.08	0.05	0.08	0.08	0.26	0.64	0.64	0.11	0.87	0.87
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5254	88	1810	5187	1610
Grp Volume(v), veh/h	38	3	60	27	37	32	85	1335	728	48	1218	46
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1884	1810	1729	1610
Q Serve(g_s), s	1.8	0.1	3.2	1.3	1.7	1.7	3.3	20.1	20.2	2.2	5.3	0.1
Cycle Q Clear(g_c), s	1.8	0.1	3.2	1.3	1.7	1.7	3.3	20.1	20.2	2.2	5.3	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	86	138	123	86	145	123	479	2226	1213	98	2248	775
V/C Ratio(X)	0.44	0.02	0.49	0.32	0.26	0.26	0.18	0.60	0.60	0.49	0.54	0.06
Avail Cap(c_a), veh/h	153	373	333	153	393	333	479	2226	1213	153	2248	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	0.93	0.93	0.93
Uniform Delay (d), s/veh	41.7	38.4	39.8	41.5	39.2	39.2	25.5	9.3	9.3	38.9	3.8	1.2
Incr Delay (d2), s/veh	3.5	0.1	2.9	2.1	0.9	1.1	0.1	0.7	1.3	3.5	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.1	1.4	0.6	0.8	0.7	1.4	6.8	7.6	1.1	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	38.5	42.8	43.5	40.1	40.3	25.6	10.0	10.6	42.4	4.6	1.3
LnGrp LOS	D	D	D	D	D	D	C	B	B	D	A	A
Approach Vol, veh/h		101			96			2148			1312	
Approach Delay, s/veh		43.6			41.1			10.8			5.9	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	61.9	8.3	10.9	27.8	43.0	8.3	10.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	40.2	7.6	18.6	8.8	39.0	7.6	18.6
Max Q Clear Time (g_c+I1), s	4.2	22.2	3.3	5.2	5.3	7.3	3.8	3.7
Green Ext Time (p_c), s	0.0	13.5	0.0	0.2	0.0	11.1	0.0	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	88	87	2	318	267	297	1480	15	89	751	317
Future Volume (veh/h)	285	88	87	2	318	267	297	1480	15	89	751	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	306	95	94	2	342	287	319	1591	16	96	808	341
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	340	1232	550	13	816	253	399	1775	551	474	1885	585
Arrive On Green	0.19	0.34	0.34	0.00	0.16	0.16	0.11	0.34	0.34	0.13	0.36	0.36
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	306	95	94	2	342	287	319	1591	16	96	808	341
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	14.9	1.6	3.7	0.1	5.4	10.4	8.0	26.2	0.5	2.2	10.6	15.4
Cycle Q Clear(g_c), s	14.9	1.6	3.7	0.1	5.4	10.4	8.0	26.2	0.5	2.2	10.6	15.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	1232	550	13	816	253	399	1775	551	474	1885	585
V/C Ratio(X)	0.90	0.08	0.17	0.15	0.42	1.13	0.80	0.90	0.03	0.20	0.43	0.58
Avail Cap(c_a), veh/h	346	1232	550	293	1066	331	476	1775	551	474	1885	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	35.7	20.1	20.7	44.7	34.2	20.5	38.9	28.1	14.5	34.6	21.6	23.1
Incr Delay (d2), s/veh	25.1	0.0	0.1	5.1	0.3	91.5	8.0	7.5	0.1	0.2	0.7	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.7	1.4	0.0	2.2	10.2	3.8	11.6	0.2	0.9	4.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	20.1	20.9	49.8	34.6	112.0	46.8	35.6	14.6	34.8	22.3	27.1
LnGrp LOS	E	C	C	D	C	F	D	D	B	C	C	C
Approach Vol, veh/h		495			631			1926			1245	
Approach Delay, s/veh		45.4			69.8			37.3			24.6	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	34.8	4.3	34.7	14.2	36.7	20.9	18.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	30.8	7.5	28.2	12.2	26.1	17.2	18.5
Max Q Clear Time (g_c+I1), s	12.2	28.2	2.1	5.7	10.0	17.4	16.9	12.4
Green Ext Time (p_c), s	0.1	2.2	0.0	0.8	0.3	4.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	567	92	17	959	115	157	188	16	89	132	168
Future Volume (veh/h)	127	567	92	17	959	115	157	188	16	89	132	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	161	718	116	22	1214	146	199	238	20	113	167	213
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	187	1596	948	55	1331	716	536	547	46	139	436	387
Arrive On Green	0.21	0.88	0.88	0.03	0.37	0.37	0.15	0.32	0.32	0.08	0.24	0.24
Sat Flow, veh/h	1810	3610	1589	1810	3610	1605	3510	1724	145	1810	1805	1600
Grp Volume(v), veh/h	161	718	116	22	1214	146	199	0	258	113	167	213
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1805	1605	1755	0	1869	1810	1805	1600
Q Serve(g_s), s	10.3	4.6	0.1	1.4	38.4	4.2	6.1	0.0	13.1	7.4	9.3	14.0
Cycle Q Clear(g_c), s	10.3	4.6	0.1	1.4	38.4	4.2	6.1	0.0	13.1	7.4	9.3	14.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	187	1596	948	55	1331	716	536	0	593	139	436	387
V/C Ratio(X)	0.86	0.45	0.12	0.40	0.91	0.20	0.37	0.00	0.44	0.81	0.38	0.55
Avail Cap(c_a), veh/h	271	1655	974	136	1384	739	536	0	593	196	436	387
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	0.91	0.00	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	4.1	1.0	57.1	36.0	9.4	45.7	0.0	32.4	54.5	38.0	39.8
Incr Delay (d2), s/veh	14.9	0.2	0.0	4.7	9.2	0.1	0.4	0.0	2.1	15.7	2.5	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	1.3	0.2	0.7	18.3	1.8	2.7	0.0	6.3	4.0	4.4	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	4.3	1.1	61.8	45.2	9.5	46.1	0.0	34.5	70.3	40.6	45.4
LnGrp LOS	E	A	A	E	D	A	D	A	C	E	D	D
Approach Vol, veh/h		995			1382			457			493	
Approach Delay, s/veh		13.2			41.7			39.6			49.4	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	42.1	7.6	57.0	22.3	33.0	16.4	48.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	27.0	9.0	55.0	11.0	29.0	18.0	46.0
Max Q Clear Time (g_c+I1), s	9.4	15.1	3.4	6.6	8.1	16.0	12.3	40.4
Green Ext Time (p_c), s	0.1	1.1	0.0	6.4	0.2	1.9	0.2	3.9

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	597	134	25	714	32	204	350	26	46	241	105
Future Volume (veh/h)	88	597	134	25	714	32	204	350	26	46	241	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	775	174	32	927	42	265	455	34	60	313	136
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	984	221	72	1054	48	301	1440	107	97	590	499
Arrive On Green	0.08	0.34	0.34	0.04	0.30	0.30	0.17	0.42	0.42	0.05	0.31	0.31
Sat Flow, veh/h	1810	2912	654	1810	3516	159	1810	3401	253	1810	1900	1607
Grp Volume(v), veh/h	114	480	469	32	476	493	265	241	248	60	313	136
Grp Sat Flow(s),veh/h/ln	1810	1805	1760	1810	1805	1871	1810	1805	1849	1810	1900	1607
Q Serve(g_s), s	6.8	26.4	26.4	1.9	27.6	27.6	15.7	9.8	9.8	3.6	15.0	7.0
Cycle Q Clear(g_c), s	6.8	26.4	26.4	1.9	27.6	27.6	15.7	9.8	9.8	3.6	15.0	7.0
Prop In Lane	1.00		0.37	1.00		0.09	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	141	610	595	72	541	561	301	764	783	97	590	499
V/C Ratio(X)	0.81	0.79	0.79	0.45	0.88	0.88	0.88	0.32	0.32	0.62	0.53	0.27
Avail Cap(c_a), veh/h	165	640	624	123	599	621	477	764	783	148	590	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.71	0.71	0.71	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	49.9	32.8	32.8	51.6	36.6	36.6	44.8	21.1	21.1	51.0	31.3	28.6
Incr Delay (d2), s/veh	13.5	3.6	3.7	3.1	9.9	9.6	11.0	1.1	1.1	6.1	3.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	12.0	11.7	0.9	13.4	13.9	7.9	4.3	4.5	1.8	7.4	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	36.4	36.5	54.7	46.5	46.2	55.8	22.2	22.2	57.1	34.6	29.9
LnGrp LOS	E	D	D	D	D	D	E	C	C	E	C	C
Approach Vol, veh/h		1063			1001			754			509	
Approach Delay, s/veh		39.4			46.6			34.0			36.0	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	50.6	8.4	41.2	22.3	38.1	12.6	37.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	38.5	7.5	39.0	29.0	18.5	10.0	36.5
Max Q Clear Time (g_c+I1), s	5.6	11.8	3.9	28.4	17.7	17.0	8.8	29.6
Green Ext Time (p_c), s	0.0	3.1	0.0	4.5	0.6	0.4	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	696	98	318	787	84	147	205	222	47	217	127
Future Volume (veh/h)	77	696	98	318	787	84	147	205	222	47	217	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	782	110	357	884	94	165	230	249	53	244	143
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	927	130	379	1591	792	274	543	484	92	445	251
Arrive On Green	0.06	0.29	0.29	0.21	0.44	0.44	0.15	0.30	0.30	0.05	0.20	0.20
Sat Flow, veh/h	1810	3167	445	1810	3610	1609	1810	1805	1609	1810	2219	1254
Grp Volume(v), veh/h	87	446	446	357	884	94	165	230	249	53	197	190
Grp Sat Flow(s),veh/h/ln	1810	1805	1807	1810	1805	1609	1810	1805	1609	1810	1805	1668
Q Serve(g_s), s	5.2	25.4	25.5	21.3	19.9	0.7	9.3	11.2	14.1	3.1	10.7	11.3
Cycle Q Clear(g_c), s	5.2	25.4	25.5	21.3	19.9	0.7	9.3	11.2	14.1	3.1	10.7	11.3
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	111	528	529	379	1591	792	274	543	484	92	362	334
V/C Ratio(X)	0.78	0.84	0.84	0.94	0.56	0.12	0.60	0.42	0.51	0.57	0.54	0.57
Avail Cap(c_a), veh/h	204	658	659	379	1665	824	313	543	484	132	362	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	36.4	36.4	42.7	22.7	7.2	43.5	30.7	31.7	50.9	39.4	39.6
Incr Delay (d2), s/veh	11.2	8.1	8.1	31.5	0.4	0.1	2.5	2.4	3.9	5.5	5.8	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	12.2	12.3	12.8	8.4	0.8	4.4	5.2	6.0	1.6	5.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	44.6	44.6	74.2	23.1	7.3	46.0	33.2	35.6	56.4	45.1	46.5
LnGrp LOS	E	D	D	E	C	A	D	C	D	E	D	D
Approach Vol, veh/h		979			1335			644			440	
Approach Delay, s/veh		46.1			35.7			37.4			47.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	37.0	27.0	36.1	20.6	26.0	10.8	52.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.6	33.0	23.0	40.0	19.0	22.0	12.4	50.6
Max Q Clear Time (g_c+I1), s	5.1	16.1	23.3	27.5	11.3	13.3	7.2	21.9
Green Ext Time (p_c), s	0.0	2.8	0.0	4.7	0.2	1.5	0.1	7.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	340	207	102	709	18	265	373	132	26	261	99
Future Volume (veh/h)	34	340	207	102	709	18	265	373	132	26	261	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	410	249	123	854	22	319	449	159	31	314	119
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	461	391	273	665	623	396	828	929	68	331	126
Arrive On Green	0.04	0.24	0.24	0.15	0.35	0.35	0.22	0.44	0.44	0.04	0.25	0.25
Sat Flow, veh/h	1810	1900	1610	1810	1900	1608	1810	1900	1577	1810	1304	494
Grp Volume(v), veh/h	41	410	249	123	854	22	319	449	159	31	0	433
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1608	1810	1900	1577	1810	0	1798
Q Serve(g_s), s	2.7	25.0	16.6	7.4	42.0	0.8	20.1	21.0	1.0	2.0	0.0	28.4
Cycle Q Clear(g_c), s	2.7	25.0	16.6	7.4	42.0	0.8	20.1	21.0	1.0	2.0	0.0	28.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	79	461	391	273	665	623	396	828	929	68	0	457
V/C Ratio(X)	0.52	0.89	0.64	0.45	1.28	0.04	0.80	0.54	0.17	0.46	0.00	0.95
Avail Cap(c_a), veh/h	113	549	466	273	665	623	396	828	929	113	0	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	43.9	40.7	46.4	39.0	13.7	44.4	25.0	5.4	56.5	0.0	44.0
Incr Delay (d2), s/veh	5.3	14.5	2.2	1.2	139.1	0.0	11.5	2.5	0.4	4.7	0.0	30.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	13.5	6.8	3.4	44.9	0.3	10.2	10.0	1.2	1.0	0.0	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	58.4	42.8	47.6	178.1	13.8	55.9	27.6	5.8	61.2	0.0	74.8
LnGrp LOS	E	E	D	D	F	B	E	C	A	E	A	E
Approach Vol, veh/h		700			999			927			464	
Approach Delay, s/veh		53.0			158.4			33.6			73.9	
Approach LOS		D			F			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	56.3	22.1	33.1	30.3	34.5	9.2	46.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	47.0	14.8	34.7	24.0	30.5	7.5	42.0
Max Q Clear Time (g_c+I1), s	4.0	23.0	9.4	27.0	22.1	30.4	4.7	44.0
Green Ext Time (p_c), s	0.0	3.5	0.1	2.1	0.2	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	84.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	406	186	208	481	80	190	623	335	87	499	47
Future Volume (veh/h)	67	406	186	208	481	80	190	623	335	87	499	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	508	232	260	601	100	238	779	0	109	624	59
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	345	589	268	289	772	344	393	1355		135	774	73
Arrive On Green	0.19	0.24	0.24	0.16	0.21	0.21	0.22	0.38	0.00	0.07	0.23	0.23
Sat Flow, veh/h	1810	2409	1095	1810	3610	1608	1810	3610	1610	1810	3326	314
Grp Volume(v), veh/h	84	380	360	260	601	100	238	779	0	109	338	345
Grp Sat Flow(s),veh/h/ln	1810	1805	1700	1810	1805	1608	1810	1805	1610	1810	1805	1835
Q Serve(g_s), s	4.3	22.2	22.3	15.5	17.3	4.7	13.0	18.9	0.0	6.5	19.5	19.5
Cycle Q Clear(g_c), s	4.3	22.2	22.3	15.5	17.3	4.7	13.0	18.9	0.0	6.5	19.5	19.5
Prop In Lane	1.00		0.64	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	345	442	416	289	772	344	393	1355		135	420	427
V/C Ratio(X)	0.24	0.86	0.87	0.90	0.78	0.29	0.60	0.58		0.80	0.81	0.81
Avail Cap(c_a), veh/h	345	509	479	303	1241	553	393	1355		155	420	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	39.8	39.8	45.3	40.8	23.9	38.8	27.4	0.0	50.1	39.8	39.9
Incr Delay (d2), s/veh	0.2	8.7	9.6	27.1	1.7	0.5	2.6	1.8	0.0	23.2	15.1	15.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	10.8	10.3	9.1	7.8	2.3	6.0	8.4	0.0	3.8	10.3	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	48.4	49.4	72.4	42.5	24.4	41.4	29.2	0.0	73.3	54.9	54.9
LnGrp LOS	D	D	D	E	D	C	D	C		E	D	D
Approach Vol, veh/h		824			961			1017	A		792	
Approach Delay, s/veh		47.8			48.7			32.0			57.5	
Approach LOS		D			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	45.3	21.6	30.9	27.9	29.6	25.0	27.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.4	35.2	18.4	31.0	19.0	25.6	11.6	37.8
Max Q Clear Time (g_c+I1), s	8.5	20.9	17.5	24.3	15.0	21.5	6.3	19.3
Green Ext Time (p_c), s	0.0	4.7	0.1	2.6	0.3	1.6	0.1	4.3

Intersection Summary	
HCM 6th Ctrl Delay	45.7
HCM 6th LOS	D

Notes

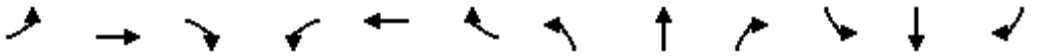
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	362	87	41	279	187	137	834	60	239	607	123
Future Volume (veh/h)	83	362	87	41	279	187	137	834	60	239	607	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	102	447	107	51	344	231	169	1030	74	295	749	152
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	306	1003	238	320	722	475	344	1755	126	281	1532	311
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	846	2875	682	862	2069	1360	628	3416	245	519	2981	605
Grp Volume(v), veh/h	102	279	275	51	299	276	169	544	560	295	453	448
Grp Sat Flow(s),veh/h/ln	846	1805	1751	862	1805	1624	628	1805	1856	519	1805	1781
Q Serve(g_s), s	6.3	7.0	7.1	2.8	7.5	7.8	14.0	12.2	12.3	17.7	9.5	9.5
Cycle Q Clear(g_c), s	14.1	7.0	7.1	9.9	7.5	7.8	23.5	12.2	12.3	30.0	9.5	9.5
Prop In Lane	1.00		0.39	1.00		0.84	1.00		0.13	1.00		0.34
Lane Grp Cap(c), veh/h	306	630	611	320	630	567	344	928	954	281	928	915
V/C Ratio(X)	0.33	0.44	0.45	0.16	0.47	0.49	0.49	0.59	0.59	1.05	0.49	0.49
Avail Cap(c_a), veh/h	619	1299	1260	639	1299	1169	344	928	954	281	928	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	14.6	14.7	18.5	14.8	14.9	16.8	9.9	9.9	24.2	9.2	9.2
Incr Delay (d2), s/veh	0.6	0.5	0.5	0.2	0.6	0.6	5.0	2.7	2.6	67.3	1.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.6	2.6	0.5	2.8	2.6	2.2	4.6	4.7	9.0	3.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	15.1	15.2	18.7	15.4	15.5	21.8	12.6	12.5	91.5	11.1	11.1
LnGrp LOS	C	B	B	B	B	B	C	B	B	F	B	B
Approach Vol, veh/h		656			626			1273			1196	
Approach Delay, s/veh		16.1			15.7			13.8			30.9	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.0	24.4	34.0	24.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	42.0	30.0	42.0
Max Q Clear Time (g_c+I1), s	25.5	16.1	32.0	11.9
Green Ext Time (p_c), s	3.1	4.3	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	621	314	588	752	119	402	591	464	141	471	115
Future Volume (veh/h)	160	621	314	588	752	119	402	591	464	141	471	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	170	661	334	626	800	127	428	629	494	150	501	122
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	609	752	346	718	1120	177	503	1095	815	322	720	174
Arrive On Green	0.17	0.22	0.22	0.20	0.25	0.25	0.14	0.30	0.30	0.09	0.25	0.25
Sat Flow, veh/h	3510	3458	1589	3510	4509	711	3510	3610	1601	3510	2860	692
Grp Volume(v), veh/h	170	661	334	626	612	315	428	629	494	150	315	308
Grp Sat Flow(s),veh/h/ln	1755	1729	1589	1755	1729	1762	1755	1805	1601	1755	1805	1747
Q Serve(g_s), s	3.7	16.2	18.2	15.1	14.1	14.3	10.4	12.8	10.3	3.5	13.8	14.0
Cycle Q Clear(g_c), s	3.7	16.2	18.2	15.1	14.1	14.3	10.4	12.8	10.3	3.5	13.8	14.0
Prop In Lane	1.00		1.00	1.00		0.40	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	609	752	346	718	859	438	503	1095	815	322	454	440
V/C Ratio(X)	0.28	0.88	0.97	0.87	0.71	0.72	0.85	0.57	0.61	0.47	0.69	0.70
Avail Cap(c_a), veh/h	609	752	346	804	1223	623	522	1095	815	342	454	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	33.1	33.9	33.7	30.0	30.0	36.5	25.7	5.6	37.7	29.6	29.7
Incr Delay (d2), s/veh	0.2	11.6	39.4	9.6	1.1	2.3	12.4	2.2	3.3	1.0	8.4	9.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.8	10.6	7.2	5.8	6.2	5.2	5.7	3.3	1.5	6.9	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	44.7	73.3	43.2	31.1	32.4	48.9	27.9	8.9	38.7	38.1	38.7
LnGrp LOS	C	D	E	D	C	C	D	C	A	D	D	D
Approach Vol, veh/h		1165			1553			1551			773	
Approach Delay, s/veh		51.0			36.3			27.6			38.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	30.5	21.9	23.0	16.5	26.0	19.2	25.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.5	26.5	20.0	19.0	13.0	22.0	8.1	30.9
Max Q Clear Time (g_c+I1), s	5.5	14.8	17.1	20.2	12.4	16.0	5.7	16.3
Green Ext Time (p_c), s	0.1	4.9	0.8	0.0	0.1	2.0	0.1	5.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	187	321	80	126	83	305	1073	199	84	757	120
Future Volume (veh/h)	313	187	321	80	126	83	305	1073	199	84	757	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	368	220	378	94	148	98	359	1262	234	99	891	141
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	230	402	334	119	285	241	388	1733	878	176	1131	179
Arrive On Green	0.13	0.21	0.21	0.07	0.15	0.15	0.29	0.64	0.64	0.10	0.36	0.36
Sat Flow, veh/h	1810	1900	1578	1810	1900	1604	1810	3610	1608	1810	3121	494
Grp Volume(v), veh/h	368	220	378	94	148	98	359	1262	234	99	515	517
Grp Sat Flow(s),veh/h/ln	1810	1900	1578	1810	1900	1604	1810	1805	1608	1810	1805	1810
Q Serve(g_s), s	14.0	11.4	23.3	5.6	7.9	4.9	21.2	26.0	3.4	5.7	28.0	28.0
Cycle Q Clear(g_c), s	14.0	11.4	23.3	5.6	7.9	4.9	21.2	26.0	3.4	5.7	28.0	28.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	230	402	334	119	285	241	388	1733	878	176	654	656
V/C Ratio(X)	1.60	0.55	1.13	0.79	0.52	0.41	0.92	0.73	0.27	0.56	0.79	0.79
Avail Cap(c_a), veh/h	230	402	334	151	320	270	444	1733	878	176	654	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70	0.56	0.56	0.56
Uniform Delay (d), s/veh	48.0	38.6	43.3	50.6	43.1	27.1	38.4	15.0	3.4	47.4	31.3	31.3
Incr Delay (d2), s/veh	288.5	1.5	89.5	19.3	1.5	1.1	18.1	1.9	0.5	2.3	5.4	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.7	5.4	17.3	3.2	3.8	2.4	10.7	8.9	1.3	2.7	12.9	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	336.5	40.2	132.8	69.9	44.5	28.2	56.5	17.0	3.9	49.8	36.7	36.7
LnGrp LOS	F	D	F	E	D	C	E	B	A	D	D	D
Approach Vol, veh/h		966			340			1855			1131	
Approach Delay, s/veh		189.3			46.8			23.0			37.8	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	56.8	11.2	27.3	27.6	43.9	18.0	20.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.7	52.8	9.2	23.3	27.0	34.5	14.0	18.5
Max Q Clear Time (g_c+I1), s	7.7	28.0	7.6	25.3	23.2	30.0	16.0	9.9
Green Ext Time (p_c), s	0.0	11.7	0.0	0.0	0.4	2.6	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	66.2
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	5	21	0	40	4	1569	12	14	1186	9
Future Volume (veh/h)	24	0	5	21	0	40	4	1569	12	14	1186	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	0	6	27	0	51	5	1986	15	18	1501	11
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	129	0	122	169	0	122	16	2383	18	298	2956	22
Arrive On Green	0.08	0.00	0.08	0.08	0.00	0.08	0.02	1.00	1.00	0.33	1.00	1.00
Sat Flow, veh/h	1363	0	1591	1416	0	1591	1810	3672	28	1810	3672	27
Grp Volume(v), veh/h	30	0	6	27	0	51	5	975	1026	18	737	775
Grp Sat Flow(s),veh/h/ln	1363	0	1591	1416	0	1591	1810	1805	1894	1810	1805	1894
Q Serve(g_s), s	2.4	0.0	0.4	2.0	0.0	3.4	0.3	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.0	0.4	2.4	0.0	3.4	0.3	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	129	0	122	169	0	122	16	1172	1230	298	1453	1525
V/C Ratio(X)	0.23	0.00	0.05	0.16	0.00	0.42	0.31	0.83	0.83	0.06	0.51	0.51
Avail Cap(c_a), veh/h	257	0	272	303	0	272	125	1172	1230	298	1453	1525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.70	0.70	0.70	0.59	0.59	0.59
Uniform Delay (d), s/veh	51.1	0.0	47.0	48.1	0.0	48.4	53.7	0.0	0.0	31.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.2	0.4	0.0	2.3	7.2	5.0	4.9	0.0	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.2	0.7	0.0	1.4	0.2	1.6	1.7	0.3	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	47.2	48.6	0.0	50.7	60.9	5.0	4.9	31.1	0.8	0.7
LnGrp LOS	D	A	D	D	A	D	E	A	A	C	A	A
Approach Vol, veh/h		36			78			2006			1530	
Approach Delay, s/veh		51.3			49.9			5.1			1.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	82.1	75.4		12.5	5.0	92.5		12.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	78.1	71.4		18.8	7.6	71.6		18.8
Max Q Clear Time (g_c+I1), s	12.7	2.0		7.7	2.3	2.0		5.4
Green Ext Time (p_c), s	0.0	34.1		0.0	0.0	17.9		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	0	10	0	56	12	1555	4	18	1252	9
Future Volume (veh/h)	2	0	0	10	0	56	12	1555	4	18	1252	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	0.98		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	0	0	13	0	73	16	2019	5	23	1626	12
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	149	0	176	0	124	286	2882	7	58	2403	18
Arrive On Green	0.08	0.00	0.00	0.08	0.00	0.08	0.32	1.00	1.00	0.04	0.87	0.87
Sat Flow, veh/h	1328	1900	0	1407	0	1573	1810	3694	9	1810	3672	27
Grp Volume(v), veh/h	3	0	0	13	0	73	16	986	1038	23	799	839
Grp Sat Flow(s),veh/h/ln	1328	1900	0	1407	0	1573	1810	1805	1898	1810	1805	1894
Q Serve(g_s), s	0.2	0.0	0.0	0.9	0.0	4.9	0.7	0.0	0.0	1.4	15.3	15.4
Cycle Q Clear(g_c), s	5.2	0.0	0.0	0.9	0.0	4.9	0.7	0.0	0.0	1.4	15.3	15.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	110	149	0	176	0	124	286	1408	1481	58	1181	1240
V/C Ratio(X)	0.03	0.00	0.00	0.07	0.00	0.59	0.06	0.70	0.70	0.40	0.68	0.68
Avail Cap(c_a), veh/h	229	320	0	302	0	265	286	1408	1481	123	1181	1240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.65	0.65	0.65	0.87	0.87	0.87
Uniform Delay (d), s/veh	51.5	0.0	0.0	47.1	0.0	49.0	31.9	0.0	0.0	51.6	3.5	3.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	4.4	0.1	1.9	1.8	3.8	2.7	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	2.1	0.3	0.7	0.8	0.7	3.6	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	0.0	0.0	47.3	0.0	53.4	32.0	1.9	1.8	55.4	6.2	6.1
LnGrp LOS	D	A	A	D	A	D	C	A	A	E	A	A
Approach Vol, veh/h		3			86			2040			1661	
Approach Delay, s/veh		51.6			52.5			2.1			6.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.5	89.8		12.6	21.4	76.0		12.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.5	72.0		18.5	7.5	72.0		18.5
Max Q Clear Time (g_c+I1), s	3.4	2.0		7.2	2.7	17.4		6.9
Green Ext Time (p_c), s	0.0	35.1		0.0	0.0	20.1		0.3

Intersection Summary	
HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	3	6	43	4	22	5	1474	20	17	1216	34
Future Volume (veh/h)	78	3	6	43	4	22	5	1474	20	17	1216	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	4	8	56	5	29	6	1914	26	22	1579	44
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	196	63	127	216	27	157	19	2366	32	234	2752	76
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.02	1.00	1.00	0.26	1.00	1.00
Sat Flow, veh/h	1390	563	1127	1417	241	1398	1810	3645	49	1810	3584	100
Grp Volume(v), veh/h	101	0	12	56	0	34	6	945	995	22	793	830
Grp Sat Flow(s),veh/h/ln	1390	0	1690	1417	0	1639	1810	1805	1889	1810	1805	1878
Q Serve(g_s), s	7.8	0.0	0.7	4.0	0.0	2.1	0.4	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	9.9	0.0	0.7	4.7	0.0	2.1	0.4	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.67	1.00		0.85	1.00		0.03	1.00		0.05
Lane Grp Cap(c), veh/h	196	0	190	216	0	184	19	1172	1226	234	1386	1442
V/C Ratio(X)	0.52	0.00	0.06	0.26	0.00	0.18	0.31	0.81	0.81	0.09	0.57	0.58
Avail Cap(c_a), veh/h	279	0	292	301	0	283	125	1172	1226	234	1386	1442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.49	0.49	0.49	0.83	0.83	0.83
Uniform Delay (d), s/veh	48.7	0.0	43.6	45.8	0.0	44.2	53.4	0.0	0.0	35.9	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.1	0.6	0.0	0.5	4.4	3.0	3.0	0.1	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.3	1.5	0.0	0.9	0.2	1.0	1.0	0.5	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	0.0	43.8	46.4	0.0	44.7	57.8	3.0	3.0	36.0	1.4	1.4
LnGrp LOS	D	A	D	D	A	D	E	A	A	D	A	A
Approach Vol, veh/h		113			90			1946			1645	
Approach Delay, s/veh		50.1			45.8			3.2			1.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	75.4		16.4	5.2	88.5		16.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	71.4		19.0	7.6	71.4		19.0
Max Q Clear Time (g_c+I1), s	3.0	2.0		11.9	2.4	2.0		6.7
Green Ext Time (p_c), s	0.0	31.7		0.1	0.0	21.0		0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	329	8	7	46	3	29	22	1144	22	19	1076	105
Future Volume (veh/h)	329	8	7	46	3	29	22	1144	22	19	1076	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	416	10	9	58	4	37	28	1448	28	24	1362	133
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	505	308	277	528	53	493	66	1616	31	198	1718	167
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.89	0.89	0.22	1.00	1.00
Sat Flow, veh/h	1382	919	827	1410	159	1469	1810	3620	70	1810	3311	321
Grp Volume(v), veh/h	416	0	19	58	0	41	28	721	755	24	739	756
Grp Sat Flow(s),veh/h/ln	1382	0	1747	1410	0	1628	1810	1805	1885	1810	1805	1827
Q Serve(g_s), s	32.3	0.0	0.8	3.2	0.0	1.9	1.6	23.5	23.7	1.2	0.0	0.0
Cycle Q Clear(g_c), s	34.2	0.0	0.8	4.0	0.0	1.9	1.6	23.5	23.7	1.2	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.90	1.00		0.04	1.00		0.18
Lane Grp Cap(c), veh/h	505	0	586	528	0	546	66	806	841	198	937	948
V/C Ratio(X)	0.82	0.00	0.03	0.11	0.00	0.08	0.42	0.90	0.90	0.12	0.79	0.80
Avail Cap(c_a), veh/h	561	0	656	584	0	611	125	806	841	198	937	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.29	0.29	0.29	0.80	0.80	0.80
Uniform Delay (d), s/veh	36.6	0.0	24.6	25.9	0.0	24.9	49.9	4.5	4.5	38.8	0.0	0.0
Incr Delay (d2), s/veh	8.9	0.0	0.0	0.1	0.0	0.1	1.2	5.0	4.9	0.2	5.4	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	0.0	0.3	1.1	0.0	0.7	0.7	3.2	3.4	0.5	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	0.0	24.6	26.0	0.0	25.0	51.1	9.5	9.4	39.0	5.4	5.6
LnGrp LOS	D	A	C	C	A	C	D	A	A	D	A	A
Approach Vol, veh/h		435			99			1504			1519	
Approach Delay, s/veh		44.5			25.6			10.3			6.1	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	53.1		40.9	8.0	61.1		40.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	49.1		41.3	7.6	49.1		41.3
Max Q Clear Time (g_c+I1), s	13.2	25.7		36.2	3.6	2.0		6.0
Green Ext Time (p_c), s	0.0	11.8		0.7	0.0	16.4		0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	83	34	146	2	223	63	864	291	210	688	246
Future Volume (veh/h)	105	83	34	146	2	223	63	864	291	210	688	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.71	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	95	39	168	2	256	72	993	334	241	791	283
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	205	84	303	2	280	102	975	325	274	1204	430
Arrive On Green	0.09	0.16	0.16	0.17	0.25	0.25	0.06	0.37	0.37	0.05	0.15	0.15
Sat Flow, veh/h	1810	1254	515	1810	9	1143	1810	2621	873	1810	2578	922
Grp Volume(v), veh/h	121	0	134	168	0	258	72	681	646	241	554	520
Grp Sat Flow(s),veh/h/ln	1810	0	1768	1810	0	1151	1810	1805	1689	1810	1805	1694
Q Serve(g_s), s	7.2	0.0	7.5	9.4	0.0	24.0	4.3	40.9	40.9	14.6	31.8	31.8
Cycle Q Clear(g_c), s	7.2	0.0	7.5	9.4	0.0	24.0	4.3	40.9	40.9	14.6	31.8	31.8
Prop In Lane	1.00		0.29	1.00		0.99	1.00		0.52	1.00		0.54
Lane Grp Cap(c), veh/h	155	0	289	303	0	283	102	672	628	274	843	791
V/C Ratio(X)	0.78	0.00	0.46	0.55	0.00	0.91	0.70	1.01	1.03	0.88	0.66	0.66
Avail Cap(c_a), veh/h	339	0	505	355	0	339	214	672	628	296	843	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.55	0.55	0.55
Uniform Delay (d), s/veh	49.3	0.0	41.6	42.0	0.0	40.4	51.0	34.5	34.5	51.3	38.2	38.3
Incr Delay (d2), s/veh	8.3	0.0	1.2	1.6	0.0	25.3	8.5	38.1	43.4	14.7	2.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	3.4	4.3	0.0	8.7	2.2	24.5	23.9	8.2	15.9	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	0.0	42.8	43.6	0.0	65.7	59.4	72.6	77.9	66.0	40.5	40.6
LnGrp LOS	E	A	D	D	A	E	E	F	F	E	D	D
Approach Vol, veh/h		255			426			1399			1315	
Approach Delay, s/veh		49.8			57.0			74.4			45.2	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	44.9	22.4	22.0	10.2	55.4	13.4	31.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	23.0	21.6	31.4	13.0	28.0	20.6	32.4
Max Q Clear Time (g_c+I1), s	16.6	42.9	11.4	9.5	6.3	33.8	9.2	26.0
Green Ext Time (p_c), s	0.1	0.0	0.3	0.7	0.1	0.0	0.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay	59.1
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	594	207	35	1359	462	426	653	45	282	418	445
Future Volume (veh/h)	297	594	207	35	1359	462	426	653	45	282	418	445
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	313	625	0	37	1431	486	448	687	47	297	440	468
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	373	2213		78	1313	586	479	935	64	393	897	400
Arrive On Green	0.11	0.43	0.00	0.04	0.36	0.36	0.14	0.27	0.27	0.11	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3428	234	3510	3610	1610
Grp Volume(v), veh/h	313	625	0	37	1431	486	448	361	373	297	440	468
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1858	1755	1805	1610
Q Serve(g_s), s	9.6	8.6	0.0	2.2	40.0	30.3	13.9	20.0	20.1	9.0	11.5	20.8
Cycle Q Clear(g_c), s	9.6	8.6	0.0	2.2	40.0	30.3	13.9	20.0	20.1	9.0	11.5	20.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	373	2213		78	1313	586	479	492	507	393	897	400
V/C Ratio(X)	0.84	0.28		0.47	1.09	0.83	0.94	0.73	0.74	0.75	0.49	1.17
Avail Cap(c_a), veh/h	383	2213		123	1313	586	479	492	507	393	897	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	20.6	0.0	51.4	35.0	31.9	47.0	36.4	36.4	47.4	35.4	24.0
Incr Delay (d2), s/veh	15.0	0.1	0.0	4.4	53.2	9.8	26.0	9.4	9.2	8.1	1.9	100.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	3.5	0.0	1.1	26.8	13.1	7.8	10.0	10.3	4.4	5.3	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	20.6	0.0	55.8	88.2	41.7	73.0	45.7	45.5	55.5	37.3	124.1
LnGrp LOS	E	C		E	F	D	E	D	D	E	D	F
Approach Vol, veh/h		938	A		1954			1182			1205	
Approach Delay, s/veh		34.8			76.0			56.0			75.5	
Approach LOS		C			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	34.0	8.7	50.9	19.0	31.3	15.7	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.3	30.0	7.5	44.5	15.0	27.0	12.0	40.0
Max Q Clear Time (g_c+I1), s	11.6	22.1	4.2	10.6	15.9	22.8	11.6	42.0
Green Ext Time (p_c), s	0.1	2.8	0.0	4.8	0.0	1.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	64.1
HCM 6th LOS	E

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	1121	6	0	1246	220	10	2	2	135	2	77
Future Volume (veh/h)	101	1121	6	0	1246	220	10	2	2	135	2	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	122	1351	7	0	1501	265	12	2	2	163	2	93
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	3213	17	2	2033	358	379	64	51	512	546	462
Arrive On Green	0.09	0.60	0.60	0.00	0.46	0.46	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	5325	28	1810	4413	777	1021	222	177	1433	1900	1608
Grp Volume(v), veh/h	122	877	481	0	1175	591	16	0	0	163	2	93
Grp Sat Flow(s),veh/h/ln	1810	1729	1895	1810	1729	1732	1420	0	0	1433	1900	1608
Q Serve(g_s), s	4.8	9.9	9.9	0.0	20.3	20.4	0.0	0.0	0.0	6.1	0.1	3.2
Cycle Q Clear(g_c), s	4.8	9.9	9.9	0.0	20.3	20.4	0.5	0.0	0.0	6.6	0.1	3.2
Prop In Lane	1.00		0.01	1.00		0.45	0.75		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	159	2086	1143	2	1593	798	494	0	0	512	546	462
V/C Ratio(X)	0.77	0.42	0.42	0.00	0.74	0.74	0.03	0.00	0.00	0.32	0.00	0.20
Avail Cap(c_a), veh/h	445	2152	1179	285	1844	924	494	0	0	512	546	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	7.7	7.7	0.0	16.1	16.1	18.7	0.0	0.0	20.9	18.6	19.7
Incr Delay (d2), s/veh	7.5	0.1	0.2	0.0	1.4	2.7	0.1	0.0	0.0	1.6	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.1	3.4	0.0	7.5	7.8	0.2	0.0	0.0	2.4	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	7.8	8.0	0.0	17.5	18.9	18.9	0.0	0.0	22.5	18.6	20.7
LnGrp LOS	D	A	A	A	B	B	B	A	A	C	B	C
Approach Vol, veh/h		1480			1766			16			258	
Approach Delay, s/veh		10.5			17.9			18.9			21.8	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	25.0	0.0	48.1	25.0	10.4	37.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	11.5	45.5	21.0	18.0	39.0
Max Q Clear Time (g_c+I1), s	2.5	0.0	11.9	8.6	6.8	22.4
Green Ext Time (p_c), s	0.0	0.0	12.0	0.6	0.2	11.3

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	1052	68	18	1238	14	139	0	31	31	0	89
Future Volume (veh/h)	48	1052	68	18	1238	14	139	0	31	31	0	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	1283	83	22	1510	17	170	0	38	38	0	109
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	2049	133	153	2257	25	470	10	86	166	35	385
Arrive On Green	0.07	0.41	0.41	0.08	0.43	0.43	0.33	0.00	0.33	0.33	0.00	0.33
Sat Flow, veh/h	1810	4976	322	1810	5286	60	1145	31	263	303	109	1182
Grp Volume(v), veh/h	59	892	474	22	988	539	208	0	0	147	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1840	1810	1729	1888	1438	0	0	1595	0	0
Q Serve(g_s), s	2.1	13.8	13.8	0.8	15.5	15.5	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	13.8	13.8	0.8	15.5	15.5	6.6	0.0	0.0	4.4	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.03	0.82		0.18	0.26		0.74
Lane Grp Cap(c), veh/h	126	1424	758	153	1477	806	566	0	0	587	0	0
V/C Ratio(X)	0.47	0.63	0.63	0.14	0.67	0.67	0.37	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	456	2458	1308	214	1997	1090	566	0	0	587	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.2	15.7	15.7	28.6	15.5	15.5	17.4	0.0	0.0	16.8	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.5	0.9	0.4	0.5	1.0	1.8	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.0	5.4	0.3	5.5	6.1	2.6	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	16.2	16.6	29.1	16.0	16.5	19.3	0.0	0.0	17.8	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1425			1549			208			147	
Approach Delay, s/veh		17.0			16.4			19.3			17.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	26.0	9.7	31.8	26.0	8.7	32.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	8.0	48.0	22.0	17.0	39.0
Max Q Clear Time (g_c+I1), s	8.6	2.8	15.8	6.4	4.1	17.5
Green Ext Time (p_c), s	1.0	0.0	12.0	0.7	0.1	11.4

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



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1153	70	7	1076	115	34
Future Volume (veh/h)	1153	70	7	1076	115	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1441	88	9	1345	144	42
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1845	113	28	2227	872	776
Arrive On Green	0.37	0.37	0.02	0.43	0.48	0.48
Sat Flow, veh/h	5168	305	1810	5358	1810	1610
Grp Volume(v), veh/h	997	532	9	1345	144	42
Grp Sat Flow(s),veh/h/ln	1729	1844	1810	1729	1810	1610
Q Serve(g_s), s	23.0	23.0	0.4	18.0	4.0	1.2
Cycle Q Clear(g_c), s	23.0	23.0	0.4	18.0	4.0	1.2
Prop In Lane		0.17	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1277	681	28	2227	872	776
V/C Ratio(X)	0.78	0.78	0.32	0.60	0.17	0.05
Avail Cap(c_a), veh/h	1460	779	161	2882	872	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.64	0.64	1.00	1.00
Uniform Delay (d), s/veh	25.2	25.2	43.8	19.8	13.1	12.4
Incr Delay (d2), s/veh	2.5	4.5	4.0	0.2	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	10.5	0.2	6.9	1.7	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.6	29.7	47.8	20.0	13.5	12.5
LnGrp LOS	C	C	D	B	B	B
Approach Vol, veh/h	1529			1354	186	
Approach Delay, s/veh	28.4			20.1	13.3	
Approach LOS	C			C	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	47.4	5.4	37.2		42.6
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	32.0	8.0	38.0		50.0
Max Q Clear Time (g_c+I1), s	6.0	2.4	25.0		20.0
Green Ext Time (p_c), s	0.5	0.0	8.2		12.1

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	35	216	167	12	33	120	270	420	33	395	3
Future Volume (veh/h)	6	35	216	167	12	33	120	270	420	33	395	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	38	237	184	13	36	132	297	462	36	434	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	219	328	215	444	422	160	1998	1083	52	1814	13
Arrive On Green	0.01	0.12	0.12	0.12	0.23	0.23	0.09	0.55	0.55	0.03	0.49	0.49
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3675	25
Grp Volume(v), veh/h	7	38	237	184	13	36	132	297	462	36	213	224
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1895
Q Serve(g_s), s	0.5	2.3	11.7	12.5	0.7	2.1	9.0	5.0	3.4	2.5	8.5	8.5
Cycle Q Clear(g_c), s	0.5	2.3	11.7	12.5	0.7	2.1	9.0	5.0	3.4	2.5	8.5	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	16	219	328	215	444	422	160	1998	1083	52	891	935
V/C Ratio(X)	0.45	0.17	0.72	0.85	0.03	0.09	0.83	0.15	0.43	0.70	0.24	0.24
Avail Cap(c_a), veh/h	405	365	452	434	444	422	290	1998	1083	217	891	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	0.72	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	49.9	23.5	54.0	37.0	34.8	56.0	13.6	2.7	60.2	18.2	18.2
Incr Delay (d2), s/veh	18.8	0.4	3.6	9.3	0.0	0.1	7.5	0.1	0.9	15.6	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	4.7	6.2	0.3	0.8	4.4	2.1	2.1	1.4	3.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	50.3	27.1	63.3	37.0	34.9	63.6	13.7	3.6	75.7	18.8	18.8
LnGrp LOS	F	D	C	E	D	C	E	B	A	E	B	B
Approach Vol, veh/h		282			233			891			473	
Approach Delay, s/veh		31.5			57.5			15.9			23.1	
Approach LOS		C			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	75.2	20.9	20.4	16.1	67.7	6.1	35.2
Change Period (Y+Rc), s	5.0	6.0	6.0	* 6	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.6	34.0	30.0	* 24	20.0	29.0	28.0	26.0
Max Q Clear Time (g_c+I1), s	4.5	7.0	14.5	13.7	11.0	10.5	2.5	4.1
Green Ext Time (p_c), s	0.0	3.9	0.4	0.7	0.2	2.4	0.0	0.1

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	2	679	0	0	0	0	762	129	64	717	0
Future Volume (veh/h)	38	2	679	0	0	0	0	762	129	64	717	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	48	0	850				0	952	161	80	896	0
Peak Hour Factor	0.80	0.80	0.80				0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	543	0	967				0	1568	265	101	2180	0
Arrive On Green	0.30	0.00	0.30				0.00	0.51	0.51	0.11	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3184	522	1810	3705	0
Grp Volume(v), veh/h	48	0	850				0	556	557	80	896	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1806	1810	1805	0
Q Serve(g_s), s	2.4	0.0	31.4				0.0	27.4	27.4	5.4	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	31.4				0.0	27.4	27.4	5.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.29	1.00		0.00
Lane Grp Cap(c), veh/h	543	0	967				0	916	917	101	2180	0
V/C Ratio(X)	0.09	0.00	0.88				0.00	0.61	0.61	0.79	0.41	0.00
Avail Cap(c_a), veh/h	898	0	1597				0	916	917	217	2180	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.74	0.74	0.92	0.92	0.00
Uniform Delay (d), s/veh	31.4	0.0	41.6				0.0	21.9	21.9	54.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	3.4				0.0	2.2	2.2	11.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	12.8				0.0	12.0	12.0	2.7	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	0.0	45.0				0.0	24.1	24.1	66.5	0.5	0.0
LnGrp LOS	C	A	D				A	C	C	E	A	A
Approach Vol, veh/h		898						1113			976	
Approach Delay, s/veh		44.3						24.1			5.9	
Approach LOS		D						C			A	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.0	69.5		43.5		81.5						
Change Period (Y+Rc), s	5.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	15.0	31.0		62.0		51.0						
Max Q Clear Time (g_c+I1), s	7.4	29.4		33.4		2.0						
Green Ext Time (p_c), s	0.1	1.1		4.2		8.0						

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	199	241	182	166	21	96	602	218	18	1014	115
Future Volume (veh/h)	232	199	241	182	166	21	96	602	218	18	1014	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	327	280	339	256	234	30	135	848	307	25	1428	162
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	326	895	368	195	635	278	152	1444	632	152	1444	627
Arrive On Green	0.18	0.25	0.25	0.11	0.18	0.18	0.17	0.80	0.80	0.08	0.40	0.40
Sat Flow, veh/h	1810	3610	1483	1810	3610	1581	1810	3610	1581	1810	3610	1567
Grp Volume(v), veh/h	327	280	339	256	234	30	135	848	307	25	1428	162
Grp Sat Flow(s),veh/h/ln	1810	1805	1483	1810	1805	1581	1810	1805	1581	1810	1805	1567
Q Serve(g_s), s	18.0	6.3	22.3	10.8	5.7	1.3	7.3	8.9	6.3	1.3	39.3	3.9
Cycle Q Clear(g_c), s	18.0	6.3	22.3	10.8	5.7	1.3	7.3	8.9	6.3	1.3	39.3	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	895	368	195	635	278	152	1444	632	152	1444	627
V/C Ratio(X)	1.00	0.31	0.92	1.31	0.37	0.11	0.89	0.59	0.49	0.16	0.99	0.26
Avail Cap(c_a), veh/h	326	928	381	195	668	292	152	1444	632	152	1444	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	0.83	0.83	0.83
Uniform Delay (d), s/veh	41.0	30.7	36.7	44.6	36.3	22.2	41.1	6.9	6.6	42.5	29.8	6.4
Incr Delay (d2), s/veh	50.9	0.2	27.1	171.2	0.4	0.2	38.2	1.5	2.3	0.4	19.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.5	2.8	10.7	14.1	2.5	0.6	4.6	2.4	1.9	0.6	20.1	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.9	30.9	63.7	215.8	36.7	22.4	79.3	8.4	9.0	42.9	48.9	7.3
LnGrp LOS	F	C	E	F	D	C	E	A	A	D	D	A
Approach Vol, veh/h		946			520			1290			1615	
Approach Delay, s/veh		63.7			124.0			16.0			44.6	
Approach LOS		E			F			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	44.0	14.8	28.8	12.4	44.0	22.0	21.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	40.0	10.8	25.7	7.5	40.0	18.0	18.5
Max Q Clear Time (g_c+I1), s	9.3	10.9	12.8	24.3	9.3	41.3	20.0	7.7
Green Ext Time (p_c), s	0.0	8.2	0.0	0.5	0.0	0.0	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	44	22	6	57	106	25	722	7	30	972	120
Future Volume (veh/h)	97	44	22	6	57	106	25	722	7	30	972	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	59	29	8	76	141	33	963	9	40	1296	160
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	136	115	213	192	162	381	2179	952	85	1588	708
Arrive On Green	0.09	0.07	0.07	0.12	0.10	0.10	0.21	0.60	0.60	0.09	0.88	0.88
Sat Flow, veh/h	1810	1900	1610	1810	1900	1605	1810	3610	1577	1810	3610	1610
Grp Volume(v), veh/h	129	59	29	8	76	141	33	963	9	40	1296	160
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1605	1810	1805	1577	1810	1805	1610
Q Serve(g_s), s	7.0	3.0	1.7	0.4	3.7	7.4	1.5	14.4	0.1	2.1	15.3	1.5
Cycle Q Clear(g_c), s	7.0	3.0	1.7	0.4	3.7	7.4	1.5	14.4	0.1	2.1	15.3	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	136	115	213	192	162	381	2179	952	85	1588	708
V/C Ratio(X)	0.80	0.43	0.25	0.04	0.40	0.87	0.09	0.44	0.01	0.47	0.82	0.23
Avail Cap(c_a), veh/h	253	475	403	213	352	297	381	2179	952	217	1588	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.22	0.22	0.22
Uniform Delay (d), s/veh	44.7	44.5	43.9	39.1	42.1	32.7	31.7	10.7	2.0	44.1	4.3	3.4
Incr Delay (d2), s/veh	9.6	2.2	1.1	0.1	1.3	13.2	0.1	0.7	0.0	0.9	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	1.5	0.7	0.2	1.8	3.5	0.7	5.5	0.1	0.9	2.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	46.7	45.0	39.1	43.4	45.9	31.8	11.4	2.0	45.0	5.4	3.6
LnGrp LOS	D	D	D	D	D	D	C	B	A	D	A	A
Approach Vol, veh/h		217			225			1005			1496	
Approach Delay, s/veh		51.0			44.8			12.0			6.2	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	64.4	15.8	11.2	25.1	48.0	12.9	14.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	39.5	7.5	25.0	7.5	44.0	14.0	18.5
Max Q Clear Time (g_c+I1), s	4.7	16.4	2.4	5.0	3.5	17.3	9.0	9.4
Green Ext Time (p_c), s	0.0	7.4	0.0	0.3	0.0	12.2	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	207	131	135	442	139	116	518	35	60	780	151
Future Volume (veh/h)	82	207	131	135	442	139	116	518	35	60	780	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	252	160	165	539	170	141	632	43	73	951	184
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	230	1089	486	243	580	492	333	1282	572	206	1478	457
Arrive On Green	0.07	0.30	0.30	0.07	0.31	0.31	0.18	0.35	0.35	0.11	0.28	0.28
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1605
Grp Volume(v), veh/h	100	252	160	165	539	170	141	632	43	73	951	184
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1605
Q Serve(g_s), s	2.7	5.2	4.8	4.6	27.5	5.9	6.9	13.7	1.4	3.7	16.1	7.4
Cycle Q Clear(g_c), s	2.7	5.2	4.8	4.6	27.5	5.9	6.9	13.7	1.4	3.7	16.1	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	1089	486	243	580	492	333	1282	572	206	1478	457
V/C Ratio(X)	0.43	0.23	0.33	0.68	0.93	0.35	0.42	0.49	0.08	0.35	0.64	0.40
Avail Cap(c_a), veh/h	263	1101	491	316	608	515	333	1282	572	206	1478	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	26.2	10.5	45.4	33.7	14.0	36.1	25.2	12.6	40.9	31.3	18.3
Incr Delay (d2), s/veh	1.3	0.1	0.4	3.8	20.4	0.4	0.9	1.4	0.3	1.0	2.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.3	2.9	2.1	15.6	3.1	3.1	6.0	0.7	1.7	6.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	26.3	10.9	49.3	54.0	14.4	37.0	26.6	12.9	41.9	33.5	20.9
LnGrp LOS	D	C	B	D	D	B	D	C	B	D	C	C
Approach Vol, veh/h		512			874			816			1208	
Approach Delay, s/veh		25.4			45.4			27.6			32.1	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	39.5	10.9	34.2	22.4	32.5	10.6	34.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	35.5	9.0	30.5	16.0	28.5	7.5	32.0
Max Q Clear Time (g_c+I1), s	15.7	15.7	6.6	7.2	8.9	18.1	4.7	29.5
Green Ext Time (p_c), s	0.0	4.4	0.1	2.1	0.2	5.2	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	295	70	18	396	82	109	459	15	87	401	184
Future Volume (veh/h)	91	295	70	18	396	82	109	459	15	87	401	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	364	86	22	489	101	109	567	19	107	495	227
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	1.00	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	745	632	58	528	109	234	939	419	282	1260	562
Arrive On Green	0.08	0.39	0.39	0.03	0.35	0.35	0.07	0.26	0.26	0.16	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	1524	315	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	112	364	86	22	0	590	109	567	19	107	495	227
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1839	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	6.1	14.4	3.4	1.2	0.0	30.9	3.0	13.8	0.7	5.3	10.3	8.1
Cycle Q Clear(g_c), s	6.1	14.4	3.4	1.2	0.0	30.9	3.0	13.8	0.7	5.3	10.3	8.1
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	745	632	58	0	637	234	939	419	282	1260	562
V/C Ratio(X)	0.80	0.49	0.14	0.38	0.00	0.93	0.47	0.60	0.05	0.38	0.39	0.40
Avail Cap(c_a), veh/h	199	787	667	138	0	699	281	939	419	282	1260	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	22.8	19.5	47.4	0.0	31.4	45.0	32.5	20.0	37.9	24.6	14.2
Incr Delay (d2), s/veh	13.6	0.5	0.1	4.1	0.0	17.5	1.4	2.9	0.2	0.8	0.9	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.4	1.3	0.6	0.0	16.4	1.3	6.3	0.4	2.4	4.5	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	23.3	19.6	51.5	0.0	49.0	46.4	35.4	20.2	38.7	25.5	16.3
LnGrp LOS	E	C	B	D	A	D	D	D	C	D	C	B
Approach Vol, veh/h		562			612			695			829	
Approach Delay, s/veh		29.9			49.1			36.7			24.7	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	30.0	7.2	43.2	10.7	38.9	11.8	38.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	26.0	7.6	41.4	8.0	27.0	11.0	38.0
Max Q Clear Time (g_c+I1), s	7.3	15.8	3.2	16.4	5.0	12.3	8.1	32.9
Green Ext Time (p_c), s	0.0	2.8	0.0	2.6	0.1	3.6	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	362	799	22	7	750	96	14	39	7	119	9	319
Future Volume (veh/h)	362	799	22	7	750	96	14	39	7	119	9	319
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	464	1024	28	9	962	123	18	50	9	153	12	409
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	538	1843	50	29	1129	350	223	521	94	191	599	745
Arrive On Green	0.15	0.36	0.36	0.02	0.22	0.22	0.12	0.33	0.33	0.11	0.32	0.32
Sat Flow, veh/h	3510	5191	142	1810	5187	1610	1810	1561	281	1810	1900	1578
Grp Volume(v), veh/h	464	682	370	9	962	123	18	0	59	153	12	409
Grp Sat Flow(s),veh/h/ln	1755	1729	1874	1810	1729	1610	1810	0	1842	1810	1900	1578
Q Serve(g_s), s	10.8	13.3	13.3	0.4	15.0	5.4	0.7	0.0	1.9	6.9	0.4	7.8
Cycle Q Clear(g_c), s	10.8	13.3	13.3	0.4	15.0	5.4	0.7	0.0	1.9	6.9	0.4	7.8
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	538	1228	666	29	1129	350	223	0	614	191	599	745
V/C Ratio(X)	0.86	0.56	0.56	0.32	0.85	0.35	0.08	0.00	0.10	0.80	0.02	0.55
Avail Cap(c_a), veh/h	543	1228	666	259	1173	364	334	0	614	302	599	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	21.8	21.8	40.9	31.6	27.8	32.6	0.0	19.3	36.7	19.8	5.6
Incr Delay (d2), s/veh	13.3	0.6	1.0	6.1	6.1	0.6	0.2	0.0	0.3	8.0	0.1	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	5.3	5.8	0.2	6.7	2.1	0.3	0.0	0.8	3.4	0.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	22.3	22.8	47.0	37.6	28.4	32.8	0.0	19.6	44.7	19.9	8.5
LnGrp LOS	D	C	C	D	D	C	C	A	B	D	B	A
Approach Vol, veh/h		1516			1094			77			574	
Approach Delay, s/veh		30.3			36.7			22.7			18.4	
Approach LOS		C			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	32.0	5.3	33.8	14.3	30.5	16.9	22.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	28.0	12.0	20.0	15.5	26.5	13.0	19.0
Max Q Clear Time (g_c+I1), s	8.9	3.9	2.4	15.3	2.7	9.8	12.8	17.0
Green Ext Time (p_c), s	0.2	0.2	0.0	2.7	0.0	1.4	0.0	1.3

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

Intersection	
Int Delay, s/veh	24.8

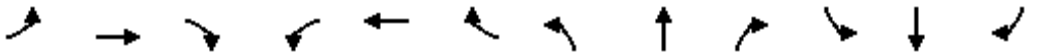
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	9	297	59	9	530	16	137	0	26	0	0	35
Future Vol, veh/h	9	297	59	9	530	16	137	0	26	0	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	381	76	12	679	21	176	0	33	0	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	700	0	0	457	0	0	1179	1167	-	1157	1195	690
Stage 1	-	-	-	-	-	-	443	443	-	714	714	-
Stage 2	-	-	-	-	-	-	736	724	-	443	481	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	906	-	-	1114	-	-	~ 169	195	0	175	188	449
Stage 1	-	-	-	-	-	-	598	579	0	425	438	-
Stage 2	-	-	-	-	-	-	414	433	0	598	557	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	906	-	-	1114	-	-	~ 148	188	-	170	181	449
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 148	188	-	170	181	-
Stage 1	-	-	-	-	-	-	587	569	-	417	430	-
Stage 2	-	-	-	-	-	-	366	425	-	587	547	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	192.8	13.9
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	148	-	906	-	-	1114	-	-	449
HCM Lane V/C Ratio	1.187	-	0.013	-	-	0.01	-	-	0.1
HCM Control Delay (s)	192.8	0	9	0	-	8.3	0	-	13.9
HCM Lane LOS	F	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	10	-	0	-	-	0	-	-	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	250	214	45	281	18	211	102	47	4	42	7
Future Volume (veh/h)	23	250	214	45	281	18	211	102	47	4	42	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	321	274	58	360	23	271	131	60	5	54	9
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	407	340	107	452	383	424	205	550	28	300	50
Arrive On Green	0.04	0.22	0.22	0.06	0.24	0.24	0.34	0.34	0.34	0.20	0.20	0.20
Sat Flow, veh/h	1810	1866	1558	1810	1900	1610	1239	599	1610	136	1468	245
Grp Volume(v), veh/h	29	310	285	58	360	23	402	0	60	68	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1619	1810	1900	1610	1838	0	1610	1849	0	0
Q Serve(g_s), s	1.4	14.7	15.1	2.8	16.2	1.0	16.7	0.0	2.3	2.8	0.0	0.0
Cycle Q Clear(g_c), s	1.4	14.7	15.1	2.8	16.2	1.0	16.7	0.0	2.3	2.8	0.0	0.0
Prop In Lane	1.00		0.96	1.00		1.00	0.67		1.00	0.07		0.13
Lane Grp Cap(c), veh/h	72	394	354	107	452	383	628	0	550	377	0	0
V/C Ratio(X)	0.40	0.79	0.81	0.54	0.80	0.06	0.64	0.00	0.11	0.18	0.00	0.00
Avail Cap(c_a), veh/h	150	537	482	150	566	479	628	0	550	377	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.5	33.4	33.6	41.5	32.5	26.7	25.1	0.0	20.4	29.8	0.0	0.0
Incr Delay (d2), s/veh	3.5	5.4	7.0	4.2	6.3	0.1	4.9	0.0	0.4	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.9	6.5	1.4	8.0	0.4	7.9	0.0	0.9	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	38.8	40.6	45.6	38.8	26.8	30.1	0.0	20.8	30.9	0.0	0.0
LnGrp LOS	D	D	D	D	D	C	C	A	C	C	A	A
Approach Vol, veh/h		624			441			462			68	
Approach Delay, s/veh		40.0			39.1			28.9			30.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.0	9.4	23.8		22.5	7.6	25.5				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0	7.5	27.0		18.5	7.5	27.0				
Max Q Clear Time (g_c+I1), s		18.7	4.8	17.1		4.8	3.4	18.2				
Green Ext Time (p_c), s		2.2	0.0	2.7		0.2	0.0	1.5				

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

Intersection	
Intersection Delay, s/veh	14.5
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	105	294	66	246	71
Future Vol, veh/h	24	105	294	66	246	71
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	33	144	403	90	337	97
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.7	11.5	19.4
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	78%
Vol Thru, %	100%	60%	0%	0%	22%
Vol Right, %	0%	40%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	196	164	24	105	317
LT Vol	0	0	24	0	246
Through Vol	196	98	0	0	71
RT Vol	0	66	0	105	0
Lane Flow Rate	268	225	33	144	434
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.415	0.329	0.066	0.241	0.674
Departure Headway (Hd)	5.565	5.28	7.252	6.031	5.591
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	647	683	494	595	647
Service Time	3.287	3.002	4.986	3.764	3.612
HCM Lane V/C Ratio	0.414	0.329	0.067	0.242	0.671
HCM Control Delay	12.2	10.6	10.5	10.7	19.4
HCM Lane LOS	B	B	B	B	C
HCM 95th-tile Q	2	1.4	0.2	0.9	5.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	579	24	37	656	8	85	26	21	5	17	154
Future Volume (veh/h)	141	579	24	37	656	8	85	26	21	5	17	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	162	666	28	43	754	9	98	30	24	6	20	177
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	1301	54	98	1039	12	352	108	404	104	345	384
Arrive On Green	0.11	0.25	0.25	0.05	0.20	0.20	0.25	0.25	0.25	0.24	0.24	0.24
Sat Flow, veh/h	1810	5105	214	1810	5281	63	1401	429	1606	433	1445	1606
Grp Volume(v), veh/h	162	450	244	43	493	270	128	0	24	26	0	177
Grp Sat Flow(s),veh/h/ln	1810	1729	1861	1810	1729	1886	1830	0	1606	1878	0	1606
Q Serve(g_s), s	6.9	8.9	8.9	1.8	10.6	10.7	4.5	0.0	0.9	0.9	0.0	7.5
Cycle Q Clear(g_c), s	6.9	8.9	8.9	1.8	10.6	10.7	4.5	0.0	0.9	0.9	0.0	7.5
Prop In Lane	1.00		0.11	1.00		0.03	0.77		1.00	0.23		1.00
Lane Grp Cap(c), veh/h	203	881	474	98	680	371	460	0	404	449	0	384
V/C Ratio(X)	0.80	0.51	0.51	0.44	0.73	0.73	0.28	0.00	0.06	0.06	0.00	0.46
Avail Cap(c_a), veh/h	364	1195	643	171	826	450	460	0	404	449	0	384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.5	25.4	25.4	36.5	29.9	30.0	24.0	0.0	22.6	23.4	0.0	25.9
Incr Delay (d2), s/veh	7.1	0.5	0.9	3.1	2.5	4.6	1.5	0.0	0.3	0.2	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.6	3.9	0.9	4.5	5.2	2.1	0.0	0.4	0.4	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	25.9	26.3	39.6	32.5	34.6	25.5	0.0	22.9	23.6	0.0	29.9
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	C
Approach Vol, veh/h		856			806			152			203	
Approach Delay, s/veh		28.9			33.5			25.1			29.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.0	8.3	24.3		23.0	12.9	19.7				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		20.0	7.5	27.5		19.0	16.0	19.0				
Max Q Clear Time (g_c+I1), s		6.5	3.8	10.9		9.5	8.9	12.7				
Green Ext Time (p_c), s		0.6	0.0	4.1		0.5	0.2	2.6				

Intersection Summary												
HCM 6th Ctrl Delay			30.5									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	567	25	29	610	4	40	2	48	6	0	42
Future Volume (veh/h)	15	567	25	29	610	4	40	2	48	6	0	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	623	27	32	670	4	44	2	53	7	0	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	49	1090	47	88	1249	7	110	865	808	23	0	656
Arrive On Green	0.03	0.21	0.21	0.05	0.23	0.23	0.06	0.46	0.46	0.01	0.00	0.41
Sat Flow, veh/h	1810	5098	220	1810	5320	32	1810	1900	1604	1810	0	1610
Grp Volume(v), veh/h	16	422	228	32	435	239	44	2	53	7	0	46
Grp Sat Flow(s),veh/h/ln	1810	1729	1860	1810	1729	1894	1810	1900	1604	1810	0	1610
Q Serve(g_s), s	0.5	6.5	6.5	1.0	6.5	6.5	1.4	0.0	0.0	0.2	0.0	1.0
Cycle Q Clear(g_c), s	0.5	6.5	6.5	1.0	6.5	6.5	1.4	0.0	0.0	0.2	0.0	1.0
Prop In Lane	1.00		0.12	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	739	398	88	812	445	110	865	808	23	0	656
V/C Ratio(X)	0.32	0.57	0.57	0.37	0.54	0.54	0.40	0.00	0.07	0.30	0.00	0.07
Avail Cap(c_a), veh/h	305	1574	847	336	1633	894	366	865	808	275	0	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	20.9	20.9	27.3	19.9	19.9	26.8	8.8	7.6	29.0	0.0	10.7
Incr Delay (d2), s/veh	3.7	0.7	1.3	2.5	0.6	1.0	2.3	0.0	0.2	7.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.5	2.8	0.5	2.5	2.8	0.6	0.0	0.3	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	21.6	22.2	29.9	20.4	20.9	29.1	8.8	7.7	36.0	0.0	10.9
LnGrp LOS	C	C	C	C	C	C	C	A	A	D	A	B
Approach Vol, veh/h		666			706			99			53	
Approach Delay, s/veh		22.0			21.0			17.3			14.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	31.0	6.9	16.7	7.6	28.2	5.6	17.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	27.0	11.0	27.0	12.0	24.0	10.0	28.0
Max Q Clear Time (g_c+I1), s	2.2	2.0	3.0	8.5	3.4	3.0	2.5	8.5
Green Ext Time (p_c), s	0.0	0.1	0.0	4.0	0.0	0.2	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	143	5	284	421	118	282
Future Volume (veh/h)	143	5	284	421	118	282
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	162	6	323	478	134	320
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	205	332	1139	1148	168	1432
Arrive On Green	0.11	0.11	0.20	0.20	0.09	0.75
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	162	6	323	478	134	320
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	7.8	0.3	13.0	17.0	6.5	4.5
Cycle Q Clear(g_c), s	7.8	0.3	13.0	17.0	6.5	4.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	205	332	1139	1148	168	1432
V/C Ratio(X)	0.79	0.02	0.28	0.42	0.80	0.22
Avail Cap(c_a), veh/h	905	955	1139	1148	271	1432
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.53	0.53	1.00	1.00
Uniform Delay (d), s/veh	38.9	28.5	19.7	12.3	40.0	3.3
Incr Delay (d2), s/veh	6.7	0.0	0.3	0.6	8.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.1	6.7	10.3	3.3	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.6	28.5	20.0	12.9	48.3	3.6
LnGrp LOS	D	C	B	B	D	A
Approach Vol, veh/h	168		801			454
Approach Delay, s/veh	45.0		15.8			16.8
Approach LOS	D		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.9	60.0				73.8	16.2
Change Period (Y+Rc), s	5.5	6.0				6.0	6.0
Max Green Setting (Gmax), s	13.5	14.0				33.0	45.0
Max Q Clear Time (g_c+I1), s	9.5	19.0				6.5	9.8
Green Ext Time (p_c), s	0.1	0.0				2.0	0.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	4	400	0	0	0	0	645	220	9	418	0
Future Volume (veh/h)	62	4	400	0	0	0	0	645	220	9	418	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	71	5	460				0	741	253	10	480	0
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	377	27	358				0	950	805	0	1224	0
Arrive On Green	0.22	0.22	0.22				0.00	1.00	1.00	0.08	0.64	0.00
Sat Flow, veh/h	1696	119	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	76	0	460				0	741	253	0	480	0
Grp Sat Flow(s),veh/h/ln	1815	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	3.1	0.0	20.0				0.0	0.0	0.0	0.0	10.8	0.0
Cycle Q Clear(g_c), s	3.1	0.0	20.0				0.0	0.0	0.0	0.0	10.8	0.0
Prop In Lane	0.93		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	403	0	358				0	950	805	0	1224	0
V/C Ratio(X)	0.19	0.00	1.29				0.00	0.78	0.31	0.00	0.39	0.00
Avail Cap(c_a), veh/h	403	0	358				0	950	805	0	1224	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.90	0.90	0.00	0.94	0.00
Uniform Delay (d), s/veh	28.4	0.0	35.0				0.0	0.0	0.0	0.0	7.6	0.0
Incr Delay (d2), s/veh	0.2	0.0	148.2				0.0	5.7	0.9	0.0	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	22.3				0.0	1.5	0.2	0.0	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	0.0	183.2				0.0	5.7	0.9	0.0	8.5	0.0
LnGrp LOS	C	A	F				A	A	A	A	A	A
Approach Vol, veh/h		536						994			480	
Approach Delay, s/veh		161.2						4.5			8.5	
Approach LOS		F						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.0	51.0		26.0		64.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	7.0	45.0		20.0		58.0
Max Q Clear Time (g_c+I1), s	10.0	2.0		22.0		12.8
Green Ext Time (p_c), s	0.0	7.6		0.0		3.5

Intersection Summary	
HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	59	71	12	43	91	63	475	19	163	434	221
Future Volume (veh/h)	300	59	71	12	43	91	63	475	19	163	434	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	316	62	75	13	45	96	66	500	20	172	457	233
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	399	321	287	39	155	138	463	1043	465	604	1324	583
Arrive On Green	0.11	0.18	0.18	0.02	0.09	0.09	0.26	0.29	0.29	0.33	0.37	0.37
Sat Flow, veh/h	3510	1805	1610	1810	1805	1610	1810	3610	1610	1810	3610	1590
Grp Volume(v), veh/h	316	62	75	13	45	96	66	500	20	172	457	233
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1810	1805	1610	1810	1805	1610	1810	1805	1590
Q Serve(g_s), s	7.9	2.6	3.6	0.6	2.1	5.2	2.5	10.3	0.7	6.3	8.3	9.8
Cycle Q Clear(g_c), s	7.9	2.6	3.6	0.6	2.1	5.2	2.5	10.3	0.7	6.3	8.3	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	399	321	287	39	155	138	463	1043	465	604	1324	583
V/C Ratio(X)	0.79	0.19	0.26	0.33	0.29	0.69	0.14	0.48	0.04	0.28	0.35	0.40
Avail Cap(c_a), veh/h	507	481	429	161	381	340	463	1043	465	604	1324	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	38.8	31.5	31.9	43.4	38.6	40.0	25.9	26.4	16.4	22.1	20.7	21.1
Incr Delay (d2), s/veh	6.6	0.3	0.5	4.9	1.0	6.1	0.1	1.6	0.2	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	1.2	1.4	0.3	1.0	2.3	1.1	4.5	0.3	2.6	3.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	31.8	32.4	48.3	39.6	46.1	26.0	28.0	16.6	22.1	20.7	21.3
LnGrp LOS	D	C	C	D	D	D	C	C	B	C	C	C
Approach Vol, veh/h		453			154			586			862	
Approach Delay, s/veh		41.4			44.4			27.4			21.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	30.0	5.9	20.0	27.0	37.0	14.2	11.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	26.0	8.0	24.0	9.0	33.0	13.0	19.0
Max Q Clear Time (g_c+I1), s	9.3	12.3	2.6	5.6	4.5	11.8	9.9	7.2
Green Ext Time (p_c), s	0.3	2.8	0.0	0.6	0.0	3.9	0.3	0.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	41	4	59	75	53	4	477	44	40	410	10
Future Volume (veh/h)	10	41	4	59	75	53	4	477	44	40	410	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	45	4	64	82	58	4	518	48	43	446	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	21	84	7	78	99	70	534	1086	920	93	605	15
Arrive On Green	0.06	0.06	0.06	0.14	0.14	0.14	0.59	1.00	1.00	0.05	0.33	0.33
Sat Flow, veh/h	341	1395	124	559	716	506	1810	1900	1610	1810	1846	46
Grp Volume(v), veh/h	60	0	0	204	0	0	4	518	48	43	0	457
Grp Sat Flow(s),veh/h/ln	1861	0	0	1781	0	0	1810	1900	1610	1810	0	1892
Q Serve(g_s), s	2.8	0.0	0.0	10.0	0.0	0.0	0.1	0.0	0.0	2.1	0.0	19.3
Cycle Q Clear(g_c), s	2.8	0.0	0.0	10.0	0.0	0.0	0.1	0.0	0.0	2.1	0.0	19.3
Prop In Lane	0.18		0.07	0.31		0.28	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	112	0	0	247	0	0	534	1086	920	93	0	620
V/C Ratio(X)	0.53	0.00	0.00	0.82	0.00	0.00	0.01	0.48	0.05	0.46	0.00	0.74
Avail Cap(c_a), veh/h	382	0	0	366	0	0	534	1086	920	151	0	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.69	0.69	0.69	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.1	0.0	0.0	37.7	0.0	0.0	13.0	0.0	0.0	41.5	0.0	26.8
Incr Delay (d2), s/veh	3.9	0.0	0.0	9.3	0.0	0.0	0.0	1.0	0.1	3.6	0.0	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	4.9	0.0	0.0	0.0	0.3	0.0	1.0	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	0.0	0.0	47.0	0.0	0.0	13.0	1.0	0.1	45.1	0.0	34.5
LnGrp LOS	D	A	A	D	A	A	B	A	A	D	A	C
Approach Vol, veh/h		60			204			570			500	
Approach Delay, s/veh		44.9			47.0			1.0			35.4	
Approach LOS		D			D			A			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	55.4		9.4	30.6	33.5		16.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.5	29.5		18.5	7.5	29.5		18.5				
Max Q Clear Time (g_c+I1), s	4.1	2.0		4.8	2.1	21.3		12.0				
Green Ext Time (p_c), s	0.0	3.8		0.2	0.0	1.8		0.6				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	197	51	109	340	19	62	483	91	21	478	74
Future Volume (veh/h)	41	197	51	109	340	19	62	483	91	21	478	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	235	61	130	405	23	74	575	108	25	569	88
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	268	69	157	372	21	119	691	130	194	781	121
Arrive On Green	0.06	0.18	0.18	0.09	0.21	0.21	0.07	0.44	0.44	0.21	0.97	0.97
Sat Flow, veh/h	1810	1454	378	1810	1781	101	1810	1555	292	1810	1607	248
Grp Volume(v), veh/h	49	0	296	130	0	428	74	0	683	25	0	657
Grp Sat Flow(s),veh/h/ln	1810	0	1832	1810	0	1882	1810	0	1847	1810	0	1855
Q Serve(g_s), s	2.4	0.0	14.2	6.4	0.0	18.8	3.6	0.0	29.3	1.0	0.0	3.0
Cycle Q Clear(g_c), s	2.4	0.0	14.2	6.4	0.0	18.8	3.6	0.0	29.3	1.0	0.0	3.0
Prop In Lane	1.00		0.21	1.00		0.05	1.00		0.16	1.00		0.13
Lane Grp Cap(c), veh/h	112	0	337	157	0	393	119	0	821	194	0	902
V/C Ratio(X)	0.44	0.00	0.88	0.83	0.00	1.09	0.62	0.00	0.83	0.13	0.00	0.73
Avail Cap(c_a), veh/h	153	0	379	157	0	393	153	0	821	194	0	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.00	0.92
Uniform Delay (d), s/veh	40.7	0.0	35.7	40.4	0.0	35.6	41.0	0.0	22.0	32.0	0.0	0.7
Incr Delay (d2), s/veh	2.7	0.0	18.9	29.4	0.0	71.4	5.3	0.0	9.6	0.3	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.9	4.1	0.0	16.2	1.8	0.0	14.1	0.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	0.0	54.6	69.9	0.0	107.0	46.2	0.0	31.7	32.2	0.0	5.4
LnGrp LOS	D	A	D	E	A	F	D	A	C	C	A	A
Approach Vol, veh/h		345			558			757			682	
Approach Delay, s/veh		53.0			98.3			33.1			6.4	
Approach LOS		D			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	44.0	11.8	20.6	9.9	47.7	9.6	22.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	40.0	7.8	18.6	7.6	40.0	7.6	18.8
Max Q Clear Time (g_c+I1), s	10.8	31.3	8.4	16.2	5.6	5.0	4.4	20.8
Green Ext Time (p_c), s	0.0	3.1	0.0	0.4	0.0	5.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	89	73	28	129	27	86	455	53	12	370	82
Future Volume (veh/h)	84	89	73	28	129	27	86	455	53	12	370	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	101	83	32	147	31	98	517	60	14	420	93
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	222	166	78	253	52	683	2323	1104	42	1234	265
Arrive On Green	0.07	0.11	0.11	0.04	0.09	0.09	0.75	1.00	1.00	0.02	0.29	0.29
Sat Flow, veh/h	1810	1961	1471	1810	2970	610	1810	3610	1609	1810	4271	917
Grp Volume(v), veh/h	95	92	92	32	88	90	98	517	60	14	338	175
Grp Sat Flow(s),veh/h/ln	1810	1805	1626	1810	1805	1775	1810	1805	1609	1810	1729	1729
Q Serve(g_s), s	4.6	4.3	4.8	1.6	4.2	4.4	1.3	0.0	0.0	0.7	6.9	7.2
Cycle Q Clear(g_c), s	4.6	4.3	4.8	1.6	4.2	4.4	1.3	0.0	0.0	0.7	6.9	7.2
Prop In Lane	1.00		0.90	1.00		0.34	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	128	204	184	78	154	151	683	2323	1104	42	999	500
V/C Ratio(X)	0.74	0.45	0.50	0.41	0.57	0.60	0.14	0.22	0.05	0.34	0.34	0.35
Avail Cap(c_a), veh/h	281	481	434	201	401	394	683	2323	1104	181	999	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	37.3	37.5	42.0	39.6	39.7	7.0	0.0	0.0	43.3	25.2	25.3
Incr Delay (d2), s/veh	8.3	1.6	2.1	3.5	3.3	3.7	0.1	0.2	0.1	4.7	0.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.0	2.0	0.8	2.0	2.1	0.5	0.1	0.0	0.4	2.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	38.9	39.6	45.5	42.9	43.4	7.1	0.2	0.1	48.0	26.1	27.3
LnGrp LOS	D	D	D	D	D	D	A	A	A	D	C	C
Approach Vol, veh/h		279			210			675			527	
Approach Delay, s/veh		42.7			43.5			1.2			27.1	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	61.9	7.9	14.2	38.0	30.0	10.3	11.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	31.0	10.0	24.0	14.0	26.0	14.0	20.0
Max Q Clear Time (g_c+I1), s	2.7	2.0	3.6	6.8	3.3	9.2	6.6	6.4
Green Ext Time (p_c), s	0.0	3.9	0.0	0.9	0.1	3.0	0.1	0.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	40	12	256	53	80	28	373	240	72	342	95
Future Volume (veh/h)	78	40	12	256	53	80	28	373	240	72	342	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	41	12	264	55	82	29	385	247	74	353	98
Peak Hour Factor	1.00	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	305	133	39	305	181	152	73	1326	680	548	2114	562
Arrive On Green	0.17	0.10	0.10	0.17	0.10	0.10	0.04	0.26	0.26	0.61	1.00	1.00
Sat Flow, veh/h	1810	1402	410	1810	1900	1595	1810	5187	1597	1810	4077	1084
Grp Volume(v), veh/h	78	0	53	264	55	82	29	385	247	74	297	154
Grp Sat Flow(s),veh/h/ln	1810	0	1812	1810	1900	1595	1810	1729	1597	1810	1729	1704
Q Serve(g_s), s	3.4	0.0	2.5	12.8	2.4	4.4	1.4	5.4	2.3	1.6	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	2.5	12.8	2.4	4.4	1.4	5.4	2.3	1.6	0.0	0.0
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	305	0	172	305	181	152	73	1326	680	548	1793	883
V/C Ratio(X)	0.26	0.00	0.31	0.87	0.30	0.54	0.40	0.29	0.36	0.13	0.17	0.17
Avail Cap(c_a), veh/h	305	0	383	422	612	514	181	1326	680	548	1793	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87	0.99	0.99	0.99
Uniform Delay (d), s/veh	32.5	0.0	38.0	36.4	37.9	38.8	42.1	26.9	7.5	12.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.0	12.9	0.9	3.0	3.1	0.5	1.3	0.1	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.1	6.6	1.2	1.8	0.7	2.2	1.9	0.6	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	0.0	39.0	49.3	38.9	41.8	45.2	27.4	8.8	12.8	0.2	0.4
LnGrp LOS	C	A	D	D	D	D	D	C	A	B	A	A
Approach Vol, veh/h		131			401			661			525	
Approach Delay, s/veh		35.4			46.4			21.2			2.0	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.3	27.0	19.2	12.6	7.6	50.7	19.2	12.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.3	23.0	21.0	19.0	9.0	25.0	11.0	29.0
Max Q Clear Time (g_c+I1), s	13.6	7.4	14.8	4.5	3.4	2.0	5.4	6.4
Green Ext Time (p_c), s	0.1	3.1	0.4	0.1	0.0	2.9	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

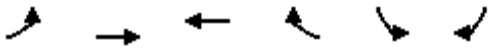
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	940	837	5	0	12
Future Vol, veh/h	0	940	837	5	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1056	940	6	0	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	473
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*736
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*736
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	736
HCM Lane V/C Ratio	-	-	-	0.018
HCM Control Delay (s)	-	-	-	10
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	187	760	827	46	10	14
Future Volume (veh/h)	187	760	827	46	10	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.96	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	208	844	919	51	11	16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	253	2014	1023	57	946	842
Arrive On Green	0.14	0.39	0.20	0.20	0.52	0.52
Sat Flow, veh/h	1810	5358	5188	278	1810	1610
Grp Volume(v), veh/h	208	844	633	337	11	16
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1836	1810	1610
Q Serve(g_s), s	10.1	10.7	16.0	16.1	0.3	0.4
Cycle Q Clear(g_c), s	10.1	10.7	16.0	16.1	0.3	0.4
Prop In Lane	1.00			0.15	1.00	1.00
Lane Grp Cap(c), veh/h	253	2014	705	375	946	842
V/C Ratio(X)	0.82	0.42	0.90	0.90	0.01	0.02
Avail Cap(c_a), veh/h	824	3660	711	377	946	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	20.1	34.9	34.9	10.3	10.3
Incr Delay (d2), s/veh	6.6	0.1	14.1	23.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	4.2	8.0	9.5	0.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.2	20.3	49.0	58.6	10.3	10.4
LnGrp LOS	D	C	D	E	B	B
Approach Vol, veh/h		1052	970		27	
Approach Delay, s/veh		25.0	52.3		10.4	
Approach LOS		C	D		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			38.9		51.1	16.6	22.4
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			63.5		18.5	41.0	18.5
Max Q Clear Time (g_c+I1), s			12.7		2.4	12.1	18.1
Green Ext Time (p_c), s			7.3		0.0	0.6	0.2

Intersection Summary		
HCM 6th Ctrl Delay		37.7
HCM 6th LOS		D

Intersection	
Int Delay, s/veh	0.6

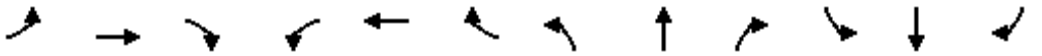
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	735	848	46	9	25
Future Vol, veh/h	34	735	848	46	9	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	70	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	817	942	51	10	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	993	0	-	0	1371	497
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	5.3	-	-	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	3.1	-	-	-	3.8	3.9
Pot Cap-1 Maneuver	400	-	-	-	*355	448
Stage 1	-	-	-	-	*256	-
Stage 2	-	-	-	-	*786	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	400	-	-	-	*321	448
Mov Cap-2 Maneuver	-	-	-	-	*321	-
Stage 1	-	-	-	-	*232	-
Stage 2	-	-	-	-	*786	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	400	-	-	-	321	448
HCM Lane V/C Ratio	0.094	-	-	-	0.031	0.062
HCM Control Delay (s)	14.9	-	-	-	16.6	13.6
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1796	466	0	1531	128	0	0	0	274	0	333
Future Volume (veh/h)	0	1796	466	0	1531	128	0	0	0	274	0	333
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1974	512	0	1682	0				425	0	233
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2651	660	0	3320					1006	0	448
Arrive On Green	0.00	0.64	0.64	0.00	1.00	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	4313	1031	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	1634	852	0	1682	0				425	0	233
Grp Sat Flow(s),veh/h/ln	0	1729	1714	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	35.5	39.1	0.0	0.0	0.0				10.6	0.0	13.4
Cycle Q Clear(g_c), s	0.0	35.5	39.1	0.0	0.0	0.0				10.6	0.0	13.4
Prop In Lane	0.00		0.60	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2214	1097	0	3320					1006	0	448
V/C Ratio(X)	0.00	0.74	0.78	0.00	0.51					0.42	0.00	0.52
Avail Cap(c_a), veh/h	0	2499	1239	0	3749					1006	0	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.66	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.5	14.2	0.0	0.0	0.0				32.5	0.0	33.5
Incr Delay (d2), s/veh	0.0	1.0	2.8	0.0	0.1	0.0				1.3	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.9	14.6	0.0	0.0	0.0				4.8	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.5	17.0	0.0	0.1	0.0				33.8	0.0	37.8
LnGrp LOS	A	B	B	A	A					C	A	D
Approach Vol, veh/h		2486			1682	A					658	
Approach Delay, s/veh		15.4			0.1						35.2	
Approach LOS		B			A						D	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		74.9		35.1		74.9						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		79.5		21.5		79.5						
Max Q Clear Time (g_c+I1), s		41.1		15.4		2.0						
Green Ext Time (p_c), s		29.4		1.4		22.7						

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	1823	0	0	1199	236	459	0	221	0	0	0
Future Volume (veh/h)	248	1823	0	0	1199	236	459	0	221	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	282	2072	0	0	1362	268	600	0	167			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	307	3231	0	0	1794	353	1069	0	476			
Arrive On Green	0.34	1.00	0.00	0.00	0.41	0.41	0.30	0.00	0.30			
Sat Flow, veh/h	1810	5358	0	0	4520	855	3619	0	1610			
Grp Volume(v), veh/h	282	2072	0	0	1083	547	600	0	167			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1746	1810	0	1610			
Q Serve(g_s), s	16.5	0.0	0.0	0.0	29.5	29.5	15.4	0.0	9.0			
Cycle Q Clear(g_c), s	16.5	0.0	0.0	0.0	29.5	29.5	15.4	0.0	9.0			
Prop In Lane	1.00		0.00	0.00		0.49	1.00		1.00			
Lane Grp Cap(c), veh/h	307	3231	0	0	1426	720	1069	0	476			
V/C Ratio(X)	0.92	0.64	0.00	0.00	0.76	0.76	0.56	0.00	0.35			
Avail Cap(c_a), veh/h	337	3890	0	0	1808	913	1069	0	476			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.66	0.66	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.6	0.0	0.0	0.0	27.6	27.7	32.7	0.0	30.5			
Incr Delay (d2), s/veh	20.9	0.2	0.0	0.0	1.5	2.9	2.1	0.0	2.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.7	0.1	0.0	0.0	12.2	12.6	7.0	0.0	3.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	0.2	0.0	0.0	29.1	30.5	34.9	0.0	32.5			
LnGrp LOS	E	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		2354			1630			767				
Approach Delay, s/veh		6.9			29.6			34.4				
Approach LOS		A			C			C				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	37.0	73.0	23.1	49.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	82.5	20.5	57.5
Max Q Clear Time (g_c+I1), s	17.4	2.0	18.5	31.5
Green Ext Time (p_c), s	0.4	35.2	0.2	13.9

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	771	294	581	720	0	0	0	0	0	0	93
Future Volume (veh/h)	0	771	294	581	720	0	0	0	0	0	0	93
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	838	320	632	783	0				0	0	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1825	814	683	3369	0				0	0	0
Arrive On Green	0.00	0.51	0.51	0.38	0.93	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	838	320	632	783	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	13.4	11.0	30.1	1.7	0.0						
Cycle Q Clear(g_c), s	0.0	13.4	11.0	30.1	1.7	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	1825	814	683	3369	0						
V/C Ratio(X)	0.00	0.46	0.39	0.92	0.23	0.00						
Avail Cap(c_a), veh/h	0	1825	814	915	3369	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	14.3	13.7	26.8	0.3	0.0						
Incr Delay (d2), s/veh	0.0	0.8	1.4	12.3	0.2	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	5.4	4.1	14.7	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.2	15.1	39.0	0.4	0.0						
LnGrp LOS	A	B	B	D	A	A						
Approach Vol, veh/h		1158			1415							
Approach Delay, s/veh		15.2			17.7							
Approach LOS		B			B							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	38.5	51.5				90.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	45.5	24.0				74.0						
Max Q Clear Time (g_c+I2), s	32.1	15.4				3.7						
Green Ext Time (p_c), s	1.9	4.4				6.7						

Intersection Summary												
HCM 6th Ctrl Delay			16.5									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1236	88	0	1609	226	57	141	0	393	9	172
Future Volume (veh/h)	33	1236	88	0	1609	226	57	141	0	393	9	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	35	1329	95	0	1730	243	61	152	0	423	10	185
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	2126	152	0	1984	272	258	475	0	312	21	385
Arrive On Green	0.62	0.62	0.62	0.00	0.62	0.62	0.25	0.25	0.00	0.25	0.25	0.25
Sat Flow, veh/h	225	3417	244	0	3284	437	1207	1900	0	1255	83	1540
Grp Volume(v), veh/h	35	700	724	0	961	1012	61	152	0	423	0	195
Grp Sat Flow(s),veh/h/ln	225	1805	1856	0	1805	1821	1207	1900	0	1255	0	1623
Q Serve(g_s), s	13.5	21.6	21.7	0.0	38.7	42.5	4.1	5.9	0.0	16.6	0.0	9.2
Cycle Q Clear(g_c), s	56.0	21.6	21.7	0.0	38.7	42.5	13.3	5.9	0.0	22.5	0.0	9.2
Prop In Lane	1.00		0.13	0.00		0.24	1.00		0.00	1.00		0.95
Lane Grp Cap(c), veh/h	114	1123	1155	0	1123	1133	258	475	0	312	0	406
V/C Ratio(X)	0.31	0.62	0.63	0.00	0.86	0.89	0.24	0.32	0.00	1.36	0.00	0.48
Avail Cap(c_a), veh/h	114	1123	1155	0	1123	1133	258	475	0	312	0	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.5	10.5	10.5	0.0	13.7	14.4	34.4	27.5	0.0	38.8	0.0	28.8
Incr Delay (d2), s/veh	6.9	2.6	2.6	0.0	8.4	10.8	2.1	1.8	0.0	179.9	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	8.3	8.6	0.0	16.1	18.3	1.3	2.9	0.0	22.5	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	13.1	13.1	0.0	22.2	25.3	36.6	29.3	0.0	218.8	0.0	29.7
LnGrp LOS	D	B	B	A	C	C	D	C	A	F	A	C
Approach Vol, veh/h		1459			1973			213			618	
Approach Delay, s/veh		13.9			23.7			31.4			159.1	
Approach LOS		B			C			C			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	62.0	28.0	62.0	28.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	56.0	22.5	56.0	22.5
Max Q Clear Time (g_c+I1), s	58.0	24.5	44.5	15.3
Green Ext Time (p_c), s	0.0	0.0	9.6	0.5

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	369	1361	10	9	1000	226	9	83	8	306	57	321
Future Volume (veh/h)	369	1361	10	9	1000	226	9	83	8	306	57	321
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	397	1463	11	10	1075	243	10	89	9	329	61	345
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	362	2023	15	311	1273	549	169	597	504	449	78	439
Arrive On Green	0.20	0.38	0.38	0.17	0.35	0.35	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	5311	40	1810	3610	1557	995	1900	1606	1315	247	1397
Grp Volume(v), veh/h	397	953	521	10	1075	243	10	89	9	329	0	406
Grp Sat Flow(s),veh/h/ln	1810	1729	1893	1810	1805	1557	995	1900	1606	1315	0	1644
Q Serve(g_s), s	18.0	21.2	21.2	0.4	24.7	10.8	0.8	3.0	0.3	21.6	0.0	20.2
Cycle Q Clear(g_c), s	18.0	21.2	21.2	0.4	24.7	10.8	21.1	3.0	0.3	24.6	0.0	20.2
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.85
Lane Grp Cap(c), veh/h	362	1317	721	311	1273	549	169	597	504	449	0	516
V/C Ratio(X)	1.10	0.72	0.72	0.03	0.84	0.44	0.06	0.15	0.02	0.73	0.00	0.79
Avail Cap(c_a), veh/h	362	1744	955	311	1404	606	169	597	504	449	0	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.0	23.8	23.8	31.0	26.9	22.3	37.7	22.2	21.3	31.1	0.0	28.1
Incr Delay (d2), s/veh	76.0	1.0	1.9	0.0	4.6	0.6	0.7	0.5	0.1	10.2	0.0	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.4	8.5	9.4	0.2	11.0	3.9	0.2	1.4	0.1	7.9	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.0	24.8	25.7	31.1	31.4	22.9	38.4	22.7	21.4	41.3	0.0	39.6
LnGrp LOS	F	C	C	C	C	C	D	C	C	D	A	D
Approach Vol, veh/h		1871			1328			108			735	
Approach Delay, s/veh		43.5			29.9			24.1			40.3	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	32.3	19.5	38.3	32.3	22.0	35.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	7.6	45.4	25.0	18.0	35.0
Max Q Clear Time (g_c+I1), s	23.1	2.4	23.2	26.6	20.0	26.7
Green Ext Time (p_c), s	0.1	0.0	11.1	0.0	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	1409	165	103	900	68	244	196	137	61	161	70
Future Volume (veh/h)	107	1409	165	103	900	68	244	196	137	61	161	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	1499	176	110	957	72	260	209	146	65	171	74
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	1565	184	138	1620	122	281	553	465	220	489	413
Arrive On Green	0.08	0.33	0.33	0.15	0.66	0.66	0.05	0.10	0.10	0.12	0.26	0.26
Sat Flow, veh/h	1810	4696	551	1810	4913	369	1810	1900	1599	1810	1900	1605
Grp Volume(v), veh/h	114	1104	571	110	673	356	260	209	146	65	171	74
Grp Sat Flow(s),veh/h/ln	1810	1729	1788	1810	1729	1824	1810	1900	1599	1810	1900	1605
Q Serve(g_s), s	5.6	28.1	28.2	5.3	9.8	9.8	12.9	9.3	7.7	2.9	6.6	3.2
Cycle Q Clear(g_c), s	5.6	28.1	28.2	5.3	9.8	9.8	12.9	9.3	7.7	2.9	6.6	3.2
Prop In Lane	1.00		0.31	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	1153	596	138	1140	601	281	553	465	220	489	413
V/C Ratio(X)	0.79	0.96	0.96	0.80	0.59	0.59	0.92	0.38	0.31	0.30	0.35	0.18
Avail Cap(c_a), veh/h	203	1153	596	181	1140	601	281	553	465	220	489	413
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	29.4	29.4	37.5	11.9	12.0	42.2	33.0	32.3	36.0	27.3	26.0
Incr Delay (d2), s/veh	12.8	17.2	26.8	10.6	0.5	0.9	30.9	1.7	1.5	0.7	2.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	13.9	16.0	2.6	2.7	2.9	8.6	4.9	3.3	1.3	3.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	46.6	56.2	48.0	12.4	12.9	73.0	34.7	33.8	36.7	29.3	27.0
LnGrp LOS	D	D	E	D	B	B	E	C	C	D	C	C
Approach Vol, veh/h		1789			1139			615			310	
Approach Delay, s/veh		50.1			16.0			50.7			30.3	
Approach LOS		D			B			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	30.2	10.8	34.0	18.0	27.2	11.2	33.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.8	26.2	9.0	30.0	14.0	21.0	10.1	28.9
Max Q Clear Time (g_c+I1), s	14.9	11.3	7.3	30.2	14.9	8.6	7.6	11.8
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.0	0.9	0.1	6.5

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1838	111	41	1198	104	268	84	100	212	93	223
Future Volume (veh/h)	155	1838	111	41	1198	104	268	84	100	212	93	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	167	1976	0	44	1288	112	189	229	108	164	190	240
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	173	1671		106	1481	460	474	498	417	324	340	288
Arrive On Green	0.10	0.32	0.00	0.12	0.57	0.57	0.26	0.26	0.26	0.06	0.06	0.06
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1589	1810	1900	1610
Grp Volume(v), veh/h	167	1976	0	44	1288	112	189	229	108	164	190	240
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1589	1810	1900	1610
Q Serve(g_s), s	8.3	29.0	0.0	2.0	19.1	3.1	7.7	9.1	4.8	7.9	8.8	13.3
Cycle Q Clear(g_c), s	8.3	29.0	0.0	2.0	19.1	3.1	7.7	9.1	4.8	7.9	8.8	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	1671		106	1481	460	474	498	417	324	340	288
V/C Ratio(X)	0.97	1.18		0.41	0.87	0.24	0.40	0.46	0.26	0.51	0.56	0.83
Avail Cap(c_a), veh/h	173	1671		151	1608	499	474	498	417	372	391	331
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	0.74	0.74	0.74	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	40.6	30.5	0.0	38.3	17.9	14.5	27.4	27.9	26.3	38.5	38.9	41.0
Incr Delay (d2), s/veh	58.2	88.5	0.0	1.9	3.9	0.2	2.5	3.0	1.5	1.1	1.3	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	25.2	0.0	0.9	5.1	1.1	3.6	4.5	2.0	3.8	4.5	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.7	119.0	0.0	40.2	21.8	14.7	29.8	30.9	27.8	39.6	40.2	54.3
LnGrp LOS	F	F		D	C	B	C	C	C	D	D	D
Approach Vol, veh/h		2143	A		1444			526			594	
Approach Delay, s/veh		117.4			21.8			29.9			45.7	
Approach LOS		F			C			C			D	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		27.6	9.3	33.0		20.1	12.6	29.7
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		19.0	7.5	29.0		18.5	8.6	27.9
Max Q Clear Time (g_c+I1), s		11.1	4.0	31.0		15.3	10.3	21.1
Green Ext Time (p_c), s		1.5	0.0	0.0		0.8	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	69.2
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

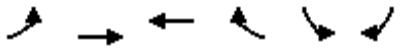
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	1508	110	64	965	232	77	341	86	329	363	177
Future Volume (veh/h)	290	1508	110	64	965	232	77	341	86	329	363	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	305	1587	116	67	1016	244	81	359	91	346	382	186
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	365	1524	670	114	1184	284	363	675	169	351	842	374
Arrive On Green	0.27	0.56	0.56	0.06	0.28	0.28	0.10	0.24	0.24	0.10	0.23	0.23
Sat Flow, veh/h	1810	3610	1587	1810	4170	1000	3510	2849	712	3510	3610	1604
Grp Volume(v), veh/h	305	1587	116	67	842	418	81	226	224	346	382	186
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1729	1712	1755	1805	1757	1755	1805	1604
Q Serve(g_s), s	14.3	38.0	2.1	3.2	20.8	20.8	1.9	9.8	10.1	8.9	8.2	9.1
Cycle Q Clear(g_c), s	14.3	38.0	2.1	3.2	20.8	20.8	1.9	9.8	10.1	8.9	8.2	9.1
Prop In Lane	1.00		1.00	1.00		0.58	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	365	1524	670	114	981	486	363	427	416	351	842	374
V/C Ratio(X)	0.84	1.04	0.17	0.59	0.86	0.86	0.22	0.53	0.54	0.99	0.45	0.50
Avail Cap(c_a), veh/h	376	1524	670	151	1030	510	363	427	416	351	842	374
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.32	0.32	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	19.7	5.4	41.0	30.5	30.5	37.0	30.0	30.1	40.4	29.6	29.9
Incr Delay (d2), s/veh	5.3	25.5	0.0	3.4	5.3	10.2	0.3	4.6	5.0	44.0	1.8	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	17.7	1.1	1.5	9.1	9.7	0.8	4.7	4.7	5.9	3.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	45.2	5.4	44.5	35.9	40.8	37.3	34.6	35.0	84.5	31.3	34.6
LnGrp LOS	D	F	A	D	D	D	D	C	D	F	C	C
Approach Vol, veh/h		2008			1327			531			914	
Approach Delay, s/veh		41.6			37.8			35.2			52.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	25.3	9.7	42.0	13.3	25.0	22.1	29.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	19.5	7.5	38.0	7.5	21.0	18.7	26.8
Max Q Clear Time (g_c+I1), s	10.3	12.1	5.2	40.0	3.9	11.1	16.3	22.8
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.1	2.3	0.2	2.7

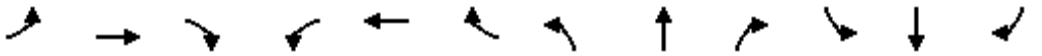
Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	85	2202	1177	174	366	183
Future Volume (veh/h)	85	2202	1177	174	366	183
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	2294	1226	181	381	191
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	187	2377	1610	1229	1590	896
Arrive On Green	0.21	0.92	0.41	0.41	0.45	0.45
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	89	2294	1226	181	381	191
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	3.9	28.8	18.2	2.4	6.0	0.0
Cycle Q Clear(g_c), s	3.9	28.8	18.2	2.4	6.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	187	2377	1610	1229	1590	896
V/C Ratio(X)	0.48	0.97	0.76	0.15	0.24	0.21
Avail Cap(c_a), veh/h	261	2939	1960	1337	1590	896
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.73	0.73	1.00	1.00
Uniform Delay (d), s/veh	33.5	3.2	23.6	2.4	15.1	10.1
Incr Delay (d2), s/veh	0.7	3.9	1.1	0.0	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.2	6.6	2.5	2.4	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.2	7.1	24.6	2.4	15.5	10.6
LnGrp LOS	C	A	C	A	B	B
Approach Vol, veh/h		2383	1407		572	
Approach Delay, s/veh		8.1	21.8		13.8	
Approach LOS		A	C		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		48.3		41.7	16.4	31.9
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		51.0		31.0	13.0	34.0
Max Q Clear Time (g_c+I1), s		30.8		8.0	5.9	20.2
Green Ext Time (p_c), s		16.6		2.0	0.1	7.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	1565	177	212	1108	183	105	259	101	163	222	73
Future Volume (veh/h)	113	1565	177	212	1108	183	105	259	101	163	222	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	1613	182	219	1142	189	108	267	104	168	229	78
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	147	1444	643	181	1872	310	151	593	224	161	636	211
Arrive On Green	0.08	0.40	0.40	0.20	0.84	0.84	0.03	0.08	0.08	0.09	0.24	0.24
Sat Flow, veh/h	1810	3610	1608	1810	4472	740	1810	2541	961	1810	2662	882
Grp Volume(v), veh/h	116	1613	182	219	883	448	108	187	184	168	153	154
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1729	1753	1810	1805	1697	1810	1805	1739
Q Serve(g_s), s	5.7	36.0	6.9	9.0	7.6	7.7	5.3	8.9	9.3	8.0	6.4	6.6
Cycle Q Clear(g_c), s	5.7	36.0	6.9	9.0	7.6	7.7	5.3	8.9	9.3	8.0	6.4	6.6
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.57	1.00		0.51
Lane Grp Cap(c), veh/h	147	1444	643	181	1447	734	151	421	396	161	431	415
V/C Ratio(X)	0.79	1.12	0.28	1.21	0.61	0.61	0.72	0.44	0.46	1.04	0.36	0.37
Avail Cap(c_a), veh/h	239	1444	643	181	1447	734	151	421	396	161	431	415
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.13	0.13	0.13	0.42	0.42	0.42	0.71	0.71	0.71	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	27.0	18.3	36.0	4.9	4.9	42.7	36.0	36.1	41.0	28.5	28.6
Incr Delay (d2), s/veh	1.3	54.2	0.0	114.5	0.3	0.6	10.9	2.4	2.8	83.2	2.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	25.4	2.5	9.2	1.6	1.7	2.9	4.5	4.4	7.2	3.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	81.2	18.3	150.5	5.2	5.5	53.6	38.4	38.9	124.2	30.8	31.1
LnGrp LOS	D	F	B	F	A	A	D	D	D	F	C	C
Approach Vol, veh/h		1911			1550			479			475	
Approach Delay, s/veh		72.8			25.8			42.0			63.9	
Approach LOS		E			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	25.0	13.0	40.0	11.5	25.5	11.3	41.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	21.0	9.0	36.0	7.5	21.5	11.9	33.1
Max Q Clear Time (g_c+I1), s	10.0	11.3	11.0	38.0	7.3	8.6	7.7	9.7
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0	0.0	1.4	0.1	10.3

Intersection Summary	
HCM 6th Ctrl Delay	52.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	1974	371	11	1070	164	158	78	15	157	142	121
Future Volume (veh/h)	224	1974	371	11	1070	164	158	78	15	157	142	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	233	2056	386	11	1115	171	165	81	16	164	148	126
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	2180	677	34	1471	225	565	853	164	181	802	542
Arrive On Green	0.15	0.56	0.56	0.02	0.32	0.32	0.16	0.28	0.28	0.03	0.07	0.07
Sat Flow, veh/h	1810	5187	1610	1810	4536	695	3510	3014	578	1810	3610	1610
Grp Volume(v), veh/h	233	2056	386	11	850	436	165	48	49	164	148	126
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1773	1755	1805	1787	1810	1805	1610
Q Serve(g_s), s	10.3	33.3	14.0	0.5	19.8	19.8	3.7	1.7	1.8	8.1	3.5	0.0
Cycle Q Clear(g_c), s	10.3	33.3	14.0	0.5	19.8	19.8	3.7	1.7	1.8	8.1	3.5	0.0
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	208	2180	677	34	1121	575	565	511	506	181	802	542
V/C Ratio(X)	1.12	0.94	0.57	0.33	0.76	0.76	0.29	0.09	0.10	0.91	0.18	0.23
Avail Cap(c_a), veh/h	208	2190	680	151	1372	703	565	511	506	181	802	542
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	38.1	18.8	14.6	43.6	27.2	27.2	33.2	23.7	23.8	43.1	34.0	26.0
Incr Delay (d2), s/veh	86.9	6.3	0.7	5.4	2.0	3.8	0.3	0.4	0.4	35.9	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	11.7	4.3	0.3	8.2	8.7	1.6	0.8	0.8	5.6	1.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.1	25.1	15.3	49.0	29.2	31.1	33.5	24.1	24.2	79.0	34.4	26.8
LnGrp LOS	F	C	B	D	C	C	C	C	C	E	C	C
Approach Vol, veh/h		2675			1297			262			438	
Approach Delay, s/veh		32.4			30.0			30.0			48.9	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	29.5	5.7	41.8	18.5	24.0	14.3	33.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	19.5	7.5	38.0	8.5	20.0	9.8	35.7
Max Q Clear Time (g_c+I1), s	10.1	3.8	2.5	35.3	5.7	5.5	12.3	21.8
Green Ext Time (p_c), s	0.0	0.4	0.0	2.6	0.1	1.1	0.0	7.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1485	158	69	1004	210	192	525	88	275	495	163
Future Volume (veh/h)	188	1485	158	69	1004	210	192	525	88	275	495	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	192	1515	161	70	1024	214	196	536	90	281	505	166
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	1588	756	116	1046	218	305	842	368	395	1023	659
Arrive On Green	0.13	0.31	0.31	0.06	0.24	0.24	0.06	0.08	0.08	0.22	0.28	0.28
Sat Flow, veh/h	1810	5187	1583	1810	4279	893	1810	3610	1578	1810	3610	1610
Grp Volume(v), veh/h	192	1515	161	70	827	411	196	536	90	281	505	166
Grp Sat Flow(s),veh/h/ln	1810	1729	1583	1810	1729	1714	1810	1805	1578	1810	1805	1610
Q Serve(g_s), s	9.3	25.8	1.1	3.4	21.4	21.4	9.5	13.0	3.9	12.9	10.5	0.0
Cycle Q Clear(g_c), s	9.3	25.8	1.1	3.4	21.4	21.4	9.5	13.0	3.9	12.9	10.5	0.0
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	1588	756	116	845	419	305	842	368	395	1023	659
V/C Ratio(X)	0.84	0.95	0.21	0.60	0.98	0.98	0.64	0.64	0.24	0.71	0.49	0.25
Avail Cap(c_a), veh/h	261	1588	756	161	845	419	305	842	368	395	1023	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.70	0.70	0.70	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	30.6	6.0	41.0	33.8	33.8	39.8	37.8	21.8	32.5	26.9	17.5
Incr Delay (d2), s/veh	2.2	1.8	0.0	3.5	20.8	31.8	3.9	3.1	1.3	5.8	1.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	10.6	1.0	1.6	11.1	12.3	4.9	6.6	2.0	6.2	4.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	32.4	6.0	44.5	54.6	65.6	43.7	40.9	23.2	38.4	28.6	18.4
LnGrp LOS	D	C	A	D	D	E	D	D	C	D	C	B
Approach Vol, veh/h		1868			1308			822			952	
Approach Delay, s/veh		31.0			57.5			39.7			29.7	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.7	25.0	9.8	31.5	19.2	29.5	15.3	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	21.0	8.0	27.0	13.5	25.5	13.0	22.0
Max Q Clear Time (g_c+I1), s	11.4	15.0	5.4	27.8	11.5	12.5	11.3	23.4
Green Ext Time (p_c), s	0.3	2.0	0.0	0.0	0.1	3.3	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	1131	830	7	671	76	495	433	27	131	443	81
Future Volume (veh/h)	133	1131	830	7	671	76	495	433	27	131	443	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	1166	856	7	692	78	510	446	28	135	457	84
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	169	1243	824	23	860	97	586	889	56	376	909	166
Arrive On Green	0.09	0.34	0.34	0.01	0.26	0.26	0.17	0.26	0.26	0.21	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	1810	3264	368	3510	3447	216	1810	3048	557
Grp Volume(v), veh/h	137	1166	856	7	382	388	510	233	241	135	269	272
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1826	1755	1805	1858	1810	1805	1800
Q Serve(g_s), s	6.7	28.1	31.0	0.3	17.8	17.9	12.7	9.9	10.0	5.8	11.1	11.2
Cycle Q Clear(g_c), s	6.7	28.1	31.0	0.3	17.8	17.9	12.7	9.9	10.0	5.8	11.1	11.2
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.12	1.00		0.31
Lane Grp Cap(c), veh/h	169	1243	824	23	475	481	586	465	479	376	538	537
V/C Ratio(X)	0.81	0.94	1.04	0.31	0.80	0.81	0.87	0.50	0.50	0.36	0.50	0.51
Avail Cap(c_a), veh/h	189	1243	824	151	584	590	624	465	479	376	538	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	40.0	28.6	11.3	44.1	31.0	31.0	36.5	28.5	28.5	30.5	26.0	26.1
Incr Delay (d2), s/veh	20.7	13.3	42.0	5.8	5.2	5.2	12.1	3.8	3.7	0.5	3.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	13.9	19.2	0.2	8.2	8.3	6.3	4.7	4.8	2.5	5.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	41.9	53.3	49.9	36.2	36.2	48.6	32.3	32.2	31.1	29.1	29.2
LnGrp LOS	E	D	F	D	D	D	D	C	C	C	C	C
Approach Vol, veh/h		2159			777			984			676	
Approach Delay, s/veh		47.6			36.3			40.8			29.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	27.2	5.1	35.0	19.0	30.8	12.4	27.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.3	23.2	7.5	31.0	16.0	19.5	9.4	29.1
Max Q Clear Time (g_c+I1), s	11.8	12.0	2.3	33.0	14.7	13.2	8.7	19.9
Green Ext Time (p_c), s	0.1	2.1	0.0	0.0	0.3	1.7	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	41.6
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	75	213	515	67	350	698
Future Volume (veh/h)	75	213	515	67	350	698
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	245	592	77	402	802
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	617	283	1203	537	1256	2655
Arrive On Green	0.18	0.18	0.33	0.33	0.36	0.74
Sat Flow, veh/h	3510	1610	3705	1610	3510	3705
Grp Volume(v), veh/h	86	245	592	77	402	802
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1610	1755	1805
Q Serve(g_s), s	1.9	13.3	11.8	3.0	7.5	6.8
Cycle Q Clear(g_c), s	1.9	13.3	11.8	3.0	7.5	6.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	617	283	1203	537	1256	2655
V/C Ratio(X)	0.14	0.87	0.49	0.14	0.32	0.30
Avail Cap(c_a), veh/h	780	358	1203	537	1256	2655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	36.1	23.9	21.0	21.0	4.0
Incr Delay (d2), s/veh	0.1	12.9	1.4	0.6	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.1	5.1	1.2	3.0	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.4	48.9	25.4	21.6	21.1	4.3
LnGrp LOS	C	D	C	C	C	A
Approach Vol, veh/h	331		669			1204
Approach Delay, s/veh	44.4		24.9			9.9
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.2	34.0				70.2	19.8
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	28.0	30.0				62.0	20.0
Max Q Clear Time (g_c+I1), s	13.8	15.3				8.8	15.3
Green Ext Time (p_c), s	1.4	3.9				6.9	0.5

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	1323	141	127	914	93	141	317	101	193	340	72
Future Volume (veh/h)	199	1323	141	127	914	93	141	317	101	193	340	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	207	1378	147	132	952	97	147	330	105	201	354	75
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	1732	185	162	1499	152	177	598	187	264	799	167
Arrive On Green	0.05	0.12	0.12	0.18	0.63	0.63	0.20	0.44	0.44	0.15	0.27	0.27
Sat Flow, veh/h	1810	4750	507	1810	4774	485	1810	2692	841	1810	2956	618
Grp Volume(v), veh/h	207	1003	522	132	689	360	147	219	216	201	214	215
Grp Sat Flow(s),veh/h/ln	1810	1729	1799	1810	1729	1801	1810	1805	1728	1810	1805	1769
Q Serve(g_s), s	10.2	25.4	25.4	6.3	11.1	11.2	7.0	8.0	8.3	9.6	8.8	9.1
Cycle Q Clear(g_c), s	10.2	25.4	25.4	6.3	11.1	11.2	7.0	8.0	8.3	9.6	8.8	9.1
Prop In Lane	1.00		0.28	1.00		0.27	1.00		0.49	1.00		0.35
Lane Grp Cap(c), veh/h	253	1261	656	162	1086	566	177	401	384	264	488	478
V/C Ratio(X)	0.82	0.80	0.80	0.82	0.63	0.64	0.83	0.55	0.56	0.76	0.44	0.45
Avail Cap(c_a), veh/h	523	1345	700	201	1086	566	201	401	384	264	488	478
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.50	0.50	0.50	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	36.3	36.3	36.2	13.5	13.6	35.5	21.7	21.8	36.9	27.2	27.3
Incr Delay (d2), s/veh	2.8	1.4	2.7	10.1	0.6	1.2	21.5	5.1	5.7	12.2	2.9	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	11.9	12.6	3.0	3.1	3.3	3.8	3.4	3.4	5.1	4.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.6	37.7	39.0	46.3	14.2	14.8	57.0	26.8	27.4	49.1	30.1	30.3
LnGrp LOS	D	D	D	D	B	B	E	C	C	D	C	C
Approach Vol, veh/h		1732			1181			582			630	
Approach Delay, s/veh		39.0			17.9			34.6			36.2	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	24.0	12.1	36.8	12.8	28.3	16.6	32.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	20.0	10.0	35.0	10.0	19.0	26.0	19.0
Max Q Clear Time (g_c+I1), s	11.1	10.3	8.3	27.4	9.0	11.1	12.2	13.2
Green Ext Time (p_c), s	0.0	1.8	0.0	5.4	0.0	1.6	0.5	3.3

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1010	199	42	540	59	86	305	40	69	425	36
Future Volume (veh/h)	61	1010	199	42	540	59	86	305	40	69	425	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	1031	203	43	551	60	88	311	41	70	434	37
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	399	1176	231	93	728	79	125	1013	132	116	1046	89
Arrive On Green	0.22	0.39	0.39	0.05	0.22	0.22	0.07	0.32	0.32	0.02	0.10	0.10
Sat Flow, veh/h	1810	3007	591	1810	3284	357	1810	3209	419	1810	3366	286
Grp Volume(v), veh/h	62	618	616	43	302	309	88	174	178	70	232	239
Grp Sat Flow(s),veh/h/ln	1810	1805	1793	1810	1805	1835	1810	1805	1823	1810	1805	1847
Q Serve(g_s), s	2.5	28.5	28.7	2.1	14.1	14.2	4.3	6.6	6.7	3.5	10.8	10.9
Cycle Q Clear(g_c), s	2.5	28.5	28.7	2.1	14.1	14.2	4.3	6.6	6.7	3.5	10.8	10.9
Prop In Lane	1.00		0.33	1.00		0.19	1.00		0.23	1.00		0.15
Lane Grp Cap(c), veh/h	399	706	701	93	400	407	125	570	575	116	561	574
V/C Ratio(X)	0.16	0.88	0.88	0.46	0.75	0.76	0.70	0.30	0.31	0.60	0.41	0.42
Avail Cap(c_a), veh/h	399	762	757	153	762	775	161	570	575	161	561	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.54	0.54	0.54	0.68	0.68	0.68	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	28.3	25.4	25.4	41.5	32.7	32.8	41.0	23.3	23.4	42.9	32.7	32.7
Incr Delay (d2), s/veh	0.1	6.1	6.4	2.4	2.0	2.0	9.2	1.4	1.4	4.0	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	12.8	12.8	1.0	6.2	6.4	2.2	2.9	3.0	1.7	5.5	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	31.5	31.8	43.9	34.7	34.8	50.2	24.7	24.8	46.9	34.5	34.5
LnGrp LOS	C	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1296			654			440			541	
Approach Delay, s/veh		31.5			35.4			29.8			36.1	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	32.4	8.6	39.2	10.2	32.0	23.8	24.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	20.4	7.6	38.0	8.0	20.4	7.6	38.0
Max Q Clear Time (g_c+I1), s	5.5	8.7	4.1	30.7	6.3	12.9	4.5	16.2
Green Ext Time (p_c), s	0.0	1.5	0.0	4.5	0.0	1.7	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	315	80	11	221	184	33	130	19	280	194	23
Future Volume (veh/h)	26	315	80	11	221	184	33	130	19	280	194	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	354	90	12	248	207	37	146	21	315	218	26
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	491	219	260	322	257	85	706	100	706	1838	217
Arrive On Green	0.04	0.14	0.14	0.07	0.17	0.17	0.05	0.22	0.22	0.39	0.57	0.57
Sat Flow, veh/h	3510	3610	1610	3510	1892	1512	1810	3175	449	1810	3252	383
Grp Volume(v), veh/h	29	354	90	12	236	219	37	82	85	315	120	124
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1599	1810	1805	1819	1810	1805	1830
Q Serve(g_s), s	0.7	8.5	3.9	0.3	11.2	11.9	1.8	3.3	3.4	11.6	2.8	2.8
Cycle Q Clear(g_c), s	0.7	8.5	3.9	0.3	11.2	11.9	1.8	3.3	3.4	11.6	2.8	2.8
Prop In Lane	1.00		1.00	1.00		0.95	1.00		0.25	1.00		0.21
Lane Grp Cap(c), veh/h	141	491	219	260	307	272	85	401	404	706	1020	1035
V/C Ratio(X)	0.21	0.72	0.41	0.05	0.77	0.81	0.44	0.20	0.21	0.45	0.12	0.12
Avail Cap(c_a), veh/h	312	802	358	312	401	355	161	401	404	706	1020	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	37.2	25.3	38.7	35.7	35.9	41.7	28.5	28.6	20.3	9.1	9.1
Incr Delay (d2), s/veh	0.7	1.9	1.2	0.1	5.6	8.5	3.5	1.1	1.2	0.4	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.8	1.8	0.1	5.3	5.2	0.9	1.5	1.6	4.8	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	39.2	26.5	38.8	41.3	44.4	45.2	29.7	29.7	20.7	9.3	9.4
LnGrp LOS	D	D	C	D	D	D	D	C	C	C	A	A
Approach Vol, veh/h		473			467			204			559	
Approach Delay, s/veh		37.0			42.7			32.5			15.8	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	39.1	24.0	10.7	16.2	8.2	54.9	7.6	19.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	20.0	8.0	20.0	8.0	38.0	8.0	20.0
Max Q Clear Time (g_c+I1), s	13.6	5.4	2.3	10.5	3.8	4.8	2.7	13.9
Green Ext Time (p_c), s	0.8	0.7	0.0	1.8	0.0	1.5	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	422	952	301	265	756	129	301	710	167	173	879	195
Future Volume (veh/h)	422	952	301	265	756	129	301	710	167	173	879	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	440	992	314	276	788	134	314	740	174	180	916	203
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	515	1003	439	293	954	161	342	1071	463	298	983	433
Arrive On Green	0.15	0.28	0.28	0.08	0.21	0.21	0.06	0.10	0.10	0.16	0.27	0.27
Sat Flow, veh/h	3510	3610	1581	3510	4449	750	1810	3610	1559	1810	3610	1589
Grp Volume(v), veh/h	440	992	314	276	611	311	314	740	174	180	916	203
Grp Sat Flow(s),veh/h/ln	1755	1805	1581	1755	1729	1741	1810	1805	1559	1810	1805	1589
Q Serve(g_s), s	11.0	24.6	9.9	7.0	15.2	15.4	15.5	17.9	9.4	8.3	22.3	9.6
Cycle Q Clear(g_c), s	11.0	24.6	9.9	7.0	15.2	15.4	15.5	17.9	9.4	8.3	22.3	9.6
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	515	1003	439	293	742	373	342	1071	463	298	983	433
V/C Ratio(X)	0.85	0.99	0.72	0.94	0.82	0.83	0.92	0.69	0.38	0.60	0.93	0.47
Avail Cap(c_a), veh/h	546	1003	439	293	742	373	342	1071	463	298	983	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.57	0.57	0.57	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	32.4	11.1	41.0	33.7	33.8	41.5	36.6	32.8	34.9	31.9	27.3
Incr Delay (d2), s/veh	6.1	16.9	2.6	26.3	4.4	9.0	24.1	2.8	1.8	3.5	16.4	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	12.7	3.5	4.1	6.7	7.3	9.8	9.0	4.1	3.9	11.6	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	49.3	13.7	67.3	38.2	42.9	65.6	39.4	34.6	38.3	48.3	31.0
LnGrp LOS	D	D	B	E	D	D	E	D	C	D	D	C
Approach Vol, veh/h		1746			1198			1228			1299	
Approach Delay, s/veh		41.5			46.1			45.4			44.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	30.7	11.5	29.0	21.0	28.5	17.2	23.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.8	26.7	7.5	25.0	17.0	24.5	14.0	18.5
Max Q Clear Time (g_c+I1), s	10.3	19.9	9.0	26.6	17.5	24.3	13.0	17.4
Green Ext Time (p_c), s	0.2	3.1	0.0	0.0	0.0	0.2	0.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	765	219	78	521	62	181	911	83	137	1131	62
Future Volume (veh/h)	98	765	219	78	521	62	181	911	83	137	1131	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	789	226	80	537	64	187	939	86	141	1166	64
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	310	876	251	122	695	83	308	1638	150	176	1340	74
Arrive On Green	0.17	0.32	0.32	0.02	0.07	0.07	0.17	0.34	0.34	0.03	0.09	0.09
Sat Flow, veh/h	1810	2755	789	1810	3249	386	1810	4825	441	1810	5026	276
Grp Volume(v), veh/h	101	517	498	80	298	303	187	672	353	141	802	428
Grp Sat Flow(s),veh/h/ln	1810	1805	1739	1810	1805	1830	1810	1729	1808	1810	1729	1844
Q Serve(g_s), s	4.4	24.6	24.6	3.9	14.6	14.7	8.6	14.3	14.4	7.0	20.6	20.6
Cycle Q Clear(g_c), s	4.4	24.6	24.6	3.9	14.6	14.7	8.6	14.3	14.4	7.0	20.6	20.6
Prop In Lane	1.00		0.45	1.00		0.21	1.00		0.24	1.00		0.15
Lane Grp Cap(c), veh/h	310	574	553	122	386	391	308	1174	614	176	922	492
V/C Ratio(X)	0.33	0.90	0.90	0.66	0.77	0.78	0.61	0.57	0.57	0.80	0.87	0.87
Avail Cap(c_a), veh/h	310	602	580	157	527	535	308	1174	614	221	922	492
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.45	0.45	0.45	0.89	0.89	0.89	1.00	1.00	1.00	0.43	0.43	0.43
Uniform Delay (d), s/veh	32.7	29.3	29.3	43.0	39.7	39.7	34.6	24.4	24.4	42.7	39.5	39.5
Incr Delay (d2), s/veh	0.3	8.4	8.7	5.7	4.3	4.4	3.4	2.0	3.9	7.0	5.2	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	11.6	11.2	2.0	7.5	7.6	4.0	6.0	6.6	3.6	10.1	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	37.7	38.0	48.6	43.9	44.1	38.0	26.4	28.3	49.7	44.6	48.6
LnGrp LOS	C	D	D	D	D	D	D	C	C	D	D	D
Approach Vol, veh/h		1116			681			1212			1371	
Approach Delay, s/veh		37.4			44.5			28.7			46.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	34.6	10.1	32.6	19.3	28.0	19.4	23.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	25.2	7.8	30.0	12.2	24.0	11.5	26.3
Max Q Clear Time (g_c+I1), s	9.0	16.4	5.9	26.6	10.6	22.6	6.4	16.7
Green Ext Time (p_c), s	0.1	4.3	0.0	2.0	0.1	1.0	0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	323	142	293	274	129	199	896	327	230	929	35
Future Volume (veh/h)	50	323	142	293	274	129	199	896	327	230	929	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	355	156	322	301	142	219	985	359	253	1021	38
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	421	182	359	756	348	405	1167	355	441	1256	47
Arrive On Green	0.05	0.17	0.17	0.20	0.32	0.32	0.45	0.45	0.45	0.24	0.25	0.25
Sat Flow, veh/h	1810	2438	1051	1810	2391	1099	1810	5187	1579	1810	5127	191
Grp Volume(v), veh/h	55	261	250	322	225	218	219	985	359	253	688	371
Grp Sat Flow(s),veh/h/ln	1810	1805	1684	1810	1805	1685	1810	1729	1579	1810	1729	1860
Q Serve(g_s), s	3.0	14.0	14.4	17.4	9.8	10.1	8.8	16.8	22.5	12.3	18.8	18.8
Cycle Q Clear(g_c), s	3.0	14.0	14.4	17.4	9.8	10.1	8.8	16.8	22.5	12.3	18.8	18.8
Prop In Lane	1.00		0.62	1.00		0.65	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	99	312	291	359	571	533	405	1167	355	441	847	456
V/C Ratio(X)	0.55	0.84	0.86	0.90	0.39	0.41	0.54	0.84	1.01	0.57	0.81	0.81
Avail Cap(c_a), veh/h	136	334	312	452	650	606	405	1167	355	441	847	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.73	0.73	0.73	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	40.0	40.2	39.1	26.7	26.8	23.9	25.9	27.5	33.2	35.6	35.6
Incr Delay (d2), s/veh	3.8	13.2	16.5	13.5	0.3	0.4	0.8	4.4	38.4	1.8	8.4	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.3	7.2	8.9	4.2	4.1	3.3	5.5	9.9	5.6	8.7	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	53.2	56.7	52.5	27.0	27.2	24.7	30.3	65.9	35.0	44.0	50.3
LnGrp LOS	D	D	E	D	C	C	C	C	F	D	D	D
Approach Vol, veh/h		566			765			1563			1312	
Approach Delay, s/veh		54.4			37.8			37.7			44.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	26.5	23.8	21.3	26.4	28.5	9.5	35.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	22.5	25.0	18.5	16.0	24.5	7.5	36.0
Max Q Clear Time (g_c+I1), s	4.4	24.5	19.4	16.4	10.8	20.8	5.0	12.1
Green Ext Time (p_c), s	0.3	0.0	0.5	0.7	0.3	2.2	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	138	99	222	74	108	70	1262	233	112	1264	44
Future Volume (veh/h)	26	138	99	222	74	108	70	1262	233	112	1264	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	145	104	234	78	114	74	1328	245	118	1331	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	35	187	186	267	89	311	110	1957	361	146	2399	83
Arrive On Green	0.12	0.12	0.12	0.19	0.19	0.19	0.06	0.45	0.45	0.16	0.93	0.93
Sat Flow, veh/h	296	1589	1580	1373	458	1598	1810	4378	807	1810	5143	178
Grp Volume(v), veh/h	172	0	104	312	0	114	74	1049	524	118	895	482
Grp Sat Flow(s),veh/h/ln	1885	0	1580	1831	0	1598	1810	1729	1727	1810	1729	1863
Q Serve(g_s), s	8.9	0.0	6.2	16.5	0.0	6.2	4.0	24.1	24.1	6.3	3.6	3.6
Cycle Q Clear(g_c), s	8.9	0.0	6.2	16.5	0.0	6.2	4.0	24.1	24.1	6.3	3.6	3.6
Prop In Lane	0.16		1.00	0.75		1.00	1.00		0.47	1.00		0.10
Lane Grp Cap(c), veh/h	222	0	186	357	0	311	110	1546	772	146	1613	869
V/C Ratio(X)	0.77	0.00	0.56	0.88	0.00	0.37	0.67	0.68	0.68	0.81	0.55	0.55
Avail Cap(c_a), veh/h	351	0	294	421	0	367	163	1546	772	199	1613	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.63	0.63	0.63
Uniform Delay (d), s/veh	42.8	0.0	41.6	39.1	0.0	34.9	46.0	21.9	22.0	41.2	1.9	1.9
Incr Delay (d2), s/veh	5.7	0.0	2.6	16.3	0.0	0.7	6.1	2.2	4.3	10.7	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	2.5	8.9	0.0	2.5	2.0	9.8	10.3	3.0	0.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	0.0	44.3	55.4	0.0	35.6	52.1	24.1	26.2	52.0	2.8	3.5
LnGrp LOS	D	A	D	E	A	D	D	C	C	D	A	A
Approach Vol, veh/h		276			426			1647			1495	
Approach Delay, s/veh		46.9			50.1			26.0			6.9	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	48.7		15.8	10.1	50.6		23.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	11.0	31.4		18.6	9.0	33.4		23.0
Max Q Clear Time (g_c+I1), s	8.3	26.1		10.9	6.0	5.6		18.5
Green Ext Time (p_c), s	0.1	4.1		0.8	0.0	11.4		0.9

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	0	158	0	0	0	153	1303	0	0	1489	135
Future Volume (veh/h)	200	0	158	0	0	0	153	1303	0	0	1489	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	0	190	0	0	0	184	1570	0	0	1794	163
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	274	288	434	2	2	2	213	3986	0	2	2955	268
Arrive On Green	0.15	0.00	0.15	0.00	0.00	0.00	0.24	1.00	0.00	0.00	0.61	0.61
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4841	438
Grp Volume(v), veh/h	241	0	190	0	0	0	184	1570	0	0	1280	677
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1821
Q Serve(g_s), s	13.0	0.0	9.8	0.0	0.0	0.0	9.8	0.0	0.0	0.0	22.9	23.1
Cycle Q Clear(g_c), s	13.0	0.0	9.8	0.0	0.0	0.0	9.8	0.0	0.0	0.0	22.9	23.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.24
Lane Grp Cap(c), veh/h	274	288	434	2	2	2	213	3986	0	2	2111	1112
V/C Ratio(X)	0.88	0.00	0.44	0.00	0.00	0.00	0.86	0.39	0.00	0.00	0.61	0.61
Avail Cap(c_a), veh/h	308	532	641	136	352	298	253	3986	0	136	2111	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.88	0.88	0.00	0.00	0.76	0.76
Uniform Delay (d), s/veh	41.5	0.0	30.3	0.0	0.0	0.0	37.4	0.0	0.0	0.0	12.0	12.1
Incr Delay (d2), s/veh	22.3	0.0	0.7	0.0	0.0	0.0	20.1	0.3	0.0	0.0	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	3.8	0.0	0.0	0.0	5.0	0.1	0.0	0.0	8.4	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	0.0	30.9	0.0	0.0	0.0	57.5	0.3	0.0	0.0	13.0	14.0
LnGrp LOS	E	A	C	A	A	A	E	A	A	A	B	B
Approach Vol, veh/h		431			0			1754			1957	
Approach Delay, s/veh		49.3			0.0			6.3			13.4	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	80.8	0.0	19.2	15.8	65.1	19.2	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	41.0	7.5	28.0	14.0	34.5	17.0	18.5
Max Q Clear Time (g_c+I1), s	10.0	2.0	0.0	11.8	11.8	25.1	15.0	0.0
Green Ext Time (p_c), s	0.0	16.6	0.0	0.5	0.1	7.7	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	36	136	57	10	42	28	1346	69	47	1557	61
Future Volume (veh/h)	59	36	136	57	10	42	28	1346	69	47	1557	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	40	153	64	11	47	31	1512	78	53	1749	69
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	194	215	192	105	133	113	73	2323	120	367	3228	1175
Arrive On Green	0.11	0.12	0.12	0.06	0.07	0.07	0.04	0.46	0.46	0.41	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5051	261	1810	5187	1610
Grp Volume(v), veh/h	66	40	153	64	11	47	31	1035	555	53	1749	69
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1853	1810	1729	1610
Q Serve(g_s), s	3.4	2.0	9.2	3.5	0.5	2.8	1.7	23.1	23.1	1.8	0.0	0.0
Cycle Q Clear(g_c), s	3.4	2.0	9.2	3.5	0.5	2.8	1.7	23.1	23.1	1.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	194	215	192	105	133	113	73	1591	852	367	3228	1175
V/C Ratio(X)	0.34	0.19	0.80	0.61	0.08	0.42	0.42	0.65	0.65	0.14	0.54	0.06
Avail Cap(c_a), veh/h	194	361	322	163	399	338	163	1591	852	367	3228	1175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71	0.72	0.72	0.72
Uniform Delay (d), s/veh	41.4	39.7	42.9	46.0	43.5	44.5	46.8	20.8	20.8	24.3	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.4	7.4	5.6	0.3	2.4	2.7	1.5	2.7	0.1	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.9	4.0	1.7	0.3	1.2	0.8	9.3	10.2	0.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	40.1	50.3	51.5	43.8	47.0	49.6	22.3	23.6	24.4	0.5	0.1
LnGrp LOS	D	D	D	D	D	D	D	C	C	C	A	A
Approach Vol, veh/h		259			122			1621			1871	
Approach Delay, s/veh		46.7			49.1			23.2			1.1	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.3	50.0	9.8	15.9	8.0	66.2	14.7	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	46.0	9.0	20.0	9.0	46.0	8.0	21.0
Max Q Clear Time (g_c+I1), s	3.8	25.1	5.5	11.2	3.7	2.0	5.4	4.8
Green Ext Time (p_c), s	0.0	11.7	0.0	0.7	0.0	21.1	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	410	313	204	7	192	145	80	867	8	238	1314	385
Future Volume (veh/h)	410	313	204	7	192	145	80	867	8	238	1314	385
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	456	348	227	8	213	156	89	963	9	264	1460	428
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	486	1370	611	49	647	201	514	1880	584	295	1556	483
Arrive On Green	0.27	0.38	0.38	0.01	0.12	0.12	0.15	0.36	0.36	0.08	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	456	348	227	8	213	156	89	963	9	264	1460	428
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	24.6	6.6	6.5	0.2	3.7	9.4	2.2	14.5	0.4	7.4	27.4	12.7
Cycle Q Clear(g_c), s	24.6	6.6	6.5	0.2	3.7	9.4	2.2	14.5	0.4	7.4	27.4	12.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	486	1370	611	49	647	201	514	1880	584	295	1556	483
V/C Ratio(X)	0.94	0.25	0.37	0.16	0.33	0.78	0.17	0.51	0.02	0.90	0.94	0.89
Avail Cap(c_a), veh/h	507	1408	628	263	960	298	514	1880	584	295	1556	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	35.7	21.3	9.0	48.7	39.9	42.4	37.4	25.0	20.4	45.4	34.1	8.4
Incr Delay (d2), s/veh	24.8	0.1	0.4	1.5	0.3	7.4	0.2	1.0	0.0	24.6	10.9	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	2.8	3.6	0.1	1.6	4.1	1.0	6.0	0.1	4.2	12.8	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	21.4	9.4	50.3	40.2	49.8	37.5	26.0	20.5	70.0	45.0	26.7
LnGrp LOS	E	C	A	D	D	D	D	C	C	E	D	C
Approach Vol, veh/h		1031			377			1061			2152	
Approach Delay, s/veh		36.1			44.4			26.9			44.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	40.2	5.4	42.0	18.6	34.0	30.9	16.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.4	29.1	7.5	39.0	7.5	30.0	28.0	18.5
Max Q Clear Time (g_c+I1), s	9.4	16.5	2.2	8.6	4.2	29.4	26.6	11.4
Green Ext Time (p_c), s	0.0	5.4	0.0	3.2	0.1	0.5	0.3	1.1

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	944	206	31	736	112	143	246	27	76	253	114
Future Volume (veh/h)	148	944	206	31	736	112	143	246	27	76	253	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	151	963	210	32	751	114	146	251	28	78	258	116
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	1120	783	78	879	488	633	676	75	121	706	309
Arrive On Green	0.15	0.41	0.41	0.04	0.24	0.24	0.36	0.80	0.80	0.07	0.29	0.29
Sat Flow, veh/h	1810	3610	1588	1810	3610	1561	3510	1679	187	1810	2445	1068
Grp Volume(v), veh/h	151	963	210	32	751	114	146	0	279	78	189	185
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1805	1561	1755	0	1866	1810	1805	1708
Q Serve(g_s), s	7.2	21.9	1.1	1.6	17.9	3.2	2.6	0.0	3.7	3.8	7.5	7.8
Cycle Q Clear(g_c), s	7.2	21.9	1.1	1.6	17.9	3.2	2.6	0.0	3.7	3.8	7.5	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.63
Lane Grp Cap(c), veh/h	198	1120	783	78	879	488	633	0	751	121	521	493
V/C Ratio(X)	0.76	0.86	0.27	0.41	0.85	0.23	0.23	0.00	0.37	0.65	0.36	0.38
Avail Cap(c_a), veh/h	302	1243	837	161	963	524	633	0	751	161	521	493
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	1.00	1.00	1.00	0.99	0.00	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	24.7	5.1	42.0	32.5	10.8	24.4	0.0	5.6	41.0	25.4	25.5
Incr Delay (d2), s/veh	2.5	2.5	0.1	3.5	7.1	0.2	0.2	0.0	1.4	5.7	1.9	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	8.5	1.1	0.8	8.5	1.3	1.1	0.0	1.4	1.9	3.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	27.2	5.2	45.5	39.6	11.1	24.6	0.0	7.0	46.6	27.4	27.7
LnGrp LOS	D	C	A	D	D	B	C	A	A	D	C	C
Approach Vol, veh/h		1324			897			425			452	
Approach Delay, s/veh		25.1			36.2			13.1			30.8	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	40.2	7.9	31.9	20.2	30.0	13.9	25.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	27.0	8.0	31.0	9.0	26.0	15.0	24.0
Max Q Clear Time (g_c+I1), s	5.8	5.7	3.6	23.9	4.6	9.8	9.2	19.9
Green Ext Time (p_c), s	0.0	1.6	0.0	4.1	0.2	2.0	0.2	2.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	707	171	38	511	32	104	256	22	45	328	57
Future Volume (veh/h)	40	707	171	38	511	32	104	256	22	45	328	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	721	174	39	521	33	106	261	22	46	335	58
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	856	207	88	1018	64	136	1025	86	312	763	646
Arrive On Green	0.05	0.30	0.30	0.05	0.30	0.30	0.08	0.30	0.30	0.34	0.80	0.80
Sat Flow, veh/h	1810	2882	695	1810	3444	218	1810	3368	282	1810	1900	1609
Grp Volume(v), veh/h	41	452	443	39	272	282	106	139	144	46	335	58
Grp Sat Flow(s),veh/h/ln	1810	1805	1772	1810	1805	1857	1810	1805	1845	1810	1900	1609
Q Serve(g_s), s	2.0	21.1	21.1	1.9	11.3	11.3	5.2	5.2	5.3	1.6	4.8	0.7
Cycle Q Clear(g_c), s	2.0	21.1	21.1	1.9	11.3	11.3	5.2	5.2	5.3	1.6	4.8	0.7
Prop In Lane	1.00		0.39	1.00		0.12	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	90	536	526	88	534	549	136	550	562	312	763	646
V/C Ratio(X)	0.45	0.84	0.84	0.44	0.51	0.51	0.78	0.25	0.26	0.15	0.44	0.09
Avail Cap(c_a), veh/h	153	630	618	153	630	648	237	550	562	312	763	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	41.6	29.6	29.7	41.6	26.3	26.3	40.9	23.6	23.6	24.9	5.8	5.4
Incr Delay (d2), s/veh	1.4	3.8	3.9	3.5	0.8	0.7	9.3	1.1	1.1	0.2	1.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.4	9.2	0.9	4.8	5.0	2.6	2.3	2.4	0.7	1.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	33.4	33.5	45.2	27.0	27.1	50.2	24.7	24.7	25.1	7.5	5.6
LnGrp LOS	D	C	C	D	C	C	D	C	C	C	A	A
Approach Vol, veh/h		936			593			389			439	
Approach Delay, s/veh		33.9			28.2			31.7			9.1	
Approach LOS		C			C			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	31.4	8.4	30.7	10.8	40.1	8.5	30.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	27.4	7.6	31.4	11.8	23.2	7.6	31.4
Max Q Clear Time (g_c+I1), s	3.6	7.3	3.9	23.1	7.2	6.8	4.0	13.3
Green Ext Time (p_c), s	0.0	1.5	0.0	3.6	0.1	2.0	0.0	3.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	876	115	293	799	130	70	166	283	66	198	93
Future Volume (veh/h)	170	876	115	293	799	130	70	166	283	66	198	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	912	120	305	832	135	73	173	295	69	206	97
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	214	1031	136	281	1297	747	118	431	379	191	672	303
Arrive On Green	0.12	0.32	0.32	0.16	0.36	0.36	0.07	0.24	0.24	0.11	0.28	0.28
Sat Flow, veh/h	1810	3201	421	1810	3610	1606	1810	1805	1585	1810	2403	1086
Grp Volume(v), veh/h	177	514	518	305	832	135	73	173	295	69	153	150
Grp Sat Flow(s),veh/h/ln	1810	1805	1817	1810	1805	1606	1810	1805	1585	1810	1805	1684
Q Serve(g_s), s	8.6	24.3	24.3	14.0	17.3	1.3	3.5	7.3	15.7	3.2	6.0	6.4
Cycle Q Clear(g_c), s	8.6	24.3	24.3	14.0	17.3	1.3	3.5	7.3	15.7	3.2	6.0	6.4
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	214	581	585	281	1297	747	118	431	379	191	504	471
V/C Ratio(X)	0.83	0.88	0.88	1.08	0.64	0.18	0.62	0.40	0.78	0.36	0.30	0.32
Avail Cap(c_a), veh/h	302	622	626	281	1297	747	161	431	379	191	504	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	28.9	28.9	38.0	24.0	5.2	41.0	28.8	32.0	37.4	25.5	25.7
Incr Delay (d2), s/veh	7.8	9.0	9.0	77.7	1.1	0.1	5.2	2.8	14.6	1.1	1.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	11.6	11.7	12.1	7.3	0.6	1.7	3.4	7.4	1.5	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	37.9	37.9	115.7	25.1	5.4	46.2	31.6	46.6	38.5	27.1	27.4
LnGrp LOS	D	D	D	F	C	A	D	C	D	D	C	C
Approach Vol, veh/h		1209			1272			541			372	
Approach Delay, s/veh		39.2			44.7			41.8			29.3	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	25.5	18.0	33.0	9.9	29.1	14.7	36.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	21.5	14.0	31.0	8.0	21.0	15.0	30.0
Max Q Clear Time (g_c+I1), s	5.2	17.7	16.0	26.3	5.5	8.4	10.6	19.3
Green Ext Time (p_c), s	0.0	1.1	0.0	2.7	0.0	1.4	0.2	4.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	712	229	100	491	36	168	443	150	27	411	40
Future Volume (veh/h)	79	712	229	100	491	36	168	443	150	27	411	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	727	234	102	501	37	171	452	153	28	419	41
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	122	612	518	130	620	586	208	739	728	71	533	52
Arrive On Green	0.07	0.32	0.32	0.07	0.33	0.33	0.04	0.13	0.13	0.04	0.31	0.31
Sat Flow, veh/h	1810	1900	1607	1810	1900	1603	1810	1900	1575	1810	1703	167
Grp Volume(v), veh/h	81	727	234	102	501	37	171	452	153	28	0	460
Grp Sat Flow(s),veh/h/ln	1810	1900	1607	1810	1900	1603	1810	1900	1575	1810	0	1870
Q Serve(g_s), s	3.9	29.0	7.3	5.0	21.7	1.3	8.4	20.3	1.1	1.4	0.0	20.2
Cycle Q Clear(g_c), s	3.9	29.0	7.3	5.0	21.7	1.3	8.4	20.3	1.1	1.4	0.0	20.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	122	612	518	130	620	586	208	739	728	71	0	585
V/C Ratio(X)	0.66	1.19	0.45	0.78	0.81	0.06	0.82	0.61	0.21	0.40	0.00	0.79
Avail Cap(c_a), veh/h	151	612	518	161	623	588	241	739	728	151	0	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.0	30.5	11.8	41.1	27.7	18.5	42.4	32.8	10.5	42.2	0.0	28.2
Incr Delay (d2), s/veh	7.6	100.1	0.6	18.2	7.7	0.0	17.0	3.6	0.6	3.5	0.0	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	29.7	2.5	2.9	10.8	0.5	5.0	11.0	1.7	0.7	0.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	130.6	12.4	59.2	35.5	18.6	59.4	36.4	11.1	45.7	0.0	38.4
LnGrp LOS	D	F	B	E	D	B	E	D	B	D	A	D
Approach Vol, veh/h		1042			640			776			488	
Approach Delay, s/veh		97.7			38.3			36.5			38.8	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	39.0	10.5	33.0	14.4	32.2	10.1	33.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	29.5	8.0	29.0	12.0	25.0	7.5	29.5
Max Q Clear Time (g_c+I1), s	3.4	22.3	7.0	31.0	10.4	22.2	5.9	23.7
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.1	0.8	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	58.9
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	414	240	255	394	88	117	502	207	44	631	23
Future Volume (veh/h)	52	414	240	255	394	88	117	502	207	44	631	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	427	247	263	406	91	121	518	0	45	651	24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	525	301	241	1131	504	153	1440		95	1303	48
Arrive On Green	0.06	0.24	0.24	0.13	0.31	0.31	0.08	0.40	0.00	0.02	0.12	0.12
Sat Flow, veh/h	1810	2209	1266	1810	3610	1609	1810	3610	1610	1810	3550	131
Grp Volume(v), veh/h	54	348	326	263	406	91	121	518	0	45	331	344
Grp Sat Flow(s),veh/h/ln	1810	1805	1670	1810	1805	1609	1810	1805	1610	1810	1805	1876
Q Serve(g_s), s	2.6	16.4	16.6	12.0	7.8	3.7	5.9	9.1	0.0	2.2	15.4	15.4
Cycle Q Clear(g_c), s	2.6	16.4	16.6	12.0	7.8	3.7	5.9	9.1	0.0	2.2	15.4	15.4
Prop In Lane	1.00		0.76	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	104	429	397	241	1131	504	153	1440		95	662	689
V/C Ratio(X)	0.52	0.81	0.82	1.09	0.36	0.18	0.79	0.36		0.47	0.50	0.50
Avail Cap(c_a), veh/h	153	542	501	241	1259	561	221	1440		153	662	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.00	0.67	0.67	0.67
Uniform Delay (d), s/veh	41.2	32.4	32.5	39.0	23.9	22.5	40.4	19.0	0.0	43.0	31.8	31.8
Incr Delay (d2), s/veh	3.9	7.3	8.5	84.1	0.2	0.2	11.0	0.7	0.0	2.4	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.9	7.5	10.9	3.3	1.4	3.1	3.8	0.0	1.1	7.7	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	39.8	41.0	123.1	24.1	22.7	51.4	19.6	0.0	45.4	33.6	33.6
LnGrp LOS	D	D	D	F	C	C	D	B		D	C	C
Approach Vol, veh/h		728			760			639	A		720	
Approach Delay, s/veh		40.7			58.2			25.7			34.3	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	39.9	16.0	25.4	11.6	37.0	9.2	32.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	27.4	12.0	27.0	11.0	24.0	7.6	31.4
Max Q Clear Time (g_c+I1), s	4.2	11.1	14.0	18.6	7.9	17.4	4.6	9.8
Green Ext Time (p_c), s	0.0	3.1	0.0	2.7	0.1	2.2	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

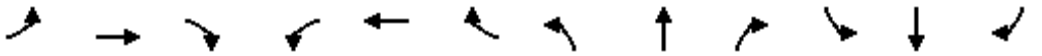
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	84	190	37	104	93	118	732	38	78	895	97
Future Volume (veh/h)	116	84	190	37	104	93	118	732	38	78	895	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	89	202	39	111	99	126	779	40	83	952	103
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	302	374	334	224	392	319	403	2303	118	501	2166	234
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1190	1805	1610	1105	1888	1540	543	3493	179	678	3286	355
Grp Volume(v), veh/h	123	89	202	39	106	104	126	402	417	83	523	532
Grp Sat Flow(s),veh/h/ln	1190	1805	1610	1105	1805	1623	543	1805	1868	678	1805	1836
Q Serve(g_s), s	5.9	2.5	6.8	2.0	3.0	3.3	8.7	5.9	5.9	3.7	8.3	8.3
Cycle Q Clear(g_c), s	9.1	2.5	6.8	8.8	3.0	3.3	17.0	5.9	5.9	9.5	8.3	8.3
Prop In Lane	1.00		1.00	1.00		0.95	1.00		0.10	1.00		0.19
Lane Grp Cap(c), veh/h	302	374	334	224	374	337	403	1190	1231	501	1190	1210
V/C Ratio(X)	0.41	0.24	0.60	0.17	0.28	0.31	0.31	0.34	0.34	0.17	0.44	0.44
Avail Cap(c_a), veh/h	422	557	496	335	557	500	403	1190	1231	501	1190	1210
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.64	0.64	0.64
Uniform Delay (d), s/veh	24.0	19.8	21.5	25.5	20.0	20.1	9.0	4.5	4.5	6.6	4.9	4.9
Incr Delay (d2), s/veh	0.9	0.3	1.8	0.4	0.4	0.5	2.0	0.8	0.7	0.5	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.0	2.5	0.5	1.2	1.2	1.1	1.7	1.7	0.5	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	20.1	23.3	25.9	20.4	20.7	11.0	5.3	5.2	7.0	5.7	5.7
LnGrp LOS	C	C	C	C	C	C	B	A	A	A	A	A
Approach Vol, veh/h		414			249			945			1138	
Approach Delay, s/veh		23.1			21.4			6.0			5.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	43.6	16.4	43.6	16.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	33.5	18.5	33.5	18.5
Max Q Clear Time (g_c+I1), s	19.0	11.1	11.5	10.8
Green Ext Time (p_c), s	5.7	1.3	8.2	0.8

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	653	331	624	831	96	254	615	552	268	722	119
Future Volume (veh/h)	230	653	331	624	831	96	254	615	552	268	722	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	666	338	637	848	98	259	628	563	273	737	121
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	578	690	318	736	1151	132	323	1258	894	341	1094	180
Arrive On Green	0.16	0.20	0.20	0.21	0.24	0.24	0.09	0.35	0.35	0.10	0.35	0.35
Sat Flow, veh/h	3510	3458	1593	3510	4707	541	3510	3610	1596	3510	3094	508
Grp Volume(v), veh/h	235	666	338	637	622	324	259	628	563	273	430	428
Grp Sat Flow(s),veh/h/ln	1755	1729	1593	1755	1729	1790	1755	1805	1596	1755	1805	1797
Q Serve(g_s), s	6.6	21.1	22.0	19.3	18.3	18.4	8.0	15.1	26.5	8.4	22.3	22.3
Cycle Q Clear(g_c), s	6.6	21.1	22.0	19.3	18.3	18.4	8.0	15.1	26.5	8.4	22.3	22.3
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	578	690	318	736	846	438	323	1258	894	341	638	635
V/C Ratio(X)	0.41	0.97	1.06	0.87	0.74	0.74	0.80	0.50	0.63	0.80	0.67	0.67
Avail Cap(c_a), veh/h	578	690	318	987	1304	675	382	1258	894	442	638	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	43.8	44.1	42.1	38.4	38.4	49.1	28.3	16.6	48.7	30.2	30.2
Incr Delay (d2), s/veh	0.5	25.9	68.3	6.3	1.3	2.5	10.0	1.4	3.4	7.8	5.6	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	11.4	14.6	8.9	7.8	8.3	3.9	6.7	10.1	4.0	10.5	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	69.6	112.4	48.4	39.6	40.9	59.1	29.7	20.0	56.5	35.8	35.9
LnGrp LOS	D	E	F	D	D	D	E	C	B	E	D	D
Approach Vol, veh/h		1239			1583			1450			1131	
Approach Delay, s/veh		76.0			43.4			31.2			40.9	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	42.4	27.1	26.0	14.2	43.0	22.2	31.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.9	37.1	31.0	22.0	12.0	39.0	11.4	41.6
Max Q Clear Time (g_c+I1), s	10.4	28.5	21.3	24.0	10.0	24.3	8.6	20.4
Green Ext Time (p_c), s	0.3	4.2	1.8	0.0	0.2	4.9	0.2	6.5

Intersection Summary	
HCM 6th Ctrl Delay	47.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	48	200	58	38	66	96	924	82	107	1231	89
Future Volume (veh/h)	192	48	200	58	38	66	96	924	82	107	1231	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	198	49	206	60	39	68	99	953	85	110	1269	92
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	294	247	109	159	133	129	1444	727	375	1829	132
Arrive On Green	0.13	0.15	0.15	0.06	0.08	0.08	0.07	0.40	0.40	0.21	0.54	0.54
Sat Flow, veh/h	1810	1900	1598	1810	1900	1587	1810	3610	1575	1810	3413	247
Grp Volume(v), veh/h	198	49	206	60	39	68	99	953	85	110	670	691
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1587	1810	1805	1575	1810	1805	1854
Q Serve(g_s), s	9.6	2.0	11.3	2.9	1.7	3.7	4.8	19.4	1.0	4.6	24.6	24.8
Cycle Q Clear(g_c), s	9.6	2.0	11.3	2.9	1.7	3.7	4.8	19.4	1.0	4.6	24.6	24.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	237	294	247	109	159	133	129	1444	727	375	968	994
V/C Ratio(X)	0.83	0.17	0.83	0.55	0.24	0.51	0.77	0.66	0.12	0.29	0.69	0.70
Avail Cap(c_a), veh/h	237	393	330	153	393	328	261	1444	727	375	968	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	0.59	0.59	0.59
Uniform Delay (d), s/veh	38.1	33.0	36.9	41.1	38.6	39.5	41.1	22.0	4.9	30.1	15.4	15.4
Incr Delay (d2), s/veh	21.9	0.3	12.9	4.2	0.8	3.0	8.7	2.2	0.3	0.3	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.9	5.2	1.4	0.8	1.5	2.4	8.3	0.4	2.0	9.9	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	33.3	49.8	45.3	39.4	42.5	49.7	24.3	5.2	30.4	17.8	17.8
LnGrp LOS	E	C	D	D	D	D	D	C	A	C	B	B
Approach Vol, veh/h		453			167			1137			1471	
Approach Delay, s/veh		52.5			42.8			25.0			18.8	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	40.0	9.4	17.9	10.4	52.2	15.8	11.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.8	36.0	7.6	18.6	13.0	34.8	7.6	18.6
Max Q Clear Time (g_c+I1), s	6.6	21.4	4.9	13.3	6.8	26.8	11.6	5.7
Green Ext Time (p_c), s	0.1	6.2	0.0	0.4	0.1	5.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	2	10	0	29	1	980	12	29	1317	21
Future Volume (veh/h)	11	0	2	10	0	29	1	980	12	29	1317	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	0	2	11	0	31	1	1054	13	31	1416	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	0	100	167	0	100	3	2784	34	76	2918	47
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.00	1.00	1.00	0.04	0.80	0.80
Sat Flow, veh/h	1395	0	1604	1431	0	1604	1810	3651	45	1810	3635	59
Grp Volume(v), veh/h	12	0	2	11	0	31	1	521	546	31	703	736
Grp Sat Flow(s),veh/h/ln	1395	0	1604	1431	0	1604	1810	1805	1891	1810	1805	1889
Q Serve(g_s), s	0.7	0.0	0.1	0.7	0.0	1.7	0.0	0.0	0.0	1.5	11.3	11.3
Cycle Q Clear(g_c), s	2.4	0.0	0.1	0.8	0.0	1.7	0.0	0.0	0.0	1.5	11.3	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	141	0	100	167	0	100	3	1376	1442	76	1449	1516
V/C Ratio(X)	0.09	0.00	0.02	0.07	0.00	0.31	0.29	0.38	0.38	0.41	0.49	0.49
Avail Cap(c_a), veh/h	342	0	331	374	0	331	161	1376	1442	161	1449	1516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.94	0.94	0.94	0.56	0.56	0.56
Uniform Delay (d), s/veh	41.5	0.0	39.6	40.0	0.0	40.4	44.8	0.0	0.0	42.0	2.9	2.9
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.2	0.0	1.8	38.0	0.7	0.7	2.0	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.2	0.0	0.7	0.1	0.3	0.3	0.7	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	0.0	39.7	40.1	0.0	42.1	82.8	0.7	0.7	44.0	3.5	3.5
LnGrp LOS	D	A	D	D	A	D	F	A	A	D	A	A
Approach Vol, veh/h		14			42			1068			1470	
Approach Delay, s/veh		41.5			41.6			0.8			4.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	72.6		9.6	4.2	76.2		9.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	51.4		18.6	8.0	51.4		18.6				
Max Q Clear Time (g_c+I1), s	3.5	2.0		4.4	2.0	13.3		3.7				
Green Ext Time (p_c), s	0.0	9.1		0.0	0.0	14.1		0.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1	3	4	2	33	2	978	12	58	1288	7
Future Volume (veh/h)	13	1	3	4	2	33	2	978	12	58	1288	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	1	3	4	2	34	2	1019	12	60	1342	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	25	75	162	5	90	7	1624	19	656	2958	15
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.01	0.89	0.89	0.48	1.00	1.00
Sat Flow, veh/h	1394	419	1256	1435	89	1512	1810	3653	43	1810	3682	19
Grp Volume(v), veh/h	14	0	4	4	0	36	2	504	527	60	658	691
Grp Sat Flow(s),veh/h/ln	1394	0	1674	1435	0	1601	1810	1805	1891	1810	1805	1896
Q Serve(g_s), s	0.9	0.0	0.2	0.2	0.0	1.9	0.1	6.3	6.3	1.6	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.2	0.4	0.0	1.9	0.1	6.3	6.3	1.6	0.0	0.0
Prop In Lane	1.00		0.75	1.00		0.94	1.00		0.02	1.00		0.01
Lane Grp Cap(c), veh/h	133	0	100	162	0	95	7	802	840	656	1450	1524
V/C Ratio(X)	0.11	0.00	0.04	0.02	0.00	0.38	0.29	0.63	0.63	0.09	0.45	0.45
Avail Cap(c_a), veh/h	514	0	558	555	0	534	221	802	840	656	1450	1524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95	0.89	0.89	0.89
Uniform Delay (d), s/veh	42.1	0.0	39.9	40.1	0.0	40.7	44.5	3.1	3.1	15.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.1	0.0	2.5	20.8	3.5	3.4	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.1	0.0	0.8	0.1	2.0	2.0	0.7	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	40.1	40.2	0.0	43.2	65.3	6.6	6.5	15.3	0.9	0.9
LnGrp LOS	D	A	D	D	A	D	E	A	A	B	A	A
Approach Vol, veh/h		18			40			1033			1409	
Approach Delay, s/veh		41.9			42.9			6.7			1.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	86.6	44.0		9.4	4.3	76.3		9.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	82.6	40.0		30.0	11.0	37.0		30.0				
Max Q Clear Time (g_c+I1), s	13.6	8.3		4.8	2.1	2.0		3.9				
Green Ext Time (p_c), s	0.0	8.0		0.0	0.0	12.3		0.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	4	7	26	1	19	9	936	23	32	1247	19
Future Volume (veh/h)	36	4	7	26	1	19	9	936	23	32	1247	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	4	7	27	1	20	9	975	24	33	1299	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	44	77	172	5	110	28	2039	50	415	2839	44
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.03	1.00	1.00	0.46	1.00	1.00
Sat Flow, veh/h	1413	620	1085	1426	77	1545	1810	3598	89	1810	3639	56
Grp Volume(v), veh/h	38	0	11	27	0	21	9	489	510	33	644	675
Grp Sat Flow(s),veh/h/ln	1413	0	1705	1426	0	1622	1810	1805	1882	1810	1805	1890
Q Serve(g_s), s	2.3	0.0	0.5	1.6	0.0	1.1	0.4	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.5	2.2	0.0	1.1	0.4	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.64	1.00		0.95	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	163	0	121	172	0	115	28	1023	1066	415	1408	1474
V/C Ratio(X)	0.23	0.00	0.09	0.16	0.00	0.18	0.32	0.48	0.48	0.08	0.46	0.46
Avail Cap(c_a), veh/h	361	0	360	372	0	342	161	1023	1066	415	1408	1474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	0.91	0.91	0.91
Uniform Delay (d), s/veh	41.0	0.0	39.1	40.1	0.0	39.4	43.1	0.0	0.0	19.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.3	0.4	0.0	0.8	6.0	1.5	1.5	0.1	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.2	0.6	0.0	0.5	0.2	0.4	0.4	0.4	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	39.4	40.5	0.0	40.1	49.1	1.5	1.5	19.1	1.0	0.9
LnGrp LOS	D	A	D	D	A	D	D	A	A	B	A	A
Approach Vol, veh/h		49			48			1008			1352	
Approach Delay, s/veh		41.2			40.3			1.9			1.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	84.6	55.0		10.4	5.4	74.2		10.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	80.6	51.0		19.0	8.0	51.0		19.0
Max Q Clear Time (g_c+I1), s	12.9	2.0		5.4	2.4	2.0		4.2
Green Ext Time (p_c), s	0.0	8.2		0.1	0.0	12.9		0.1

Intersection Summary	
HCM 6th Ctrl Delay	3.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1	6	8	1	4	21	916	8	9	1190	49
Future Volume (veh/h)	51	1	6	8	1	4	21	916	8	9	1190	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1	6	8	1	4	22	954	8	9	1240	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	182	17	105	181	25	99	407	2846	24	28	2002	82
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.22	0.78	0.78	0.02	0.57	0.57
Sat Flow, veh/h	1417	233	1397	1414	329	1316	1810	3669	31	1810	3533	145
Grp Volume(v), veh/h	53	0	7	8	0	5	22	469	493	9	633	658
Grp Sat Flow(s),veh/h/ln	1417	0	1629	1414	0	1645	1810	1805	1894	1810	1805	1874
Q Serve(g_s), s	3.2	0.0	0.4	0.5	0.0	0.3	0.9	7.1	7.1	0.4	21.1	21.1
Cycle Q Clear(g_c), s	3.5	0.0	0.4	0.8	0.0	0.3	0.9	7.1	7.1	0.4	21.1	21.1
Prop In Lane	1.00		0.86	1.00		0.80	1.00		0.02	1.00		0.08
Lane Grp Cap(c), veh/h	182	0	122	181	0	124	407	1400	1470	28	1023	1062
V/C Ratio(X)	0.29	0.00	0.06	0.04	0.00	0.04	0.05	0.34	0.34	0.32	0.62	0.62
Avail Cap(c_a), veh/h	375	0	344	373	0	347	407	1400	1470	161	1023	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.91	0.91	0.91
Uniform Delay (d), s/veh	40.2	0.0	38.7	39.0	0.0	38.6	27.4	3.1	3.1	43.8	13.0	13.0
Incr Delay (d2), s/veh	0.9	0.0	0.2	0.1	0.0	0.1	0.0	0.6	0.5	5.7	2.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.1	0.2	0.0	0.1	0.4	1.9	2.0	0.2	8.5	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.0	38.8	39.1	0.0	38.7	27.4	3.6	3.6	49.5	15.6	15.5
LnGrp LOS	D	A	D	D	A	D	C	A	A	D	B	B
Approach Vol, veh/h		60			13			984			1300	
Approach Delay, s/veh		40.8			39.0			4.1			15.8	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.4	73.8		10.8	24.2	55.0		10.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	51.0		19.0	8.0	51.0		19.0
Max Q Clear Time (g_c+I1), s	2.4	9.1		5.5	2.9	23.1		2.8
Green Ext Time (p_c), s	0.0	7.6		0.1	0.0	10.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	5	19	69	4	110	62	826	77	144	1146	9
Future Volume (veh/h)	9	5	19	69	4	110	62	826	77	144	1146	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	5	20	72	4	115	65	860	80	150	1194	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	131	34	137	140	6	164	572	1809	168	181	1196	9
Arrive On Green	0.07	0.10	0.10	0.08	0.11	0.11	0.32	0.54	0.54	0.20	0.65	0.65
Sat Flow, veh/h	1810	332	1329	1810	53	1514	1810	3338	311	1810	3672	28
Grp Volume(v), veh/h	9	0	25	72	0	119	65	465	475	150	587	616
Grp Sat Flow(s),veh/h/ln	1810	0	1661	1810	0	1566	1810	1805	1844	1810	1805	1895
Q Serve(g_s), s	0.4	0.0	1.2	3.4	0.0	6.6	2.3	14.3	14.3	7.2	29.2	29.2
Cycle Q Clear(g_c), s	0.4	0.0	1.2	3.4	0.0	6.6	2.3	14.3	14.3	7.2	29.2	29.2
Prop In Lane	1.00		0.80	1.00		0.97	1.00		0.17	1.00		0.01
Lane Grp Cap(c), veh/h	131	0	171	140	0	169	572	978	999	181	588	617
V/C Ratio(X)	0.07	0.00	0.15	0.52	0.00	0.70	0.11	0.48	0.48	0.83	1.00	1.00
Avail Cap(c_a), veh/h	372	0	341	374	0	324	572	978	999	221	588	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	38.9	0.0	36.7	39.9	0.0	38.7	21.8	12.7	12.7	35.3	15.7	15.7
Incr Delay (d2), s/veh	0.2	0.0	0.4	2.9	0.0	5.2	0.1	1.7	1.6	17.5	34.9	34.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.5	1.6	0.0	2.7	1.0	5.8	5.9	3.7	10.8	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	0.0	37.1	42.8	0.0	44.0	21.9	14.4	14.3	52.7	50.6	49.8
LnGrp LOS	D	A	D	D	A	D	C	B	B	D	D	D
Approach Vol, veh/h		34			191			1005			1353	
Approach Delay, s/veh		37.7			43.5			14.9			50.4	
Approach LOS		D			D			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	52.8	11.0	13.3	32.5	33.3	10.5	13.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	25.9	18.6	18.5	7.6	29.3	18.5	18.6
Max Q Clear Time (g_c+I1), s	9.2	16.3	5.4	3.2	4.3	31.2	2.4	8.6
Green Ext Time (p_c), s	0.1	4.2	0.1	0.1	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	35.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	1320	400	40	783	311	238	479	27	376	653	361
Future Volume (veh/h)	370	1320	400	40	783	311	238	479	27	376	653	361
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	1404	0	43	833	331	253	510	29	400	695	384
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	491	1809		99	951	424	342	901	51	455	1053	470
Arrive On Green	0.14	0.35	0.00	0.05	0.26	0.26	0.10	0.26	0.26	0.13	0.29	0.29
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3472	197	3510	3610	1610
Grp Volume(v), veh/h	394	1404	0	43	833	331	253	265	274	400	695	384
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1865	1755	1805	1610
Q Serve(g_s), s	8.4	18.6	0.0	1.8	17.0	10.0	5.4	9.8	9.9	8.6	13.0	11.2
Cycle Q Clear(g_c), s	8.4	18.6	0.0	1.8	17.0	10.0	5.4	9.8	9.9	8.6	13.0	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	491	1809		99	951	424	342	468	484	455	1053	470
V/C Ratio(X)	0.80	0.78		0.43	0.88	0.78	0.74	0.57	0.57	0.88	0.66	0.82
Avail Cap(c_a), veh/h	592	1809		176	983	439	410	468	484	455	1053	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	22.4	0.0	35.3	27.2	12.3	33.8	24.8	24.8	33.0	24.0	10.9
Incr Delay (d2), s/veh	6.6	2.2	0.0	3.0	8.8	8.5	5.7	4.9	4.8	17.5	3.3	14.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	7.5	0.0	0.8	8.1	4.3	2.5	4.7	4.8	4.7	5.8	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	24.6	0.0	38.3	36.0	20.8	39.5	29.6	29.6	50.5	27.2	25.5
LnGrp LOS	D	C		D	D	C	D	C	C	D	C	C
Approach Vol, veh/h		1798	A		1207			792			1479	
Approach Delay, s/veh		27.7			31.9			32.8			33.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	24.0	8.2	30.9	11.5	26.5	14.8	24.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	20.0	7.5	26.5	9.0	21.0	13.0	21.0
Max Q Clear Time (g_c+I1), s	10.6	11.9	3.8	20.6	7.4	15.0	10.4	19.0
Green Ext Time (p_c), s	0.0	2.0	0.0	4.2	0.1	3.1	0.4	1.3

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	1276	2	6	1327	105	2	0	2	113	1	120
Future Volume (veh/h)	195	1276	2	6	1327	105	2	0	2	113	1	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	1302	2	6	1354	107	2	0	2	115	1	122
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	241	2672	4	20	1846	146	300	19	260	594	682	577
Arrive On Green	0.13	0.50	0.50	0.01	0.38	0.38	0.36	0.00	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1810	5348	8	1810	4897	387	671	53	724	1435	1900	1607
Grp Volume(v), veh/h	199	842	462	6	956	505	4	0	0	115	1	122
Grp Sat Flow(s),veh/h/ln	1810	1729	1898	1810	1729	1826	1448	0	0	1435	1900	1607
Q Serve(g_s), s	9.8	14.8	14.8	0.3	21.9	21.9	0.0	0.0	0.0	5.0	0.0	4.8
Cycle Q Clear(g_c), s	9.8	14.8	14.8	0.3	21.9	21.9	0.1	0.0	0.0	5.1	0.0	4.8
Prop In Lane	1.00		0.00	1.00		0.21	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	241	1728	948	20	1304	688	579	0	0	594	682	577
V/C Ratio(X)	0.82	0.49	0.49	0.31	0.73	0.73	0.01	0.00	0.00	0.19	0.00	0.21
Avail Cap(c_a), veh/h	591	2107	1157	374	1693	894	579	0	0	594	682	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	15.2	15.2	45.1	24.7	24.7	18.9	0.0	0.0	20.5	18.9	20.4
Incr Delay (d2), s/veh	6.9	0.2	0.4	8.5	1.2	2.2	0.0	0.0	0.0	0.7	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	5.5	6.1	0.2	8.8	9.5	0.1	0.0	0.0	1.8	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	15.4	15.6	53.7	25.9	26.9	18.9	0.0	0.0	21.2	18.9	21.3
LnGrp LOS	D	B	B	D	C	C	B	A	A	C	B	C
Approach Vol, veh/h		1503			1467			4			238	
Approach Delay, s/veh		19.5			26.3			18.9			21.2	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	37.0	5.0	49.9	37.0	16.3	38.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	33.0	19.0	56.0	33.0	30.0	45.0
Max Q Clear Time (g_c+I1), s	2.1	2.3	16.8	7.1	11.8	23.9
Green Ext Time (p_c), s	0.0	0.0	11.8	0.7	0.5	10.8

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1270	94	12	1304	33	79	0	25	48	0	53
Future Volume (veh/h)	67	1270	94	12	1304	33	79	0	25	48	0	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	1337	99	13	1373	35	83	0	26	51	0	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	129	2294	170	40	2172	55	465	11	123	304	24	284
Arrive On Green	0.07	0.47	0.47	0.02	0.42	0.42	0.35	0.00	0.35	0.35	0.00	0.35
Sat Flow, veh/h	1810	4914	364	1810	5201	133	1079	32	348	663	67	802
Grp Volume(v), veh/h	71	941	495	13	913	495	109	0	0	107	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1820	1810	1729	1876	1459	0	0	1532	0	0
Q Serve(g_s), s	2.9	15.2	15.2	0.5	15.9	15.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	15.2	15.2	0.5	15.9	15.9	3.1	0.0	0.0	3.2	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.07	0.76		0.24	0.48		0.52
Lane Grp Cap(c), veh/h	129	1614	849	40	1444	783	600	0	0	612	0	0
V/C Ratio(X)	0.55	0.58	0.58	0.33	0.63	0.63	0.18	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	379	3218	1693	237	2946	1598	600	0	0	612	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.2	14.9	14.9	36.7	17.6	17.6	16.9	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	3.6	0.3	0.6	4.6	0.5	0.8	0.7	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.5	5.9	0.3	6.0	6.6	1.4	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	15.2	15.5	41.4	18.0	18.4	17.6	0.0	0.0	17.6	0.0	0.0
LnGrp LOS	D	B	B	D	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1507			1421			109			107	
Approach Delay, s/veh		16.4			18.4			17.6			17.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	31.0	5.7	39.6	31.0	9.4	35.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	27.0	10.0	71.0	27.0	16.0	65.0
Max Q Clear Time (g_c+I1), s	5.1	2.5	17.2	5.2	4.9	17.9
Green Ext Time (p_c), s	0.5	0.0	14.9	0.5	0.1	13.9

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1186	61	26	1383	55	24
Future Volume (veh/h)	1186	61	26	1383	55	24
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.96	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1223	63	27	1426	57	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1571	81	63	1969	1002	892
Arrive On Green	0.31	0.31	0.07	0.76	0.55	0.55
Sat Flow, veh/h	5211	260	1810	5358	1810	1610
Grp Volume(v), veh/h	839	447	27	1426	57	25
Grp Sat Flow(s),veh/h/ln	1729	1842	1810	1729	1810	1610
Q Serve(g_s), s	26.5	26.5	1.7	17.7	1.7	0.8
Cycle Q Clear(g_c), s	26.5	26.5	1.7	17.7	1.7	0.8
Prop In Lane		0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1078	574	63	1969	1002	892
V/C Ratio(X)	0.78	0.78	0.43	0.72	0.06	0.03
Avail Cap(c_a), veh/h	1383	737	181	2766	1002	892
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.67	0.67	1.00	1.00
Uniform Delay (d), s/veh	37.5	37.5	54.7	11.1	12.3	12.1
Incr Delay (d2), s/veh	2.2	4.1	3.1	0.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	12.5	0.8	3.7	0.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.7	41.6	57.8	11.5	12.4	12.2
LnGrp LOS	D	D	E	B	B	B
Approach Vol, veh/h	1286			1453	82	
Approach Delay, s/veh	40.4			12.3	12.4	
Approach LOS	D			B	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	70.5	8.2	41.4		49.5
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	48.0	12.0	48.0		64.0
Max Q Clear Time (g_c+I1), s	3.7	3.7	28.5		19.7
Green Ext Time (p_c), s	0.2	0.0	8.9		15.0

Intersection Summary	
HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	26	146	181	28	29	176	355	655	26	233	11
Future Volume (veh/h)	9	26	146	181	28	29	176	355	655	26	233	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	29	164	203	31	33	198	399	736	29	262	12
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	21	202	372	234	426	402	226	2032	1115	46	1630	74
Arrive On Green	0.01	0.11	0.11	0.13	0.22	0.22	0.21	0.94	0.94	0.03	0.46	0.46
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3516	160
Grp Volume(v), veh/h	10	29	164	203	31	33	198	399	736	29	134	140
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1871
Q Serve(g_s), s	0.7	1.7	10.9	13.7	1.6	2.0	13.3	1.0	10.2	2.0	5.4	5.4
Cycle Q Clear(g_c), s	0.7	1.7	10.9	13.7	1.6	2.0	13.3	1.0	10.2	2.0	5.4	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	21	202	372	234	426	402	226	2032	1115	46	837	867
V/C Ratio(X)	0.47	0.14	0.44	0.87	0.07	0.08	0.88	0.20	0.66	0.63	0.16	0.16
Avail Cap(c_a), veh/h	376	319	471	420	426	402	347	2032	1115	217	837	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.4	50.7	41.2	53.3	38.3	35.9	48.6	1.7	1.0	60.3	19.4	19.4
Incr Delay (d2), s/veh	15.3	0.3	0.8	9.3	0.1	0.1	12.9	0.2	2.6	13.4	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.8	4.4	6.9	0.8	0.8	6.3	0.4	1.7	1.1	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.7	51.0	42.0	62.7	38.3	36.0	61.4	1.9	3.7	73.7	19.8	19.8
LnGrp LOS	E	D	D	E	D	D	E	A	A	E	B	B
Approach Vol, veh/h		203			267			1333			303	
Approach Delay, s/veh		45.0			56.5			11.7			25.0	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	76.4	21.2	19.3	20.6	63.9	6.5	34.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.0	38.0	29.0	21.0	24.0	29.0	26.0	24.0
Max Q Clear Time (g_c+I1), s	4.0	12.2	15.7	12.9	15.3	7.4	2.7	4.0
Green Ext Time (p_c), s	0.0	6.4	0.4	0.4	0.3	1.5	0.0	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	8	598	0	0	0	0	1100	137	37	515	0
Future Volume (veh/h)	100	8	598	0	0	0	0	1100	137	37	515	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	102	0	615				0	1122	140	38	526	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	399	0	710				0	1984	247	53	2467	0
Arrive On Green	0.22	0.00	0.22				0.00	0.61	0.61	0.06	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3325	402	1810	3705	0
Grp Volume(v), veh/h	102	0	615				0	626	636	38	526	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1828	1810	1805	0
Q Serve(g_s), s	5.8	0.0	23.0				0.0	25.6	25.7	2.6	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	23.0				0.0	25.6	25.7	2.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.22	1.00		0.00
Lane Grp Cap(c), veh/h	399	0	710				0	1109	1122	53	2467	0
V/C Ratio(X)	0.26	0.00	0.87				0.00	0.56	0.57	0.72	0.21	0.00
Avail Cap(c_a), veh/h	565	0	1005				0	1109	1122	217	2467	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.82	0.82	0.94	0.94	0.00
Uniform Delay (d), s/veh	40.2	0.0	46.9				0.0	14.2	14.3	58.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	5.8				0.0	1.7	1.7	15.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	9.8				0.0	10.6	10.8	1.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	0.0	52.8				0.0	16.0	16.0	73.9	0.2	0.0
LnGrp LOS	D	A	D				A	B	B	E	A	A
Approach Vol, veh/h		717						1262			564	
Approach Delay, s/veh		51.0						16.0			5.1	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	8.7	82.8	33.6	91.4
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	54.0	39.0	74.0
Max Q Clear Time (g_c+I1), s	4.6	27.7	25.0	2.0
Green Ext Time (p_c), s	0.0	10.2	2.6	4.1

Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	240	69	238	198	42	38	929	299	21	790	77
Future Volume (veh/h)	76	240	69	238	198	42	38	929	299	21	790	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	82	258	74	256	213	45	41	999	322	23	849	83
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	430	190	290	765	337	310	1836	815	62	1340	592
Arrive On Green	0.07	0.12	0.12	0.16	0.21	0.21	0.06	0.17	0.17	0.03	0.37	0.37
Sat Flow, veh/h	1810	3610	1590	1810	3610	1592	1810	3610	1603	1810	3610	1595
Grp Volume(v), veh/h	82	258	74	256	213	45	41	999	322	23	849	83
Grp Sat Flow(s),veh/h/ln	1810	1805	1590	1810	1805	1592	1810	1805	1603	1810	1805	1595
Q Serve(g_s), s	4.0	6.1	3.9	12.5	4.4	2.1	1.9	22.8	7.9	1.1	17.4	2.3
Cycle Q Clear(g_c), s	4.0	6.1	3.9	12.5	4.4	2.1	1.9	22.8	7.9	1.1	17.4	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	430	190	290	765	337	310	1836	815	62	1340	592
V/C Ratio(X)	0.67	0.60	0.39	0.88	0.28	0.13	0.13	0.54	0.40	0.37	0.63	0.14
Avail Cap(c_a), veh/h	173	742	327	294	983	433	310	1836	815	151	1340	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	0.94	0.94	0.94
Uniform Delay (d), s/veh	41.0	37.6	36.6	36.9	29.7	28.8	36.1	27.9	6.1	42.5	23.3	10.6
Incr Delay (d2), s/veh	6.1	1.3	1.3	25.1	0.2	0.2	0.2	1.0	1.3	3.5	2.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.7	1.6	7.4	1.9	0.8	0.9	11.2	2.9	0.6	7.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	38.9	37.9	62.1	29.9	28.9	36.3	28.9	7.4	46.0	25.4	11.1
LnGrp LOS	D	D	D	E	C	C	D	C	A	D	C	B
Approach Vol, veh/h		414			514			1362			955	
Approach Delay, s/veh		40.4			45.8			24.1			24.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	49.8	18.4	14.7	19.4	37.4	10.1	23.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	33.4	14.6	18.5	7.5	33.4	8.6	24.5
Max Q Clear Time (g_c+I1), s	3.1	24.8	14.5	8.1	3.9	19.4	6.0	6.4
Green Ext Time (p_c), s	0.0	5.0	0.0	1.3	0.0	5.3	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	46	49	4	50	36	32	1006	14	47	792	100
Future Volume (veh/h)	90	46	49	4	50	36	32	1006	14	47	792	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	49	52	4	53	38	34	1070	15	50	843	106
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	154	129	127	153	129	81	2223	990	100	2262	1008
Arrive On Green	0.07	0.08	0.08	0.07	0.08	0.08	0.04	0.62	0.62	0.07	0.83	0.83
Sat Flow, veh/h	1810	1900	1598	1810	1900	1610	1810	3610	1608	1810	3610	1608
Grp Volume(v), veh/h	96	49	52	4	53	38	34	1070	15	50	843	106
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1610	1810	1805	1608	1810	1805	1608
Q Serve(g_s), s	4.7	2.2	2.4	0.2	2.4	2.0	1.6	14.6	0.2	2.4	5.1	1.1
Cycle Q Clear(g_c), s	4.7	2.2	2.4	0.2	2.4	2.0	1.6	14.6	0.2	2.4	5.1	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	154	129	127	153	129	81	2223	990	100	2262	1008
V/C Ratio(X)	0.75	0.32	0.40	0.03	0.35	0.29	0.42	0.48	0.02	0.50	0.37	0.11
Avail Cap(c_a), veh/h	171	412	346	151	391	331	191	2223	990	161	2262	1008
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	41.0	39.0	28.7	39.0	39.2	39.0	41.9	9.4	2.3	40.5	3.2	2.9
Incr Delay (d2), s/veh	11.9	1.2	2.0	0.1	1.4	1.2	3.5	0.7	0.0	3.1	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.1	1.1	0.1	1.2	0.8	0.8	5.3	0.1	1.1	1.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	40.2	30.7	39.1	40.5	40.2	45.3	10.2	2.3	43.6	3.6	3.1
LnGrp LOS	D	D	C	D	D	D	D	B	A	D	A	A
Approach Vol, veh/h		197			95			1119			999	
Approach Delay, s/veh		43.9			40.3			11.2			5.6	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	59.4	10.3	11.3	8.0	60.4	10.4	11.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	39.0	7.5	19.5	9.5	37.5	8.5	18.5
Max Q Clear Time (g_c+I1), s	4.4	16.6	2.2	4.4	3.6	7.1	6.7	4.4
Green Ext Time (p_c), s	0.0	8.4	0.0	0.3	0.0	7.3	0.0	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	491	123	31	345	75	116	758	103	56	653	115
Future Volume (veh/h)	190	491	123	31	345	75	116	758	103	56	653	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	207	534	134	34	375	82	126	824	112	61	710	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	281	920	405	156	417	349	444	1484	653	202	1441	446
Arrive On Green	0.08	0.25	0.25	0.04	0.22	0.22	0.25	0.41	0.41	0.11	0.28	0.28
Sat Flow, veh/h	3510	3610	1589	3510	1900	1589	1810	3610	1589	1810	5187	1604
Grp Volume(v), veh/h	207	534	134	34	375	82	126	824	112	61	710	125
Grp Sat Flow(s),veh/h/ln	1755	1805	1589	1755	1900	1589	1810	1805	1589	1810	1729	1604
Q Serve(g_s), s	5.2	11.6	3.4	0.8	17.3	3.8	5.1	15.7	3.1	2.8	10.3	5.5
Cycle Q Clear(g_c), s	5.2	11.6	3.4	0.8	17.3	3.8	5.1	15.7	3.1	2.8	10.3	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	920	405	156	417	349	444	1484	653	202	1441	446
V/C Ratio(X)	0.74	0.58	0.33	0.22	0.90	0.24	0.28	0.56	0.17	0.30	0.49	0.28
Avail Cap(c_a), veh/h	312	920	405	312	443	371	444	1484	653	202	1441	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	29.3	8.3	41.5	34.2	28.9	27.6	20.2	10.0	36.7	27.2	25.5
Incr Delay (d2), s/veh	7.9	0.9	0.5	0.7	20.3	0.3	0.3	1.5	0.6	0.8	1.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.0	2.2	0.4	10.1	1.5	2.2	6.6	1.5	1.3	4.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	30.2	8.8	42.2	54.5	29.3	27.9	21.7	10.6	37.6	28.4	27.0
LnGrp LOS	D	C	A	D	D	C	C	C	B	D	C	C
Approach Vol, veh/h		875			491			1062			896	
Approach Delay, s/veh		31.3			49.4			21.3			28.8	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	41.0	8.0	26.9	26.1	29.0	11.2	23.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	37.0	8.0	21.0	20.0	25.0	8.0	21.0
Max Q Clear Time (g_c+I1), s	14.3	17.7	2.8	13.6	7.1	12.3	7.2	19.3
Green Ext Time (p_c), s	0.0	6.1	0.0	2.4	0.2	4.3	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	424	83	43	306	76	35	412	32	130	553	120
Future Volume (veh/h)	129	424	83	43	306	76	35	412	32	130	553	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	428	84	43	309	77	35	416	32	131	559	121
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	164	528	448	93	349	87	159	963	420	410	1616	710
Arrive On Green	0.09	0.28	0.28	0.05	0.24	0.24	0.05	0.27	0.27	0.23	0.45	0.45
Sat Flow, veh/h	1810	1900	1610	1810	1463	365	3510	3610	1576	1810	3610	1585
Grp Volume(v), veh/h	130	428	84	43	0	386	35	416	32	131	559	121
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1828	1755	1805	1576	1810	1805	1585
Q Serve(g_s), s	6.3	18.9	3.6	2.1	0.0	18.3	0.9	8.6	1.1	5.4	9.1	2.8
Cycle Q Clear(g_c), s	6.3	18.9	3.6	2.1	0.0	18.3	0.9	8.6	1.1	5.4	9.1	2.8
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	528	448	93	0	436	159	963	420	410	1616	710
V/C Ratio(X)	0.79	0.81	0.19	0.46	0.00	0.88	0.22	0.43	0.08	0.32	0.35	0.17
Avail Cap(c_a), veh/h	281	676	573	161	0	528	390	963	420	410	1616	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	30.3	24.7	41.5	0.0	33.1	41.4	27.4	16.2	29.0	16.2	6.8
Incr Delay (d2), s/veh	8.4	5.8	0.2	3.6	0.0	14.3	0.7	1.4	0.4	0.4	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	9.2	1.4	1.0	0.0	9.6	0.4	3.8	0.5	2.4	3.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	36.1	24.9	45.1	0.0	47.4	42.1	28.8	16.5	29.5	16.8	7.3
LnGrp LOS	D	D	C	D	A	D	D	C	B	C	B	A
Approach Vol, veh/h		642			429			483			811	
Approach Delay, s/veh		37.1			47.2			28.9			17.5	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	28.0	8.6	29.0	8.1	44.3	12.1	25.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	24.0	8.0	32.0	10.0	24.0	14.0	26.0
Max Q Clear Time (g_c+I1), s	7.4	10.6	4.1	20.9	2.9	11.1	8.3	20.3
Green Ext Time (p_c), s	0.1	2.3	0.0	2.2	0.0	3.4	0.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	885	18	20	929	141	11	34	13	131	45	469
Future Volume (veh/h)	304	885	18	20	929	141	11	34	13	131	45	469
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	317	922	19	21	968	147	11	35	14	136	47	489
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	386	1563	32	53	1133	352	303	407	163	401	705	766
Arrive On Green	0.22	0.60	0.60	0.03	0.22	0.22	0.17	0.32	0.32	0.22	0.37	0.37
Sat Flow, veh/h	3510	5228	108	1810	5187	1610	1810	1285	514	1810	1900	1588
Grp Volume(v), veh/h	317	610	331	21	968	147	11	0	49	136	47	489
Grp Sat Flow(s),veh/h/ln	1755	1729	1878	1810	1729	1610	1810	0	1799	1810	1900	1588
Q Serve(g_s), s	10.3	13.1	13.2	1.4	21.5	9.4	0.6	0.0	2.3	7.6	1.9	14.3
Cycle Q Clear(g_c), s	10.3	13.1	13.2	1.4	21.5	9.4	0.6	0.0	2.3	7.6	1.9	14.3
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	386	1034	561	53	1133	352	303	0	570	401	705	766
V/C Ratio(X)	0.82	0.59	0.59	0.40	0.85	0.42	0.04	0.00	0.09	0.34	0.07	0.64
Avail Cap(c_a), veh/h	702	1034	561	377	1210	376	303	0	570	401	705	766
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	19.6	19.6	57.2	45.1	40.3	41.8	0.0	28.8	39.3	24.4	23.3
Incr Delay (d2), s/veh	3.1	0.6	1.1	4.7	5.9	0.8	0.0	0.0	0.3	0.5	0.2	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	4.1	4.5	0.7	9.8	3.8	0.3	0.0	1.0	3.4	0.9	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	20.2	20.7	61.9	50.9	41.1	41.9	0.0	29.1	39.8	24.5	27.3
LnGrp LOS	D	C	C	E	D	D	D	A	C	D	C	C
Approach Vol, veh/h		1258			1136			60			672	
Approach Delay, s/veh		27.5			49.9			31.4			29.7	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.6	42.0	7.5	39.9	24.1	48.5	17.2	30.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.6	38.0	25.0	27.0	7.5	44.5	24.0	28.0
Max Q Clear Time (g_c+I1), s	19.6	4.3	3.4	15.2	2.6	16.3	12.3	23.5
Green Ext Time (p_c), s	0.1	0.2	0.0	4.8	0.0	2.2	0.9	2.7

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

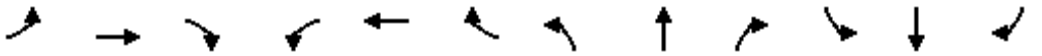
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	40	550	66	14	347	0	73	0	17	0	0	34
Future Vol, veh/h	40	550	66	14	347	0	73	0	17	0	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	44	611	73	16	386	0	81	0	19	0	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	684	0	0	1173	1154	-	1154	1190	386
Stage 1	-	-	-	-	-	-	736	736	-	418	418	-
Stage 2	-	-	-	-	-	-	437	418	-	736	772	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	1184	-	-	919	-	-	171	199	0	176	189	666
Stage 1	-	-	-	-	-	-	414	428	0	616	594	-
Stage 2	-	-	-	-	-	-	602	594	0	414	412	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1184	-	-	919	-	-	151	183	-	165	174	666
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	183	-	165	174	-
Stage 1	-	-	-	-	-	-	389	402	-	578	581	-
Stage 2	-	-	-	-	-	-	555	581	-	389	387	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	53.6	10.7
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	151	-	1184	-	-	919	-	-	666
HCM Lane V/C Ratio	0.537	-	0.038	-	-	0.017	-	-	0.057
HCM Control Delay (s)	53.6	0	8.2	0	-	9	0	-	10.7
HCM Lane LOS	F	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.7	-	0.1	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	336	91	47	238	9	89	48	48	10	41	7
Future Volume (veh/h)	9	336	91	47	238	9	89	48	48	10	41	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	350	95	49	248	9	93	50	50	10	43	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	486	130	111	414	351	331	178	440	81	347	57
Arrive On Green	0.02	0.17	0.17	0.06	0.22	0.22	0.28	0.28	0.28	0.26	0.26	0.26
Sat Flow, veh/h	1810	2813	753	1810	1900	1610	1197	643	1590	308	1323	215
Grp Volume(v), veh/h	9	223	222	49	248	9	143	0	50	60	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1761	1810	1900	1610	1840	0	1590	1846	0	0
Q Serve(g_s), s	0.3	8.2	8.4	1.8	8.3	0.3	4.3	0.0	1.7	1.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	8.2	8.4	1.8	8.3	0.3	4.3	0.0	1.7	1.7	0.0	0.0
Prop In Lane	1.00		0.43	1.00		1.00	0.65		1.00	0.17		0.12
Lane Grp Cap(c), veh/h	29	312	304	111	414	351	509	0	440	484	0	0
V/C Ratio(X)	0.31	0.71	0.73	0.44	0.60	0.03	0.28	0.00	0.11	0.12	0.00	0.00
Avail Cap(c_a), veh/h	192	474	462	192	499	422	509	0	440	484	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.3	27.5	27.6	31.9	24.8	21.7	20.0	0.0	19.0	19.8	0.0	0.0
Incr Delay (d2), s/veh	5.9	3.0	3.4	2.8	1.4	0.0	1.4	0.0	0.5	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.6	3.7	0.9	3.7	0.1	1.9	0.0	0.6	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	30.6	31.0	34.7	26.2	21.7	21.4	0.0	19.6	20.4	0.0	0.0
LnGrp LOS	D	C	C	C	C	C	C	A	B	C	A	A
Approach Vol, veh/h		454			306			193			60	
Approach Delay, s/veh		30.9			27.4			20.9			20.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.5	8.3	16.2		22.5	5.1	19.4				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.5	7.5	18.5		18.5	7.5	18.5				
Max Q Clear Time (g_c+I1), s		6.3	3.8	10.4		3.7	2.3	10.3				
Green Ext Time (p_c), s		0.7	0.0	1.7		0.2	0.0	0.8				

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	90	115	25	132	87
Future Vol, veh/h	36	90	115	25	132	87
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	117	149	32	171	113
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	8.8	8.6	11.4
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	60%
Vol Thru, %	100%	61%	0%	0%	40%
Vol Right, %	0%	39%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	63	36	90	219
LT Vol	0	0	36	0	132
Through Vol	77	38	0	0	87
RT Vol	0	25	0	90	0
Lane Flow Rate	100	82	47	117	284
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.143	0.112	0.08	0.16	0.399
Departure Headway (Hd)	5.188	4.909	6.14	4.93	5.049
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	689	728	583	725	711
Service Time	2.935	2.656	3.887	2.677	3.09
HCM Lane V/C Ratio	0.145	0.113	0.081	0.161	0.399
HCM Control Delay	8.8	8.3	9.4	8.6	11.4
HCM Lane LOS	A	A	A	A	B
HCM 95th-tile Q	0.5	0.4	0.3	0.6	1.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	857	55	37	725	6	46	13	23	8	19	146
Future Volume (veh/h)	72	857	55	37	725	6	46	13	23	8	19	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	922	59	40	780	6	49	14	25	9	20	157
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	117	1321	84	88	1323	10	305	87	340	174	387	483
Arrive On Green	0.06	0.27	0.27	0.05	0.25	0.25	0.21	0.21	0.21	0.30	0.30	0.30
Sat Flow, veh/h	1810	4974	317	1810	5309	41	1422	406	1588	581	1290	1609
Grp Volume(v), veh/h	77	640	341	40	508	278	63	0	25	29	0	157
Grp Sat Flow(s),veh/h/ln	1810	1729	1833	1810	1729	1892	1829	0	1588	1871	0	1609
Q Serve(g_s), s	3.9	15.6	15.6	2.0	12.1	12.1	2.6	0.0	1.2	1.0	0.0	7.1
Cycle Q Clear(g_c), s	3.9	15.6	15.6	2.0	12.1	12.1	2.6	0.0	1.2	1.0	0.0	7.1
Prop In Lane	1.00		0.17	1.00		0.02	0.78		1.00	0.31		1.00
Lane Grp Cap(c), veh/h	117	919	487	88	862	472	392	0	340	561	0	483
V/C Ratio(X)	0.66	0.70	0.70	0.46	0.59	0.59	0.16	0.00	0.07	0.05	0.00	0.33
Avail Cap(c_a), veh/h	504	1557	825	272	1112	608	392	0	340	561	0	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.6	30.9	30.9	43.2	30.8	30.8	29.8	0.0	29.3	23.2	0.0	25.3
Incr Delay (d2), s/veh	6.1	1.0	1.8	3.7	0.6	1.2	0.9	0.0	0.4	0.2	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	6.5	7.0	1.0	5.0	5.6	1.2	0.0	0.5	0.5	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.7	31.8	32.7	46.9	31.5	32.0	30.7	0.0	29.7	23.4	0.0	27.1
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	C
Approach Vol, veh/h		1058			826			88			186	
Approach Delay, s/veh		33.4			32.4			30.4			26.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.0	8.5	28.8	32.0	10.0	27.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	14.0	42.0	28.0	26.0	30.0
Max Q Clear Time (g_c+I1), s	4.6	4.0	17.6	9.1	5.9	14.1
Green Ext Time (p_c), s	0.3	0.0	7.1	0.6	0.2	4.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	814	41	91	717	19	26	1	55	12	2	20
Future Volume (veh/h)	34	814	41	91	717	19	26	1	55	12	2	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	895	45	100	788	21	29	1	60	13	2	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	1449	73	154	1665	44	78	723	748	40	49	538
Arrive On Green	0.05	0.29	0.29	0.08	0.32	0.32	0.04	0.38	0.38	0.02	0.36	0.36
Sat Flow, veh/h	1810	5055	254	1810	5195	138	1810	1900	1606	1810	136	1495
Grp Volume(v), veh/h	37	612	328	100	524	285	29	1	60	13	0	24
Grp Sat Flow(s),veh/h/ln	1810	1729	1850	1810	1729	1875	1810	1900	1606	1810	0	1631
Q Serve(g_s), s	1.4	10.9	10.9	3.8	8.6	8.6	1.1	0.0	0.2	0.5	0.0	0.7
Cycle Q Clear(g_c), s	1.4	10.9	10.9	3.8	8.6	8.6	1.1	0.0	0.2	0.5	0.0	0.7
Prop In Lane	1.00		0.14	1.00		0.07	1.00		1.00	1.00		0.92
Lane Grp Cap(c), veh/h	92	991	530	154	1108	601	78	723	748	40	0	587
V/C Ratio(X)	0.40	0.62	0.62	0.65	0.47	0.47	0.37	0.00	0.08	0.32	0.00	0.04
Avail Cap(c_a), veh/h	357	2340	1252	459	2535	1374	332	723	748	281	0	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	21.9	21.9	31.4	19.3	19.3	33.0	13.6	4.6	34.2	0.0	14.8
Incr Delay (d2), s/veh	2.8	0.6	1.2	4.6	0.3	0.6	2.9	0.0	0.2	4.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.2	4.6	1.8	3.3	3.6	0.5	0.0	0.3	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	22.6	23.1	36.0	19.6	19.9	36.0	13.6	4.8	38.7	0.0	14.9
LnGrp LOS	D	C	C	D	B	B	D	B	A	D	A	B
Approach Vol, veh/h		977			909			90			37	
Approach Delay, s/veh		23.2			21.5			14.9			23.2	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	31.0	10.0	24.3	7.0	29.5	7.6	26.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	1.6	27.0	18.0	48.0	13.0	25.0	14.0	52.0
Max Q Clear Time (g_c+I1), s	2.5	2.2	5.8	12.9	3.1	2.7	3.4	10.6
Green Ext Time (p_c), s	0.0	0.1	0.2	7.4	0.0	0.1	0.0	6.2

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	176	15	336	466	72	235
Future Volume (veh/h)	176	15	336	466	72	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	189	16	361	501	77	253
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	229	293	1222	1239	100	1432
Arrive On Green	0.13	0.13	1.00	1.00	0.06	0.75
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	189	16	361	501	77	253
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	10.2	0.8	0.0	0.0	4.2	3.8
Cycle Q Clear(g_c), s	10.2	0.8	0.0	0.0	4.2	3.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	229	293	1222	1239	100	1432
V/C Ratio(X)	0.83	0.05	0.30	0.40	0.77	0.18
Avail Cap(c_a), veh/h	507	540	1222	1239	244	1432
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.67	0.67	1.00	1.00
Uniform Delay (d), s/veh	42.6	33.8	0.0	0.0	46.6	3.5
Incr Delay (d2), s/veh	7.4	0.1	0.4	0.7	11.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.3	0.1	0.2	2.2	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.0	33.9	0.4	0.7	58.2	3.8
LnGrp LOS	D	C	A	A	E	A
Approach Vol, veh/h	205		862			330
Approach Delay, s/veh	48.7		0.6			16.5
Approach LOS	D		A			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.0	70.3				81.4	18.6
Change Period (Y+Rc), s	5.5	6.0				6.0	6.0
Max Green Setting (Gmax), s	13.5	41.0				60.0	28.0
Max Q Clear Time (g_c+I1), s	6.2	2.0				5.8	12.2
Green Ext Time (p_c), s	0.1	4.6				1.6	0.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	0	560	0	0	0	0	691	280	8	402	0
Future Volume (veh/h)	109	0	560	0	0	0	0	691	280	8	402	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	117	0	602				0	743	301	9	432	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	651	0	580				0	684	580	0	988	0
Arrive On Green	0.36	0.00	0.36				0.00	0.24	0.24	0.10	0.52	0.00
Sat Flow, veh/h	1810	0	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	117	0	602				0	743	301	0	432	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	4.4	0.0	36.0				0.0	36.0	16.2	0.0	14.1	0.0
Cycle Q Clear(g_c), s	4.4	0.0	36.0				0.0	36.0	16.2	0.0	14.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	651	0	580				0	684	580	0	988	0
V/C Ratio(X)	0.18	0.00	1.04				0.00	1.09	0.52	0.00	0.44	0.00
Avail Cap(c_a), veh/h	651	0	580				0	684	580	0	988	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.87	0.87	0.00	0.93	0.00
Uniform Delay (d), s/veh	21.9	0.0	32.0				0.0	37.9	30.4	0.0	14.9	0.0
Incr Delay (d2), s/veh	0.1	0.0	47.7				0.0	58.1	2.9	0.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	21.2				0.0	28.3	7.0	0.0	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	0.0	79.7				0.0	96.0	33.3	0.0	16.2	0.0
LnGrp LOS	C	A	F				A	F	C	A	B	A
Approach Vol, veh/h		719						1044			432	
Approach Delay, s/veh		70.3						77.9			16.2	
Approach LOS		E						E			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	16.0	42.0		42.0		58.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	10.0	36.0		36.0		52.0						
Max Q Clear Time (g_c+I1), s	10.0	38.0		38.0		16.1						
Green Ext Time (p_c), s	0.0	0.0		0.0		3.0						

Intersection Summary	
HCM 6th Ctrl Delay	63.3
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	400	67	149	47	58	166	117	405	42	105	553	305
Future Volume (veh/h)	400	67	149	47	58	166	117	405	42	105	553	305
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	421	71	157	49	61	175	123	426	44	111	582	321
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	503	406	361	94	242	215	154	1300	580	367	1724	769
Arrive On Green	0.14	0.23	0.23	0.05	0.13	0.13	0.09	0.36	0.36	0.20	0.48	0.48
Sat Flow, veh/h	3510	1805	1606	1810	1805	1610	1810	3610	1610	1810	3610	1609
Grp Volume(v), veh/h	421	71	157	49	61	175	123	426	44	111	582	321
Grp Sat Flow(s),veh/h/ln	1755	1805	1606	1810	1805	1610	1810	1805	1610	1810	1805	1609
Q Serve(g_s), s	11.7	3.2	8.4	2.6	3.0	10.6	6.7	8.6	1.4	5.2	10.0	13.0
Cycle Q Clear(g_c), s	11.7	3.2	8.4	2.6	3.0	10.6	6.7	8.6	1.4	5.2	10.0	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	503	406	361	94	242	215	154	1300	580	367	1724	769
V/C Ratio(X)	0.84	0.17	0.43	0.52	0.25	0.81	0.80	0.33	0.08	0.30	0.34	0.42
Avail Cap(c_a), veh/h	632	505	450	163	343	306	271	1300	580	367	1724	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	41.7	31.3	33.3	46.2	38.8	42.1	44.9	23.2	13.3	33.8	16.3	17.0
Incr Delay (d2), s/veh	7.9	0.2	0.8	4.4	0.5	10.6	9.0	0.7	0.3	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	1.4	3.3	1.3	1.4	4.8	3.4	3.7	0.7	2.3	4.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.6	31.5	34.1	50.6	39.4	52.7	53.9	23.9	13.5	33.9	16.3	17.2
LnGrp LOS	D	C	C	D	D	D	D	C	B	C	B	B
Approach Vol, veh/h		649			285			593			1014	
Approach Delay, s/veh		43.9			49.5			29.4			18.5	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.3	40.0	9.2	26.5	12.5	51.8	18.3	17.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.3	36.0	9.0	28.0	15.0	32.0	18.0	19.0
Max Q Clear Time (g_c+I1), s	7.2	10.6	4.6	10.4	8.7	15.0	13.7	12.6
Green Ext Time (p_c), s	0.1	3.1	0.0	1.2	0.1	4.8	0.7	0.7

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	48	14	88	42	82	8	635	119	73	687	15
Future Volume (veh/h)	10	48	14	88	42	82	8	635	119	73	687	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	51	14	94	45	87	9	676	127	78	731	16
Peak Hour Factor	0.94	0.94	1.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	14	67	18	105	50	97	27	918	778	332	1207	26
Arrive On Green	0.05	0.05	0.05	0.15	0.15	0.15	0.03	0.97	0.97	0.18	0.65	0.65
Sat Flow, veh/h	264	1225	336	725	347	671	1810	1900	1610	1810	1852	41
Grp Volume(v), veh/h	76	0	0	226	0	0	9	676	127	78	0	747
Grp Sat Flow(s),veh/h/ln	1826	0	0	1743	0	0	1810	1900	1610	1810	0	1893
Q Serve(g_s), s	4.9	0.0	0.0	15.3	0.0	0.0	0.6	4.9	0.4	4.4	0.0	27.3
Cycle Q Clear(g_c), s	4.9	0.0	0.0	15.3	0.0	0.0	0.6	4.9	0.4	4.4	0.0	27.3
Prop In Lane	0.14		0.18	0.42		0.38	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	100	0	0	253	0	0	27	918	778	332	0	1233
V/C Ratio(X)	0.76	0.00	0.00	0.89	0.00	0.00	0.33	0.74	0.16	0.24	0.00	0.61
Avail Cap(c_a), veh/h	282	0	0	269	0	0	113	918	778	332	0	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.61	0.61	0.61	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.9	0.0	0.0	50.4	0.0	0.0	57.6	1.1	1.0	41.8	0.0	12.0
Incr Delay (d2), s/veh	11.2	0.0	0.0	28.1	0.0	0.0	4.2	3.2	0.3	0.4	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	8.6	0.0	0.0	0.3	1.5	0.2	2.0	0.0	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.1	0.0	0.0	78.5	0.0	0.0	61.8	4.4	1.3	42.2	0.0	14.2
LnGrp LOS	E	A	A	E	A	A	E	A	A	D	A	B
Approach Vol, veh/h		76			226			812			825	
Approach Delay, s/veh		67.1			78.5			4.5			16.9	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.0	62.0		10.6	5.8	82.2		21.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	9.0	58.0		18.5	7.5	59.5		18.5
Max Q Clear Time (g_c+I1), s	6.4	6.9		6.9	2.6	29.3		17.3
Green Ext Time (p_c), s	0.0	6.1		0.2	0.0	6.2		0.1

Intersection Summary		
HCM 6th Ctrl Delay		20.9
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	357	71	123	227	55	81	573	127	47	653	75
Future Volume (veh/h)	132	357	71	123	227	55	81	573	127	47	653	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	376	75	129	239	58	85	603	134	49	687	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	332	66	136	235	57	136	767	170	115	836	96
Arrive On Green	0.13	0.22	0.22	0.08	0.16	0.16	0.08	0.51	0.51	0.13	1.00	1.00
Sat Flow, veh/h	1810	1530	305	1810	1468	356	1810	1498	333	1810	1673	192
Grp Volume(v), veh/h	139	0	451	129	0	297	85	0	737	49	0	766
Grp Sat Flow(s),veh/h/ln	1810	0	1836	1810	0	1824	1810	0	1831	1810	0	1865
Q Serve(g_s), s	8.7	0.0	26.0	8.5	0.0	19.2	5.5	0.0	39.5	3.0	0.0	0.0
Cycle Q Clear(g_c), s	8.7	0.0	26.0	8.5	0.0	19.2	5.5	0.0	39.5	3.0	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.20	1.00		0.18	1.00		0.10
Lane Grp Cap(c), veh/h	238	0	398	136	0	292	136	0	937	115	0	933
V/C Ratio(X)	0.58	0.00	1.13	0.95	0.00	1.02	0.63	0.00	0.79	0.43	0.00	0.82
Avail Cap(c_a), veh/h	238	0	398	136	0	292	136	0	937	115	0	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.00	0.77
Uniform Delay (d), s/veh	49.0	0.0	47.0	55.3	0.0	50.4	53.9	0.0	23.9	50.4	0.0	0.0
Incr Delay (d2), s/veh	3.6	0.0	86.9	62.1	0.0	57.3	8.8	0.0	6.6	1.9	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	21.4	6.2	0.0	13.4	2.8	0.0	18.2	1.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	0.0	133.9	117.3	0.0	107.7	62.6	0.0	30.6	52.3	0.0	6.3
LnGrp LOS	D	A	F	F	A	F	E	A	C	D	A	A
Approach Vol, veh/h		590			426			822			815	
Approach Delay, s/veh		114.7			110.6			33.9			9.1	
Approach LOS		F			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	65.4	13.0	30.0	13.0	64.0	19.8	23.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	61.4	9.0	26.0	9.0	60.0	15.8	19.2
Max Q Clear Time (g_c+I1), s	5.0	41.5	10.5	28.0	7.5	2.0	10.7	21.2
Green Ext Time (p_c), s	0.0	5.4	0.0	0.0	0.0	7.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	180	136	34	126	43	106	532	51	69	586	110
Future Volume (veh/h)	116	180	136	34	126	43	106	532	51	69	586	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	127	198	149	37	138	47	116	585	56	76	644	121
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	273	193	75	245	80	142	2290	1074	98	2673	495
Arrive On Green	0.09	0.14	0.14	0.04	0.09	0.09	0.16	1.00	1.00	0.05	0.61	0.61
Sat Flow, veh/h	1810	1991	1408	1810	2663	870	1810	3610	1589	1810	4385	811
Grp Volume(v), veh/h	127	178	169	37	92	93	116	585	56	76	506	259
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1805	1728	1810	1805	1589	1810	1729	1738
Q Serve(g_s), s	8.3	11.4	12.3	2.4	5.8	6.2	7.4	0.0	0.0	5.0	8.0	8.2
Cycle Q Clear(g_c), s	8.3	11.4	12.3	2.4	5.8	6.2	7.4	0.0	0.0	5.0	8.0	8.2
Prop In Lane	1.00		0.88	1.00		0.50	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	156	247	218	75	166	159	142	2290	1074	98	2108	1059
V/C Ratio(X)	0.81	0.72	0.77	0.49	0.55	0.59	0.81	0.26	0.05	0.78	0.24	0.24
Avail Cap(c_a), veh/h	347	496	439	166	316	302	347	2290	1074	196	2108	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	49.6	50.0	56.3	52.1	52.3	49.7	0.0	0.0	56.0	10.7	10.7
Incr Delay (d2), s/veh	9.7	3.9	5.7	5.0	2.9	3.4	10.4	0.3	0.1	12.4	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	5.4	5.2	1.2	2.8	2.9	3.5	0.1	0.0	2.6	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	53.5	55.7	61.3	55.0	55.7	60.1	0.3	0.1	68.4	11.0	11.3
LnGrp LOS	E	D	E	E	D	E	E	A	A	E	B	B
Approach Vol, veh/h		474			222			757			841	
Approach Delay, s/veh		57.0			56.3			9.4			16.3	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	80.1	9.0	20.4	13.4	77.2	14.4	15.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	47.0	11.0	33.0	23.0	37.0	23.0	21.0
Max Q Clear Time (g_c+I1), s	7.0	2.0	4.4	14.3	9.4	10.2	10.3	8.2
Green Ext Time (p_c), s	0.1	4.8	0.0	2.0	0.2	5.5	0.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	35	13	317	52	71	21	510	344	99	505	86
Future Volume (veh/h)	70	35	13	317	52	71	21	510	344	99	505	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	38	14	348	57	78	23	560	378	109	555	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	365	88	32	384	147	122	490	1254	729	626	1411	237
Arrive On Green	0.20	0.07	0.07	0.21	0.08	0.08	0.27	0.24	0.24	0.11	0.10	0.10
Sat Flow, veh/h	1810	1307	482	1810	1900	1577	1810	5187	1606	1810	4455	748
Grp Volume(v), veh/h	77	0	52	348	57	78	23	560	378	109	428	222
Grp Sat Flow(s),veh/h/ln	1810	0	1789	1810	1900	1577	1810	1729	1606	1810	1729	1745
Q Serve(g_s), s	4.3	0.0	3.4	22.5	3.4	5.8	1.1	11.0	3.7	6.5	13.9	14.3
Cycle Q Clear(g_c), s	4.3	0.0	3.4	22.5	3.4	5.8	1.1	11.0	3.7	6.5	13.9	14.3
Prop In Lane	1.00		0.27	1.00		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	365	0	120	384	147	122	490	1254	729	626	1095	553
V/C Ratio(X)	0.21	0.00	0.43	0.91	0.39	0.64	0.05	0.45	0.52	0.17	0.39	0.40
Avail Cap(c_a), veh/h	365	0	283	588	713	591	490	1254	729	626	1095	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	0.97	0.97	0.97
Uniform Delay (d), s/veh	39.9	0.0	53.8	46.1	52.7	53.8	32.3	38.7	12.1	37.7	42.9	43.1
Incr Delay (d2), s/veh	0.3	0.0	2.4	12.7	1.7	5.5	0.0	0.9	2.1	0.1	1.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.6	11.4	1.7	0.2	0.5	4.8	5.2	3.1	6.6	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	0.0	56.2	58.8	54.3	59.3	32.3	39.6	14.2	37.8	43.9	45.2
LnGrp LOS	D	A	E	E	D	E	C	D	B	D	D	D
Approach Vol, veh/h		129			483			961			759	
Approach Delay, s/veh		46.6			58.3			29.4			43.4	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	33.0	29.4	12.1	36.5	42.0	28.2	13.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	29.0	39.0	19.0	8.0	38.0	13.0	45.0
Max Q Clear Time (g_c+I1), s	13.9	13.0	24.5	5.4	3.1	16.3	6.3	7.8
Green Ext Time (p_c), s	0.1	4.8	0.9	0.1	0.0	4.3	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.6

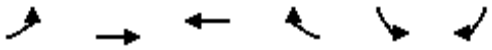
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1093	978	0	0	110
Future Vol, veh/h	0	1093	978	0	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1163	1040	0	0	117

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	520
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*706
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*706
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	706
HCM Lane V/C Ratio	-	-	-	0.166
HCM Control Delay (s)	-	-	-	11.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.6

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	139	911	935	19	49	44
Future Volume (veh/h)	139	911	935	19	49	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	148	969	995	20	52	47
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	187	1920	1163	23	979	871
Arrive On Green	0.10	0.37	0.22	0.22	0.54	0.54
Sat Flow, veh/h	1810	5358	5405	105	1810	1610
Grp Volume(v), veh/h	148	969	657	358	52	47
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1881	1810	1610
Q Serve(g_s), s	7.2	13.0	16.4	16.4	1.2	1.2
Cycle Q Clear(g_c), s	7.2	13.0	16.4	16.4	1.2	1.2
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	187	1920	768	418	979	871
V/C Ratio(X)	0.79	0.50	0.86	0.86	0.05	0.05
Avail Cap(c_a), veh/h	603	3170	807	439	979	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	22.0	33.6	33.6	9.8	9.8
Incr Delay (d2), s/veh	7.3	0.2	8.7	14.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	5.1	7.7	9.0	0.5	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.7	22.2	42.3	48.5	9.9	9.9
LnGrp LOS	D	C	D	D	A	A
Approach Vol, veh/h		1117	1015		99	
Approach Delay, s/veh		25.4	44.5		9.9	
Approach LOS		C	D		A	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			37.3		52.7	13.3	24.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			55.0		27.0	30.0	21.0
Max Q Clear Time (g_c+I1), s			15.0		3.2	9.2	18.4
Green Ext Time (p_c), s			8.5		0.2	0.4	1.5

Intersection Summary		
HCM 6th Ctrl Delay		33.4
HCM 6th LOS		C

Intersection	
Int Delay, s/veh	0.6

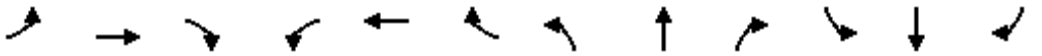
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	960	905	12	29	48
Future Vol, veh/h	8	960	905	12	29	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	70	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	960	905	12	29	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	917	0	-	0	1311	459
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	400	-
Critical Hdwy	5.3	-	-	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	3.1	-	-	-	3.8	3.9
Pot Cap-1 Maneuver	435	-	-	-	*506	474
Stage 1	-	-	-	-	*278	-
Stage 2	-	-	-	-	*725	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	435	-	-	-	*497	474
Mov Cap-2 Maneuver	-	-	-	-	*497	-
Stage 1	-	-	-	-	*273	-
Stage 2	-	-	-	-	*725	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	435	-	-	-	497	474
HCM Lane V/C Ratio	0.018	-	-	-	0.058	0.101
HCM Control Delay (s)	13.4	-	-	-	12.7	13.4
HCM Lane LOS	B	-	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	931	345	0	2374	206	0	0	0	226	0	238
Future Volume (veh/h)	0	931	345	0	2374	206	0	0	0	226	0	238
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	970	359	0	2473	0				314	0	163
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1828	676	0	2542					1604	0	714
Arrive On Green	0.00	0.49	0.49	0.00	0.98	0.00				0.44	0.00	0.44
Sat Flow, veh/h	0	3901	1379	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	899	430	0	2473	0				314	0	163
Grp Sat Flow(s),veh/h/ln	0	1729	1652	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	21.5	21.5	0.0	24.5	0.0				6.3	0.0	7.5
Cycle Q Clear(g_c), s	0.0	21.5	21.5	0.0	24.5	0.0				6.3	0.0	7.5
Prop In Lane	0.00		0.84	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1695	809	0	2542					1604	0	714
V/C Ratio(X)	0.00	0.53	0.53	0.00	0.97					0.20	0.00	0.23
Avail Cap(c_a), veh/h	0	2305	1101	0	3458					1604	0	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.62	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.1	21.1	0.0	0.9	0.0				20.4	0.0	20.7
Incr Delay (d2), s/veh	0.0	0.3	0.5	0.0	5.9	0.0				0.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.6	8.3	0.0	1.8	0.0				2.8	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.3	21.6	0.0	6.7	0.0				20.6	0.0	21.4
LnGrp LOS	A	C	C	A	A					C	A	C
Approach Vol, veh/h		1329			2473	A					477	
Approach Delay, s/veh		21.4			6.7						20.9	
Approach LOS		C			A						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		65.8		54.2		65.8
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		80.0		32.0		80.0
Max Q Clear Time (g_c+I1), s		23.5		9.5		26.5
Green Ext Time (p_c), s		13.7		1.6		38.2

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1090	0	0	1758	113	822	1	133	0	0	0
Future Volume (veh/h)	67	1090	0	0	1758	113	822	1	133	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	69	1124	0	0	1812	116	890	0	92			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	95	2882	0	0	2341	150	1367	0	608			
Arrive On Green	0.10	1.00	0.00	0.00	0.47	0.47	0.38	0.00	0.38			
Sat Flow, veh/h	1810	5358	0	0	5153	318	3619	0	1610			
Grp Volume(v), veh/h	69	1124	0	0	1256	672	890	0	92			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1843	1810	0	1610			
Q Serve(g_s), s	4.4	0.0	0.0	0.0	36.3	36.5	24.4	0.0	4.5			
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.0	36.3	36.5	24.4	0.0	4.5			
Prop In Lane	1.00		0.00	0.00		0.17	1.00		1.00			
Lane Grp Cap(c), veh/h	95	2882	0	0	1625	866	1367	0	608			
V/C Ratio(X)	0.73	0.39	0.00	0.00	0.77	0.78	0.65	0.00	0.15			
Avail Cap(c_a), veh/h	118	3428	0	0	1945	1037	1367	0	608			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.92	0.92	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.9	0.0	0.0	0.0	26.5	26.5	30.8	0.0	24.6			
Incr Delay (d2), s/veh	14.6	0.1	0.0	0.0	1.7	3.1	2.4	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	15.0	16.4	11.0	0.0	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	0.1	0.0	0.0	28.1	29.7	33.2	0.0	25.2			
LnGrp LOS	E	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		1193			1928			982				
Approach Delay, s/veh		4.0			28.7			32.5				
Approach LOS		A			C			C				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	49.3	70.7	10.3	60.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	32.7	79.3	7.8	67.5
Max Q Clear Time (g_c+I1), s	26.4	2.0	6.4	38.5
Green Ext Time (p_c), s	2.3	11.1	0.0	17.9

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	331	59	476	1396	0	0	0	0	0	0	279
Future Volume (veh/h)	0	331	59	476	1396	0	0	0	0	0	0	279
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	352	63	506	1485	0				0	0	297
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2044	912	547	3339	0				0	0	0
Arrive On Green	0.00	0.57	0.57	0.30	0.93	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	352	63	506	1485	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	3.7	1.4	21.7	4.2	0.0						
Cycle Q Clear(g_c), s	0.0	3.7	1.4	21.7	4.2	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2044	912	547	3339	0						
V/C Ratio(X)	0.00	0.17	0.07	0.92	0.44	0.00						
Avail Cap(c_a), veh/h	0	2044	912	599	3339	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	8.3	7.8	27.0	0.4	0.0						
Incr Delay (d2), s/veh	0.0	0.2	0.1	19.3	0.4	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	1.4	0.5	11.8	0.2	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.5	8.0	46.4	0.8	0.0						
LnGrp LOS	A	A	A	D	A	A						
Approach Vol, veh/h		415			1991							
Approach Delay, s/veh		8.4			12.4							
Approach LOS		A			B							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	8.7	51.3				80.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	26.5	20.0				51.0						
Max Q Clear Time (g_c+I1), s	23.7	5.7				6.2						
Green Ext Time (p_c), s	0.5	2.1				17.1						

Intersection Summary												
HCM 6th Ctrl Delay			11.7									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	881	65	0	1813	415	298	318	0	39	6	99
Future Volume (veh/h)	13	881	65	0	1813	415	298	318	0	39	6	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	13	908	67	0	1869	428	307	328	0	40	6	102
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	2088	154	0	1801	397	338	463	0	182	22	374
Arrive On Green	0.61	0.61	0.61	0.00	0.61	0.61	0.24	0.24	0.00	0.24	0.24	0.24
Sat Flow, veh/h	163	3408	251	0	3035	648	1306	1900	0	1069	90	1534
Grp Volume(v), veh/h	13	481	494	0	1119	1178	307	328	0	40	0	108
Grp Sat Flow(s),veh/h/ln	163	1805	1855	0	1805	1783	1306	1900	0	1069	0	1624
Q Serve(g_s), s	0.0	11.3	11.3	0.0	49.0	49.0	15.2	12.6	0.0	2.8	0.0	4.3
Cycle Q Clear(g_c), s	49.0	11.3	11.3	0.0	49.0	49.0	19.5	12.6	0.0	15.5	0.0	4.3
Prop In Lane	1.00		0.14	0.00		0.36	1.00		0.00	1.00		0.94
Lane Grp Cap(c), veh/h	90	1106	1136	0	1106	1092	338	463	0	182	0	396
V/C Ratio(X)	0.14	0.43	0.43	0.00	1.01	1.08	0.91	0.71	0.00	0.22	0.00	0.27
Avail Cap(c_a), veh/h	90	1106	1136	0	1106	1092	338	463	0	182	0	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.0	8.2	8.2	0.0	15.5	15.5	33.9	27.6	0.0	34.7	0.0	24.5
Incr Delay (d2), s/veh	3.3	1.2	1.2	0.0	30.1	51.0	30.4	8.8	0.0	0.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.1	4.2	0.0	25.6	31.6	8.8	6.6	0.0	0.8	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	9.4	9.4	0.0	45.6	66.5	64.3	36.5	0.0	35.3	0.0	24.9
LnGrp LOS	D	A	A	A	F	F	E	D	A	D	A	C
Approach Vol, veh/h		988			2297			635			148	
Approach Delay, s/veh		9.9			56.3			49.9			27.7	
Approach LOS		A			E			D			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	55.0	25.0	55.0	25.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	49.0	19.5	49.0	19.5
Max Q Clear Time (g_c+I1), s	51.0	17.5	51.0	21.5
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	669	16	7	1351	177	14	127	16	104	32	247
Future Volume (veh/h)	253	669	16	7	1351	177	14	127	16	104	32	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	258	683	16	7	1379	181	14	130	16	106	33	252
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	284	960	22	776	1647	735	212	545	461	356	54	415
Arrive On Green	0.16	0.18	0.18	0.43	0.46	0.46	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	5211	122	1810	3610	1610	1112	1900	1608	1261	190	1448
Grp Volume(v), veh/h	258	453	246	7	1379	181	14	130	16	106	0	285
Grp Sat Flow(s),veh/h/ln	1810	1729	1875	1810	1805	1610	1112	1900	1608	1261	0	1638
Q Serve(g_s), s	16.8	14.7	14.8	0.3	40.3	8.3	1.3	6.3	0.9	8.4	0.0	18.0
Cycle Q Clear(g_c), s	16.8	14.7	14.8	0.3	40.3	8.3	19.4	6.3	0.9	14.7	0.0	18.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		0.88
Lane Grp Cap(c), veh/h	284	637	345	776	1647	735	212	545	461	356	0	470
V/C Ratio(X)	0.91	0.71	0.71	0.01	0.84	0.25	0.07	0.24	0.03	0.30	0.00	0.61
Avail Cap(c_a), veh/h	287	2219	1203	776	1986	886	212	545	461	356	0	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.7	45.9	46.0	19.6	28.7	20.0	45.3	32.8	30.8	38.4	0.0	36.9
Incr Delay (d2), s/veh	30.5	1.5	2.7	0.0	2.8	0.2	0.6	1.0	0.1	2.1	0.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	6.5	7.2	0.1	17.7	3.1	0.4	3.1	0.4	2.8	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.2	47.4	48.7	19.6	31.5	20.2	45.9	33.8	31.0	40.5	0.0	42.7
LnGrp LOS	F	D	D	B	C	C	D	C	C	D	A	D
Approach Vol, veh/h		957			1567			160			391	
Approach Delay, s/veh		56.6			30.2			34.6			42.1	
Approach LOS		E			C			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	38.4	55.5	26.1	38.4	22.8	58.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	8.0	77.0	23.0	19.0	66.0
Max Q Clear Time (g_c+I1), s	21.4	2.3	16.8	20.0	18.8	42.3
Green Ext Time (p_c), s	0.1	0.0	5.3	0.6	0.0	12.4

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	560	159	79	1262	56	134	98	59	45	127	75
Future Volume (veh/h)	47	560	159	79	1262	56	134	98	59	45	127	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	615	175	87	1387	62	147	108	65	49	140	82
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	1239	345	111	1637	73	174	428	359	492	761	641
Arrive On Green	0.05	0.31	0.31	0.12	0.64	0.64	0.10	0.22	0.22	0.27	0.40	0.40
Sat Flow, veh/h	1810	4015	1118	1810	5089	227	1810	1900	1595	1810	1900	1601
Grp Volume(v), veh/h	52	528	262	87	942	507	147	108	65	49	140	82
Grp Sat Flow(s),veh/h/ln	1810	1729	1676	1810	1729	1859	1810	1900	1595	1810	1900	1601
Q Serve(g_s), s	3.4	14.9	15.4	5.6	25.6	25.6	9.6	5.6	3.3	2.4	5.7	3.1
Cycle Q Clear(g_c), s	3.4	14.9	15.4	5.6	25.6	25.6	9.6	5.6	3.3	2.4	5.7	3.1
Prop In Lane	1.00		0.67	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	1067	517	111	1112	598	174	428	359	492	761	641
V/C Ratio(X)	0.60	0.49	0.51	0.79	0.85	0.85	0.84	0.25	0.18	0.10	0.18	0.13
Avail Cap(c_a), veh/h	226	1153	559	377	1441	774	196	428	359	492	761	641
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.63	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	33.9	34.0	51.9	19.1	19.1	53.3	38.2	26.2	32.7	23.3	14.9
Incr Delay (d2), s/veh	6.4	0.4	0.8	7.5	2.5	4.5	23.4	1.3	1.0	0.1	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.3	6.4	2.7	6.7	7.5	5.5	2.8	1.6	1.1	2.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	34.2	34.8	59.4	21.6	23.6	76.8	39.5	27.2	32.8	23.8	15.3
LnGrp LOS	E	C	C	E	C	C	E	D	C	C	C	B
Approach Vol, veh/h		842			1536			320			271	
Approach Delay, s/veh		36.1			24.4			54.1			22.8	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	31.0	11.3	41.0	15.6	52.1	9.8	42.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.6	27.0	25.0	40.0	13.0	26.0	15.0	50.0
Max Q Clear Time (g_c+I1), s	11.4	7.6	7.6	17.4	11.6	7.7	5.4	27.6
Green Ext Time (p_c), s	0.0	0.7	0.2	5.5	0.0	0.9	0.1	11.0

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1120	263	91	1809	78	127	33	50	73	75	123
Future Volume (veh/h)	144	1120	263	91	1809	78	127	33	50	73	75	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	1143	0	93	1846	80	82	101	51	74	77	126
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	176	2252		120	2093	650	459	482	409	181	191	161
Arrive On Green	0.10	0.43	0.00	0.02	0.13	0.13	0.25	0.25	0.25	0.10	0.10	0.10
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	147	1143	0	93	1846	80	82	101	51	74	77	126
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	8.8	17.6	0.0	5.6	38.5	4.8	3.9	4.6	2.7	4.2	4.2	8.4
Cycle Q Clear(g_c), s	8.8	17.6	0.0	5.6	38.5	4.8	3.9	4.6	2.7	4.2	4.2	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	176	2252		120	2093	650	459	482	409	181	191	161
V/C Ratio(X)	0.84	0.51		0.78	0.88	0.12	0.18	0.21	0.12	0.41	0.40	0.78
Avail Cap(c_a), veh/h	181	2252		263	2122	659	459	482	409	304	320	271
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.61	0.61	0.61	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	48.8	22.6	0.0	53.0	45.1	30.5	32.1	32.3	31.6	46.4	46.4	48.3
Incr Delay (d2), s/veh	27.2	0.2	0.0	6.4	3.0	0.1	0.8	1.0	0.6	1.4	1.3	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	7.1	0.0	2.9	18.4	1.9	1.8	2.3	1.1	2.0	2.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.0	22.8	0.0	59.4	48.1	30.6	32.9	33.3	32.3	47.8	47.7	55.9
LnGrp LOS	E	C		E	D	C	C	C	C	D	D	E
Approach Vol, veh/h		1290	A		2019			234			277	
Approach Delay, s/veh		28.8			47.9			33.0			51.4	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	31.9	11.3	51.8	15.0	14.7	48.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.5	16.0	40.0	18.5	11.0	45.0
Max Q Clear Time (g_c+I1), s	6.6	7.6	19.6	10.4	10.8	40.5
Green Ext Time (p_c), s	0.7	0.1	8.4	0.6	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

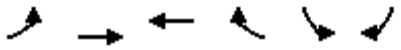
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	464	82	104	1582	132	71	262	17	128	264	156
Future Volume (veh/h)	123	464	82	104	1582	132	71	262	17	128	264	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	483	85	108	1648	138	74	273	18	133	275	162
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	629	276	592	2028	170	187	659	43	609	1126	502
Arrive On Green	0.11	0.23	0.23	0.33	0.42	0.42	0.05	0.19	0.19	0.17	0.31	0.31
Sat Flow, veh/h	1810	3610	1581	1810	4875	408	3510	3439	225	3510	3610	1609
Grp Volume(v), veh/h	128	483	85	108	1168	618	74	143	148	133	275	162
Grp Sat Flow(s),veh/h/ln	1810	1805	1581	1810	1729	1824	1755	1805	1859	1755	1805	1609
Q Serve(g_s), s	8.3	15.0	4.6	5.1	35.8	35.9	2.4	8.3	8.4	3.9	6.8	9.2
Cycle Q Clear(g_c), s	8.3	15.0	4.6	5.1	35.8	35.9	2.4	8.3	8.4	3.9	6.8	9.2
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	155	629	276	592	1438	759	187	346	356	609	1126	502
V/C Ratio(X)	0.83	0.77	0.31	0.18	0.81	0.81	0.39	0.41	0.42	0.22	0.24	0.32
Avail Cap(c_a), veh/h	211	1655	725	592	1614	851	234	346	356	609	1126	502
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	43.8	29.3	28.9	30.9	30.9	54.9	42.6	42.6	42.6	30.8	31.6
Incr Delay (d2), s/veh	16.1	1.8	0.6	0.1	1.7	3.1	1.3	3.6	3.6	0.2	0.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	6.6	2.1	2.3	15.0	16.1	1.1	4.1	4.2	1.7	3.1	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.4	45.7	29.9	29.0	32.6	34.1	56.3	46.2	46.2	42.8	31.3	33.3
LnGrp LOS	E	D	C	C	C	C	E	D	D	D	C	C
Approach Vol, veh/h		696			1894			365			570	
Approach Delay, s/veh		47.9			32.9			48.2			34.5	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.8	27.0	43.3	24.9	10.4	41.4	14.3	53.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	23.0	15.0	55.0	8.0	26.0	14.0	56.0
Max Q Clear Time (g_c+I1), s	15.9	10.4	7.1	17.0	4.4	11.2	10.3	37.9
Green Ext Time (p_c), s	0.2	1.3	0.1	3.9	0.0	2.0	0.1	12.0

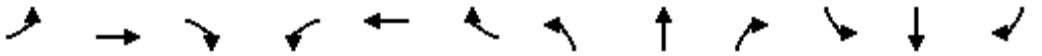
Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	154	1081	1966	155	151	116
Future Volume (veh/h)	154	1081	1966	155	151	116
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	1114	2027	160	156	120
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	190	2873	2140	1265	1311	770
Arrive On Green	0.21	1.00	0.82	0.82	0.37	0.37
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	159	1114	2027	160	156	120
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	9.3	0.0	34.4	0.9	3.2	4.6
Cycle Q Clear(g_c), s	9.3	0.0	34.4	0.9	3.2	4.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	190	2873	2140	1265	1311	770
V/C Ratio(X)	0.84	0.39	0.95	0.13	0.12	0.16
Avail Cap(c_a), veh/h	477	3772	2216	1289	1311	770
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.50	0.50	1.00	1.00
Uniform Delay (d), s/veh	42.5	0.0	8.7	0.8	22.6	16.2
Incr Delay (d2), s/veh	8.5	0.1	5.3	0.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	4.5	0.7	1.4	5.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.0	0.1	14.0	0.8	22.8	16.6
LnGrp LOS	D	A	B	A	C	B
Approach Vol, veh/h		1273	2187		276	
Approach Delay, s/veh		6.4	13.1		20.1	
Approach LOS		A	B		C	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		64.9		45.1	15.5	49.4
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		80.0		22.0	29.0	47.0
Max Q Clear Time (g_c+I1), s		2.0		6.6	11.3	36.4
Green Ext Time (p_c), s		11.0		0.8	0.4	8.9

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	527	56	113	1612	122	93	227	37	121	163	75
Future Volume (veh/h)	25	527	56	113	1612	122	93	227	37	121	163	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	561	60	120	1715	130	99	241	39	129	173	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	723	318	411	1928	146	124	1100	175	157	902	400
Arrive On Green	0.03	0.20	0.20	0.45	0.79	0.79	0.07	0.35	0.35	0.09	0.37	0.37
Sat Flow, veh/h	1810	3610	1589	1810	4913	372	1810	3117	497	1810	2432	1078
Grp Volume(v), veh/h	27	561	60	120	1206	639	99	138	142	129	126	127
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1729	1826	1810	1805	1809	1810	1805	1705
Q Serve(g_s), s	1.8	17.7	3.1	5.0	29.8	30.0	6.5	6.4	6.6	8.4	5.7	6.1
Cycle Q Clear(g_c), s	1.8	17.7	3.1	5.0	29.8	30.0	6.5	6.4	6.6	8.4	5.7	6.1
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.27	1.00		0.63
Lane Grp Cap(c), veh/h	63	723	318	411	1357	717	124	637	638	157	670	633
V/C Ratio(X)	0.43	0.78	0.19	0.29	0.89	0.89	0.80	0.22	0.22	0.82	0.19	0.20
Avail Cap(c_a), veh/h	136	1504	662	411	1614	852	181	637	638	241	670	633
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.35	0.35	0.35	0.71	0.71	0.71	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	45.4	27.5	26.7	11.0	11.1	55.1	27.2	27.3	53.9	25.5	25.6
Incr Delay (d2), s/veh	3.4	1.3	0.2	0.1	2.1	4.0	10.6	0.6	0.6	12.4	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.0	1.5	2.1	4.6	5.3	3.3	2.9	3.0	4.4	2.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	46.8	27.8	26.8	13.2	15.1	65.7	27.8	27.8	66.3	26.1	26.3
LnGrp LOS	E	D	C	C	B	B	E	C	C	E	C	C
Approach Vol, veh/h		648			1965			379			382	
Approach Delay, s/veh		45.6			14.6			37.7			39.8	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	46.3	31.2	28.0	12.2	48.5	8.2	51.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	23.0	15.0	50.0	12.0	27.0	9.0	56.0
Max Q Clear Time (g_c+I1), s	10.4	8.6	7.0	19.7	8.5	8.1	3.8	32.0
Green Ext Time (p_c), s	0.1	1.3	0.2	4.4	0.1	1.3	0.0	15.1

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	979	184	17	1738	94	255	54	7	90	52	107
Future Volume (veh/h)	166	979	184	17	1738	94	255	54	7	90	52	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	175	1031	194	18	1829	99	268	57	7	95	55	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	2644	821	49	2138	116	452	580	70	251	683	485
Arrive On Green	0.15	0.68	0.68	0.03	0.42	0.42	0.13	0.18	0.18	0.14	0.19	0.19
Sat Flow, veh/h	1810	5187	1610	1810	5037	272	3510	3239	390	1810	3610	1610
Grp Volume(v), veh/h	175	1031	194	18	1255	673	268	31	33	95	55	113
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1851	1755	1805	1824	1810	1805	1610
Q Serve(g_s), s	10.4	9.6	3.0	1.1	36.0	36.2	7.9	1.6	1.7	5.2	1.4	0.0
Cycle Q Clear(g_c), s	10.4	9.6	3.0	1.1	36.0	36.2	7.9	1.6	1.7	5.2	1.4	0.0
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	203	2644	821	49	1468	786	452	323	327	251	683	485
V/C Ratio(X)	0.86	0.39	0.24	0.37	0.85	0.86	0.59	0.10	0.10	0.38	0.08	0.23
Avail Cap(c_a), veh/h	211	2644	821	125	1540	825	452	323	327	251	683	485
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	46.0	10.2	3.3	52.6	28.6	28.6	45.2	37.7	37.7	43.1	36.7	28.9
Incr Delay (d2), s/veh	27.1	0.1	0.1	4.6	4.8	8.6	2.1	0.6	0.6	0.9	0.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	3.2	1.6	0.6	15.5	17.5	3.6	0.8	0.8	2.4	0.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.1	10.3	3.4	57.2	33.4	37.3	47.3	38.3	38.4	44.0	37.0	30.0
LnGrp LOS	E	B	A	E	C	D	D	D	D	D	D	C
Approach Vol, veh/h		1400			1946			332			263	
Approach Delay, s/veh		17.2			34.9			45.6			36.5	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	23.7	7.0	60.1	18.2	24.8	16.3	50.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.5	19.7	7.6	54.2	11.4	20.8	12.8	49.0
Max Q Clear Time (g_c+I1), s	11.2	3.7	3.1	11.6	9.9	3.4	12.4	38.2
Green Ext Time (p_c), s	0.1	0.2	0.0	10.4	0.1	0.6	0.0	8.5

Intersection Summary	
HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	482	53	25	1496	175	206	431	38	152	271	182
Future Volume (veh/h)	110	482	53	25	1496	175	206	431	38	152	271	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	530	58	27	1644	192	226	474	42	167	298	200
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	2177	903	63	1751	204	257	842	375	324	975	559
Arrive On Green	0.08	0.42	0.42	0.03	0.37	0.37	0.14	0.23	0.23	0.18	0.27	0.27
Sat Flow, veh/h	1810	5187	1606	1810	4702	548	1810	3610	1608	1810	3610	1584
Grp Volume(v), veh/h	121	530	58	27	1208	628	226	474	42	167	298	200
Grp Sat Flow(s),veh/h/ln	1810	1729	1606	1810	1729	1791	1810	1805	1608	1810	1805	1584
Q Serve(g_s), s	7.9	7.9	2.0	1.8	40.4	40.7	14.7	13.9	2.1	10.0	7.9	3.0
Cycle Q Clear(g_c), s	7.9	7.9	2.0	1.8	40.4	40.7	14.7	13.9	2.1	10.0	7.9	3.0
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	2177	903	63	1288	667	257	842	375	324	975	559
V/C Ratio(X)	0.82	0.24	0.06	0.43	0.94	0.94	0.88	0.56	0.11	0.52	0.31	0.36
Avail Cap(c_a), veh/h	204	2200	910	115	1297	672	371	842	375	324	975	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.56	0.56	0.56	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	22.5	11.9	56.8	36.3	36.4	50.4	40.6	27.3	44.5	34.8	13.4
Incr Delay (d2), s/veh	10.9	0.0	0.0	2.6	8.1	14.2	13.6	2.4	0.5	1.4	0.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	3.2	0.7	0.8	18.2	20.1	7.6	6.5	1.0	4.6	3.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	22.5	12.0	59.4	44.4	50.5	64.0	43.0	27.8	46.0	35.6	15.2
LnGrp LOS	E	C	B	E	D	D	E	D	C	D	D	B
Approach Vol, veh/h		709			1863			742			665	
Approach Delay, s/veh		28.9			46.7			48.5			32.1	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.5	32.0	8.2	54.4	21.1	36.4	13.8	48.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.5	28.0	7.6	50.9	24.6	20.9	13.5	45.0
Max Q Clear Time (g_c+I1), s	12.0	15.9	3.8	9.9	16.7	9.9	9.9	42.7
Green Ext Time (p_c), s	0.2	2.6	0.0	4.3	0.4	2.0	0.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	563	407	14	1020	109	713	513	8	69	275	71
Future Volume (veh/h)	90	563	407	14	1020	109	713	513	8	69	275	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	599	433	15	1085	116	759	546	9	73	293	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	1454	1043	42	1181	126	859	1350	22	103	522	133
Arrive On Green	0.07	0.40	0.40	0.02	0.36	0.36	0.24	0.37	0.37	0.06	0.18	0.18
Sat Flow, veh/h	1810	3610	1610	1810	3286	351	3510	3633	60	1810	2840	723
Grp Volume(v), veh/h	96	599	433	15	596	605	759	271	284	73	184	185
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1832	1755	1805	1888	1810	1805	1758
Q Serve(g_s), s	5.8	13.1	2.4	0.9	34.7	34.8	22.9	12.2	12.2	4.4	10.2	10.5
Cycle Q Clear(g_c), s	5.8	13.1	2.4	0.9	34.7	34.8	22.9	12.2	12.2	4.4	10.2	10.5
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.03	1.00		0.41
Lane Grp Cap(c), veh/h	121	1454	1043	42	649	659	859	671	701	103	331	323
V/C Ratio(X)	0.80	0.41	0.42	0.35	0.92	0.92	0.88	0.40	0.40	0.71	0.56	0.57
Avail Cap(c_a), veh/h	128	1454	1043	123	673	683	859	671	701	161	331	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.40	0.40	0.40	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	50.6	23.5	3.9	52.9	33.7	33.7	40.0	25.6	25.6	51.0	40.8	41.0
Incr Delay (d2), s/veh	27.1	0.2	0.3	2.0	8.3	8.3	10.8	1.8	1.7	8.4	6.3	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	5.6	2.3	0.4	16.3	16.6	11.1	5.5	5.8	2.2	5.1	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.7	23.7	4.2	54.9	41.9	42.0	50.8	27.4	27.3	59.4	47.1	47.9
LnGrp LOS	E	C	A	D	D	D	D	C	C	E	D	D
Approach Vol, veh/h		1128			1216			1314			442	
Approach Delay, s/veh		20.8			42.2			40.9			49.5	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	44.9	6.6	48.3	30.9	24.2	11.3	43.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.8	35.4	7.5	41.3	25.0	20.2	7.8	41.0
Max Q Clear Time (g_c+I1), s	6.4	14.2	2.9	15.1	24.9	12.5	7.8	36.8
Green Ext Time (p_c), s	0.0	3.3	0.0	6.2	0.0	1.3	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	92	392	461	73	178	454
Future Volume (veh/h)	92	392	461	73	178	454
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	417	490	78	189	483
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	971	445	1906	849	265	2322
Arrive On Green	0.28	0.28	0.53	0.53	0.08	0.64
Sat Flow, veh/h	3510	1610	3705	1609	3510	3705
Grp Volume(v), veh/h	98	417	490	78	189	483
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1609	1755	1805
Q Serve(g_s), s	2.1	25.3	7.4	2.4	5.3	5.5
Cycle Q Clear(g_c), s	2.1	25.3	7.4	2.4	5.3	5.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	971	445	1906	849	265	2322
V/C Ratio(X)	0.10	0.94	0.26	0.09	0.71	0.21
Avail Cap(c_a), veh/h	1018	467	1906	849	491	2322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	35.3	12.9	11.7	45.2	7.3
Incr Delay (d2), s/veh	0.0	14.7	0.3	0.2	3.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	11.5	3.0	0.9	2.4	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.9	50.0	13.2	11.9	48.8	7.5
LnGrp LOS	C	D	B	B	D	A
Approach Vol, veh/h	515		568			672
Approach Delay, s/veh	45.6		13.0			19.1
Approach LOS	D		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	31.5	56.8			68.3	31.7
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	14.0	45.0			63.0	29.0
Max Q Clear Time (g_c+I1), s	7.3	9.4			7.5	27.3
Green Ext Time (p_c), s	0.3	3.9			3.7	0.4

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	515	66	72	1344	51	122	251	66	99	204	75
Future Volume (veh/h)	60	515	66	72	1344	51	122	251	66	99	204	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	585	75	82	1527	58	139	285	75	112	232	85
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	1549	196	104	1734	66	484	1130	292	139	541	192
Arrive On Green	0.02	0.11	0.11	0.12	0.68	0.68	0.27	0.40	0.40	0.08	0.21	0.21
Sat Flow, veh/h	1810	4651	588	1810	5124	195	1810	2829	730	1810	2597	922
Grp Volume(v), veh/h	68	433	227	82	1030	555	139	180	180	112	159	158
Grp Sat Flow(s),veh/h/ln	1810	1729	1781	1810	1729	1861	1810	1805	1754	1810	1805	1714
Q Serve(g_s), s	4.5	13.9	14.2	5.3	28.6	28.6	7.3	8.0	8.3	7.3	9.2	9.6
Cycle Q Clear(g_c), s	4.5	13.9	14.2	5.3	28.6	28.6	7.3	8.0	8.3	7.3	9.2	9.6
Prop In Lane	1.00		0.33	1.00		0.10	1.00		0.42	1.00		0.54
Lane Grp Cap(c), veh/h	95	1152	593	104	1170	630	484	721	700	139	376	357
V/C Ratio(X)	0.72	0.38	0.38	0.79	0.88	0.88	0.29	0.25	0.26	0.81	0.42	0.44
Avail Cap(c_a), veh/h	196	1268	653	241	1354	729	484	721	700	241	376	357
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.47	0.47	0.47	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.1	41.8	41.9	52.4	17.5	17.5	34.9	24.0	24.1	54.5	41.2	41.4
Incr Delay (d2), s/veh	9.4	0.2	0.4	6.1	3.2	5.6	0.3	0.7	0.7	10.4	3.5	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	6.5	6.9	2.5	6.9	7.8	3.3	3.6	3.6	3.7	4.5	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.5	42.0	42.3	58.5	20.6	23.1	35.1	24.7	24.9	64.9	44.7	45.4
LnGrp LOS	E	D	D	E	C	C	D	C	C	E	D	D
Approach Vol, veh/h		728			1667			499			429	
Approach Delay, s/veh		44.5			23.3			27.7			50.2	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	51.9	10.9	44.0	36.1	29.0	10.3	44.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	28.0	16.0	44.0	19.0	25.0	13.0	47.0
Max Q Clear Time (g_c+I1), s	9.3	10.3	7.3	16.2	9.3	11.6	6.5	30.6
Green Ext Time (p_c), s	0.1	2.0	0.1	4.7	0.2	1.5	0.1	10.0

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	496	115	38	987	63	126	397	64	103	317	44
Future Volume (veh/h)	55	496	115	38	987	63	126	397	64	103	317	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	67	605	140	46	1204	77	154	484	78	126	387	54
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	1174	271	87	1368	87	283	761	122	283	780	108
Arrive On Green	0.06	0.40	0.40	0.05	0.40	0.40	0.16	0.25	0.25	0.16	0.25	0.25
Sat Flow, veh/h	1810	2901	670	1810	3445	220	1810	3101	497	1810	3176	440
Grp Volume(v), veh/h	67	376	369	46	630	651	154	281	281	126	219	222
Grp Sat Flow(s),veh/h/ln	1810	1805	1766	1810	1805	1860	1810	1805	1793	1810	1805	1811
Q Serve(g_s), s	4.0	17.2	17.3	2.7	35.6	35.7	8.6	15.3	15.5	6.9	11.4	11.6
Cycle Q Clear(g_c), s	4.0	17.2	17.3	2.7	35.6	35.7	8.6	15.3	15.5	6.9	11.4	11.6
Prop In Lane	1.00		0.38	1.00		0.12	1.00		0.28	1.00		0.24
Lane Grp Cap(c), veh/h	100	730	714	87	717	739	283	443	440	283	443	445
V/C Ratio(X)	0.67	0.51	0.52	0.53	0.88	0.88	0.54	0.63	0.64	0.44	0.49	0.50
Avail Cap(c_a), veh/h	132	794	777	125	788	811	283	443	440	283	443	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.37	0.37	0.37	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	51.0	24.6	24.7	51.1	30.7	30.7	42.8	37.1	37.1	42.1	35.6	35.7
Incr Delay (d2), s/veh	7.3	0.5	0.5	1.8	4.3	4.3	2.1	6.7	7.0	1.0	3.6	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.4	7.2	1.3	15.9	16.4	4.0	7.5	7.6	3.2	5.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	25.1	25.2	53.0	35.0	35.0	44.9	43.8	44.1	43.1	39.2	39.4
LnGrp LOS	E	C	C	D	D	D	D	D	D	D	D	D
Approach Vol, veh/h		812			1327			716			567	
Approach Delay, s/veh		27.9			35.6			44.2			40.2	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.2	31.0	9.3	48.5	21.2	31.0	10.1	47.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	27.0	7.6	48.4	11.0	27.0	8.0	48.0
Max Q Clear Time (g_c+I1), s	19.3	17.5	4.7	19.3	10.6	13.6	6.0	37.7
Green Ext Time (p_c), s	0.1	2.4	0.0	5.3	0.0	2.2	0.0	6.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	190	44	13	382	449	49	287	19	283	268	31
Future Volume (veh/h)	74	190	44	13	382	449	49	287	19	283	268	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.88	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	218	51	15	439	516	56	330	22	325	308	36
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	1226	538	84	542	477	100	695	46	493	1373	159
Arrive On Green	0.06	0.34	0.34	0.02	0.30	0.30	0.06	0.20	0.20	0.27	0.42	0.42
Sat Flow, veh/h	3510	3610	1584	3510	1805	1589	1810	3405	225	1810	3259	378
Grp Volume(v), veh/h	85	218	51	15	439	516	56	174	178	325	169	175
Grp Sat Flow(s),veh/h/ln	1755	1805	1584	1755	1805	1589	1810	1805	1825	1810	1805	1832
Q Serve(g_s), s	2.3	4.2	2.2	0.4	22.5	30.0	3.0	8.5	8.6	15.9	6.0	6.1
Cycle Q Clear(g_c), s	2.3	4.2	2.2	0.4	22.5	30.0	3.0	8.5	8.6	15.9	6.0	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.21
Lane Grp Cap(c), veh/h	223	1226	538	84	542	477	100	368	372	493	761	772
V/C Ratio(X)	0.38	0.18	0.09	0.18	0.81	1.08	0.56	0.47	0.48	0.66	0.22	0.23
Avail Cap(c_a), veh/h	267	1226	538	298	542	477	156	368	372	493	761	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	23.2	22.5	47.8	32.4	35.0	46.1	35.1	35.1	32.2	18.5	18.5
Incr Delay (d2), s/veh	1.0	0.1	0.1	0.8	7.0	60.2	4.8	4.3	4.4	3.2	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.8	0.8	0.2	10.7	19.2	1.5	4.1	4.2	7.3	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	23.3	22.6	48.6	39.4	95.2	50.9	39.3	39.5	35.5	19.2	19.2
LnGrp LOS	D	C	C	D	D	F	D	D	D	D	B	B
Approach Vol, veh/h		354			970			408			669	
Approach Delay, s/veh		28.6			69.2			41.0			27.1	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	24.4	6.4	38.0	9.5	46.1	10.3	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	20.4	8.5	29.1	8.6	37.8	7.6	30.0
Max Q Clear Time (g_c+I1), s	7.3	10.6	2.4	6.2	5.0	8.1	4.3	32.0
Green Ext Time (p_c), s	0.6	1.4	0.0	1.5	0.0	2.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	433	102	141	1045	130	329	796	136	186	546	231
Future Volume (veh/h)	130	433	102	141	1045	130	329	796	136	186	546	231
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	146	487	115	158	1174	146	370	894	153	209	613	260
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	988	438	214	1293	161	525	1173	512	374	872	386
Arrive On Green	0.06	0.27	0.27	0.06	0.28	0.28	0.29	0.32	0.32	0.21	0.24	0.24
Sat Flow, veh/h	3510	3610	1600	3510	4670	581	1810	3610	1575	1810	3610	1598
Grp Volume(v), veh/h	146	487	115	158	869	451	370	894	153	209	613	260
Grp Sat Flow(s),veh/h/ln	1755	1805	1600	1755	1729	1793	1810	1805	1575	1810	1805	1598
Q Serve(g_s), s	4.9	13.6	3.4	5.3	29.1	29.2	21.9	26.7	7.1	12.4	18.6	17.7
Cycle Q Clear(g_c), s	4.9	13.6	3.4	5.3	29.1	29.2	21.9	26.7	7.1	12.4	18.6	17.7
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	988	438	214	957	496	525	1173	512	374	872	386
V/C Ratio(X)	0.72	0.49	0.26	0.74	0.91	0.91	0.70	0.76	0.30	0.56	0.70	0.67
Avail Cap(c_a), veh/h	263	1041	461	246	980	508	525	1173	512	374	872	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.39	0.39	0.39	0.38	0.38	0.38	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	36.6	8.8	55.4	41.9	41.9	38.0	36.3	19.9	42.7	41.6	41.2
Incr Delay (d2), s/veh	6.1	0.4	0.3	3.9	5.3	9.4	1.6	1.8	0.6	1.8	4.7	9.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.0	2.6	2.5	13.0	14.1	9.9	11.9	2.7	5.8	8.8	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	36.9	9.1	59.3	47.2	51.3	39.6	38.2	20.5	44.5	46.3	50.3
LnGrp LOS	E	D	A	E	D	D	D	D	C	D	D	D
Approach Vol, veh/h		748			1478			1417			1082	
Approach Delay, s/veh		37.5			49.7			36.6			46.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	38.8	43.0	11.3	36.8	38.8	33.0	10.9	37.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	39.0	8.4	34.6	32.0	29.0	9.0	34.0
Max Q Clear Time (g_c+I1), s	11.4	28.7	7.3	15.6	23.9	20.6	6.9	31.2
Green Ext Time (p_c), s	0.3	4.8	0.0	3.5	0.8	3.3	0.1	2.1

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	486	151	93	799	90	269	1046	153	81	663	97
Future Volume (veh/h)	91	486	151	93	799	90	269	1046	153	81	663	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	600	186	115	986	111	332	1291	189	100	819	120
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	721	223	242	1056	119	491	1755	257	126	838	122
Arrive On Green	0.08	0.27	0.27	0.27	0.65	0.65	0.27	0.38	0.38	0.07	0.18	0.18
Sat Flow, veh/h	1810	2712	839	1810	3269	368	1810	4559	667	1810	4565	664
Grp Volume(v), veh/h	112	399	387	115	544	553	332	979	501	100	619	320
Grp Sat Flow(s),veh/h/ln	1810	1805	1747	1810	1805	1832	1810	1729	1769	1810	1729	1771
Q Serve(g_s), s	6.7	22.9	23.0	5.9	29.6	29.6	18.0	26.7	26.7	6.0	19.6	19.8
Cycle Q Clear(g_c), s	6.7	22.9	23.0	5.9	29.6	29.6	18.0	26.7	26.7	6.0	19.6	19.8
Prop In Lane	1.00		0.48	1.00		0.20	1.00		0.38	1.00		0.38
Lane Grp Cap(c), veh/h	139	480	464	242	583	592	491	1331	681	126	635	325
V/C Ratio(X)	0.81	0.83	0.83	0.47	0.93	0.93	0.68	0.74	0.74	0.79	0.97	0.98
Avail Cap(c_a), veh/h	166	630	610	242	635	645	491	1331	681	197	635	325
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.48	0.48	0.48	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	50.0	38.1	38.1	37.0	18.4	18.4	35.8	29.0	29.0	50.4	44.6	44.7
Incr Delay (d2), s/veh	18.3	6.1	6.4	0.7	11.6	11.5	3.7	3.7	7.0	8.8	26.0	40.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	10.8	10.6	2.5	8.8	8.9	8.4	11.5	12.4	3.0	10.6	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.3	44.2	44.5	37.7	30.0	30.0	39.5	32.7	36.0	59.1	70.7	84.9
LnGrp LOS	E	D	D	D	C	C	D	C	D	E	E	F
Approach Vol, veh/h		898			1212			1812			1039	
Approach Delay, s/veh		47.3			30.7			34.8			73.9	
Approach LOS		D			C			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	46.3	18.7	33.2	33.8	24.2	12.4	39.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	33.2	10.4	38.4	25.0	20.2	10.1	38.7
Max Q Clear Time (g_c+I1), s	8.0	28.7	7.9	25.0	20.0	21.8	8.7	31.6
Green Ext Time (p_c), s	0.1	3.4	0.1	4.2	0.5	0.0	0.0	3.9

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	324	106	280	496	121	212	1009	319	118	510	75
Future Volume (veh/h)	51	324	106	280	496	121	212	1009	319	118	510	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	348	114	301	533	130	228	1085	343	127	548	81
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	455	147	340	858	208	448	1950	597	160	986	143
Arrive On Green	0.06	0.17	0.17	0.19	0.30	0.30	0.49	0.75	0.75	0.09	0.22	0.22
Sat Flow, veh/h	1810	2672	861	1810	2861	694	1810	5187	1588	1810	4552	660
Grp Volume(v), veh/h	55	233	229	301	335	328	228	1085	343	127	414	215
Grp Sat Flow(s),veh/h/ln	1810	1805	1728	1810	1805	1750	1810	1729	1588	1810	1729	1754
Q Serve(g_s), s	2.7	11.1	11.4	14.6	14.4	14.5	7.7	8.0	4.7	6.2	9.6	9.9
Cycle Q Clear(g_c), s	2.7	11.1	11.4	14.6	14.4	14.5	7.7	8.0	4.7	6.2	9.6	9.9
Prop In Lane	1.00		0.50	1.00		0.40	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	105	308	294	340	541	525	448	1950	597	160	749	380
V/C Ratio(X)	0.52	0.76	0.78	0.89	0.62	0.62	0.51	0.56	0.57	0.80	0.55	0.57
Avail Cap(c_a), veh/h	151	371	355	402	622	603	448	1950	597	239	749	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.81	0.81	0.81	0.26	0.26	0.26	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	35.6	35.7	35.6	27.1	27.1	19.0	8.0	2.5	40.2	31.4	31.5
Incr Delay (d2), s/veh	3.5	6.3	7.6	15.6	1.2	1.3	0.2	0.3	1.1	10.4	2.9	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.3	5.3	7.8	6.2	6.1	2.7	2.0	2.0	3.2	4.2	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.6	41.9	43.3	51.2	28.3	28.4	19.3	8.3	3.5	50.6	34.3	37.5
LnGrp LOS	D	D	D	D	C	C	B	A	A	D	C	D
Approach Vol, veh/h		517			964			1656			756	
Approach Delay, s/veh		42.8			35.5			8.8			37.9	
Approach LOS		D			D			A			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	37.8	20.9	19.3	26.3	23.5	9.2	31.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.9	23.6	20.0	18.5	16.0	19.5	7.5	31.0
Max Q Clear Time (g_c+I1), s	9.2	10.0	16.6	13.4	9.7	11.9	4.7	16.5
Green Ext Time (p_c), s	0.1	7.4	0.3	1.2	0.3	2.4	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	153	83	210	130	157	102	1375	274	73	894	4
Future Volume (veh/h)	23	153	83	210	130	157	102	1375	274	73	894	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	163	88	223	138	167	109	1463	291	78	951	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	32	215	209	240	149	334	139	1789	355	121	2152	9
Arrive On Green	0.13	0.13	0.13	0.21	0.21	0.21	0.08	0.41	0.41	0.13	0.81	0.81
Sat Flow, veh/h	242	1646	1603	1139	705	1581	1810	4324	857	1810	5331	22
Grp Volume(v), veh/h	187	0	88	361	0	167	109	1169	585	78	617	338
Grp Sat Flow(s),veh/h/ln	1888	0	1603	1843	0	1581	1810	1729	1723	1810	1729	1895
Q Serve(g_s), s	8.6	0.0	4.5	17.3	0.0	8.4	5.3	26.9	27.1	3.7	4.8	4.8
Cycle Q Clear(g_c), s	8.6	0.0	4.5	17.3	0.0	8.4	5.3	26.9	27.1	3.7	4.8	4.8
Prop In Lane	0.13		1.00	0.62		1.00	1.00		0.50	1.00		0.01
Lane Grp Cap(c), veh/h	246	0	209	389	0	334	139	1431	713	121	1396	765
V/C Ratio(X)	0.76	0.00	0.42	0.93	0.00	0.50	0.78	0.82	0.82	0.65	0.44	0.44
Avail Cap(c_a), veh/h	470	0	399	389	0	334	237	1431	713	153	1396	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.79	0.79	0.79
Uniform Delay (d), s/veh	37.8	0.0	36.0	34.8	0.0	31.3	40.8	23.4	23.4	38.0	5.6	5.6
Incr Delay (d2), s/veh	4.8	0.0	1.3	28.2	0.0	1.2	8.3	4.7	9.2	4.9	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	1.8	10.6	0.0	3.2	2.7	11.3	12.2	1.7	1.4	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	0.0	37.3	63.0	0.0	32.5	49.1	28.1	32.6	42.8	6.4	7.1
LnGrp LOS	D	A	D	E	A	C	D	C	C	D	A	A
Approach Vol, veh/h		275			528			1863			1033	
Approach Delay, s/veh		40.9			53.4			30.7			9.4	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	41.2		15.8	10.9	40.3		23.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	25.0		22.4	11.8	20.8		19.0
Max Q Clear Time (g_c+I1), s	5.7	29.1		10.6	7.3	6.8		19.3
Green Ext Time (p_c), s	0.0	0.0		1.0	0.1	5.4		0.0

Intersection Summary		
HCM 6th Ctrl Delay		28.8
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	0	35	0	0	0	124	1733	0	0	1139	82
Future Volume (veh/h)	78	0	35	0	0	0	124	1733	0	0	1139	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	0	39	0	0	0	139	1947	0	0	1280	92
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	142	809	2	2	2	774	4339	0	2	1800	129
Arrive On Green	0.07	0.00	0.07	0.00	0.00	0.00	0.57	1.00	0.00	0.00	0.36	0.36
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4939	355
Grp Volume(v), veh/h	88	0	39	0	0	0	139	1947	0	0	896	476
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1836
Q Serve(g_s), s	4.3	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	20.0	20.0
Cycle Q Clear(g_c), s	4.3	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	20.0	20.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.19
Lane Grp Cap(c), veh/h	135	142	809	2	2	2	774	4339	0	2	1260	669
V/C Ratio(X)	0.65	0.00	0.05	0.00	0.00	0.00	0.18	0.45	0.00	0.00	0.71	0.71
Avail Cap(c_a), veh/h	191	433	1055	151	391	331	774	4339	0	151	1260	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.79	0.79	0.00	0.00	0.83	0.83
Uniform Delay (d), s/veh	40.5	0.0	7.7	0.0	0.0	0.0	11.8	0.0	0.0	0.0	24.5	24.5
Incr Delay (d2), s/veh	5.2	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.0	0.0	2.9	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.3	0.0	0.0	0.0	1.3	0.1	0.0	0.0	8.4	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	0.0	7.7	0.0	0.0	0.0	11.9	0.3	0.0	0.0	27.4	29.8
LnGrp LOS	D	A	A	A	A	A	B	A	A	A	C	C
Approach Vol, veh/h		127			0			2086			1372	
Approach Delay, s/veh		34.1			0.0			1.0			28.2	
Approach LOS		C						A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	79.3	0.0	10.7	42.5	36.8	10.7	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	38.5	7.5	20.5	13.2	32.8	9.5	18.5
Max Q Clear Time (g_c+I1), s	10.0	2.0	0.0	2.0	5.3	22.0	6.3	0.0
Green Ext Time (p_c), s	0.0	21.8	0.0	0.1	0.2	6.5	0.0	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	3	55	25	34	29	77	1847	31	44	1109	42
Future Volume (veh/h)	35	3	55	25	34	29	77	1847	31	44	1109	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	3	60	27	37	32	85	2030	34	48	1219	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	138	123	86	145	123	479	3383	57	98	2248	775
Arrive On Green	0.05	0.08	0.08	0.05	0.08	0.08	0.26	0.64	0.64	0.11	0.87	0.87
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5254	88	1810	5187	1610
Grp Volume(v), veh/h	38	3	60	27	37	32	85	1335	729	48	1219	46
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1884	1810	1729	1610
Q Serve(g_s), s	1.8	0.1	3.2	1.3	1.7	1.7	3.3	20.2	20.2	2.2	5.3	0.1
Cycle Q Clear(g_c), s	1.8	0.1	3.2	1.3	1.7	1.7	3.3	20.2	20.2	2.2	5.3	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	86	138	123	86	145	123	479	2226	1213	98	2248	775
V/C Ratio(X)	0.44	0.02	0.49	0.32	0.26	0.26	0.18	0.60	0.60	0.49	0.54	0.06
Avail Cap(c_a), veh/h	153	373	333	153	393	333	479	2226	1213	153	2248	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	0.92	0.92	0.92
Uniform Delay (d), s/veh	41.7	38.4	39.8	41.5	39.2	39.2	25.5	9.3	9.3	38.9	3.8	1.2
Incr Delay (d2), s/veh	3.5	0.1	2.9	2.1	0.9	1.1	0.1	0.7	1.3	3.4	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.1	1.4	0.6	0.8	0.7	1.4	6.8	7.6	1.1	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	38.5	42.8	43.5	40.1	40.3	25.6	10.0	10.6	42.3	4.6	1.3
LnGrp LOS	D	D	D	D	D	D	C	B	B	D	A	A
Approach Vol, veh/h		101			96			2149			1313	
Approach Delay, s/veh		43.6			41.1			10.8			5.9	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	61.9	8.3	10.9	27.8	43.0	8.3	10.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	40.2	7.6	18.6	8.8	39.0	7.6	18.6
Max Q Clear Time (g_c+I1), s	4.2	22.2	3.3	5.2	5.3	7.3	3.8	3.7
Green Ext Time (p_c), s	0.0	13.5	0.0	0.2	0.0	11.1	0.0	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	88	87	2	318	267	297	1481	15	89	752	317
Future Volume (veh/h)	285	88	87	2	318	267	297	1481	15	89	752	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	306	95	94	2	342	287	319	1592	16	96	809	341
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	340	1232	550	13	816	253	399	1775	551	474	1885	585
Arrive On Green	0.19	0.34	0.34	0.00	0.16	0.16	0.11	0.34	0.34	0.13	0.36	0.36
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	306	95	94	2	342	287	319	1592	16	96	809	341
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	14.9	1.6	3.7	0.1	5.4	10.4	8.0	26.2	0.5	2.2	10.6	15.4
Cycle Q Clear(g_c), s	14.9	1.6	3.7	0.1	5.4	10.4	8.0	26.2	0.5	2.2	10.6	15.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	340	1232	550	13	816	253	399	1775	551	474	1885	585
V/C Ratio(X)	0.90	0.08	0.17	0.15	0.42	1.13	0.80	0.90	0.03	0.20	0.43	0.58
Avail Cap(c_a), veh/h	346	1232	550	293	1066	331	476	1775	551	474	1885	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	35.7	20.1	20.7	44.7	34.2	20.5	38.9	28.1	14.5	34.6	21.6	23.1
Incr Delay (d2), s/veh	25.1	0.0	0.1	5.1	0.3	91.5	8.0	7.6	0.1	0.2	0.7	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.7	1.4	0.0	2.2	10.2	3.8	11.6	0.2	0.9	4.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	20.1	20.9	49.8	34.6	112.0	46.8	35.7	14.6	34.8	22.3	27.1
LnGrp LOS	E	C	C	D	C	F	D	D	B	C	C	C
Approach Vol, veh/h		495			631			1927			1246	
Approach Delay, s/veh		45.4			69.8			37.3			24.6	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	34.8	4.3	34.7	14.2	36.7	20.9	18.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	30.8	7.5	28.2	12.2	26.1	17.2	18.5
Max Q Clear Time (g_c+I1), s	14.2	28.2	2.1	5.7	10.0	17.4	16.9	12.4
Green Ext Time (p_c), s	0.1	2.1	0.0	0.8	0.3	4.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	570	92	17	961	115	157	188	16	89	132	168
Future Volume (veh/h)	127	570	92	17	961	115	157	188	16	89	132	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	161	722	116	22	1216	146	199	238	20	113	167	213
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	187	1597	948	55	1332	716	535	547	46	139	436	387
Arrive On Green	0.21	0.88	0.88	0.03	0.37	0.37	0.15	0.32	0.32	0.08	0.24	0.24
Sat Flow, veh/h	1810	3610	1589	1810	3610	1605	3510	1724	145	1810	1805	1600
Grp Volume(v), veh/h	161	722	116	22	1216	146	199	0	258	113	167	213
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1805	1605	1755	0	1869	1810	1805	1600
Q Serve(g_s), s	10.3	4.6	0.1	1.4	38.5	4.2	6.1	0.0	13.1	7.4	9.3	14.0
Cycle Q Clear(g_c), s	10.3	4.6	0.1	1.4	38.5	4.2	6.1	0.0	13.1	7.4	9.3	14.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	187	1597	948	55	1332	716	535	0	592	139	436	387
V/C Ratio(X)	0.86	0.45	0.12	0.40	0.91	0.20	0.37	0.00	0.44	0.81	0.38	0.55
Avail Cap(c_a), veh/h	271	1655	974	136	1384	739	535	0	592	196	436	387
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	0.92	0.00	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	4.1	1.0	57.1	36.0	9.3	45.7	0.0	32.5	54.5	38.0	39.8
Incr Delay (d2), s/veh	14.8	0.2	0.0	4.7	9.3	0.1	0.4	0.0	2.1	15.7	2.5	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	1.3	0.2	0.7	18.4	1.8	2.7	0.0	6.3	4.0	4.4	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	4.3	1.1	61.8	45.3	9.5	46.1	0.0	34.6	70.3	40.6	45.4
LnGrp LOS	E	A	A	E	D	A	D	A	C	E	D	D
Approach Vol, veh/h		999			1384			457			493	
Approach Delay, s/veh		13.1			41.8			39.6			49.4	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	42.0	7.6	57.1	22.3	33.0	16.4	48.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	27.0	9.0	55.0	11.0	29.0	18.0	46.0
Max Q Clear Time (g_c+I1), s	9.4	15.1	3.4	6.6	8.1	16.0	12.3	40.5
Green Ext Time (p_c), s	0.1	1.1	0.0	6.5	0.2	1.9	0.2	3.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	602	134	25	717	32	204	350	26	46	241	105
Future Volume (veh/h)	88	602	134	25	717	32	204	350	26	46	241	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	782	174	32	931	42	265	455	34	60	313	136
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	142	951	212	72	1009	46	301	1481	110	97	613	518
Arrive On Green	0.08	0.33	0.33	0.04	0.29	0.29	0.17	0.44	0.44	0.05	0.32	0.32
Sat Flow, veh/h	1810	2917	649	1810	3517	159	1810	3401	253	1810	1900	1607
Grp Volume(v), veh/h	114	484	472	32	478	495	265	241	248	60	313	136
Grp Sat Flow(s),veh/h/ln	1810	1805	1761	1810	1805	1871	1810	1805	1849	1810	1900	1607
Q Serve(g_s), s	6.8	27.2	27.2	1.9	28.2	28.2	15.7	9.6	9.6	3.6	14.7	6.9
Cycle Q Clear(g_c), s	6.8	27.2	27.2	1.9	28.2	28.2	15.7	9.6	9.6	3.6	14.7	6.9
Prop In Lane	1.00		0.37	1.00		0.08	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	142	588	574	72	518	537	301	786	805	97	613	518
V/C Ratio(X)	0.80	0.82	0.82	0.45	0.92	0.92	0.88	0.31	0.31	0.62	0.51	0.26
Avail Cap(c_a), veh/h	230	588	574	214	533	553	477	786	805	148	613	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.71	0.71	0.71	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	49.8	34.1	34.1	51.6	38.0	38.0	44.8	20.2	20.2	51.0	30.2	27.6
Incr Delay (d2), s/veh	5.9	5.5	5.6	3.1	16.6	16.2	11.0	1.0	1.0	6.1	2.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	12.6	12.3	0.9	14.7	15.2	7.9	4.2	4.3	1.8	7.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.7	39.6	39.7	54.7	54.7	54.2	55.8	21.2	21.2	57.1	33.1	28.8
LnGrp LOS	E	D	D	D	D	D	E	C	C	E	C	C
Approach Vol, veh/h		1070			1005			754			509	
Approach Delay, s/veh		41.4			54.4			33.4			34.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	51.9	8.4	39.8	22.3	39.5	12.6	35.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	38.5	13.0	33.5	29.0	18.5	14.0	32.5
Max Q Clear Time (g_c+I1), s	5.8	11.6	3.9	29.2	17.7	16.7	8.8	30.2
Green Ext Time (p_c), s	0.0	3.1	0.0	2.3	0.6	0.4	0.1	1.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	699	98	318	789	84	147	205	222	47	217	127
Future Volume (veh/h)	77	699	98	318	789	84	147	205	222	47	217	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	785	110	357	887	94	165	230	249	53	244	143
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	930	130	379	1593	792	274	542	483	92	444	251
Arrive On Green	0.06	0.29	0.29	0.21	0.44	0.44	0.15	0.30	0.30	0.05	0.20	0.20
Sat Flow, veh/h	1810	3168	444	1810	3610	1609	1810	1805	1609	1810	2219	1254
Grp Volume(v), veh/h	87	447	448	357	887	94	165	230	249	53	197	190
Grp Sat Flow(s),veh/h/ln	1810	1805	1807	1810	1805	1609	1810	1805	1609	1810	1805	1668
Q Serve(g_s), s	5.2	25.6	25.6	21.3	20.0	0.7	9.4	11.2	14.1	3.1	10.7	11.3
Cycle Q Clear(g_c), s	5.2	25.6	25.6	21.3	20.0	0.7	9.4	11.2	14.1	3.1	10.7	11.3
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	111	530	530	379	1593	792	274	542	483	92	362	334
V/C Ratio(X)	0.78	0.84	0.84	0.94	0.56	0.12	0.60	0.42	0.52	0.57	0.54	0.57
Avail Cap(c_a), veh/h	204	657	658	379	1663	823	313	542	483	132	362	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	36.4	36.5	42.8	22.7	7.2	43.5	30.8	31.8	50.9	39.4	39.6
Incr Delay (d2), s/veh	11.2	8.2	8.2	31.7	0.4	0.1	2.5	2.4	3.9	5.5	5.8	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	12.3	12.3	12.8	8.4	0.8	4.4	5.2	6.0	1.6	5.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	44.7	44.7	74.5	23.1	7.2	46.1	33.2	35.7	56.4	45.2	46.5
LnGrp LOS	E	D	D	E	C	A	D	C	D	E	D	D
Approach Vol, veh/h		982			1338			644			440	
Approach Delay, s/veh		46.2			35.7			37.5			47.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	37.0	27.0	36.2	20.6	26.0	10.8	52.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	33.0	23.0	40.0	19.0	22.0	12.4	50.6
Max Q Clear Time (g_c+I1), s	5.1	16.1	23.3	27.6	11.4	13.3	7.2	22.0
Green Ext Time (p_c), s	0.0	2.8	0.0	4.7	0.2	1.5	0.1	7.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	343	207	102	711	18	265	373	132	27	261	99
Future Volume (veh/h)	34	343	207	102	711	18	265	373	132	27	261	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	413	249	123	857	22	319	449	159	33	314	119
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	464	393	270	665	625	396	825	925	70	331	126
Arrive On Green	0.04	0.24	0.24	0.15	0.35	0.35	0.22	0.43	0.43	0.04	0.25	0.25
Sat Flow, veh/h	1810	1900	1610	1810	1900	1608	1810	1900	1577	1810	1304	494
Grp Volume(v), veh/h	41	413	249	123	857	22	319	449	159	33	0	433
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1608	1810	1900	1577	1810	0	1798
Q Serve(g_s), s	2.7	25.2	16.6	7.4	42.0	0.8	20.1	21.0	1.0	2.1	0.0	28.4
Cycle Q Clear(g_c), s	2.7	25.2	16.6	7.4	42.0	0.8	20.1	21.0	1.0	2.1	0.0	28.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	79	464	393	270	665	625	396	825	925	70	0	457
V/C Ratio(X)	0.52	0.89	0.63	0.46	1.29	0.04	0.80	0.54	0.17	0.47	0.00	0.95
Avail Cap(c_a), veh/h	113	549	466	270	665	625	396	825	925	113	0	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	43.8	40.5	46.6	39.0	13.7	44.4	25.1	5.5	56.5	0.0	44.0
Incr Delay (d2), s/veh	5.3	14.8	2.1	1.2	141.1	0.0	11.5	2.6	0.4	4.8	0.0	30.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	13.7	6.8	3.4	45.3	0.3	10.2	10.0	1.2	1.1	0.0	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	58.5	42.6	47.8	180.1	13.7	55.9	27.7	5.9	61.2	0.0	74.8
LnGrp LOS	E	E	D	D	F	B	E	C	A	E	A	E
Approach Vol, veh/h		703			1002			927			466	
Approach Delay, s/veh		53.1			160.2			33.7			73.8	
Approach LOS		D			F			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	56.1	21.9	33.3	30.3	34.5	9.2	46.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	47.0	14.8	34.7	24.0	30.5	7.5	42.0
Max Q Clear Time (g_c+I1), s	4.7	23.0	9.4	27.2	22.1	30.4	4.7	44.0
Green Ext Time (p_c), s	0.0	3.5	0.1	2.1	0.2	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	85.0
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	412	186	208	485	80	190	623	335	87	499	47
Future Volume (veh/h)	67	412	186	208	485	80	190	623	335	87	499	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	515	232	260	606	100	238	779	0	109	624	59
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	345	596	267	289	777	346	391	1349		135	774	73
Arrive On Green	0.19	0.25	0.25	0.16	0.22	0.22	0.22	0.37	0.00	0.07	0.23	0.23
Sat Flow, veh/h	1810	2421	1086	1810	3610	1608	1810	3610	1610	1810	3326	314
Grp Volume(v), veh/h	84	383	364	260	606	100	238	779	0	109	338	345
Grp Sat Flow(s),veh/h/ln	1810	1805	1701	1810	1805	1608	1810	1805	1610	1810	1805	1835
Q Serve(g_s), s	4.3	22.4	22.5	15.5	17.4	4.6	13.1	19.0	0.0	6.5	19.5	19.5
Cycle Q Clear(g_c), s	4.3	22.4	22.5	15.5	17.4	4.6	13.1	19.0	0.0	6.5	19.5	19.5
Prop In Lane	1.00		0.64	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	345	444	419	289	777	346	391	1349		135	420	427
V/C Ratio(X)	0.24	0.86	0.87	0.90	0.78	0.29	0.61	0.58		0.80	0.81	0.81
Avail Cap(c_a), veh/h	345	509	479	303	1241	553	391	1349		155	420	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	39.7	39.7	45.3	40.7	23.8	38.9	27.5	0.0	50.1	39.8	39.9
Incr Delay (d2), s/veh	0.2	8.8	9.7	27.1	1.7	0.5	2.7	1.8	0.0	23.2	15.1	15.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	10.9	10.4	9.1	7.9	2.3	6.1	8.4	0.0	3.8	10.3	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	48.5	49.4	72.4	42.4	24.3	41.7	29.3	0.0	73.3	54.9	54.9
LnGrp LOS	D	D	D	E	D	C	D	C		E	D	D
Approach Vol, veh/h		831			966			1017	A		792	
Approach Delay, s/veh		47.8			48.6			32.2			57.5	
Approach LOS		D			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	45.1	21.6	31.1	27.7	29.6	25.0	27.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.4	35.2	18.4	31.0	19.0	25.6	11.6	37.8
Max Q Clear Time (g_c+I1), s	8.5	21.0	17.5	24.5	15.1	21.5	6.3	19.4
Green Ext Time (p_c), s	0.0	4.7	0.1	2.5	0.3	1.6	0.1	4.3

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

Notes

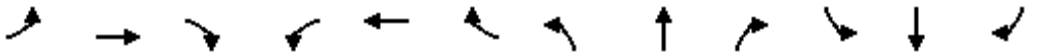
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	362	88	41	279	187	138	834	60	239	607	123
Future Volume (veh/h)	83	362	88	41	279	187	138	834	60	239	607	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	102	447	109	51	344	231	170	1030	74	295	749	152
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	323	1021	247	336	738	485	338	1695	122	277	1479	300
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	846	2863	692	861	2070	1360	628	3416	245	519	2981	605
Grp Volume(v), veh/h	102	280	276	51	299	276	170	544	560	295	453	448
Grp Sat Flow(s),veh/h/ln	846	1805	1750	861	1805	1625	628	1805	1856	519	1805	1781
Q Serve(g_s), s	5.8	6.4	6.5	2.6	7.0	7.2	13.6	11.8	11.8	15.2	9.2	9.2
Cycle Q Clear(g_c), s	12.9	6.4	6.5	9.2	7.0	7.2	22.8	11.8	11.8	27.0	9.2	9.2
Prop In Lane	1.00		0.40	1.00		0.84	1.00		0.13	1.00		0.34
Lane Grp Cap(c), veh/h	323	644	624	336	644	580	338	896	921	277	896	884
V/C Ratio(X)	0.32	0.44	0.44	0.15	0.46	0.48	0.50	0.61	0.61	1.07	0.51	0.51
Avail Cap(c_a), veh/h	721	1493	1447	740	1493	1344	338	896	921	277	896	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	13.3	13.4	16.9	13.5	13.6	16.9	9.9	9.9	23.2	9.2	9.2
Incr Delay (d2), s/veh	0.6	0.5	0.5	0.2	0.5	0.6	5.3	3.1	3.0	72.5	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.3	2.3	0.5	2.5	2.4	2.2	4.4	4.6	9.0	3.4	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	13.8	13.9	17.1	14.0	14.2	22.2	12.9	12.9	95.7	11.3	11.3
LnGrp LOS	B	B	B	B	B	B	C	B	B	F	B	B
Approach Vol, veh/h		658			626			1274			1196	
Approach Delay, s/veh		14.6			14.3			14.1			32.1	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	31.0	23.4	31.0	23.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	27.0	45.0	27.0	45.0
Max Q Clear Time (g_c+I1), s	24.8	14.9	29.0	11.2
Green Ext Time (p_c), s	1.6	4.5	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	624	314	590	754	120	402	591	468	142	471	115
Future Volume (veh/h)	160	624	314	590	754	120	402	591	468	142	471	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	170	664	334	628	802	128	428	629	498	151	501	122
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	608	751	345	719	1122	178	503	1094	815	322	720	174
Arrive On Green	0.17	0.22	0.22	0.20	0.25	0.25	0.14	0.30	0.30	0.09	0.25	0.25
Sat Flow, veh/h	3510	3458	1589	3510	4505	714	3510	3610	1601	3510	2860	692
Grp Volume(v), veh/h	170	664	334	628	614	316	428	629	498	151	315	308
Grp Sat Flow(s),veh/h/ln	1755	1729	1589	1755	1729	1761	1755	1805	1601	1755	1805	1747
Q Serve(g_s), s	3.7	16.3	18.2	15.1	14.2	14.3	10.4	12.9	10.4	3.6	13.8	14.0
Cycle Q Clear(g_c), s	3.7	16.3	18.2	15.1	14.2	14.3	10.4	12.9	10.4	3.6	13.8	14.0
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	608	751	345	719	861	439	503	1094	815	322	454	440
V/C Ratio(X)	0.28	0.88	0.97	0.87	0.71	0.72	0.85	0.57	0.61	0.47	0.69	0.70
Avail Cap(c_a), veh/h	608	751	345	803	1222	622	522	1094	815	341	454	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	33.1	33.9	33.7	30.0	30.0	36.6	25.7	5.6	37.7	29.7	29.7
Incr Delay (d2), s/veh	0.2	12.1	39.6	9.7	1.1	2.4	12.4	2.2	3.4	1.1	8.4	9.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.9	10.6	7.2	5.9	6.2	5.2	5.7	3.3	1.6	6.9	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	45.2	73.5	43.3	31.1	32.4	49.0	27.9	9.0	38.7	38.1	38.7
LnGrp LOS	C	D	E	D	C	C	D	C	A	D	D	D
Approach Vol, veh/h		1168			1558			1555			774	
Approach Delay, s/veh		51.3			36.3			27.7			38.5	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	30.5	21.9	23.0	16.5	26.0	19.1	25.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.5	26.5	20.0	19.0	13.0	22.0	8.1	30.9
Max Q Clear Time (g_c+I1), s	5.6	14.9	17.1	20.2	12.4	16.0	5.7	16.3
Green Ext Time (p_c), s	0.1	4.9	0.8	0.0	0.1	2.0	0.1	5.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	187	321	80	126	83	305	1077	199	84	759	120
Future Volume (veh/h)	313	187	321	80	126	83	305	1077	199	84	759	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	368	220	378	94	148	98	359	1267	234	99	893	141
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	230	402	334	119	285	241	388	1733	878	176	1131	179
Arrive On Green	0.13	0.21	0.21	0.07	0.15	0.15	0.29	0.64	0.64	0.10	0.36	0.36
Sat Flow, veh/h	1810	1900	1578	1810	1900	1604	1810	3610	1608	1810	3122	493
Grp Volume(v), veh/h	368	220	378	94	148	98	359	1267	234	99	516	518
Grp Sat Flow(s),veh/h/ln	1810	1900	1578	1810	1900	1604	1810	1805	1608	1810	1805	1810
Q Serve(g_s), s	14.0	11.4	23.3	5.6	7.9	4.9	21.2	26.2	3.4	5.7	28.1	28.1
Cycle Q Clear(g_c), s	14.0	11.4	23.3	5.6	7.9	4.9	21.2	26.2	3.4	5.7	28.1	28.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	230	402	334	119	285	241	388	1733	878	176	654	656
V/C Ratio(X)	1.60	0.55	1.13	0.79	0.52	0.41	0.92	0.73	0.27	0.56	0.79	0.79
Avail Cap(c_a), veh/h	230	402	334	151	320	270	444	1733	878	176	654	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70	0.55	0.55	0.55
Uniform Delay (d), s/veh	48.0	38.6	43.3	50.6	43.1	27.1	38.4	15.1	3.4	47.4	31.3	31.3
Incr Delay (d2), s/veh	288.5	1.5	89.5	19.3	1.5	1.1	18.1	1.9	0.5	2.3	5.4	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.7	5.4	17.3	3.2	3.8	2.4	10.7	9.0	1.3	2.7	13.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	336.5	40.2	132.8	69.9	44.5	28.2	56.5	17.0	3.9	49.7	36.7	36.7
LnGrp LOS	F	D	F	E	D	C	E	B	A	D	D	D
Approach Vol, veh/h		966			340			1860			1133	
Approach Delay, s/veh		189.3			46.8			23.0			37.8	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	56.8	11.2	27.3	27.6	43.9	18.0	20.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.7	52.8	9.2	23.3	27.0	34.5	14.0	18.5
Max Q Clear Time (g_c+I1), s	7.7	28.2	7.6	25.3	23.2	30.1	16.0	9.9
Green Ext Time (p_c), s	0.0	11.7	0.0	0.0	0.4	2.5	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	66.2
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	5	21	0	40	4	1572	12	14	1188	9
Future Volume (veh/h)	24	0	5	21	0	40	4	1572	12	14	1188	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	0	6	27	0	51	5	1990	15	18	1504	11
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	129	0	122	169	0	122	16	2383	18	298	2956	22
Arrive On Green	0.08	0.00	0.08	0.08	0.00	0.08	0.02	1.00	1.00	0.33	1.00	1.00
Sat Flow, veh/h	1363	0	1591	1416	0	1591	1810	3672	28	1810	3672	27
Grp Volume(v), veh/h	30	0	6	27	0	51	5	977	1028	18	739	776
Grp Sat Flow(s),veh/h/ln	1363	0	1591	1416	0	1591	1810	1805	1894	1810	1805	1894
Q Serve(g_s), s	2.4	0.0	0.4	2.0	0.0	3.4	0.3	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.0	0.4	2.4	0.0	3.4	0.3	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	129	0	122	169	0	122	16	1172	1230	298	1453	1525
V/C Ratio(X)	0.23	0.00	0.05	0.16	0.00	0.42	0.31	0.83	0.84	0.06	0.51	0.51
Avail Cap(c_a), veh/h	257	0	272	303	0	272	125	1172	1230	298	1453	1525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.69	0.69	0.69	0.59	0.59	0.59
Uniform Delay (d), s/veh	51.1	0.0	47.0	48.1	0.0	48.4	53.7	0.0	0.0	31.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.2	0.4	0.0	2.3	7.1	5.0	4.8	0.0	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.2	0.7	0.0	1.4	0.2	1.6	1.7	0.3	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	47.2	48.6	0.0	50.7	60.8	5.0	4.8	31.1	0.8	0.7
LnGrp LOS	D	A	D	D	A	D	E	A	A	C	A	A
Approach Vol, veh/h		36			78			2010			1533	
Approach Delay, s/veh		51.3			49.9			5.0			1.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	82.1	75.4		12.5	5.0	92.5		12.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	78.1	71.4		18.8	7.6	71.6		18.8
Max Q Clear Time (g_c+I1), s	12.7	2.0		7.7	2.3	2.0		5.4
Green Ext Time (p_c), s	0.0	34.2		0.0	0.0	17.9		0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	0	10	0	56	12	1558	4	18	1254	9
Future Volume (veh/h)	2	0	0	10	0	56	12	1558	4	18	1254	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	0.98		0.98	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	0	0	13	0	73	16	2023	5	23	1629	12
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	149	0	176	0	124	286	2882	7	58	2403	18
Arrive On Green	0.08	0.00	0.00	0.08	0.00	0.08	0.32	1.00	1.00	0.04	0.87	0.87
Sat Flow, veh/h	1328	1900	0	1407	0	1573	1810	3694	9	1810	3672	27
Grp Volume(v), veh/h	3	0	0	13	0	73	16	988	1040	23	800	841
Grp Sat Flow(s),veh/h/ln	1328	1900	0	1407	0	1573	1810	1805	1898	1810	1805	1894
Q Serve(g_s), s	0.2	0.0	0.0	0.9	0.0	4.9	0.7	0.0	0.0	1.4	15.4	15.4
Cycle Q Clear(g_c), s	5.2	0.0	0.0	0.9	0.0	4.9	0.7	0.0	0.0	1.4	15.4	15.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	110	149	0	176	0	124	286	1408	1481	58	1181	1240
V/C Ratio(X)	0.03	0.00	0.00	0.07	0.00	0.59	0.06	0.70	0.70	0.40	0.68	0.68
Avail Cap(c_a), veh/h	229	320	0	302	0	265	286	1408	1481	123	1181	1240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.65	0.65	0.65	0.87	0.87	0.87
Uniform Delay (d), s/veh	51.5	0.0	0.0	47.1	0.0	49.0	31.9	0.0	0.0	51.6	3.5	3.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	4.4	0.1	1.9	1.8	3.8	2.7	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	2.1	0.3	0.8	0.8	0.7	3.6	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	0.0	0.0	47.3	0.0	53.4	32.0	1.9	1.8	55.4	6.2	6.1
LnGrp LOS	D	A	A	D	A	D	C	A	A	E	A	A
Approach Vol, veh/h		3			86			2044			1664	
Approach Delay, s/veh		51.6			52.5			2.1			6.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.5	89.8		12.6	21.4	76.0		12.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.5	72.0		18.5	7.5	72.0		18.5
Max Q Clear Time (g_c+I1), s	3.4	2.0		7.2	2.7	17.4		6.9
Green Ext Time (p_c), s	0.0	35.3		0.0	0.0	20.2		0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	3	6	43	4	22	5	1477	20	17	1218	34
Future Volume (veh/h)	78	3	6	43	4	22	5	1477	20	17	1218	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	4	8	56	5	29	6	1918	26	22	1582	44
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	196	63	127	216	27	157	19	2366	32	234	2752	76
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.02	1.00	1.00	0.26	1.00	1.00
Sat Flow, veh/h	1390	563	1127	1417	241	1398	1810	3645	49	1810	3584	99
Grp Volume(v), veh/h	101	0	12	56	0	34	6	947	997	22	795	831
Grp Sat Flow(s),veh/h/ln	1390	0	1690	1417	0	1639	1810	1805	1889	1810	1805	1878
Q Serve(g_s), s	7.8	0.0	0.7	4.0	0.0	2.1	0.4	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	9.9	0.0	0.7	4.7	0.0	2.1	0.4	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.67	1.00		0.85	1.00		0.03	1.00		0.05
Lane Grp Cap(c), veh/h	196	0	190	216	0	184	19	1172	1226	234	1386	1442
V/C Ratio(X)	0.52	0.00	0.06	0.26	0.00	0.18	0.31	0.81	0.81	0.09	0.57	0.58
Avail Cap(c_a), veh/h	279	0	292	301	0	283	125	1172	1226	234	1386	1442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.49	0.49	0.49	0.83	0.83	0.83
Uniform Delay (d), s/veh	48.7	0.0	43.6	45.8	0.0	44.2	53.4	0.0	0.0	35.9	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.1	0.6	0.0	0.5	4.4	3.1	3.0	0.1	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.3	1.5	0.0	0.9	0.2	1.0	1.0	0.5	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	0.0	43.8	46.4	0.0	44.7	57.8	3.1	3.0	36.0	1.4	1.4
LnGrp LOS	D	A	D	D	A	D	E	A	A	D	A	A
Approach Vol, veh/h		113			90			1950			1648	
Approach Delay, s/veh		50.1			45.8			3.2			1.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	75.4		16.4	5.2	88.5		16.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	71.4		19.0	7.6	71.4		19.0
Max Q Clear Time (g_c+I1), s	3.0	2.0		11.9	2.4	2.0		6.7
Green Ext Time (p_c), s	0.0	31.9		0.1	0.0	21.1		0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	329	8	7	46	3	29	22	1146	22	19	1077	105
Future Volume (veh/h)	329	8	7	46	3	29	22	1146	22	19	1077	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	416	10	9	58	4	37	28	1451	28	24	1363	133
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	505	308	277	528	53	493	66	1616	31	198	1718	167
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.89	0.89	0.22	1.00	1.00
Sat Flow, veh/h	1382	919	827	1410	159	1469	1810	3620	70	1810	3311	321
Grp Volume(v), veh/h	416	0	19	58	0	41	28	723	756	24	739	757
Grp Sat Flow(s),veh/h/ln	1382	0	1747	1410	0	1628	1810	1805	1885	1810	1805	1827
Q Serve(g_s), s	32.3	0.0	0.8	3.2	0.0	1.9	1.6	23.7	24.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	34.2	0.0	0.8	4.0	0.0	1.9	1.6	23.7	24.0	1.2	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.90	1.00		0.04	1.00		0.18
Lane Grp Cap(c), veh/h	505	0	586	528	0	546	66	806	841	198	937	948
V/C Ratio(X)	0.82	0.00	0.03	0.11	0.00	0.08	0.42	0.90	0.90	0.12	0.79	0.80
Avail Cap(c_a), veh/h	561	0	656	584	0	611	125	806	841	198	937	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.29	0.29	0.29	0.80	0.80	0.80
Uniform Delay (d), s/veh	36.6	0.0	24.6	25.9	0.0	24.9	49.9	4.5	4.6	38.8	0.0	0.0
Incr Delay (d2), s/veh	8.9	0.0	0.0	0.1	0.0	0.1	1.2	5.1	5.0	0.2	5.4	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	0.0	0.3	1.1	0.0	0.7	0.7	3.3	3.4	0.5	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	0.0	24.6	26.0	0.0	25.0	51.1	9.6	9.5	39.0	5.4	5.6
LnGrp LOS	D	A	C	C	A	C	D	A	A	D	A	A
Approach Vol, veh/h		435			99			1507			1520	
Approach Delay, s/veh		44.5			25.6			10.3			6.1	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	53.1		40.9	8.0	61.1		40.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	49.1		41.3	7.6	49.1		41.3
Max Q Clear Time (g_c+I1), s	3.2	26.0		36.2	3.6	2.0		6.0
Green Ext Time (p_c), s	0.0	11.8		0.7	0.0	16.4		0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	83	34	146	2	223	63	866	291	210	689	246
Future Volume (veh/h)	105	83	34	146	2	223	63	866	291	210	689	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.71	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	95	39	168	2	256	72	995	334	241	792	283
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	205	84	303	2	280	102	976	324	274	1204	430
Arrive On Green	0.09	0.16	0.16	0.17	0.25	0.25	0.06	0.37	0.37	0.05	0.15	0.15
Sat Flow, veh/h	1810	1254	515	1810	9	1143	1810	2623	871	1810	2579	921
Grp Volume(v), veh/h	121	0	134	168	0	258	72	682	647	241	554	521
Grp Sat Flow(s),veh/h/ln	1810	0	1768	1810	0	1151	1810	1805	1689	1810	1805	1694
Q Serve(g_s), s	7.2	0.0	7.5	9.4	0.0	24.0	4.3	40.9	40.9	14.6	31.8	31.8
Cycle Q Clear(g_c), s	7.2	0.0	7.5	9.4	0.0	24.0	4.3	40.9	40.9	14.6	31.8	31.8
Prop In Lane	1.00		0.29	1.00		0.99	1.00		0.52	1.00		0.54
Lane Grp Cap(c), veh/h	155	0	289	303	0	283	102	672	629	274	843	791
V/C Ratio(X)	0.78	0.00	0.46	0.55	0.00	0.91	0.70	1.01	1.03	0.88	0.66	0.66
Avail Cap(c_a), veh/h	339	0	505	355	0	339	214	672	629	296	843	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.55	0.55	0.55
Uniform Delay (d), s/veh	49.3	0.0	41.6	42.0	0.0	40.4	51.0	34.5	34.5	51.3	38.2	38.3
Incr Delay (d2), s/veh	8.3	0.0	1.2	1.6	0.0	25.3	8.5	38.5	43.8	14.7	2.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	3.4	4.3	0.0	8.7	2.2	24.6	24.0	8.2	15.9	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	0.0	42.8	43.6	0.0	65.7	59.4	73.0	78.3	66.0	40.5	40.6
LnGrp LOS	E	A	D	D	A	E	E	F	F	E	D	D
Approach Vol, veh/h		255			426			1401			1316	
Approach Delay, s/veh		49.8			57.0			74.8			45.2	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	44.9	22.4	22.0	10.2	55.4	13.4	31.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	23.0	21.6	31.4	13.0	28.0	20.6	32.4
Max Q Clear Time (g_c+I1), s	16.6	42.9	11.4	9.5	6.3	33.8	9.2	26.0
Green Ext Time (p_c), s	0.1	0.0	0.3	0.7	0.1	0.0	0.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay	59.2
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	594	207	35	1359	462	426	654	45	282	419	445
Future Volume (veh/h)	297	594	207	35	1359	462	426	654	45	282	419	445
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	313	625	0	37	1431	486	448	688	47	297	441	468
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	373	2213		78	1313	586	479	935	64	393	897	400
Arrive On Green	0.11	0.43	0.00	0.04	0.36	0.36	0.14	0.27	0.27	0.11	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3429	234	3510	3610	1610
Grp Volume(v), veh/h	313	625	0	37	1431	486	448	362	373	297	441	468
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1858	1755	1805	1610
Q Serve(g_s), s	9.6	8.6	0.0	2.2	40.0	30.3	13.9	20.1	20.1	9.0	11.5	20.8
Cycle Q Clear(g_c), s	9.6	8.6	0.0	2.2	40.0	30.3	13.9	20.1	20.1	9.0	11.5	20.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	373	2213		78	1313	586	479	492	507	393	897	400
V/C Ratio(X)	0.84	0.28		0.47	1.09	0.83	0.94	0.74	0.74	0.75	0.49	1.17
Avail Cap(c_a), veh/h	383	2213		123	1313	586	479	492	507	393	897	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	20.6	0.0	51.4	35.0	31.9	47.0	36.4	36.4	47.4	35.4	24.0
Incr Delay (d2), s/veh	15.0	0.1	0.0	4.4	53.2	9.8	26.0	9.4	9.2	8.1	1.9	100.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	3.5	0.0	1.1	26.8	13.1	7.8	10.0	10.3	4.4	5.3	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	20.6	0.0	55.8	88.2	41.7	73.0	45.8	45.6	55.5	37.3	124.1
LnGrp LOS	E	C		E	F	D	E	D	D	E	D	F
Approach Vol, veh/h		938	A		1954			1183			1206	
Approach Delay, s/veh		34.8			76.0			56.0			75.5	
Approach LOS		C			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	34.0	8.7	50.9	19.0	31.3	15.7	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.3	30.0	7.5	44.5	15.0	27.0	12.0	40.0
Max Q Clear Time (g_c+I1), s	11.6	22.1	4.2	10.6	15.9	22.8	11.6	42.0
Green Ext Time (p_c), s	0.1	2.8	0.0	4.8	0.0	1.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	64.1
HCM 6th LOS	E

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	1130	6	0	1251	220	10	2	2	135	2	77
Future Volume (veh/h)	101	1130	6	0	1251	220	10	2	2	135	2	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	122	1361	7	0	1507	265	12	2	2	163	2	93
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	3184	16	2	2016	353	386	65	52	522	560	474
Arrive On Green	0.09	0.60	0.60	0.00	0.46	0.46	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	5325	27	1810	4416	774	1022	220	177	1433	1900	1609
Grp Volume(v), veh/h	122	884	484	0	1179	593	16	0	0	163	2	93
Grp Sat Flow(s),veh/h/ln	1810	1729	1895	1810	1729	1732	1419	0	0	1433	1900	1609
Q Serve(g_s), s	4.9	10.3	10.3	0.0	21.0	21.1	0.0	0.0	0.0	6.2	0.1	3.2
Cycle Q Clear(g_c), s	4.9	10.3	10.3	0.0	21.0	21.1	0.5	0.0	0.0	6.6	0.1	3.2
Prop In Lane	1.00		0.01	1.00		0.45	0.75		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	159	2067	1133	2	1578	791	503	0	0	522	560	474
V/C Ratio(X)	0.77	0.43	0.43	0.00	0.75	0.75	0.03	0.00	0.00	0.31	0.00	0.20
Avail Cap(c_a), veh/h	412	2109	1156	255	1808	906	503	0	0	522	560	474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	8.1	8.1	0.0	16.7	16.8	18.7	0.0	0.0	20.8	18.6	19.7
Incr Delay (d2), s/veh	7.6	0.1	0.3	0.0	1.5	3.0	0.1	0.0	0.0	1.6	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.3	3.6	0.0	7.8	8.2	0.2	0.0	0.0	2.4	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	8.2	8.4	0.0	18.2	19.8	18.8	0.0	0.0	22.4	18.6	20.6
LnGrp LOS	D	A	A	A	B	B	B	A	A	C	B	C
Approach Vol, veh/h		1490			1772			16			258	
Approach Delay, s/veh		11.0			18.8			18.8			21.7	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	26.0	0.0	48.6	26.0	10.5	38.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	10.5	45.5	22.0	17.0	39.0
Max Q Clear Time (g_c+I1), s	2.5	0.0	12.3	8.6	6.9	23.1
Green Ext Time (p_c), s	0.0	0.0	12.1	0.6	0.2	10.9

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	1061	68	18	1243	14	139	0	31	31	0	89
Future Volume (veh/h)	48	1061	68	18	1243	14	139	0	31	31	0	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	1294	83	22	1516	17	170	0	38	38	0	109
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	2063	132	150	2262	25	469	10	85	166	35	385
Arrive On Green	0.07	0.41	0.41	0.08	0.43	0.43	0.33	0.00	0.33	0.33	0.00	0.33
Sat Flow, veh/h	1810	4979	319	1810	5286	59	1145	31	263	304	109	1183
Grp Volume(v), veh/h	59	899	478	22	992	541	208	0	0	147	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1841	1810	1729	1888	1438	0	0	1595	0	0
Q Serve(g_s), s	2.1	13.9	13.9	0.8	15.6	15.6	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	13.9	13.9	0.8	15.6	15.6	6.6	0.0	0.0	4.4	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.03	0.82		0.18	0.26		0.74
Lane Grp Cap(c), veh/h	125	1433	763	150	1480	808	564	0	0	586	0	0
V/C Ratio(X)	0.47	0.63	0.63	0.15	0.67	0.67	0.37	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	455	2454	1306	214	1994	1089	564	0	0	586	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.3	15.7	15.7	28.8	15.5	15.5	17.5	0.0	0.0	16.9	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.5	0.9	0.4	0.5	1.0	1.8	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.0	5.4	0.3	5.6	6.2	2.6	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	16.1	16.5	29.2	16.0	16.5	19.3	0.0	0.0	17.9	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1436			1555			208			147	
Approach Delay, s/veh		17.0			16.4			19.3			17.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	26.0	9.6	32.0	26.0	8.7	32.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	8.0	48.0	22.0	17.0	39.0
Max Q Clear Time (g_c+I1), s	8.6	2.8	15.9	6.4	4.1	17.6
Green Ext Time (p_c), s	1.0	0.0	12.1	0.7	0.1	11.4

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



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1162	70	7	1082	115	34
Future Volume (veh/h)	1162	70	7	1082	115	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1452	88	9	1352	144	42
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1854	112	28	2235	869	773
Arrive On Green	0.37	0.37	0.02	0.43	0.48	0.48
Sat Flow, veh/h	5171	303	1810	5358	1810	1610
Grp Volume(v), veh/h	1004	536	9	1352	144	42
Grp Sat Flow(s),veh/h/ln	1729	1844	1810	1729	1810	1610
Q Serve(g_s), s	23.2	23.2	0.4	18.1	4.0	1.3
Cycle Q Clear(g_c), s	23.2	23.2	0.4	18.1	4.0	1.3
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1282	684	28	2235	869	773
V/C Ratio(X)	0.78	0.78	0.32	0.60	0.17	0.05
Avail Cap(c_a), veh/h	1460	779	161	2882	869	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.63	0.63	1.00	1.00
Uniform Delay (d), s/veh	25.1	25.1	43.8	19.7	13.2	12.5
Incr Delay (d2), s/veh	2.5	4.6	4.0	0.2	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	10.6	0.2	7.0	1.7	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.6	29.8	47.8	19.9	13.6	12.6
LnGrp LOS	C	C	D	B	B	B
Approach Vol, veh/h	1540			1361	186	
Approach Delay, s/veh	28.4			20.1	13.4	
Approach LOS	C			C	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	47.2	5.4	37.4		42.8
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	32.0	8.0	38.0		50.0
Max Q Clear Time (g_c+I1), s	6.0	2.4	25.2		20.1
Green Ext Time (p_c), s	0.5	0.0	8.2		12.2

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	35	216	167	12	33	120	270	422	33	395	3
Future Volume (veh/h)	6	35	216	167	12	33	120	270	422	33	395	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	38	237	184	13	36	132	297	464	36	434	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	219	328	215	443	422	160	1998	1083	52	1813	13
Arrive On Green	0.01	0.12	0.12	0.12	0.23	0.23	0.06	0.37	0.37	0.03	0.49	0.49
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3675	25
Grp Volume(v), veh/h	7	38	237	184	13	36	132	297	464	36	213	224
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1895
Q Serve(g_s), s	0.5	2.3	11.7	12.5	0.7	2.1	9.0	6.8	4.3	2.5	8.5	8.5
Cycle Q Clear(g_c), s	0.5	2.3	11.7	12.5	0.7	2.1	9.0	6.8	4.3	2.5	8.5	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	16	219	328	215	443	422	160	1998	1083	52	891	935
V/C Ratio(X)	0.45	0.17	0.72	0.85	0.03	0.09	0.82	0.15	0.43	0.70	0.24	0.24
Avail Cap(c_a), veh/h	434	365	452	434	443	422	261	1998	1083	217	891	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	49.9	23.5	54.0	37.0	34.8	57.8	19.7	4.6	60.2	18.2	18.2
Incr Delay (d2), s/veh	18.8	0.4	3.5	9.3	0.0	0.1	7.4	0.1	0.8	15.6	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	4.7	6.2	0.3	0.8	4.6	3.0	3.3	1.4	3.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	50.3	27.1	63.3	37.0	34.9	65.2	19.8	5.4	75.7	18.8	18.8
LnGrp LOS	F	D	C	E	D	C	E	B	A	E	B	B
Approach Vol, veh/h		282			233			893			473	
Approach Delay, s/veh		31.5			57.5			19.0			23.1	
Approach LOS		C			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	75.2	20.9	20.4	16.1	67.7	6.1	35.2
Change Period (Y+Rc), s	5.0	6.0	6.0	* 6	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.6	34.0	30.0	* 24	18.0	31.0	30.0	24.0
Max Q Clear Time (g_c+I1), s	4.5	8.8	14.5	13.7	11.0	10.5	2.5	4.1
Green Ext Time (p_c), s	0.0	3.8	0.4	0.7	0.2	2.5	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	2	682	0	0	0	0	765	129	64	718	0
Future Volume (veh/h)	38	2	682	0	0	0	0	765	129	64	718	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	48	0	853				0	956	161	80	898	0
Peak Hour Factor	0.80	0.80	0.80				0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	546	0	972				0	1565	263	101	2174	0
Arrive On Green	0.30	0.00	0.30				0.00	0.51	0.51	0.11	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3186	520	1810	3705	0
Grp Volume(v), veh/h	48	0	853				0	558	559	80	898	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1806	1810	1805	0
Q Serve(g_s), s	2.4	0.0	31.4				0.0	27.6	27.7	5.4	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	31.4				0.0	27.6	27.7	5.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.29	1.00		0.00
Lane Grp Cap(c), veh/h	546	0	972				0	914	914	101	2174	0
V/C Ratio(X)	0.09	0.00	0.88				0.00	0.61	0.61	0.79	0.41	0.00
Avail Cap(c_a), veh/h	999	0	1778				0	914	914	217	2174	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.74	0.74	0.92	0.92	0.00
Uniform Delay (d), s/veh	31.3	0.0	41.4				0.0	22.1	22.1	54.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.7				0.0	2.3	2.3	11.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	12.8				0.0	12.1	12.1	2.7	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	44.2				0.0	24.3	24.3	66.5	0.5	0.0
LnGrp LOS	C	A	D				A	C	C	E	A	A
Approach Vol, veh/h		901						1117			978	
Approach Delay, s/veh		43.5						24.3			5.9	
Approach LOS		D						C			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	12.0	69.3	43.7	81.3
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	24.0	69.0	44.0
Max Q Clear Time (g_c+I1), s	7.4	29.7	33.4	2.0
Green Ext Time (p_c), s	0.1	0.0	4.3	7.9

Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	199	241	182	166	21	96	605	218	18	1018	115
Future Volume (veh/h)	232	199	241	182	166	21	96	605	218	18	1018	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	327	280	339	256	234	30	135	852	307	25	1434	162
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	326	895	368	195	635	278	152	1444	632	152	1444	627
Arrive On Green	0.18	0.25	0.25	0.11	0.18	0.18	0.17	0.80	0.80	0.08	0.40	0.40
Sat Flow, veh/h	1810	3610	1483	1810	3610	1581	1810	3610	1581	1810	3610	1567
Grp Volume(v), veh/h	327	280	339	256	234	30	135	852	307	25	1434	162
Grp Sat Flow(s),veh/h/ln	1810	1805	1483	1810	1805	1581	1810	1805	1581	1810	1805	1567
Q Serve(g_s), s	18.0	6.3	22.3	10.8	5.7	1.3	7.3	8.9	6.3	1.3	39.5	3.9
Cycle Q Clear(g_c), s	18.0	6.3	22.3	10.8	5.7	1.3	7.3	8.9	6.3	1.3	39.5	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	895	368	195	635	278	152	1444	632	152	1444	627
V/C Ratio(X)	1.00	0.31	0.92	1.31	0.37	0.11	0.89	0.59	0.49	0.16	0.99	0.26
Avail Cap(c_a), veh/h	326	928	381	195	668	292	152	1444	632	152	1444	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	0.83	0.83	0.83
Uniform Delay (d), s/veh	41.0	30.7	36.7	44.6	36.3	22.2	41.1	6.9	6.6	42.5	29.9	6.4
Incr Delay (d2), s/veh	50.9	0.2	27.1	171.2	0.4	0.2	38.2	1.6	2.3	0.4	20.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.5	2.8	10.7	14.1	2.5	0.6	4.6	2.4	1.9	0.6	20.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.9	30.9	63.7	215.8	36.7	22.4	79.3	8.5	9.0	42.9	49.9	7.3
LnGrp LOS	F	C	E	F	D	C	E	A	A	D	D	A
Approach Vol, veh/h		946			520			1294			1621	
Approach Delay, s/veh		63.7			124.0			16.0			45.5	
Approach LOS		E			F			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	44.0	14.8	28.8	12.4	44.0	22.0	21.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	40.0	10.8	25.7	7.5	40.0	18.0	18.5
Max Q Clear Time (g_c+I1), s	9.3	10.9	12.8	24.3	9.3	41.5	20.0	7.7
Green Ext Time (p_c), s	0.0	8.3	0.0	0.5	0.0	0.0	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	44	22	6	57	106	25	725	7	30	976	120
Future Volume (veh/h)	97	44	22	6	57	106	25	725	7	30	976	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	129	59	29	8	76	141	33	967	9	40	1301	160
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	136	115	214	193	163	470	2177	951	85	1408	628
Arrive On Green	0.09	0.07	0.07	0.12	0.10	0.10	0.26	0.60	0.60	0.09	0.78	0.78
Sat Flow, veh/h	1810	1900	1610	1810	1900	1605	1810	3610	1577	1810	3610	1610
Grp Volume(v), veh/h	129	59	29	8	76	141	33	967	9	40	1301	160
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1605	1810	1805	1577	1810	1805	1610
Q Serve(g_s), s	7.0	3.0	1.7	0.4	3.7	7.4	1.4	14.5	0.1	2.1	28.4	2.7
Cycle Q Clear(g_c), s	7.0	3.0	1.7	0.4	3.7	7.4	1.4	14.5	0.1	2.1	28.4	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	136	115	214	193	163	470	2177	951	85	1408	628
V/C Ratio(X)	0.81	0.43	0.25	0.04	0.39	0.86	0.07	0.44	0.01	0.47	0.92	0.25
Avail Cap(c_a), veh/h	226	409	346	226	409	345	470	2177	951	290	1408	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.21	0.21	0.21
Uniform Delay (d), s/veh	44.7	44.5	43.9	39.0	42.0	32.6	27.9	10.8	2.0	44.1	9.8	7.0
Incr Delay (d2), s/veh	13.3	2.2	1.1	0.1	1.3	12.5	0.1	0.7	0.0	0.9	3.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	1.5	0.7	0.2	1.8	3.4	0.6	5.6	0.1	0.9	4.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.0	46.7	45.0	39.1	43.3	45.1	28.0	11.4	2.0	45.0	12.8	7.2
LnGrp LOS	E	D	D	D	D	D	C	B	A	D	B	A
Approach Vol, veh/h		217			225			1009			1501	
Approach Delay, s/veh		53.2			44.3			11.9			13.1	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	64.3	15.9	11.2	30.0	43.0	12.8	14.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	34.0	12.5	21.5	11.0	39.0	12.5	21.5
Max Q Clear Time (g_c+I1), s	4.7	16.5	2.4	5.0	3.4	30.4	9.0	9.4
Green Ext Time (p_c), s	0.0	6.6	0.0	0.3	0.0	5.8	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	207	135	135	442	139	119	521	35	60	784	151
Future Volume (veh/h)	82	207	135	135	442	139	119	521	35	60	784	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	252	165	165	539	170	145	635	43	73	956	184
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	230	1089	486	243	580	492	333	1282	572	206	1478	457
Arrive On Green	0.07	0.30	0.30	0.07	0.31	0.31	0.18	0.35	0.35	0.11	0.28	0.28
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1605
Grp Volume(v), veh/h	100	252	165	165	539	170	145	635	43	73	956	184
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1605
Q Serve(g_s), s	2.7	5.2	5.0	4.6	27.5	5.9	7.1	13.8	1.4	3.7	16.2	7.4
Cycle Q Clear(g_c), s	2.7	5.2	5.0	4.6	27.5	5.9	7.1	13.8	1.4	3.7	16.2	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	1089	486	243	580	492	333	1282	572	206	1478	457
V/C Ratio(X)	0.43	0.23	0.34	0.68	0.93	0.35	0.44	0.50	0.08	0.35	0.65	0.40
Avail Cap(c_a), veh/h	263	1101	491	316	608	515	333	1282	572	206	1478	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	26.2	10.5	45.4	33.7	14.0	36.2	25.2	12.6	40.9	31.3	18.3
Incr Delay (d2), s/veh	1.3	0.1	0.4	3.8	20.4	0.4	0.9	1.4	0.3	1.0	2.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.3	2.9	2.1	15.6	3.1	3.2	6.0	0.7	1.7	6.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	26.3	10.9	49.3	54.0	14.4	37.1	26.6	12.9	41.9	33.5	20.9
LnGrp LOS	D	C	B	D	D	B	D	C	B	D	C	C
Approach Vol, veh/h		517			874			823			1213	
Approach Delay, s/veh		25.3			45.4			27.7			32.1	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	39.5	10.9	34.2	22.4	32.5	10.6	34.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	35.5	9.0	30.5	16.0	28.5	7.5	32.0
Max Q Clear Time (g_c+I1), s	15.7	15.8	6.6	7.2	9.1	18.2	4.7	29.5
Green Ext Time (p_c), s	0.0	4.4	0.1	2.1	0.2	5.2	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	295	76	18	396	82	113	464	15	87	410	184
Future Volume (veh/h)	91	295	76	18	396	82	113	464	15	87	410	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	112	364	94	22	489	101	113	573	19	107	506	227
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	1.00	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	745	632	58	528	109	235	939	419	282	1259	561
Arrive On Green	0.08	0.39	0.39	0.03	0.35	0.35	0.07	0.26	0.26	0.16	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	1524	315	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	112	364	94	22	0	590	113	573	19	107	506	227
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1839	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	6.1	14.4	3.8	1.2	0.0	30.9	3.1	14.0	0.7	5.3	10.6	8.1
Cycle Q Clear(g_c), s	6.1	14.4	3.8	1.2	0.0	30.9	3.1	14.0	0.7	5.3	10.6	8.1
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	745	632	58	0	637	235	939	419	282	1259	561
V/C Ratio(X)	0.80	0.49	0.15	0.38	0.00	0.93	0.48	0.61	0.05	0.38	0.40	0.40
Avail Cap(c_a), veh/h	199	787	667	138	0	699	281	939	419	282	1259	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	22.8	19.6	47.4	0.0	31.4	45.0	32.5	20.0	37.9	24.7	14.2
Incr Delay (d2), s/veh	13.6	0.5	0.1	4.1	0.0	17.5	1.5	3.0	0.2	0.8	1.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.4	1.4	0.6	0.0	16.4	1.4	6.4	0.4	2.4	4.6	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	23.3	19.7	51.5	0.0	49.0	46.5	35.5	20.2	38.7	25.6	16.3
LnGrp LOS	E	C	B	D	A	D	D	D	C	D	C	B
Approach Vol, veh/h		570			612			705			840	
Approach Delay, s/veh		29.7			49.1			36.9			24.8	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	30.0	7.2	43.2	10.7	38.9	11.8	38.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	26.0	7.6	41.4	8.0	27.0	11.0	38.0
Max Q Clear Time (g_c+I1), s	7.1	16.0	3.2	16.4	5.1	12.6	8.1	32.9
Green Ext Time (p_c), s	0.0	2.8	0.0	2.6	0.1	3.6	0.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	362	808	22	7	756	105	14	39	7	134	9	319
Future Volume (veh/h)	362	808	22	7	756	105	14	39	7	134	9	319
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	464	1036	28	9	969	135	18	50	9	172	12	409
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	535	1831	49	29	1121	348	242	512	92	210	590	735
Arrive On Green	0.15	0.35	0.35	0.02	0.22	0.22	0.13	0.33	0.33	0.12	0.31	0.31
Sat Flow, veh/h	3510	5193	140	1810	5187	1610	1810	1561	281	1810	1900	1578
Grp Volume(v), veh/h	464	690	374	9	969	135	18	0	59	172	12	409
Grp Sat Flow(s),veh/h/ln	1755	1729	1875	1810	1729	1610	1810	0	1842	1810	1900	1578
Q Serve(g_s), s	11.0	13.8	13.8	0.4	15.4	4.5	0.7	0.0	1.9	7.9	0.4	2.7
Cycle Q Clear(g_c), s	11.0	13.8	13.8	0.4	15.4	4.5	0.7	0.0	1.9	7.9	0.4	2.7
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	535	1219	661	29	1121	348	242	0	604	210	590	735
V/C Ratio(X)	0.87	0.57	0.57	0.32	0.86	0.39	0.07	0.00	0.10	0.82	0.02	0.56
Avail Cap(c_a), veh/h	535	1219	661	254	1155	358	329	0	604	297	590	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	22.3	22.3	41.6	32.3	15.4	32.4	0.0	19.9	36.8	20.4	16.5
Incr Delay (d2), s/veh	14.2	0.6	1.1	6.2	6.9	0.7	0.1	0.0	0.3	11.5	0.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	5.5	6.0	0.2	7.0	2.3	0.3	0.0	0.8	4.1	0.2	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	23.0	23.5	47.7	39.1	16.1	32.5	0.0	20.2	48.4	20.5	19.5
LnGrp LOS	D	C	C	D	D	B	C	A	C	D	C	B
Approach Vol, veh/h		1528			1113			77			593	
Approach Delay, s/veh		31.1			36.4			23.1			27.9	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	32.0	5.3	34.1	15.4	30.5	17.0	22.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	28.0	12.0	20.0	15.5	26.5	13.0	19.0
Max Q Clear Time (g_c+I1), s	9.9	3.9	2.4	15.8	2.7	4.7	13.0	17.4
Green Ext Time (p_c), s	0.2	0.2	0.0	2.5	0.0	1.6	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	24.8

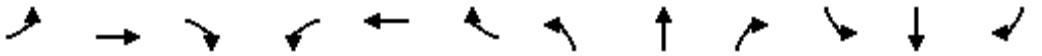
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	9	297	59	9	530	16	137	0	26	0	0	35
Future Vol, veh/h	9	297	59	9	530	16	137	0	26	0	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	381	76	12	679	21	176	0	33	0	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	700	0	0	457	0	0	1179	1167	-	1157	1195	690
Stage 1	-	-	-	-	-	-	443	443	-	714	714	-
Stage 2	-	-	-	-	-	-	736	724	-	443	481	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	906	-	-	1114	-	-	~ 169	195	0	175	188	449
Stage 1	-	-	-	-	-	-	598	579	0	425	438	-
Stage 2	-	-	-	-	-	-	414	433	0	598	557	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	906	-	-	1114	-	-	~ 148	188	-	170	181	449
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 148	188	-	170	181	-
Stage 1	-	-	-	-	-	-	587	569	-	417	430	-
Stage 2	-	-	-	-	-	-	366	425	-	587	547	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	192.8	13.9
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	148	-	906	-	-	1114	-	-	449
HCM Lane V/C Ratio	1.187	-	0.013	-	-	0.01	-	-	0.1
HCM Control Delay (s)	192.8	0	9	0	-	8.3	0	-	13.9
HCM Lane LOS	F	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	10	-	0	-	-	0	-	-	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	250	214	45	281	18	211	102	47	4	43	7
Future Volume (veh/h)	23	250	214	45	281	18	211	102	47	4	43	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	321	274	58	360	23	271	131	60	5	55	9
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	407	340	107	452	383	424	205	550	27	301	49
Arrive On Green	0.04	0.22	0.22	0.06	0.24	0.24	0.34	0.34	0.34	0.20	0.20	0.20
Sat Flow, veh/h	1810	1866	1558	1810	1900	1610	1239	599	1610	134	1475	241
Grp Volume(v), veh/h	29	310	285	58	360	23	402	0	60	69	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1619	1810	1900	1610	1838	0	1610	1850	0	0
Q Serve(g_s), s	1.4	14.7	15.1	2.8	16.2	1.0	16.7	0.0	2.3	2.8	0.0	0.0
Cycle Q Clear(g_c), s	1.4	14.7	15.1	2.8	16.2	1.0	16.7	0.0	2.3	2.8	0.0	0.0
Prop In Lane	1.00		0.96	1.00		1.00	0.67		1.00	0.07		0.13
Lane Grp Cap(c), veh/h	72	394	354	107	452	383	628	0	550	377	0	0
V/C Ratio(X)	0.40	0.79	0.81	0.54	0.80	0.06	0.64	0.00	0.11	0.18	0.00	0.00
Avail Cap(c_a), veh/h	150	537	482	150	566	479	628	0	550	377	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.5	33.4	33.6	41.5	32.5	26.7	25.1	0.0	20.4	29.8	0.0	0.0
Incr Delay (d2), s/veh	3.5	5.4	7.0	4.2	6.3	0.1	4.9	0.0	0.4	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.9	6.5	1.4	8.0	0.4	7.9	0.0	0.9	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	38.8	40.6	45.6	38.8	26.8	30.1	0.0	20.8	30.9	0.0	0.0
LnGrp LOS	D	D	D	D	D	C	C	A	C	C	A	A
Approach Vol, veh/h		624			441			462			69	
Approach Delay, s/veh		40.0			39.1			28.9			30.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.0	9.4	23.8		22.5	7.6	25.5				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		31.0	7.5	27.0		18.5	7.5	27.0				
Max Q Clear Time (g_c+I1), s		18.7	4.8	17.1		4.8	3.4	18.2				
Green Ext Time (p_c), s		2.2	0.0	2.7		0.2	0.0	1.5				

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

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	105	295	66	246	72
Future Vol, veh/h	24	105	295	66	246	72
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	33	144	404	90	337	99
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.7	11.5	19.6
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	77%
Vol Thru, %	100%	60%	0%	0%	23%
Vol Right, %	0%	40%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	197	164	24	105	318
LT Vol	0	0	24	0	246
Through Vol	197	98	0	0	72
RT Vol	0	66	0	105	0
Lane Flow Rate	269	225	33	144	436
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.417	0.33	0.066	0.241	0.677
Departure Headway (Hd)	5.566	5.282	7.258	6.036	5.592
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	649	682	494	595	649
Service Time	3.289	3.005	4.994	3.772	3.613
HCM Lane V/C Ratio	0.414	0.33	0.067	0.242	0.672
HCM Control Delay	12.2	10.6	10.5	10.7	19.6
HCM Lane LOS	B	B	B	B	C
HCM 95th-tile Q	2.1	1.4	0.2	0.9	5.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	584	24	37	663	8	86	26	21	5	17	156
Future Volume (veh/h)	142	584	24	37	663	8	86	26	21	5	17	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	163	671	28	43	762	9	99	30	24	6	20	179
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	1309	54	98	1044	12	352	107	403	103	344	383
Arrive On Green	0.11	0.26	0.26	0.05	0.20	0.20	0.25	0.25	0.25	0.24	0.24	0.24
Sat Flow, veh/h	1810	5107	212	1810	5282	62	1404	426	1606	433	1445	1606
Grp Volume(v), veh/h	163	454	245	43	499	272	129	0	24	26	0	179
Grp Sat Flow(s),veh/h/ln	1810	1729	1861	1810	1729	1886	1830	0	1606	1878	0	1606
Q Serve(g_s), s	7.0	9.0	9.0	1.8	10.8	10.8	4.5	0.0	0.9	0.9	0.0	7.6
Cycle Q Clear(g_c), s	7.0	9.0	9.0	1.8	10.8	10.8	4.5	0.0	0.9	0.9	0.0	7.6
Prop In Lane	1.00		0.11	1.00		0.03	0.77		1.00	0.23		1.00
Lane Grp Cap(c), veh/h	204	886	477	98	683	373	459	0	403	448	0	383
V/C Ratio(X)	0.80	0.51	0.51	0.44	0.73	0.73	0.28	0.00	0.06	0.06	0.00	0.47
Avail Cap(c_a), veh/h	363	1193	642	170	824	449	459	0	403	448	0	383
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.5	25.4	25.4	36.6	30.0	30.0	24.1	0.0	22.7	23.5	0.0	26.0
Incr Delay (d2), s/veh	7.1	0.5	0.9	3.1	2.6	4.8	1.5	0.0	0.3	0.2	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.6	4.0	0.9	4.6	5.2	2.1	0.0	0.4	0.4	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	25.8	26.3	39.7	32.6	34.8	25.6	0.0	23.0	23.7	0.0	30.1
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	C
Approach Vol, veh/h		862			814			153			205	
Approach Delay, s/veh		28.9			33.7			25.2			29.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.0	8.3	24.4	23.0	13.0	19.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	7.5	27.5	19.0	16.0	19.0
Max Q Clear Time (g_c+I1), s	6.5	3.8	11.0	9.6	9.0	12.8
Green Ext Time (p_c), s	0.6	0.0	4.2	0.5	0.2	2.5

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	572	25	29	617	4	40	2	48	6	0	42
Future Volume (veh/h)	15	572	25	29	617	4	40	2	48	6	0	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	629	27	32	678	4	44	2	53	7	0	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	49	1097	47	87	1256	7	110	863	807	23	0	654
Arrive On Green	0.03	0.22	0.22	0.05	0.24	0.24	0.06	0.45	0.45	0.01	0.00	0.41
Sat Flow, veh/h	1810	5100	218	1810	5321	31	1810	1900	1604	1810	0	1610
Grp Volume(v), veh/h	16	426	230	32	440	242	44	2	53	7	0	46
Grp Sat Flow(s),veh/h/ln	1810	1729	1860	1810	1729	1894	1810	1900	1604	1810	0	1610
Q Serve(g_s), s	0.5	6.5	6.6	1.0	6.6	6.6	1.4	0.0	0.0	0.2	0.0	1.0
Cycle Q Clear(g_c), s	0.5	6.5	6.6	1.0	6.6	6.6	1.4	0.0	0.0	0.2	0.0	1.0
Prop In Lane	1.00		0.12	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	744	400	87	816	447	110	863	807	23	0	654
V/C Ratio(X)	0.32	0.57	0.58	0.37	0.54	0.54	0.40	0.00	0.07	0.30	0.00	0.07
Avail Cap(c_a), veh/h	305	1571	845	335	1630	893	365	863	807	274	0	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.4	20.9	20.9	27.4	19.9	19.9	26.9	8.9	7.6	29.1	0.0	10.8
Incr Delay (d2), s/veh	3.7	0.7	1.3	2.5	0.6	1.0	2.3	0.0	0.2	7.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.5	2.8	0.5	2.5	2.8	0.6	0.0	0.3	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	21.6	22.2	29.9	20.4	20.9	29.2	8.9	7.8	36.1	0.0	11.0
LnGrp LOS	C	C	C	C	C	C	C	A	A	D	A	B
Approach Vol, veh/h		672			714			99			53	
Approach Delay, s/veh		22.0			21.0			17.3			14.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	31.0	6.9	16.8	7.6	28.2	5.6	18.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	27.0	11.0	27.0	12.0	24.0	10.0	28.0
Max Q Clear Time (g_c+I1), s	2.2	2.0	3.0	8.6	3.4	3.0	2.5	8.6
Green Ext Time (p_c), s	0.0	0.1	0.0	4.1	0.0	0.2	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	145	5	285	421	118	283
Future Volume (veh/h)	145	5	285	421	118	283
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	165	6	324	478	134	322
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	205	332	1139	1148	168	1431
Arrive On Green	0.11	0.11	0.20	0.20	0.09	0.75
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	165	6	324	478	134	322
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	8.0	0.3	13.0	17.0	6.5	4.5
Cycle Q Clear(g_c), s	8.0	0.3	13.0	17.0	6.5	4.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	205	332	1139	1148	168	1431
V/C Ratio(X)	0.80	0.02	0.28	0.42	0.80	0.22
Avail Cap(c_a), veh/h	442	543	1139	1148	271	1431
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.53	0.53	1.00	1.00
Uniform Delay (d), s/veh	38.9	28.5	19.7	12.3	40.0	3.3
Incr Delay (d2), s/veh	7.2	0.0	0.3	0.6	8.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.1	6.7	10.3	3.3	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.1	28.5	20.0	12.9	48.3	3.7
LnGrp LOS	D	C	C	B	D	A
Approach Vol, veh/h	171		802			456
Approach Delay, s/veh	45.5		15.8			16.8
Approach LOS	D		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.9	59.9			73.8	16.2
Change Period (Y+Rc), s	5.5	6.0			6.0	6.0
Max Green Setting (Gmax), s	13.5	37.0			56.0	22.0
Max Q Clear Time (g_c+I1), s	10.5	19.0			6.5	10.0
Green Ext Time (p_c), s	0.1	3.6			2.1	0.3

Intersection Summary		
HCM 6th Ctrl Delay	19.7	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	4	400	0	0	0	0	646	221	9	422	0
Future Volume (veh/h)	62	4	400	0	0	0	0	646	221	9	422	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	71	5	460				0	743	254	10	485	0
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	358	25	340				0	950	805	0	1246	0
Arrive On Green	0.21	0.21	0.21				0.00	1.00	1.00	0.09	0.66	0.00
Sat Flow, veh/h	1696	119	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	76	0	460				0	743	254	0	485	0
Grp Sat Flow(s),veh/h/ln	1815	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	3.1	0.0	19.0				0.0	0.0	0.0	0.0	10.6	0.0
Cycle Q Clear(g_c), s	3.1	0.0	19.0				0.0	0.0	0.0	0.0	10.6	0.0
Prop In Lane	0.93		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	383	0	340				0	950	805	0	1246	0
V/C Ratio(X)	0.20	0.00	1.35				0.00	0.78	0.32	0.00	0.39	0.00
Avail Cap(c_a), veh/h	383	0	340				0	950	805	0	1246	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.90	0.90	0.00	0.94	0.00
Uniform Delay (d), s/veh	29.2	0.0	35.5				0.0	0.0	0.0	0.0	7.2	0.0
Incr Delay (d2), s/veh	0.3	0.0	177.2				0.0	5.8	0.9	0.0	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	24.0				0.0	1.5	0.2	0.0	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	212.7				0.0	5.8	0.9	0.0	8.0	0.0
LnGrp LOS	C	A	F				A	A	A	A	A	A
Approach Vol, veh/h		536						997			485	
Approach Delay, s/veh		186.7						4.5			8.0	
Approach LOS		F						A			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	14.0	51.0	25.0	65.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	45.0	19.0	59.0
Max Q Clear Time (g_c+I1), s	10.0	2.0	21.0	12.6
Green Ext Time (p_c), s	0.0	7.6	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	53.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	59	71	12	43	91	63	477	19	163	438	221
Future Volume (veh/h)	300	59	71	12	43	91	63	477	19	163	438	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	316	62	75	13	45	96	66	502	20	172	461	233
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	399	321	287	39	155	138	463	1043	465	604	1324	583
Arrive On Green	0.11	0.18	0.18	0.02	0.09	0.09	0.26	0.29	0.29	0.33	0.37	0.37
Sat Flow, veh/h	3510	1805	1610	1810	1805	1610	1810	3610	1610	1810	3610	1590
Grp Volume(v), veh/h	316	62	75	13	45	96	66	502	20	172	461	233
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1810	1805	1610	1810	1805	1610	1810	1805	1590
Q Serve(g_s), s	7.9	2.6	3.6	0.6	2.1	5.2	2.5	10.3	0.7	6.3	8.3	9.8
Cycle Q Clear(g_c), s	7.9	2.6	3.6	0.6	2.1	5.2	2.5	10.3	0.7	6.3	8.3	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	399	321	287	39	155	138	463	1043	465	604	1324	583
V/C Ratio(X)	0.79	0.19	0.26	0.33	0.29	0.69	0.14	0.48	0.04	0.28	0.35	0.40
Avail Cap(c_a), veh/h	507	481	429	161	381	340	463	1043	465	604	1324	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	38.8	31.5	31.9	43.4	38.6	40.0	25.9	26.4	16.4	22.1	20.7	21.1
Incr Delay (d2), s/veh	6.6	0.3	0.5	4.9	1.0	6.1	0.1	1.6	0.2	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	1.2	1.4	0.3	1.0	2.3	1.1	4.6	0.3	2.6	3.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	31.8	32.4	48.3	39.6	46.1	26.0	28.0	16.6	22.1	20.8	21.3
LnGrp LOS	D	C	C	D	D	D	C	C	B	C	C	C
Approach Vol, veh/h		453			154			588			866	
Approach Delay, s/veh		41.4			44.4			27.4			21.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	30.0	5.9	20.0	27.0	37.0	14.2	11.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	26.0	8.0	24.0	9.0	33.0	13.0	19.0
Max Q Clear Time (g_c+I1), s	9.3	12.3	2.6	5.6	4.5	11.8	9.9	7.2
Green Ext Time (p_c), s	0.3	2.9	0.0	0.6	0.0	3.9	0.3	0.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	41	4	60	75	53	4	479	44	40	414	10
Future Volume (veh/h)	10	41	4	60	75	53	4	479	44	40	414	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	45	4	65	82	58	4	521	48	43	450	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	21	84	7	79	99	70	533	1085	920	93	605	15
Arrive On Green	0.06	0.06	0.06	0.14	0.14	0.14	0.59	1.00	1.00	0.05	0.33	0.33
Sat Flow, veh/h	341	1395	124	565	712	504	1810	1900	1610	1810	1847	45
Grp Volume(v), veh/h	60	0	0	205	0	0	4	521	48	43	0	461
Grp Sat Flow(s),veh/h/ln	1861	0	0	1781	0	0	1810	1900	1610	1810	0	1892
Q Serve(g_s), s	2.8	0.0	0.0	10.1	0.0	0.0	0.1	0.0	0.0	2.1	0.0	19.5
Cycle Q Clear(g_c), s	2.8	0.0	0.0	10.1	0.0	0.0	0.1	0.0	0.0	2.1	0.0	19.5
Prop In Lane	0.18		0.07	0.32		0.28	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	112	0	0	248	0	0	533	1085	920	93	0	620
V/C Ratio(X)	0.53	0.00	0.00	0.83	0.00	0.00	0.01	0.48	0.05	0.46	0.00	0.74
Avail Cap(c_a), veh/h	382	0	0	366	0	0	533	1085	920	151	0	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.69	0.69	0.69	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.1	0.0	0.0	37.7	0.0	0.0	13.1	0.0	0.0	41.5	0.0	26.9
Incr Delay (d2), s/veh	3.9	0.0	0.0	9.5	0.0	0.0	0.0	1.1	0.1	3.6	0.0	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	5.0	0.0	0.0	0.0	0.3	0.0	1.0	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	0.0	0.0	47.1	0.0	0.0	13.1	1.1	0.1	45.1	0.0	34.8
LnGrp LOS	D	A	A	D	A	A	B	A	A	D	A	C
Approach Vol, veh/h		60			205			573			504	
Approach Delay, s/veh		44.9			47.1			1.1			35.6	
Approach LOS		D			D			A			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	55.4		9.4	30.5	33.5		16.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.5	29.5		18.5	7.5	29.5		18.5				
Max Q Clear Time (g_c+I1), s	4.1	2.0		4.8	2.1	21.5		12.1				
Green Ext Time (p_c), s	0.0	3.8		0.2	0.0	1.8		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		23.0
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	197	51	110	340	19	62	486	92	21	482	74
Future Volume (veh/h)	41	197	51	110	340	19	62	486	92	21	482	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	235	61	131	405	23	74	579	110	25	574	88
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	268	69	157	372	21	119	690	131	194	782	120
Arrive On Green	0.06	0.18	0.18	0.09	0.21	0.21	0.07	0.44	0.44	0.21	0.97	0.97
Sat Flow, veh/h	1810	1454	378	1810	1781	101	1810	1551	295	1810	1609	247
Grp Volume(v), veh/h	49	0	296	131	0	428	74	0	689	25	0	662
Grp Sat Flow(s),veh/h/ln	1810	0	1832	1810	0	1882	1810	0	1846	1810	0	1855
Q Serve(g_s), s	2.4	0.0	14.2	6.4	0.0	18.8	3.6	0.0	29.8	1.0	0.0	3.1
Cycle Q Clear(g_c), s	2.4	0.0	14.2	6.4	0.0	18.8	3.6	0.0	29.8	1.0	0.0	3.1
Prop In Lane	1.00		0.21	1.00		0.05	1.00		0.16	1.00		0.13
Lane Grp Cap(c), veh/h	112	0	337	157	0	393	119	0	821	194	0	902
V/C Ratio(X)	0.44	0.00	0.88	0.84	0.00	1.09	0.62	0.00	0.84	0.13	0.00	0.73
Avail Cap(c_a), veh/h	153	0	379	157	0	393	153	0	821	194	0	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.00	0.92
Uniform Delay (d), s/veh	40.7	0.0	35.7	40.5	0.0	35.6	41.0	0.0	22.2	32.0	0.0	0.7
Incr Delay (d2), s/veh	2.7	0.0	18.9	30.6	0.0	71.4	5.3	0.0	10.1	0.3	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	7.9	4.1	0.0	16.2	1.8	0.0	14.4	0.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	0.0	54.6	71.0	0.0	107.0	46.2	0.0	32.2	32.2	0.0	5.6
LnGrp LOS	D	A	D	E	A	F	D	A	C	C	A	A
Approach Vol, veh/h		345			559			763			687	
Approach Delay, s/veh		53.0			98.6			33.6			6.5	
Approach LOS		D			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	44.0	11.8	20.6	9.9	47.7	9.6	22.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	40.0	7.8	18.6	7.6	40.0	7.6	18.8
Max Q Clear Time (g_c+I1), s	10.0	31.8	8.4	16.2	5.6	5.1	4.4	20.8
Green Ext Time (p_c), s	0.0	3.0	0.0	0.4	0.0	5.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	89	73	29	129	27	86	458	54	12	375	82
Future Volume (veh/h)	84	89	73	29	129	27	86	458	54	12	375	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	101	83	33	147	31	98	520	61	14	426	93
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	220	165	79	253	52	683	2323	1106	42	1237	262
Arrive On Green	0.07	0.11	0.11	0.04	0.09	0.09	0.75	1.00	1.00	0.02	0.29	0.29
Sat Flow, veh/h	1810	1961	1470	1810	2970	610	1810	3610	1609	1810	4282	907
Grp Volume(v), veh/h	95	92	92	33	88	90	98	520	61	14	341	178
Grp Sat Flow(s),veh/h/ln	1810	1805	1626	1810	1805	1775	1810	1805	1609	1810	1729	1731
Q Serve(g_s), s	4.6	4.3	4.8	1.6	4.2	4.4	1.3	0.0	0.0	0.7	7.0	7.3
Cycle Q Clear(g_c), s	4.6	4.3	4.8	1.6	4.2	4.4	1.3	0.0	0.0	0.7	7.0	7.3
Prop In Lane	1.00		0.90	1.00		0.34	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	128	203	182	79	154	151	683	2323	1106	42	999	500
V/C Ratio(X)	0.74	0.46	0.50	0.42	0.57	0.60	0.14	0.22	0.06	0.34	0.34	0.35
Avail Cap(c_a), veh/h	281	481	434	201	401	394	683	2323	1106	181	999	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	37.4	37.6	41.9	39.6	39.7	7.0	0.0	0.0	43.3	25.2	25.4
Incr Delay (d2), s/veh	8.3	1.6	2.1	3.5	3.3	3.7	0.1	0.2	0.1	4.7	0.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.0	2.0	0.8	2.0	2.1	0.5	0.1	0.0	0.4	2.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	39.0	39.7	45.4	42.9	43.4	7.1	0.2	0.1	48.0	26.2	27.3
LnGrp LOS	D	D	D	D	D	D	A	A	A	D	C	C
Approach Vol, veh/h		279			211			679			533	
Approach Delay, s/veh		42.7			43.5			1.2			27.1	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	61.9	7.9	14.1	38.0	30.0	10.3	11.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	31.0	10.0	24.0	14.0	26.0	14.0	20.0
Max Q Clear Time (g_c+I1), s	2.7	2.0	3.6	6.8	3.3	9.3	6.6	6.4
Green Ext Time (p_c), s	0.0	4.0	0.0	0.9	0.1	3.1	0.1	0.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	40	12	257	53	80	28	377	241	72	348	95
Future Volume (veh/h)	78	40	12	257	53	80	28	377	241	72	348	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	41	12	265	55	82	29	389	248	74	359	98
Peak Hour Factor	1.00	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	281	133	39	281	181	152	73	1326	659	572	2175	570
Arrive On Green	0.16	0.10	0.10	0.16	0.10	0.10	0.04	0.26	0.26	0.63	1.00	1.00
Sat Flow, veh/h	1810	1402	410	1810	1900	1595	1810	5187	1597	1810	4092	1072
Grp Volume(v), veh/h	78	0	53	265	55	82	29	389	248	74	301	156
Grp Sat Flow(s),veh/h/ln	1810	0	1812	1810	1900	1595	1810	1729	1597	1810	1729	1706
Q Serve(g_s), s	3.4	0.0	2.5	13.0	2.4	4.4	1.4	5.4	2.3	1.5	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	2.5	13.0	2.4	4.4	1.4	5.4	2.3	1.5	0.0	0.0
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	281	0	172	281	181	152	73	1326	659	572	1838	907
V/C Ratio(X)	0.28	0.00	0.31	0.94	0.30	0.54	0.40	0.29	0.38	0.13	0.16	0.17
Avail Cap(c_a), veh/h	281	0	564	281	654	549	181	1326	659	572	1838	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87	0.99	0.99	0.99
Uniform Delay (d), s/veh	33.5	0.0	38.0	37.6	37.9	38.8	42.1	27.0	8.0	11.6	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	1.0	38.1	0.9	3.0	3.1	0.5	1.4	0.1	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.1	8.6	1.2	1.8	0.7	2.3	2.1	0.6	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	39.0	75.7	38.9	41.8	45.2	27.5	9.4	11.7	0.2	0.4
LnGrp LOS	C	A	D	E	D	D	D	C	A	B	A	A
Approach Vol, veh/h		131			402			666			531	
Approach Delay, s/veh		36.1			63.8			21.5			1.9	
Approach LOS		D			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	27.0	18.0	12.6	7.6	51.8	18.0	12.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	23.0	14.0	28.0	9.0	23.0	11.0	31.0
Max Q Clear Time (g_c+I1), s	3.5	7.4	15.0	4.5	3.4	2.0	5.4	6.4
Green Ext Time (p_c), s	0.1	3.1	0.0	0.2	0.0	2.9	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

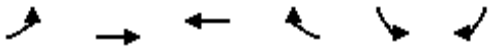
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	964	844	5	0	20
Future Vol, veh/h	0	964	844	5	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1083	948	6	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	477
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*736
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*736
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	736
HCM Lane V/C Ratio	-	-	-	0.031
HCM Control Delay (s)	-	-	-	10
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	245	726	830	51	25	18
Future Volume (veh/h)	245	726	830	51	25	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.96	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	272	807	922	57	28	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	319	2209	1020	63	878	781
Arrive On Green	0.18	0.43	0.20	0.20	0.49	0.49
Sat Flow, veh/h	1810	5358	5152	307	1810	1610
Grp Volume(v), veh/h	272	807	639	340	28	20
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1830	1810	1610
Q Serve(g_s), s	13.1	9.5	16.2	16.3	0.7	0.6
Cycle Q Clear(g_c), s	13.1	9.5	16.2	16.3	0.7	0.6
Prop In Lane	1.00			0.17	1.00	1.00
Lane Grp Cap(c), veh/h	319	2209	708	375	878	781
V/C Ratio(X)	0.85	0.37	0.90	0.91	0.03	0.03
Avail Cap(c_a), veh/h	824	3660	711	376	878	781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	17.6	34.9	34.9	12.1	12.1
Incr Delay (d2), s/veh	6.4	0.1	14.8	24.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	3.7	8.1	9.7	0.3	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.3	17.7	49.7	59.7	12.2	12.1
LnGrp LOS	D	B	D	E	B	B
Approach Vol, veh/h		1079	979		48	
Approach Delay, s/veh		23.9	53.2		12.2	
Approach LOS		C	D		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			42.3		47.7	19.9	22.4
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			63.5		18.5	41.0	18.5
Max Q Clear Time (g_c+I1), s			11.5		2.7	15.1	18.3
Green Ext Time (p_c), s			6.9		0.1	0.8	0.1

Intersection Summary		
HCM 6th Ctrl Delay		37.2
HCM 6th LOS		D

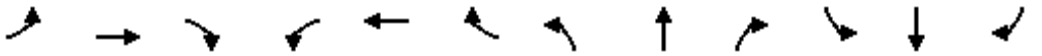
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	750	853	50	0	28
Future Vol, veh/h	0	750	853	50	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	833	948	56	0	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	502
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	445
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	445
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	445
HCM Lane V/C Ratio	-	-	-	0.07
HCM Control Delay (s)	-	-	-	13.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1797	466	0	1532	128	0	0	0	274	0	333
Future Volume (veh/h)	0	1797	466	0	1532	128	0	0	0	274	0	333
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1975	512	0	1684	0				425	0	233
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2652	660	0	3321					1006	0	447
Arrive On Green	0.00	0.64	0.64	0.00	1.00	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	4313	1030	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	1635	852	0	1684	0				425	0	233
Grp Sat Flow(s),veh/h/ln	0	1729	1715	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	35.5	39.1	0.0	0.0	0.0				10.6	0.0	13.4
Cycle Q Clear(g_c), s	0.0	35.5	39.1	0.0	0.0	0.0				10.6	0.0	13.4
Prop In Lane	0.00		0.60	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2214	1098	0	3321					1006	0	447
V/C Ratio(X)	0.00	0.74	0.78	0.00	0.51					0.42	0.00	0.52
Avail Cap(c_a), veh/h	0	2499	1239	0	3749					1006	0	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.65	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.5	14.1	0.0	0.0	0.0				32.5	0.0	33.5
Incr Delay (d2), s/veh	0.0	1.0	2.8	0.0	0.1	0.0				1.3	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.9	14.6	0.0	0.0	0.0				4.8	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.5	17.0	0.0	0.1	0.0				33.8	0.0	37.8
LnGrp LOS	A	B	B	A	A					C	A	D
Approach Vol, veh/h		2487			1684	A					658	
Approach Delay, s/veh		15.4			0.1						35.2	
Approach LOS		B			A						D	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		74.9		35.1		74.9						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		79.5		21.5		79.5						
Max Q Clear Time (g_c+I1), s		41.1		15.4		2.0						
Green Ext Time (p_c), s		29.4		1.4		22.8						

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	1824	0	0	1200	236	459	0	221	0	0	0
Future Volume (veh/h)	248	1824	0	0	1200	236	459	0	221	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	282	2073	0	0	1364	268	600	0	167			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	308	3213	0	0	1777	349	1081	0	481			
Arrive On Green	0.34	1.00	0.00	0.00	0.41	0.41	0.30	0.00	0.30			
Sat Flow, veh/h	1810	5358	0	0	4521	854	3619	0	1610			
Grp Volume(v), veh/h	282	2073	0	0	1084	548	600	0	167			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1746	1810	0	1610			
Q Serve(g_s), s	16.4	0.0	0.0	0.0	29.7	29.8	15.3	0.0	8.9			
Cycle Q Clear(g_c), s	16.4	0.0	0.0	0.0	29.7	29.8	15.3	0.0	8.9			
Prop In Lane	1.00		0.00	0.00		0.49	1.00		1.00			
Lane Grp Cap(c), veh/h	308	3213	0	0	1413	713	1081	0	481			
V/C Ratio(X)	0.92	0.65	0.00	0.00	0.77	0.77	0.55	0.00	0.35			
Avail Cap(c_a), veh/h	354	3843	0	0	1745	881	1081	0	481			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.66	0.66	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.6	0.0	0.0	0.0	28.0	28.0	32.4	0.0	30.2			
Incr Delay (d2), s/veh	19.2	0.2	0.0	0.0	1.7	3.3	2.1	0.0	2.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.5	0.1	0.0	0.0	12.3	12.8	7.0	0.0	3.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	0.2	0.0	0.0	29.7	31.3	34.5	0.0	32.1			
LnGrp LOS	D	A	A	A	C	C	C	A	C			
Approach Vol, veh/h		2355			1632			767				
Approach Delay, s/veh		6.7			30.3			34.0				
Approach LOS		A			C			C				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	37.4	72.6	23.2	49.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.5	81.5	21.5	55.5
Max Q Clear Time (g_c+I1), s	17.3	2.0	18.4	31.8
Green Ext Time (p_c), s	0.7	35.1	0.3	13.2

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	771	294	584	720	0	0	0	0	0	0	93
Future Volume (veh/h)	0	771	294	584	720	0	0	0	0	0	0	93
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	838	320	635	783	0				0	0	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1820	812	686	3369	0				0	0	0
Arrive On Green	0.00	0.50	0.50	0.38	0.93	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	838	320	635	783	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	13.5	11.1	30.2	1.7	0.0						
Cycle Q Clear(g_c), s	0.0	13.5	11.1	30.2	1.7	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	1820	812	686	3369	0						
V/C Ratio(X)	0.00	0.46	0.39	0.93	0.23	0.00						
Avail Cap(c_a), veh/h	0	1820	812	915	3369	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	14.4	13.8	26.7	0.3	0.0						
Incr Delay (d2), s/veh	0.0	0.8	1.4	12.4	0.2	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	5.4	4.1	14.7	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.3	15.2	39.1	0.4	0.0						
LnGrp LOS	A	B	B	D	A	A						
Approach Vol, veh/h		1158			1418							
Approach Delay, s/veh		15.3			17.7							
Approach LOS		B			B							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	38.6	51.4				90.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	45.5	24.0				74.0						
Max Q Clear Time (g_c+I2), s	32.2	15.5				3.7						
Green Ext Time (p_c), s	1.9	4.4				6.7						

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1237	88	0	1615	226	57	141	0	393	9	172
Future Volume (veh/h)	33	1237	88	0	1615	226	57	141	0	393	9	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	35	1330	95	0	1737	243	61	152	0	423	10	185
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	2127	151	0	1985	271	258	475	0	312	21	385
Arrive On Green	0.62	0.62	0.62	0.00	0.62	0.62	0.25	0.25	0.00	0.25	0.25	0.25
Sat Flow, veh/h	223	3418	243	0	3286	436	1207	1900	0	1255	83	1540
Grp Volume(v), veh/h	35	701	724	0	965	1015	61	152	0	423	0	195
Grp Sat Flow(s),veh/h/ln	223	1805	1856	0	1805	1822	1207	1900	0	1255	0	1623
Q Serve(g_s), s	13.2	21.6	21.8	0.0	39.0	42.8	4.1	5.9	0.0	16.6	0.0	9.2
Cycle Q Clear(g_c), s	56.0	21.6	21.8	0.0	39.0	42.8	13.3	5.9	0.0	22.5	0.0	9.2
Prop In Lane	1.00		0.13	0.00		0.24	1.00		0.00	1.00		0.95
Lane Grp Cap(c), veh/h	113	1123	1155	0	1123	1133	258	475	0	312	0	406
V/C Ratio(X)	0.31	0.62	0.63	0.00	0.86	0.90	0.24	0.32	0.00	1.36	0.00	0.48
Avail Cap(c_a), veh/h	113	1123	1155	0	1123	1133	258	475	0	312	0	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	10.5	10.5	0.0	13.8	14.5	34.4	27.5	0.0	38.8	0.0	28.8
Incr Delay (d2), s/veh	7.0	2.6	2.6	0.0	8.6	11.1	2.1	1.8	0.0	179.9	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	8.3	8.6	0.0	16.2	18.5	1.3	2.9	0.0	22.5	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	13.1	13.1	0.0	22.4	25.6	36.6	29.3	0.0	218.8	0.0	29.7
LnGrp LOS	D	B	B	A	C	C	D	C	A	F	A	C
Approach Vol, veh/h		1460			1980			213			618	
Approach Delay, s/veh		13.9			24.0			31.4			159.1	
Approach LOS		B			C			C			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	62.0	28.0	62.0	28.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	56.0	22.5	56.0	22.5
Max Q Clear Time (g_c+I1), s	58.0	24.5	44.8	15.3
Green Ext Time (p_c), s	0.0	0.0	9.4	0.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	369	1362	10	9	1001	226	9	83	8	306	57	321
Future Volume (veh/h)	369	1362	10	9	1001	226	9	83	8	306	57	321
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	397	1465	11	10	1076	243	10	89	9	329	61	345
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	362	2025	15	310	1274	549	168	596	504	448	78	438
Arrive On Green	0.20	0.38	0.38	0.17	0.35	0.35	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	5311	40	1810	3610	1557	995	1900	1606	1315	247	1397
Grp Volume(v), veh/h	397	954	522	10	1076	243	10	89	9	329	0	406
Grp Sat Flow(s),veh/h/ln	1810	1729	1893	1810	1805	1557	995	1900	1606	1315	0	1644
Q Serve(g_s), s	18.0	21.2	21.2	0.4	24.7	10.8	0.8	3.0	0.3	21.6	0.0	20.3
Cycle Q Clear(g_c), s	18.0	21.2	21.2	0.4	24.7	10.8	21.1	3.0	0.3	24.7	0.0	20.3
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.85
Lane Grp Cap(c), veh/h	362	1319	722	310	1274	549	168	596	504	448	0	516
V/C Ratio(X)	1.10	0.72	0.72	0.03	0.84	0.44	0.06	0.15	0.02	0.73	0.00	0.79
Avail Cap(c_a), veh/h	362	1744	955	310	1404	606	168	596	504	448	0	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.0	23.8	23.8	31.1	26.8	22.3	37.7	22.2	21.3	31.1	0.0	28.1
Incr Delay (d2), s/veh	76.0	1.0	1.9	0.0	4.6	0.6	0.7	0.5	0.1	10.2	0.0	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.4	8.5	9.4	0.2	11.0	3.9	0.2	1.4	0.1	7.9	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.0	24.8	25.6	31.1	31.4	22.9	38.4	22.8	21.4	41.3	0.0	39.6
LnGrp LOS	F	C	C	C	C	C	D	C	C	D	A	D
Approach Vol, veh/h		1873			1329			108			735	
Approach Delay, s/veh		43.5			29.9			24.1			40.4	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	32.2	19.4	38.3	32.2	22.0	35.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	7.6	45.4	25.0	18.0	35.0
Max Q Clear Time (g_c+I1), s	23.1	2.4	23.2	26.7	20.0	26.7
Green Ext Time (p_c), s	0.1	0.0	11.1	0.0	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	1410	165	103	901	68	244	196	137	61	161	70
Future Volume (veh/h)	107	1410	165	103	901	68	244	196	137	61	161	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	1500	176	110	959	72	260	209	146	65	171	74
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	1565	183	138	1620	121	281	553	465	220	489	413
Arrive On Green	0.08	0.33	0.33	0.15	0.66	0.66	0.05	0.10	0.10	0.12	0.26	0.26
Sat Flow, veh/h	1810	4696	550	1810	4914	368	1810	1900	1599	1810	1900	1605
Grp Volume(v), veh/h	114	1104	572	110	674	357	260	209	146	65	171	74
Grp Sat Flow(s),veh/h/ln	1810	1729	1788	1810	1729	1824	1810	1900	1599	1810	1900	1605
Q Serve(g_s), s	5.6	28.1	28.2	5.3	9.8	9.9	12.9	9.3	7.7	2.9	6.6	3.2
Cycle Q Clear(g_c), s	5.6	28.1	28.2	5.3	9.8	9.9	12.9	9.3	7.7	2.9	6.6	3.2
Prop In Lane	1.00		0.31	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	1153	596	138	1140	601	281	553	465	220	489	413
V/C Ratio(X)	0.79	0.96	0.96	0.80	0.59	0.59	0.92	0.38	0.31	0.30	0.35	0.18
Avail Cap(c_a), veh/h	203	1153	596	181	1140	601	281	553	465	220	489	413
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	29.4	29.4	37.5	11.9	12.0	42.2	33.0	32.3	36.0	27.3	26.0
Incr Delay (d2), s/veh	12.8	17.3	26.9	10.6	0.5	0.9	30.9	1.7	1.5	0.7	2.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	13.9	16.0	2.6	2.7	3.0	8.6	4.9	3.3	1.3	3.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	46.7	56.3	48.0	12.4	12.9	73.0	34.7	33.8	36.7	29.3	27.0
LnGrp LOS	D	D	E	D	B	B	E	C	C	D	C	C
Approach Vol, veh/h		1790			1141			615			310	
Approach Delay, s/veh		50.2			16.0			50.7			30.3	
Approach LOS		D			B			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	30.2	10.8	34.0	18.0	27.2	11.2	33.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.8	26.2	9.0	30.0	14.0	21.0	10.1	28.9
Max Q Clear Time (g_c+I1), s	14.9	11.3	7.3	30.2	14.9	8.6	7.6	11.9
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.0	0.9	0.1	6.5

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1841	111	41	1204	104	268	84	100	212	93	223
Future Volume (veh/h)	155	1841	111	41	1204	104	268	84	100	212	93	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	167	1980	0	44	1295	112	189	229	108	164	190	240
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	173	1671		108	1485	461	473	497	415	324	340	288
Arrive On Green	0.10	0.32	0.00	0.12	0.57	0.57	0.26	0.26	0.26	0.06	0.06	0.06
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1589	1810	1900	1610
Grp Volume(v), veh/h	167	1980	0	44	1295	112	189	229	108	164	190	240
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1589	1810	1900	1610
Q Serve(g_s), s	8.3	29.0	0.0	2.0	19.2	3.1	7.8	9.1	4.8	7.9	8.8	13.3
Cycle Q Clear(g_c), s	8.3	29.0	0.0	2.0	19.2	3.1	7.8	9.1	4.8	7.9	8.8	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	1671		108	1485	461	473	497	415	324	340	288
V/C Ratio(X)	0.97	1.18		0.41	0.87	0.24	0.40	0.46	0.26	0.51	0.56	0.83
Avail Cap(c_a), veh/h	173	1671		151	1608	499	473	497	415	372	391	331
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	0.75	0.75	0.75	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	40.6	30.5	0.0	38.2	17.8	14.4	27.4	27.9	26.3	38.5	38.9	41.0
Incr Delay (d2), s/veh	58.2	89.5	0.0	1.9	4.0	0.2	2.5	3.1	1.5	1.1	1.3	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	25.4	0.0	0.9	5.1	1.1	3.6	4.5	2.0	3.8	4.5	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.7	120.0	0.0	40.0	21.9	14.6	29.9	31.0	27.9	39.6	40.2	54.3
LnGrp LOS	F	F		D	C	B	C	C	C	D	D	D
Approach Vol, veh/h		2147	A		1451			526			594	
Approach Delay, s/veh		118.4			21.8			30.0			45.7	
Approach LOS		F			C			C			D	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		27.5	9.4	33.0		20.1	12.6	29.8
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		19.0	7.5	29.0		18.5	8.6	27.9
Max Q Clear Time (g_c+I1), s		11.1	4.0	31.0		15.3	10.3	21.2
Green Ext Time (p_c), s		1.5	0.0	0.0		0.8	0.0	4.6

Intersection Summary		
HCM 6th Ctrl Delay		69.7
HCM 6th LOS		E

Notes

User approved volume balancing among the lanes for turning movement.

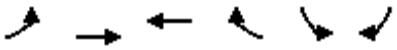
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	1509	110	64	966	232	77	341	86	329	363	177
Future Volume (veh/h)	290	1509	110	64	966	232	77	341	86	329	363	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	305	1588	116	67	1017	244	81	359	91	346	382	186
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	365	1524	670	114	1184	284	363	675	169	351	842	374
Arrive On Green	0.27	0.56	0.56	0.06	0.28	0.28	0.10	0.24	0.24	0.10	0.23	0.23
Sat Flow, veh/h	1810	3610	1587	1810	4171	999	3510	2849	712	3510	3610	1604
Grp Volume(v), veh/h	305	1588	116	67	843	418	81	226	224	346	382	186
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1729	1713	1755	1805	1757	1755	1805	1604
Q Serve(g_s), s	14.3	38.0	2.1	3.2	20.8	20.8	1.9	9.8	10.1	8.9	8.2	9.1
Cycle Q Clear(g_c), s	14.3	38.0	2.1	3.2	20.8	20.8	1.9	9.8	10.1	8.9	8.2	9.1
Prop In Lane	1.00		1.00	1.00		0.58	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	365	1524	670	114	982	486	363	427	416	351	842	374
V/C Ratio(X)	0.84	1.04	0.17	0.59	0.86	0.86	0.22	0.53	0.54	0.99	0.45	0.50
Avail Cap(c_a), veh/h	376	1524	670	151	1030	510	363	427	416	351	842	374
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	19.7	5.4	41.0	30.5	30.5	37.0	30.0	30.1	40.4	29.6	29.9
Incr Delay (d2), s/veh	5.1	25.5	0.0	3.4	5.4	10.3	0.3	4.6	5.0	44.0	1.8	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	17.8	1.1	1.5	9.1	9.7	0.8	4.7	4.7	5.9	3.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	45.3	5.4	44.5	35.9	40.8	37.3	34.6	35.0	84.5	31.3	34.6
LnGrp LOS	D	F	A	D	D	D	D	C	D	F	C	C
Approach Vol, veh/h		2009			1328			531			914	
Approach Delay, s/veh		41.7			37.8			35.2			52.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	25.3	9.7	42.0	13.3	25.0	22.1	29.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	19.5	7.5	38.0	7.5	21.0	18.7	26.8
Max Q Clear Time (g_c+I1), s	10.3	12.1	5.2	40.0	3.9	11.1	16.3	22.8
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.1	2.3	0.2	2.7

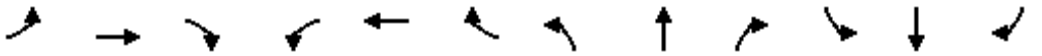
Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	85	2205	1183	174	366	183
Future Volume (veh/h)	85	2205	1183	174	366	183
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	2297	1232	181	381	191
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	185	2393	1631	1231	1579	889
Arrive On Green	0.20	0.92	0.42	0.42	0.45	0.45
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	89	2297	1232	181	381	191
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	3.9	26.9	18.2	2.4	6.0	0.0
Cycle Q Clear(g_c), s	3.9	26.9	18.2	2.4	6.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	185	2393	1631	1231	1579	889
V/C Ratio(X)	0.48	0.96	0.76	0.15	0.24	0.21
Avail Cap(c_a), veh/h	261	2997	2017	1350	1579	889
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.73	0.73	1.00	1.00
Uniform Delay (d), s/veh	33.7	2.9	23.2	2.4	15.3	10.2
Incr Delay (d2), s/veh	0.7	3.4	1.0	0.0	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.0	6.6	2.4	2.4	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.3	6.3	24.2	2.4	15.6	10.8
LnGrp LOS	C	A	C	A	B	B
Approach Vol, veh/h		2386	1413		572	
Approach Delay, s/veh		7.3	21.4		14.0	
Approach LOS		A	C		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		48.5		41.5	16.2	32.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		52.0		30.0	13.0	35.0
Max Q Clear Time (g_c+I1), s		28.9		8.0	5.9	20.2
Green Ext Time (p_c), s		18.6		2.0	0.1	8.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	1566	177	212	1109	183	105	259	101	163	222	73
Future Volume (veh/h)	113	1566	177	212	1109	183	105	259	101	163	222	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	1614	182	219	1143	189	108	267	104	168	229	78
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	147	1444	643	181	1872	309	151	593	224	161	636	211
Arrive On Green	0.08	0.40	0.40	0.20	0.84	0.84	0.03	0.08	0.08	0.09	0.24	0.24
Sat Flow, veh/h	1810	3610	1608	1810	4472	739	1810	2541	961	1810	2662	882
Grp Volume(v), veh/h	116	1614	182	219	884	448	108	187	184	168	153	154
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1729	1754	1810	1805	1697	1810	1805	1739
Q Serve(g_s), s	5.7	36.0	6.9	9.0	7.7	7.7	5.3	8.9	9.3	8.0	6.4	6.6
Cycle Q Clear(g_c), s	5.7	36.0	6.9	9.0	7.7	7.7	5.3	8.9	9.3	8.0	6.4	6.6
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.57	1.00		0.51
Lane Grp Cap(c), veh/h	147	1444	643	181	1447	734	151	421	396	161	431	415
V/C Ratio(X)	0.79	1.12	0.28	1.21	0.61	0.61	0.72	0.44	0.46	1.04	0.36	0.37
Avail Cap(c_a), veh/h	239	1444	643	181	1447	734	151	421	396	161	431	415
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.13	0.13	0.13	0.41	0.41	0.41	0.69	0.69	0.69	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	27.0	18.3	36.0	4.9	4.9	42.7	36.0	36.1	41.0	28.5	28.6
Incr Delay (d2), s/veh	1.3	54.5	0.0	114.1	0.3	0.6	10.6	2.3	2.7	83.2	2.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	25.5	2.5	9.2	1.6	1.7	2.9	4.5	4.4	7.2	3.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	81.5	18.3	150.1	5.2	5.5	53.4	38.3	38.8	124.2	30.8	31.1
LnGrp LOS	D	F	B	F	A	A	D	D	D	F	C	C
Approach Vol, veh/h		1912			1551			479			475	
Approach Delay, s/veh		73.1			25.7			41.9			63.9	
Approach LOS		E			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	25.0	13.0	40.0	11.5	25.5	11.3	41.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	21.0	9.0	36.0	7.5	21.5	11.9	33.1
Max Q Clear Time (g_c+I1), s	10.0	11.3	11.0	38.0	7.3	8.6	7.7	9.7
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0	0.0	1.4	0.1	10.3

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	1977	371	11	1076	164	158	78	15	157	142	121
Future Volume (veh/h)	224	1977	371	11	1076	164	158	78	15	157	142	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	233	2059	386	11	1121	171	165	81	16	164	148	126
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	2181	677	34	1477	225	565	853	164	181	802	541
Arrive On Green	0.15	0.56	0.56	0.02	0.33	0.33	0.16	0.28	0.28	0.03	0.07	0.07
Sat Flow, veh/h	1810	5187	1610	1810	4540	692	3510	3014	578	1810	3610	1610
Grp Volume(v), veh/h	233	2059	386	11	854	438	165	48	49	164	148	126
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1774	1755	1805	1787	1810	1805	1610
Q Serve(g_s), s	10.2	33.4	14.0	0.5	19.9	19.9	3.7	1.7	1.8	8.1	3.5	0.0
Cycle Q Clear(g_c), s	10.2	33.4	14.0	0.5	19.9	19.9	3.7	1.7	1.8	8.1	3.5	0.0
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	206	2181	677	34	1125	577	565	511	506	181	802	541
V/C Ratio(X)	1.13	0.94	0.57	0.33	0.76	0.76	0.29	0.09	0.10	0.91	0.18	0.23
Avail Cap(c_a), veh/h	206	2190	680	151	1372	704	565	511	506	181	802	541
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	38.2	18.9	14.6	43.6	27.2	27.2	33.2	23.8	23.8	43.1	34.0	26.1
Incr Delay (d2), s/veh	90.7	6.4	0.7	5.4	2.0	3.9	0.3	0.4	0.4	35.9	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	11.7	4.3	0.3	8.2	8.8	1.6	0.8	0.8	5.6	1.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.9	25.3	15.3	49.0	29.2	31.1	33.5	24.1	24.2	79.0	34.4	26.9
LnGrp LOS	F	C	B	D	C	C	C	C	C	E	C	C
Approach Vol, veh/h		2678			1303			262			438	
Approach Delay, s/veh		32.9			30.0			30.1			49.0	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	29.5	5.7	41.8	18.5	24.0	14.2	33.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	19.5	7.5	38.0	8.5	20.0	9.8	35.7
Max Q Clear Time (g_c+I1), s	10.1	3.8	2.5	35.4	5.7	5.5	12.2	21.9
Green Ext Time (p_c), s	0.0	0.4	0.0	2.5	0.1	1.1	0.0	7.4

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1486	158	69	1006	210	192	525	88	275	495	163
Future Volume (veh/h)	188	1486	158	69	1006	210	192	525	88	275	495	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	192	1516	161	70	1027	214	196	536	90	281	505	166
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	1588	756	116	1047	218	305	842	368	395	1023	659
Arrive On Green	0.13	0.31	0.31	0.06	0.24	0.24	0.06	0.08	0.08	0.22	0.28	0.28
Sat Flow, veh/h	1810	5187	1583	1810	4282	891	1810	3610	1578	1810	3610	1610
Grp Volume(v), veh/h	192	1516	161	70	829	412	196	536	90	281	505	166
Grp Sat Flow(s),veh/h/ln	1810	1729	1583	1810	1729	1714	1810	1805	1578	1810	1805	1610
Q Serve(g_s), s	9.3	25.8	1.1	3.4	21.4	21.5	9.5	13.0	3.9	12.9	10.5	0.0
Cycle Q Clear(g_c), s	9.3	25.8	1.1	3.4	21.4	21.5	9.5	13.0	3.9	12.9	10.5	0.0
Prop In Lane	1.00		1.00	1.00		0.52	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	1588	756	116	845	419	305	842	368	395	1023	659
V/C Ratio(X)	0.84	0.95	0.21	0.60	0.98	0.98	0.64	0.64	0.24	0.71	0.49	0.25
Avail Cap(c_a), veh/h	261	1588	756	161	845	419	305	842	368	395	1023	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.70	0.70	0.70	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	30.6	6.0	41.0	33.8	33.8	39.8	37.8	21.8	32.5	26.9	17.5
Incr Delay (d2), s/veh	2.2	1.8	0.0	3.5	21.3	32.3	3.9	3.1	1.3	5.8	1.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	10.6	1.0	1.6	11.2	12.4	4.9	6.6	2.0	6.2	4.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	32.5	6.0	44.5	55.1	66.2	43.7	40.9	23.2	38.4	28.6	18.4
LnGrp LOS	D	C	A	D	E	E	D	D	C	D	C	B
Approach Vol, veh/h		1869			1311			822			952	
Approach Delay, s/veh		31.0			58.0			39.7			29.7	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.7	25.0	9.8	31.5	19.2	29.5	15.3	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	21.0	8.0	27.0	13.5	25.5	13.0	22.0
Max Q Clear Time (g_c+I1), s	11.4	15.0	5.4	27.8	11.5	12.5	11.3	23.5
Green Ext Time (p_c), s	0.3	2.0	0.0	0.0	0.1	3.3	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	1134	830	7	677	76	495	433	27	131	443	81
Future Volume (veh/h)	133	1134	830	7	677	76	495	433	27	131	443	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	1169	856	7	698	78	510	446	28	135	457	84
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	169	1243	824	23	860	96	586	889	56	376	909	166
Arrive On Green	0.09	0.34	0.34	0.01	0.26	0.26	0.17	0.26	0.26	0.21	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	1810	3267	365	3510	3447	216	1810	3048	557
Grp Volume(v), veh/h	137	1169	856	7	385	391	510	233	241	135	269	272
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1827	1755	1805	1858	1810	1805	1800
Q Serve(g_s), s	6.7	28.3	31.0	0.3	18.0	18.0	12.7	9.9	10.0	5.8	11.1	11.2
Cycle Q Clear(g_c), s	6.7	28.3	31.0	0.3	18.0	18.0	12.7	9.9	10.0	5.8	11.1	11.2
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.12	1.00		0.31
Lane Grp Cap(c), veh/h	169	1243	824	23	475	481	586	465	479	376	538	537
V/C Ratio(X)	0.81	0.94	1.04	0.31	0.81	0.81	0.87	0.50	0.50	0.36	0.50	0.51
Avail Cap(c_a), veh/h	189	1243	824	151	584	591	624	465	479	376	538	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	40.0	28.6	11.3	44.1	31.0	31.1	36.5	28.5	28.5	30.5	26.0	26.1
Incr Delay (d2), s/veh	20.7	13.7	42.0	5.8	5.4	5.4	12.1	3.8	3.7	0.5	3.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	14.0	19.2	0.2	8.3	8.4	6.3	4.7	4.8	2.5	5.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	42.3	53.3	49.8	36.5	36.5	48.6	32.3	32.2	31.1	29.1	29.2
LnGrp LOS	E	D	F	D	D	D	D	C	C	C	C	C
Approach Vol, veh/h		2162			783			984			676	
Approach Delay, s/veh		47.8			36.6			40.8			29.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	27.2	5.1	35.0	19.0	30.8	12.4	27.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.3	23.2	7.5	31.0	16.0	19.5	9.4	29.1
Max Q Clear Time (g_c+I1), s	7.7	12.0	2.3	33.0	14.7	13.2	8.7	20.0
Green Ext Time (p_c), s	0.1	2.1	0.0	0.0	0.3	1.7	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	75	214	515	67	350	698
Future Volume (veh/h)	75	214	515	67	350	698
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	246	592	77	402	802
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	619	284	1123	501	1332	2653
Arrive On Green	0.18	0.18	0.31	0.31	0.38	0.73
Sat Flow, veh/h	3510	1610	3705	1610	3510	3705
Grp Volume(v), veh/h	86	246	592	77	402	802
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1610	1755	1805
Q Serve(g_s), s	1.9	13.4	12.2	3.1	7.2	6.8
Cycle Q Clear(g_c), s	1.9	13.4	12.2	3.1	7.2	6.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	619	284	1123	501	1332	2653
V/C Ratio(X)	0.14	0.87	0.53	0.15	0.30	0.30
Avail Cap(c_a), veh/h	780	358	1123	501	1332	2653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	36.0	25.5	22.4	19.6	4.1
Incr Delay (d2), s/veh	0.1	13.0	1.8	0.7	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.2	5.3	1.2	2.9	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.4	49.0	27.3	23.1	19.7	4.4
LnGrp LOS	C	D	C	C	B	A
Approach Vol, veh/h	332		669			1204
Approach Delay, s/veh	44.5		26.8			9.5
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	38.1	32.0				70.1	19.9
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	30.0	28.0				62.0	20.0
Max Q Clear Time (g_c+I1), s	19.2	14.2				8.8	15.4
Green Ext Time (p_c), s	1.4	3.6				6.9	0.5

Intersection Summary		
HCM 6th Ctrl Delay	20.0	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	1324	141	127	916	93	141	317	101	193	340	72
Future Volume (veh/h)	199	1324	141	127	916	93	141	317	101	193	340	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	207	1379	147	132	954	97	147	330	105	201	354	75
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	1732	185	162	1500	152	177	598	187	264	798	167
Arrive On Green	0.05	0.12	0.12	0.18	0.63	0.63	0.20	0.44	0.44	0.15	0.27	0.27
Sat Flow, veh/h	1810	4751	506	1810	4776	484	1810	2692	841	1810	2956	618
Grp Volume(v), veh/h	207	1004	522	132	690	361	147	219	216	201	214	215
Grp Sat Flow(s),veh/h/ln	1810	1729	1799	1810	1729	1802	1810	1805	1728	1810	1805	1769
Q Serve(g_s), s	10.2	25.4	25.4	6.3	11.1	11.2	7.0	8.0	8.3	9.6	8.9	9.1
Cycle Q Clear(g_c), s	10.2	25.4	25.4	6.3	11.1	11.2	7.0	8.0	8.3	9.6	8.9	9.1
Prop In Lane	1.00		0.28	1.00		0.27	1.00		0.49	1.00		0.35
Lane Grp Cap(c), veh/h	253	1261	656	162	1086	566	177	401	384	264	487	478
V/C Ratio(X)	0.82	0.80	0.80	0.82	0.64	0.64	0.83	0.55	0.56	0.76	0.44	0.45
Avail Cap(c_a), veh/h	523	1345	700	201	1086	566	201	401	384	264	487	478
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.49	0.49	0.49	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	36.3	36.3	36.2	13.5	13.6	35.5	21.7	21.8	36.9	27.2	27.3
Incr Delay (d2), s/veh	2.8	1.4	2.7	9.9	0.6	1.2	21.5	5.1	5.7	12.2	2.9	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	11.9	12.6	3.0	3.1	3.3	3.8	3.4	3.4	5.1	4.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.6	37.8	39.0	46.2	14.1	14.7	57.0	26.8	27.4	49.2	30.1	30.3
LnGrp LOS	D	D	D	D	B	B	E	C	C	D	C	C
Approach Vol, veh/h		1733			1183			582			630	
Approach Delay, s/veh		39.0			17.9			34.6			36.2	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	24.0	12.1	36.8	12.8	28.3	16.6	32.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	20.0	10.0	35.0	10.0	19.0	26.0	19.0
Max Q Clear Time (g_c+I1), s	11.1	10.3	8.3	27.4	9.0	11.1	12.2	13.2
Green Ext Time (p_c), s	0.0	1.8	0.0	5.4	0.0	1.6	0.5	3.2

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1013	199	42	546	59	86	305	40	69	425	36
Future Volume (veh/h)	61	1013	199	42	546	59	86	305	40	69	425	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	1034	203	43	557	60	88	311	41	70	434	37
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	397	1178	231	93	735	79	125	1011	132	116	1044	89
Arrive On Green	0.22	0.39	0.39	0.05	0.22	0.22	0.07	0.32	0.32	0.02	0.10	0.10
Sat Flow, veh/h	1810	3009	589	1810	3288	353	1810	3209	419	1810	3366	286
Grp Volume(v), veh/h	62	619	618	43	305	312	88	174	178	70	232	239
Grp Sat Flow(s),veh/h/ln	1810	1805	1793	1810	1805	1836	1810	1805	1823	1810	1805	1847
Q Serve(g_s), s	2.5	28.6	28.8	2.1	14.2	14.3	4.3	6.6	6.7	3.5	10.8	10.9
Cycle Q Clear(g_c), s	2.5	28.6	28.8	2.1	14.2	14.3	4.3	6.6	6.7	3.5	10.8	10.9
Prop In Lane	1.00		0.33	1.00		0.19	1.00		0.23	1.00		0.15
Lane Grp Cap(c), veh/h	397	707	702	93	404	411	125	569	574	116	560	573
V/C Ratio(X)	0.16	0.88	0.88	0.46	0.76	0.76	0.70	0.31	0.31	0.60	0.41	0.42
Avail Cap(c_a), veh/h	397	762	757	153	762	775	161	569	574	161	560	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.54	0.54	0.54	0.68	0.68	0.68	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	28.4	25.4	25.4	41.5	32.6	32.7	41.0	23.4	23.4	42.9	32.7	32.8
Incr Delay (d2), s/veh	0.1	6.2	6.4	2.4	2.0	2.0	9.2	1.4	1.4	4.0	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	12.8	12.9	1.0	6.3	6.4	2.2	3.0	3.0	1.7	5.5	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	31.5	31.9	43.9	34.6	34.7	50.2	24.7	24.8	46.9	34.5	34.5
LnGrp LOS	C	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1299			660			440			541	
Approach Delay, s/veh		31.6			35.3			29.9			36.1	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	32.4	8.6	39.2	10.2	31.9	23.7	24.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	20.4	7.6	38.0	8.0	20.4	7.6	38.0
Max Q Clear Time (g_c+I1), s	5.5	8.7	4.1	30.8	6.3	12.9	4.5	16.3
Green Ext Time (p_c), s	0.0	1.5	0.0	4.5	0.0	1.7	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	315	80	11	222	184	33	130	19	280	194	23
Future Volume (veh/h)	26	315	80	11	222	184	33	130	19	280	194	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	354	90	12	249	207	37	146	21	315	218	26
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	491	219	261	323	257	85	706	100	705	1837	217
Arrive On Green	0.04	0.14	0.14	0.07	0.17	0.17	0.05	0.22	0.22	0.39	0.56	0.56
Sat Flow, veh/h	3510	3610	1610	3510	1896	1509	1810	3175	449	1810	3252	383
Grp Volume(v), veh/h	29	354	90	12	237	219	37	82	85	315	120	124
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1600	1810	1805	1819	1810	1805	1830
Q Serve(g_s), s	0.7	8.5	3.9	0.3	11.3	11.9	1.8	3.3	3.4	11.6	2.8	2.8
Cycle Q Clear(g_c), s	0.7	8.5	3.9	0.3	11.3	11.9	1.8	3.3	3.4	11.6	2.8	2.8
Prop In Lane	1.00		1.00	1.00		0.94	1.00		0.25	1.00		0.21
Lane Grp Cap(c), veh/h	141	491	219	261	307	272	85	401	404	705	1020	1034
V/C Ratio(X)	0.21	0.72	0.41	0.05	0.77	0.81	0.44	0.20	0.21	0.45	0.12	0.12
Avail Cap(c_a), veh/h	312	802	358	312	401	355	161	401	404	705	1020	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	37.2	25.3	38.7	35.7	35.9	41.7	28.5	28.6	20.3	9.1	9.1
Incr Delay (d2), s/veh	0.7	1.9	1.2	0.1	5.6	8.5	3.5	1.1	1.2	0.4	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.8	1.8	0.1	5.3	5.2	0.9	1.5	1.6	4.8	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	39.2	26.5	38.7	41.3	44.4	45.2	29.7	29.7	20.7	9.4	9.4
LnGrp LOS	D	D	C	D	D	D	D	C	C	C	A	A
Approach Vol, veh/h		473			468			204			559	
Approach Delay, s/veh		37.0			42.7			32.5			15.8	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	24.0	10.7	16.2	8.2	54.8	7.6	19.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	20.0	8.0	20.0	8.0	38.0	8.0	20.0
Max Q Clear Time (g_c+I1), s	3.6	5.4	2.3	10.5	3.8	4.8	2.7	13.9
Green Ext Time (p_c), s	0.8	0.7	0.0	1.8	0.0	1.5	0.0	1.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	422	953	301	265	759	129	301	710	167	173	879	195
Future Volume (veh/h)	422	953	301	265	759	129	301	710	167	173	879	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	440	993	314	276	791	134	314	740	174	180	916	203
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	515	1003	439	293	955	160	342	1071	463	298	983	433
Arrive On Green	0.15	0.28	0.28	0.08	0.21	0.21	0.06	0.10	0.10	0.16	0.27	0.27
Sat Flow, veh/h	3510	3610	1581	3510	4452	748	1810	3610	1559	1810	3610	1589
Grp Volume(v), veh/h	440	993	314	276	613	312	314	740	174	180	916	203
Grp Sat Flow(s),veh/h/ln	1755	1805	1581	1755	1729	1742	1810	1805	1559	1810	1805	1589
Q Serve(g_s), s	11.0	24.7	9.9	7.0	15.2	15.4	15.5	17.9	9.4	8.3	22.3	9.6
Cycle Q Clear(g_c), s	11.0	24.7	9.9	7.0	15.2	15.4	15.5	17.9	9.4	8.3	22.3	9.6
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	515	1003	439	293	742	373	342	1071	463	298	983	433
V/C Ratio(X)	0.85	0.99	0.72	0.94	0.83	0.84	0.92	0.69	0.38	0.60	0.93	0.47
Avail Cap(c_a), veh/h	546	1003	439	293	742	373	342	1071	463	298	983	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.57	0.57	0.57	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	32.4	11.1	41.0	33.8	33.8	41.5	36.6	32.8	34.9	31.9	27.3
Incr Delay (d2), s/veh	6.1	17.2	2.6	26.3	4.5	9.2	24.1	2.8	1.8	3.5	16.4	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	12.8	3.5	4.1	6.7	7.3	9.8	9.0	4.1	3.9	11.6	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	49.5	13.7	67.3	38.3	43.1	65.6	39.4	34.6	38.3	48.3	31.0
LnGrp LOS	D	D	B	E	D	D	E	D	C	D	D	C
Approach Vol, veh/h		1747			1201			1228			1299	
Approach Delay, s/veh		41.6			46.2			45.4			44.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	30.7	11.5	29.0	21.0	28.5	17.2	23.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.8	26.7	7.5	25.0	17.0	24.5	14.0	18.5
Max Q Clear Time (g_c+I1), s	10.3	19.9	9.0	26.7	17.5	24.3	13.0	17.4
Green Ext Time (p_c), s	0.2	3.1	0.0	0.0	0.0	0.2	0.2	0.6

Intersection Summary	
HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	768	219	78	527	62	181	911	83	137	1131	62
Future Volume (veh/h)	98	768	219	78	527	62	181	911	83	137	1131	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	792	226	80	543	64	187	939	86	141	1166	64
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	308	878	251	122	701	82	307	1636	149	176	1340	74
Arrive On Green	0.17	0.32	0.32	0.02	0.07	0.07	0.17	0.34	0.34	0.03	0.09	0.09
Sat Flow, veh/h	1810	2758	787	1810	3254	382	1810	4825	441	1810	5026	276
Grp Volume(v), veh/h	101	518	500	80	301	306	187	672	353	141	802	428
Grp Sat Flow(s),veh/h/ln	1810	1805	1740	1810	1805	1831	1810	1729	1808	1810	1729	1844
Q Serve(g_s), s	4.4	24.7	24.7	3.9	14.7	14.8	8.6	14.4	14.4	7.0	20.6	20.6
Cycle Q Clear(g_c), s	4.4	24.7	24.7	3.9	14.7	14.8	8.6	14.4	14.4	7.0	20.6	20.6
Prop In Lane	1.00		0.45	1.00		0.21	1.00		0.24	1.00		0.15
Lane Grp Cap(c), veh/h	308	575	554	122	389	394	307	1172	613	176	922	492
V/C Ratio(X)	0.33	0.90	0.90	0.66	0.77	0.78	0.61	0.57	0.58	0.80	0.87	0.87
Avail Cap(c_a), veh/h	308	602	580	157	527	535	307	1172	613	221	922	492
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.45	0.45	0.45	0.88	0.88	0.88	1.00	1.00	1.00	0.43	0.43	0.43
Uniform Delay (d), s/veh	32.8	29.3	29.3	43.0	39.6	39.7	34.6	24.4	24.4	42.7	39.5	39.5
Incr Delay (d2), s/veh	0.3	8.5	8.8	5.6	4.3	4.4	3.5	2.0	3.9	7.0	5.2	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	11.6	11.3	2.0	7.6	7.7	4.0	6.0	6.6	3.6	10.1	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	37.8	38.1	48.6	44.0	44.1	38.1	26.4	28.3	49.7	44.6	48.6
LnGrp LOS	C	D	D	D	D	D	D	C	C	D	D	D
Approach Vol, veh/h		1119			687			1212			1371	
Approach Delay, s/veh		37.5			44.6			28.8			46.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	34.5	10.1	32.7	19.3	28.0	19.3	23.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	25.2	7.8	30.0	12.2	24.0	11.5	26.3
Max Q Clear Time (g_c+I1), s	9.0	16.4	5.9	26.7	10.6	22.6	6.4	16.8
Green Ext Time (p_c), s	0.1	4.3	0.0	2.0	0.1	1.0	0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	324	142	294	275	129	199	896	328	230	929	35
Future Volume (veh/h)	50	324	142	294	275	129	199	896	328	230	929	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	356	156	323	302	142	219	985	360	253	1021	38
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	422	181	360	759	348	404	1167	355	440	1256	47
Arrive On Green	0.05	0.17	0.17	0.20	0.32	0.32	0.45	0.45	0.45	0.24	0.25	0.25
Sat Flow, veh/h	1810	2440	1049	1810	2393	1097	1810	5187	1579	1810	5127	191
Grp Volume(v), veh/h	55	262	250	323	226	218	219	985	360	253	688	371
Grp Sat Flow(s),veh/h/ln	1810	1805	1685	1810	1805	1685	1810	1729	1579	1810	1729	1860
Q Serve(g_s), s	3.0	14.0	14.4	17.4	9.8	10.2	8.8	16.8	22.5	12.3	18.8	18.8
Cycle Q Clear(g_c), s	3.0	14.0	14.4	17.4	9.8	10.2	8.8	16.8	22.5	12.3	18.8	18.8
Prop In Lane	1.00		0.62	1.00		0.65	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	99	312	291	360	572	534	404	1167	355	440	847	456
V/C Ratio(X)	0.55	0.84	0.86	0.90	0.39	0.41	0.54	0.84	1.01	0.58	0.81	0.81
Avail Cap(c_a), veh/h	136	334	312	452	650	607	404	1167	355	440	847	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.73	0.73	0.73	0.51	0.51	0.51	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	40.0	40.2	39.0	26.7	26.8	24.0	25.9	27.5	33.3	35.6	35.6
Incr Delay (d2), s/veh	3.8	13.3	16.6	13.6	0.3	0.4	0.8	4.0	37.5	1.8	8.4	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.3	7.3	9.0	4.2	4.1	3.3	5.5	9.8	5.6	8.7	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	53.3	56.8	52.6	27.0	27.1	24.7	30.0	65.0	35.1	44.0	50.3
LnGrp LOS	D	D	E	D	C	C	C	C	F	D	D	D
Approach Vol, veh/h		567			767			1564			1312	
Approach Delay, s/veh		54.5			37.8			37.3			44.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	26.5	23.9	21.3	26.3	28.5	9.5	35.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	22.5	25.0	18.5	16.0	24.5	7.5	36.0
Max Q Clear Time (g_c+I1), s	4.3	24.5	19.4	16.4	10.8	20.8	5.0	12.2
Green Ext Time (p_c), s	0.3	0.0	0.5	0.7	0.3	2.2	0.0	2.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	138	99	222	74	108	70	1263	233	112	1265	44
Future Volume (veh/h)	26	138	99	222	74	108	70	1263	233	112	1265	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	145	104	234	78	114	74	1329	245	118	1332	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	191	190	255	85	297	110	1986	366	146	2433	84
Arrive On Green	0.12	0.12	0.12	0.19	0.19	0.19	0.06	0.45	0.45	0.16	0.95	0.95
Sat Flow, veh/h	296	1589	1580	1373	458	1597	1810	4378	807	1810	5144	178
Grp Volume(v), veh/h	172	0	104	312	0	114	74	1050	524	118	895	483
Grp Sat Flow(s),veh/h/ln	1885	0	1580	1831	0	1597	1810	1729	1727	1810	1729	1863
Q Serve(g_s), s	8.8	0.0	6.2	16.7	0.0	6.3	4.0	23.8	23.8	6.3	2.9	2.9
Cycle Q Clear(g_c), s	8.8	0.0	6.2	16.7	0.0	6.3	4.0	23.8	23.8	6.3	2.9	2.9
Prop In Lane	0.16		1.00	0.75		1.00	1.00		0.47	1.00		0.10
Lane Grp Cap(c), veh/h	226	0	190	341	0	297	110	1569	783	146	1636	881
V/C Ratio(X)	0.76	0.00	0.55	0.92	0.00	0.38	0.67	0.67	0.67	0.81	0.55	0.55
Avail Cap(c_a), veh/h	434	0	363	341	0	297	163	1569	783	199	1636	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.63	0.63	0.63
Uniform Delay (d), s/veh	42.6	0.0	41.5	39.9	0.0	35.7	46.0	21.4	21.4	41.2	1.5	1.5
Incr Delay (d2), s/veh	5.2	0.0	2.5	28.5	0.0	0.8	6.1	2.0	4.0	10.7	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	2.5	10.1	0.0	2.5	2.0	9.7	10.1	3.0	0.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	0.0	43.9	68.4	0.0	36.5	52.1	23.5	25.5	52.0	2.3	3.0
LnGrp LOS	D	A	D	E	A	D	D	C	C	D	A	A
Approach Vol, veh/h		276			426			1648			1496	
Approach Delay, s/veh		46.3			59.9			25.4			6.5	
Approach LOS		D			E			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	49.4		16.0	10.1	51.3		22.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	11.0	31.4		23.0	9.0	33.4		18.6
Max Q Clear Time (g_c+I1), s	8.3	25.8		10.8	6.0	4.9		18.7
Green Ext Time (p_c), s	0.1	4.2		1.0	0.0	11.5		0.0

Intersection Summary		
HCM 6th Ctrl Delay	23.4	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	0	158	0	0	0	153	1304	0	0	1490	135
Future Volume (veh/h)	200	0	158	0	0	0	153	1304	0	0	1490	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	0	190	0	0	0	184	1571	0	0	1795	163
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	274	288	434	2	2	2	213	3986	0	2	2956	267
Arrive On Green	0.15	0.00	0.15	0.00	0.00	0.00	0.24	1.00	0.00	0.00	0.61	0.61
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4841	438
Grp Volume(v), veh/h	241	0	190	0	0	0	184	1571	0	0	1280	678
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1821
Q Serve(g_s), s	13.0	0.0	9.8	0.0	0.0	0.0	9.8	0.0	0.0	0.0	22.9	23.1
Cycle Q Clear(g_c), s	13.0	0.0	9.8	0.0	0.0	0.0	9.8	0.0	0.0	0.0	22.9	23.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.24
Lane Grp Cap(c), veh/h	274	288	434	2	2	2	213	3986	0	2	2111	1112
V/C Ratio(X)	0.88	0.00	0.44	0.00	0.00	0.00	0.86	0.39	0.00	0.00	0.61	0.61
Avail Cap(c_a), veh/h	308	532	641	136	352	298	253	3986	0	136	2111	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.88	0.88	0.00	0.00	0.74	0.74
Uniform Delay (d), s/veh	41.5	0.0	30.3	0.0	0.0	0.0	37.4	0.0	0.0	0.0	12.0	12.1
Incr Delay (d2), s/veh	22.3	0.0	0.7	0.0	0.0	0.0	20.1	0.3	0.0	0.0	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	3.8	0.0	0.0	0.0	5.0	0.1	0.0	0.0	8.4	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	0.0	30.9	0.0	0.0	0.0	57.5	0.3	0.0	0.0	13.0	13.9
LnGrp LOS	E	A	C	A	A	A	E	A	A	A	B	B
Approach Vol, veh/h		431			0			1755			1958	
Approach Delay, s/veh		49.3			0.0			6.3			13.3	
Approach LOS		D						A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	80.8	0.0	19.2	15.8	65.1	19.2	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	41.0	7.5	28.0	14.0	34.5	17.0	18.5
Max Q Clear Time (g_c+I1), s	10.0	2.0	0.0	11.8	11.8	25.1	15.0	0.0
Green Ext Time (p_c), s	0.0	16.7	0.0	0.5	0.1	7.6	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	36	136	57	10	42	28	1347	69	47	1558	61
Future Volume (veh/h)	59	36	136	57	10	42	28	1347	69	47	1558	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	40	153	64	11	47	31	1513	78	53	1751	69
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	194	215	192	105	133	113	73	2323	120	367	3228	1175
Arrive On Green	0.11	0.12	0.12	0.06	0.07	0.07	0.04	0.46	0.46	0.41	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5051	260	1810	5187	1610
Grp Volume(v), veh/h	66	40	153	64	11	47	31	1036	555	53	1751	69
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1853	1810	1729	1610
Q Serve(g_s), s	3.4	2.0	9.2	3.5	0.5	2.8	1.7	23.1	23.1	1.8	0.0	0.0
Cycle Q Clear(g_c), s	3.4	2.0	9.2	3.5	0.5	2.8	1.7	23.1	23.1	1.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	194	215	192	105	133	113	73	1591	852	367	3228	1175
V/C Ratio(X)	0.34	0.19	0.80	0.61	0.08	0.42	0.42	0.65	0.65	0.14	0.54	0.06
Avail Cap(c_a), veh/h	194	361	322	163	399	338	163	1591	852	367	3228	1175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71	0.72	0.72	0.72
Uniform Delay (d), s/veh	41.4	39.7	42.9	46.0	43.5	44.5	46.8	20.8	20.8	24.3	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.4	7.4	5.6	0.3	2.4	2.7	1.5	2.8	0.1	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.9	4.0	1.7	0.3	1.2	0.8	9.3	10.2	0.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	40.1	50.3	51.5	43.8	47.0	49.6	22.3	23.6	24.4	0.5	0.1
LnGrp LOS	D	D	D	D	D	D	D	C	C	C	A	A
Approach Vol, veh/h		259			122			1622			1873	
Approach Delay, s/veh		46.7			49.1			23.3			1.1	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	50.0	9.8	15.9	8.0	66.2	14.7	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	46.0	9.0	20.0	9.0	46.0	8.0	21.0
Max Q Clear Time (g_c+I1), s	13.8	25.1	5.5	11.2	3.7	2.0	5.4	4.8
Green Ext Time (p_c), s	0.0	11.7	0.0	0.7	0.0	21.1	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	410	313	204	7	192	145	80	868	8	238	1315	385
Future Volume (veh/h)	410	313	204	7	192	145	80	868	8	238	1315	385
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	456	348	227	8	213	156	89	964	9	264	1461	428
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	486	1370	611	49	647	201	514	1880	584	295	1556	483
Arrive On Green	0.27	0.38	0.38	0.01	0.12	0.12	0.15	0.36	0.36	0.08	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	456	348	227	8	213	156	89	964	9	264	1461	428
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	24.6	6.6	6.5	0.2	3.7	9.4	2.2	14.6	0.4	7.4	27.4	12.7
Cycle Q Clear(g_c), s	24.6	6.6	6.5	0.2	3.7	9.4	2.2	14.6	0.4	7.4	27.4	12.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	486	1370	611	49	647	201	514	1880	584	295	1556	483
V/C Ratio(X)	0.94	0.25	0.37	0.16	0.33	0.78	0.17	0.51	0.02	0.90	0.94	0.89
Avail Cap(c_a), veh/h	507	1408	628	263	960	298	514	1880	584	295	1556	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	35.7	21.3	9.0	48.7	39.9	42.4	37.4	25.0	20.4	45.4	34.1	8.4
Incr Delay (d2), s/veh	24.8	0.1	0.4	1.5	0.3	7.4	0.2	1.0	0.0	24.4	10.8	18.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	2.8	3.6	0.1	1.6	4.1	1.0	6.0	0.1	4.2	12.8	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	21.4	9.4	50.3	40.2	49.8	37.5	26.0	20.5	69.8	44.9	26.6
LnGrp LOS	E	C	A	D	D	D	D	C	C	E	D	C
Approach Vol, veh/h		1031			377			1062			2153	
Approach Delay, s/veh		36.1			44.4			26.9			44.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	40.2	5.4	42.0	18.6	34.0	30.9	16.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.4	29.1	7.5	39.0	7.5	30.0	28.0	18.5
Max Q Clear Time (g_c+I1), s	9.4	16.6	2.2	8.6	4.2	29.4	26.6	11.4
Green Ext Time (p_c), s	0.0	5.4	0.0	3.2	0.1	0.5	0.3	1.1

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	946	206	31	739	112	143	246	27	76	253	114
Future Volume (veh/h)	148	946	206	31	739	112	143	246	27	76	253	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	151	965	210	32	754	114	146	251	28	78	258	116
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	1121	783	78	881	489	631	675	75	121	706	309
Arrive On Green	0.15	0.41	0.41	0.04	0.24	0.24	0.36	0.80	0.80	0.07	0.29	0.29
Sat Flow, veh/h	1810	3610	1588	1810	3610	1561	3510	1679	187	1810	2445	1068
Grp Volume(v), veh/h	151	965	210	32	754	114	146	0	279	78	189	185
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1805	1561	1755	0	1866	1810	1805	1708
Q Serve(g_s), s	7.2	21.9	1.1	1.6	18.0	3.2	2.6	0.0	3.8	3.8	7.5	7.8
Cycle Q Clear(g_c), s	7.2	21.9	1.1	1.6	18.0	3.2	2.6	0.0	3.8	3.8	7.5	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.63
Lane Grp Cap(c), veh/h	198	1121	783	78	881	489	631	0	750	121	521	493
V/C Ratio(X)	0.76	0.86	0.27	0.41	0.86	0.23	0.23	0.00	0.37	0.65	0.36	0.38
Avail Cap(c_a), veh/h	302	1243	837	161	963	524	631	0	750	161	521	493
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	1.00	1.00	1.00	0.99	0.00	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	24.6	5.1	42.0	32.5	10.8	24.5	0.0	5.6	41.0	25.4	25.5
Incr Delay (d2), s/veh	2.5	2.5	0.1	3.5	7.2	0.2	0.2	0.0	1.4	5.7	1.9	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	8.5	1.1	0.8	8.5	1.3	1.1	0.0	1.5	1.9	3.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	27.2	5.2	45.5	39.7	11.1	24.6	0.0	7.0	46.6	27.4	27.7
LnGrp LOS	D	C	A	D	D	B	C	A	A	D	C	C
Approach Vol, veh/h		1326			900			425			452	
Approach Delay, s/veh		25.1			36.3			13.1			30.8	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	40.2	7.9	32.0	20.2	30.0	13.8	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	27.0	8.0	31.0	9.0	26.0	15.0	24.0
Max Q Clear Time (g_c+I1), s	5.8	5.8	3.6	23.9	4.6	9.8	9.2	20.0
Green Ext Time (p_c), s	0.0	1.6	0.0	4.0	0.2	2.0	0.2	2.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	710	171	38	517	32	104	256	22	45	328	57
Future Volume (veh/h)	40	710	171	38	517	32	104	256	22	45	328	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	724	174	39	528	33	106	261	22	46	335	58
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	859	206	88	1022	64	136	1025	86	310	762	645
Arrive On Green	0.05	0.30	0.30	0.05	0.30	0.30	0.08	0.30	0.30	0.34	0.80	0.80
Sat Flow, veh/h	1810	2884	693	1810	3447	215	1810	3368	282	1810	1900	1609
Grp Volume(v), veh/h	41	453	445	39	276	285	106	139	144	46	335	58
Grp Sat Flow(s),veh/h/ln	1810	1805	1772	1810	1805	1858	1810	1805	1845	1810	1900	1609
Q Serve(g_s), s	2.0	21.2	21.2	1.9	11.4	11.5	5.2	5.2	5.3	1.6	4.9	0.7
Cycle Q Clear(g_c), s	2.0	21.2	21.2	1.9	11.4	11.5	5.2	5.2	5.3	1.6	4.9	0.7
Prop In Lane	1.00		0.39	1.00		0.12	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	90	538	528	88	535	550	136	550	562	310	762	645
V/C Ratio(X)	0.45	0.84	0.84	0.44	0.52	0.52	0.78	0.25	0.26	0.15	0.44	0.09
Avail Cap(c_a), veh/h	153	630	618	153	630	648	237	550	562	310	762	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	41.6	29.6	29.6	41.6	26.3	26.3	40.9	23.6	23.6	25.0	5.8	5.4
Incr Delay (d2), s/veh	1.4	3.8	3.9	3.5	0.8	0.8	9.3	1.1	1.1	0.2	1.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.4	9.3	0.9	4.9	5.1	2.6	2.3	2.4	0.7	1.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	33.4	33.5	45.2	27.1	27.1	50.2	24.7	24.7	25.2	7.6	5.7
LnGrp LOS	D	C	C	D	C	C	D	C	C	C	A	A
Approach Vol, veh/h		939			600			389			439	
Approach Delay, s/veh		33.9			28.2			31.7			9.2	
Approach LOS		C			C			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	31.4	8.4	30.8	10.8	40.1	8.5	30.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	27.4	7.6	31.4	11.8	23.2	7.6	31.4
Max Q Clear Time (g_c+I1), s	3.6	7.3	3.9	23.2	7.2	6.9	4.0	13.5
Green Ext Time (p_c), s	0.0	1.5	0.0	3.6	0.1	2.0	0.0	3.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	878	115	293	802	130	70	166	283	66	198	93
Future Volume (veh/h)	170	878	115	293	802	130	70	166	283	66	198	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	915	120	305	835	135	73	173	295	69	206	97
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	214	1033	135	281	1299	747	118	431	379	190	670	303
Arrive On Green	0.12	0.32	0.32	0.16	0.36	0.36	0.07	0.24	0.24	0.11	0.28	0.28
Sat Flow, veh/h	1810	3202	420	1810	3610	1606	1810	1805	1585	1810	2403	1086
Grp Volume(v), veh/h	177	516	519	305	835	135	73	173	295	69	153	150
Grp Sat Flow(s),veh/h/ln	1810	1805	1817	1810	1805	1606	1810	1805	1585	1810	1805	1684
Q Serve(g_s), s	8.6	24.4	24.4	14.0	17.3	1.3	3.5	7.3	15.7	3.2	6.0	6.4
Cycle Q Clear(g_c), s	8.6	24.4	24.4	14.0	17.3	1.3	3.5	7.3	15.7	3.2	6.0	6.4
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	214	582	586	281	1299	747	118	431	379	190	503	470
V/C Ratio(X)	0.83	0.89	0.89	1.08	0.64	0.18	0.62	0.40	0.78	0.36	0.30	0.32
Avail Cap(c_a), veh/h	302	622	626	281	1299	747	161	431	379	190	503	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	28.9	28.9	38.0	24.0	5.2	41.0	28.8	32.0	37.5	25.6	25.7
Incr Delay (d2), s/veh	7.8	9.1	9.1	77.7	1.1	0.1	5.2	2.8	14.6	1.2	1.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	11.6	11.7	12.1	7.3	0.6	1.7	3.4	7.4	1.5	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	38.0	38.0	115.7	25.1	5.4	46.2	31.6	46.6	38.6	27.1	27.5
LnGrp LOS	D	D	D	F	C	A	D	C	D	D	C	C
Approach Vol, veh/h		1212			1275			541			372	
Approach Delay, s/veh		39.3			44.7			41.8			29.4	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	25.5	18.0	33.0	9.9	29.1	14.7	36.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	21.5	14.0	31.0	8.0	21.0	15.0	30.0
Max Q Clear Time (g_c+I1), s	5.2	17.7	16.0	26.4	5.5	8.4	10.6	19.3
Green Ext Time (p_c), s	0.0	1.1	0.0	2.6	0.0	1.4	0.2	4.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	714	229	100	494	37	168	443	150	27	411	40
Future Volume (veh/h)	79	714	229	100	494	37	168	443	150	27	411	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	729	234	102	504	38	171	452	153	28	419	41
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	122	612	518	130	620	586	208	739	728	71	533	52
Arrive On Green	0.07	0.32	0.32	0.07	0.33	0.33	0.04	0.13	0.13	0.04	0.31	0.31
Sat Flow, veh/h	1810	1900	1607	1810	1900	1603	1810	1900	1575	1810	1703	167
Grp Volume(v), veh/h	81	729	234	102	504	38	171	452	153	28	0	460
Grp Sat Flow(s),veh/h/ln	1810	1900	1607	1810	1900	1603	1810	1900	1575	1810	0	1870
Q Serve(g_s), s	3.9	29.0	7.3	5.0	21.9	1.4	8.4	20.3	1.1	1.4	0.0	20.2
Cycle Q Clear(g_c), s	3.9	29.0	7.3	5.0	21.9	1.4	8.4	20.3	1.1	1.4	0.0	20.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	122	612	518	130	620	586	208	739	728	71	0	585
V/C Ratio(X)	0.66	1.19	0.45	0.78	0.81	0.06	0.82	0.61	0.21	0.40	0.00	0.79
Avail Cap(c_a), veh/h	151	612	518	161	623	588	241	739	728	151	0	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.0	30.5	11.8	41.1	27.8	18.5	42.4	32.8	10.5	42.2	0.0	28.2
Incr Delay (d2), s/veh	7.6	101.4	0.6	18.2	8.0	0.0	17.0	3.6	0.6	3.5	0.0	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	29.9	2.5	2.9	11.0	0.5	5.0	11.0	1.7	0.7	0.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	131.9	12.4	59.2	35.8	18.6	59.4	36.4	11.1	45.7	0.0	38.4
LnGrp LOS	D	F	B	E	D	B	E	D	B	D	A	D
Approach Vol, veh/h		1044			644			776			488	
Approach Delay, s/veh		98.6			38.5			36.5			38.8	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	39.0	10.5	33.0	14.4	32.2	10.1	33.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	29.5	8.0	29.0	12.0	25.0	7.5	29.5
Max Q Clear Time (g_c+I1), s	3.4	22.3	7.0	31.0	10.4	22.2	5.9	23.9
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.1	0.8	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	59.3
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	417	240	255	400	88	117	502	207	44	631	23
Future Volume (veh/h)	52	417	240	255	400	88	117	502	207	44	631	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	430	247	263	412	91	121	518	0	45	651	24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	528	300	241	1133	505	153	1437		95	1300	48
Arrive On Green	0.06	0.24	0.24	0.13	0.31	0.31	0.08	0.40	0.00	0.02	0.12	0.12
Sat Flow, veh/h	1810	2215	1261	1810	3610	1609	1810	3610	1610	1810	3550	131
Grp Volume(v), veh/h	54	350	327	263	412	91	121	518	0	45	331	344
Grp Sat Flow(s),veh/h/ln	1810	1805	1671	1810	1805	1609	1810	1805	1610	1810	1805	1876
Q Serve(g_s), s	2.6	16.5	16.7	12.0	8.0	3.7	5.9	9.1	0.0	2.2	15.4	15.5
Cycle Q Clear(g_c), s	2.6	16.5	16.7	12.0	8.0	3.7	5.9	9.1	0.0	2.2	15.4	15.5
Prop In Lane	1.00		0.75	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	104	430	398	241	1133	505	153	1437		95	661	687
V/C Ratio(X)	0.52	0.81	0.82	1.09	0.36	0.18	0.79	0.36		0.47	0.50	0.50
Avail Cap(c_a), veh/h	153	542	501	241	1259	561	221	1437		153	661	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.00	0.67	0.67	0.67
Uniform Delay (d), s/veh	41.2	32.4	32.5	39.0	23.9	22.4	40.4	19.0	0.0	43.0	31.9	31.9
Incr Delay (d2), s/veh	3.9	7.4	8.6	84.1	0.2	0.2	11.0	0.7	0.0	2.4	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.9	7.5	10.9	3.3	1.4	3.1	3.8	0.0	1.1	7.7	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	39.8	41.1	123.1	24.1	22.6	51.4	19.7	0.0	45.4	33.7	33.6
LnGrp LOS	D	D	D	F	C	C	D	B		D	C	C
Approach Vol, veh/h		731			766			639	A		720	
Approach Delay, s/veh		40.8			57.9			25.7			34.4	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	39.8	16.0	25.4	11.6	37.0	9.2	32.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	27.4	12.0	27.0	11.0	24.0	7.6	31.4
Max Q Clear Time (g_c+I1), s	4.2	11.1	14.0	18.7	7.9	17.5	4.6	10.0
Green Ext Time (p_c), s	0.0	3.1	0.0	2.7	0.1	2.2	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

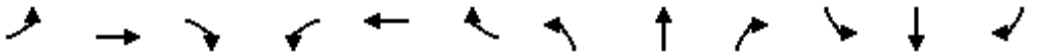
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	84	191	37	104	93	119	732	38	78	895	97
Future Volume (veh/h)	116	84	191	37	104	93	119	732	38	78	895	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	89	203	39	111	99	127	779	40	83	952	103
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	302	375	334	223	392	320	403	2303	118	501	2166	234
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1190	1805	1610	1104	1888	1540	543	3493	179	678	3286	355
Grp Volume(v), veh/h	123	89	203	39	106	104	127	402	417	83	523	532
Grp Sat Flow(s),veh/h/ln	1190	1805	1610	1104	1805	1623	543	1805	1868	678	1805	1836
Q Serve(g_s), s	5.9	2.5	6.9	2.0	3.0	3.3	8.8	5.9	5.9	3.7	8.3	8.3
Cycle Q Clear(g_c), s	9.1	2.5	6.9	8.9	3.0	3.3	17.1	5.9	5.9	9.5	8.3	8.3
Prop In Lane	1.00		1.00	1.00		0.95	1.00		0.10	1.00		0.19
Lane Grp Cap(c), veh/h	302	375	334	223	375	337	403	1190	1231	501	1190	1210
V/C Ratio(X)	0.41	0.24	0.61	0.17	0.28	0.31	0.32	0.34	0.34	0.17	0.44	0.44
Avail Cap(c_a), veh/h	422	557	496	334	557	500	403	1190	1231	501	1190	1210
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.64	0.64	0.64
Uniform Delay (d), s/veh	24.0	19.8	21.6	25.6	20.0	20.1	9.0	4.5	4.5	6.6	4.9	4.9
Incr Delay (d2), s/veh	0.9	0.3	1.8	0.4	0.4	0.5	2.0	0.8	0.7	0.5	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.0	2.6	0.5	1.2	1.2	1.1	1.7	1.7	0.5	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	20.1	23.3	25.9	20.4	20.7	11.1	5.3	5.2	7.0	5.7	5.7
LnGrp LOS	C	C	C	C	C	C	B	A	A	A	A	A
Approach Vol, veh/h		415			249			946			1138	
Approach Delay, s/veh		23.1			21.4			6.0			5.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	43.5	16.5	43.5	16.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	33.5	18.5	33.5	18.5
Max Q Clear Time (g_c+I1), s	19.1	11.1	11.5	10.9
Green Ext Time (p_c), s	5.7	1.3	8.2	0.8

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	655	331	628	835	97	254	615	554	269	722	119
Future Volume (veh/h)	230	655	331	628	835	97	254	615	554	269	722	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	668	338	641	852	99	259	628	565	274	737	121
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	577	689	317	740	1155	134	323	1256	895	342	1093	179
Arrive On Green	0.16	0.20	0.20	0.21	0.25	0.25	0.09	0.35	0.35	0.10	0.35	0.35
Sat Flow, veh/h	3510	3458	1593	3510	4704	544	3510	3610	1596	3510	3094	508
Grp Volume(v), veh/h	235	668	338	641	625	326	259	628	565	274	430	428
Grp Sat Flow(s),veh/h/ln	1755	1729	1593	1755	1729	1789	1755	1805	1596	1755	1805	1797
Q Serve(g_s), s	6.6	21.2	22.0	19.5	18.4	18.5	8.0	15.2	26.7	8.4	22.3	22.4
Cycle Q Clear(g_c), s	6.6	21.2	22.0	19.5	18.4	18.5	8.0	15.2	26.7	8.4	22.3	22.4
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	577	689	317	740	849	439	323	1256	895	342	637	634
V/C Ratio(X)	0.41	0.97	1.07	0.87	0.74	0.74	0.80	0.50	0.63	0.80	0.67	0.67
Avail Cap(c_a), veh/h	577	689	317	985	1303	674	381	1256	895	442	637	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	43.9	44.2	42.1	38.4	38.4	49.1	28.4	16.7	48.8	30.3	30.3
Incr Delay (d2), s/veh	0.5	26.8	68.8	6.4	1.3	2.5	10.0	1.4	3.4	7.9	5.6	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	11.5	14.7	9.0	7.9	8.4	3.9	6.8	10.2	4.1	10.6	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	70.7	113.0	48.5	39.6	40.9	59.2	29.9	20.0	56.7	36.0	36.0
LnGrp LOS	D	E	F	D	D	D	E	C	C	E	D	D
Approach Vol, veh/h		1241			1592			1452			1132	
Approach Delay, s/veh		76.8			43.5			31.3			41.0	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	42.4	27.3	26.0	14.2	43.0	22.2	31.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.9	37.1	31.0	22.0	12.0	39.0	11.4	41.6
Max Q Clear Time (g_c+I1), s	10.4	28.7	21.5	24.0	10.0	24.4	8.6	20.5
Green Ext Time (p_c), s	0.3	4.1	1.8	0.0	0.2	4.9	0.2	6.6

Intersection Summary	
HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	48	200	58	38	66	96	926	82	107	1235	89
Future Volume (veh/h)	192	48	200	58	38	66	96	926	82	107	1235	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	198	49	206	60	39	68	99	955	85	110	1273	92
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	294	247	109	159	133	129	1444	727	375	1830	132
Arrive On Green	0.13	0.15	0.15	0.06	0.08	0.08	0.07	0.40	0.40	0.21	0.54	0.54
Sat Flow, veh/h	1810	1900	1598	1810	1900	1587	1810	3610	1575	1810	3413	246
Grp Volume(v), veh/h	198	49	206	60	39	68	99	955	85	110	672	693
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1587	1810	1805	1575	1810	1805	1855
Q Serve(g_s), s	9.6	2.0	11.3	2.9	1.7	3.7	4.8	19.4	1.0	4.6	24.8	24.9
Cycle Q Clear(g_c), s	9.6	2.0	11.3	2.9	1.7	3.7	4.8	19.4	1.0	4.6	24.8	24.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	237	294	247	109	159	133	129	1444	727	375	968	994
V/C Ratio(X)	0.83	0.17	0.83	0.55	0.24	0.51	0.77	0.66	0.12	0.29	0.69	0.70
Avail Cap(c_a), veh/h	237	393	330	153	393	328	261	1444	727	375	968	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	0.58	0.58	0.58
Uniform Delay (d), s/veh	38.1	33.0	36.9	41.1	38.6	39.5	41.1	22.0	4.9	30.1	15.4	15.5
Incr Delay (d2), s/veh	21.9	0.3	12.9	4.2	0.8	3.0	8.7	2.3	0.3	0.2	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.9	5.2	1.4	0.8	1.5	2.4	8.3	0.4	2.0	10.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	33.3	49.8	45.3	39.4	42.5	49.7	24.3	5.2	30.4	17.8	17.8
LnGrp LOS	E	C	D	D	D	D	D	C	A	C	B	B
Approach Vol, veh/h		453			167			1139			1475	
Approach Delay, s/veh		52.5			42.8			25.1			18.8	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	40.0	9.4	17.9	10.4	52.2	15.8	11.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.8	36.0	7.6	18.6	13.0	34.8	7.6	18.6
Max Q Clear Time (g_c+I1), s	6.6	21.4	4.9	13.3	6.8	26.9	11.6	5.7
Green Ext Time (p_c), s	0.1	6.2	0.0	0.4	0.1	5.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	2	10	0	29	1	982	12	29	1321	21
Future Volume (veh/h)	11	0	2	10	0	29	1	982	12	29	1321	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	0	2	11	0	31	1	1056	13	31	1420	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	0	100	167	0	100	3	2784	34	76	2918	47
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.00	1.00	1.00	0.04	0.80	0.80
Sat Flow, veh/h	1395	0	1604	1431	0	1604	1810	3651	45	1810	3635	59
Grp Volume(v), veh/h	12	0	2	11	0	31	1	522	547	31	705	738
Grp Sat Flow(s),veh/h/ln	1395	0	1604	1431	0	1604	1810	1805	1891	1810	1805	1889
Q Serve(g_s), s	0.7	0.0	0.1	0.7	0.0	1.7	0.0	0.0	0.0	1.5	11.4	11.4
Cycle Q Clear(g_c), s	2.4	0.0	0.1	0.8	0.0	1.7	0.0	0.0	0.0	1.5	11.4	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	141	0	100	167	0	100	3	1376	1442	76	1449	1516
V/C Ratio(X)	0.09	0.00	0.02	0.07	0.00	0.31	0.29	0.38	0.38	0.41	0.49	0.49
Avail Cap(c_a), veh/h	342	0	331	374	0	331	161	1376	1442	161	1449	1516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.94	0.94	0.94	0.55	0.55	0.55
Uniform Delay (d), s/veh	41.5	0.0	39.6	40.0	0.0	40.4	44.8	0.0	0.0	42.0	2.9	2.9
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.2	0.0	1.8	38.0	0.7	0.7	1.9	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.2	0.0	0.7	0.1	0.3	0.3	0.7	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	0.0	39.7	40.1	0.0	42.1	82.8	0.7	0.7	44.0	3.5	3.5
LnGrp LOS	D	A	D	D	A	D	F	A	A	D	A	A
Approach Vol, veh/h		14			42			1070			1474	
Approach Delay, s/veh		41.5			41.6			0.8			4.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	72.6		9.6	4.2	76.2		9.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	51.4		18.6	8.0	51.4		18.6
Max Q Clear Time (g_c+I1), s	3.5	2.0		4.4	2.0	13.4		3.7
Green Ext Time (p_c), s	0.0	9.1		0.0	0.0	14.2		0.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1	3	4	2	33	2	980	12	58	1291	7
Future Volume (veh/h)	13	1	3	4	2	33	2	980	12	58	1291	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	1	3	4	2	34	2	1021	12	60	1345	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	25	75	162	5	90	435	2728	32	109	2087	11
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.48	1.00	1.00	0.08	0.75	0.75
Sat Flow, veh/h	1394	419	1256	1435	89	1512	1810	3653	43	1810	3682	19
Grp Volume(v), veh/h	14	0	4	4	0	36	2	504	529	60	659	693
Grp Sat Flow(s),veh/h/ln	1394	0	1674	1435	0	1601	1810	1805	1891	1810	1805	1896
Q Serve(g_s), s	0.9	0.0	0.2	0.2	0.0	1.9	0.1	0.0	0.0	2.9	15.7	15.8
Cycle Q Clear(g_c), s	2.8	0.0	0.2	0.4	0.0	1.9	0.1	0.0	0.0	2.9	15.7	15.8
Prop In Lane	1.00		0.75	1.00		0.94	1.00		0.02	1.00		0.01
Lane Grp Cap(c), veh/h	133	0	100	162	0	95	435	1348	1412	109	1023	1075
V/C Ratio(X)	0.11	0.00	0.04	0.02	0.00	0.38	0.00	0.37	0.37	0.55	0.64	0.64
Avail Cap(c_a), veh/h	344	0	353	380	0	338	435	1348	1412	201	1023	1075
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95	0.89	0.89	0.89
Uniform Delay (d), s/veh	42.1	0.0	39.9	40.1	0.0	40.7	17.8	0.0	0.0	40.2	6.7	6.7
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.1	0.0	2.5	0.0	0.8	0.7	3.8	2.8	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.1	0.0	0.8	0.0	0.3	0.3	1.4	4.5	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	40.1	40.2	0.0	43.2	17.8	0.8	0.7	44.0	9.5	9.4
LnGrp LOS	D	A	D	D	A	D	B	A	A	D	A	A
Approach Vol, veh/h		18			40			1035			1412	
Approach Delay, s/veh		41.9			42.9			0.8			10.9	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	71.2		9.4	25.6	55.0		9.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	49.0		19.0	8.0	51.0		19.0				
Max Q Clear Time (g_c+I1), s	4.9	2.0		4.8	2.1	17.8		3.9				
Green Ext Time (p_c), s	0.0	8.6		0.0	0.0	12.2		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	4	7	26	1	19	9	938	23	32	1250	19
Future Volume (veh/h)	36	4	7	26	1	19	9	938	23	32	1250	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	4	7	27	1	20	9	977	24	33	1302	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	44	77	172	5	110	28	2039	50	415	2839	44
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.03	1.00	1.00	0.46	1.00	1.00
Sat Flow, veh/h	1413	620	1085	1426	77	1545	1810	3598	88	1810	3639	56
Grp Volume(v), veh/h	38	0	11	27	0	21	9	490	511	33	646	676
Grp Sat Flow(s),veh/h/ln	1413	0	1705	1426	0	1622	1810	1805	1882	1810	1805	1890
Q Serve(g_s), s	2.3	0.0	0.5	1.6	0.0	1.1	0.4	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.5	2.2	0.0	1.1	0.4	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.64	1.00		0.95	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	163	0	121	172	0	115	28	1023	1066	415	1408	1474
V/C Ratio(X)	0.23	0.00	0.09	0.16	0.00	0.18	0.32	0.48	0.48	0.08	0.46	0.46
Avail Cap(c_a), veh/h	361	0	360	372	0	342	161	1023	1066	415	1408	1474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	0.91	0.91	0.91
Uniform Delay (d), s/veh	41.0	0.0	39.1	40.1	0.0	39.4	43.1	0.0	0.0	19.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.3	0.4	0.0	0.8	6.0	1.5	1.5	0.1	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.2	0.6	0.0	0.5	0.2	0.4	0.4	0.4	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	39.4	40.5	0.0	40.1	49.1	1.5	1.5	19.1	1.0	0.9
LnGrp LOS	D	A	D	D	A	D	D	A	A	B	A	A
Approach Vol, veh/h		49			48			1010			1355	
Approach Delay, s/veh		41.2			40.3			1.9			1.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	84.6	55.0		10.4	5.4	74.2		10.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	80.6	51.0		19.0	8.0	51.0		19.0
Max Q Clear Time (g_c+I1), s	12.9	2.0		5.4	2.4	2.0		4.2
Green Ext Time (p_c), s	0.0	8.2		0.1	0.0	13.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	3.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1	6	8	1	4	21	917	8	9	1193	49
Future Volume (veh/h)	51	1	6	8	1	4	21	917	8	9	1193	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1	6	8	1	4	22	955	8	9	1243	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	182	17	105	181	25	99	407	2846	24	28	2002	82
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.22	0.78	0.78	0.02	0.57	0.57
Sat Flow, veh/h	1417	233	1397	1414	329	1316	1810	3669	31	1810	3534	145
Grp Volume(v), veh/h	53	0	7	8	0	5	22	470	493	9	634	660
Grp Sat Flow(s),veh/h/ln	1417	0	1629	1414	0	1645	1810	1805	1894	1810	1805	1874
Q Serve(g_s), s	3.2	0.0	0.4	0.5	0.0	0.3	0.9	7.1	7.1	0.4	21.1	21.2
Cycle Q Clear(g_c), s	3.5	0.0	0.4	0.8	0.0	0.3	0.9	7.1	7.1	0.4	21.1	21.2
Prop In Lane	1.00		0.86	1.00		0.80	1.00		0.02	1.00		0.08
Lane Grp Cap(c), veh/h	182	0	122	181	0	124	407	1400	1470	28	1023	1062
V/C Ratio(X)	0.29	0.00	0.06	0.04	0.00	0.04	0.05	0.34	0.34	0.32	0.62	0.62
Avail Cap(c_a), veh/h	375	0	344	373	0	347	407	1400	1470	161	1023	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.91	0.91	0.91
Uniform Delay (d), s/veh	40.2	0.0	38.7	39.0	0.0	38.6	27.4	3.1	3.1	43.8	13.0	13.0
Incr Delay (d2), s/veh	0.9	0.0	0.2	0.1	0.0	0.1	0.0	0.6	0.5	5.7	2.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.1	0.2	0.0	0.1	0.4	1.9	2.0	0.2	8.5	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.0	38.8	39.1	0.0	38.7	27.4	3.6	3.6	49.5	15.6	15.5
LnGrp LOS	D	A	D	D	A	D	C	A	A	D	B	B
Approach Vol, veh/h		60			13			985			1303	
Approach Delay, s/veh		40.8			39.0			4.2			15.8	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.4	73.8		10.8	24.2	55.0		10.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	51.0		19.0	8.0	51.0		19.0
Max Q Clear Time (g_c+I1), s	2.4	9.1		5.5	2.9	23.2		2.8
Green Ext Time (p_c), s	0.0	7.6		0.1	0.0	10.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	5	19	69	4	110	62	827	77	144	1148	9
Future Volume (veh/h)	9	5	19	69	4	110	62	827	77	144	1148	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	5	20	72	4	115	65	861	80	150	1196	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	131	34	137	140	6	164	572	1809	168	181	1196	9
Arrive On Green	0.07	0.10	0.10	0.08	0.11	0.11	0.32	0.54	0.54	0.20	0.65	0.65
Sat Flow, veh/h	1810	332	1329	1810	53	1514	1810	3339	310	1810	3672	28
Grp Volume(v), veh/h	9	0	25	72	0	119	65	465	476	150	588	617
Grp Sat Flow(s),veh/h/ln	1810	0	1661	1810	0	1566	1810	1805	1844	1810	1805	1895
Q Serve(g_s), s	0.4	0.0	1.2	3.4	0.0	6.6	2.3	14.3	14.3	7.2	29.3	29.3
Cycle Q Clear(g_c), s	0.4	0.0	1.2	3.4	0.0	6.6	2.3	14.3	14.3	7.2	29.3	29.3
Prop In Lane	1.00		0.80	1.00		0.97	1.00		0.17	1.00		0.01
Lane Grp Cap(c), veh/h	131	0	171	140	0	169	572	978	999	181	588	617
V/C Ratio(X)	0.07	0.00	0.15	0.52	0.00	0.70	0.11	0.48	0.48	0.83	1.00	1.00
Avail Cap(c_a), veh/h	372	0	341	374	0	324	572	978	999	221	588	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	38.9	0.0	36.7	39.9	0.0	38.7	21.8	12.7	12.7	35.3	15.7	15.7
Incr Delay (d2), s/veh	0.2	0.0	0.4	2.9	0.0	5.2	0.1	1.7	1.6	17.5	35.3	34.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.5	1.6	0.0	2.7	1.0	5.8	5.9	3.7	10.9	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	0.0	37.1	42.8	0.0	44.0	21.9	14.4	14.4	52.7	51.0	50.2
LnGrp LOS	D	A	D	D	A	D	C	B	B	D	F	F
Approach Vol, veh/h		34			191			1006			1355	
Approach Delay, s/veh		37.7			43.5			14.9			50.8	
Approach LOS		D			D			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	52.8	11.0	13.3	32.5	33.3	10.5	13.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	25.9	18.6	18.5	7.6	29.3	18.5	18.6
Max Q Clear Time (g_c+I1), s	9.2	16.3	5.4	3.2	4.3	31.3	2.4	8.6
Green Ext Time (p_c), s	0.1	4.2	0.1	0.1	0.0	0.0	0.0	0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	1320	400	40	783	311	238	480	27	376	654	361
Future Volume (veh/h)	370	1320	400	40	783	311	238	480	27	376	654	361
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	1404	0	43	833	331	253	511	29	400	696	384
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	491	1809		99	951	424	342	901	51	455	1053	470
Arrive On Green	0.14	0.35	0.00	0.05	0.26	0.26	0.10	0.26	0.26	0.13	0.29	0.29
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3473	197	3510	3610	1610
Grp Volume(v), veh/h	394	1404	0	43	833	331	253	265	275	400	696	384
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1865	1755	1805	1610
Q Serve(g_s), s	8.4	18.6	0.0	1.8	17.0	10.0	5.4	9.8	9.9	8.6	13.0	11.2
Cycle Q Clear(g_c), s	8.4	18.6	0.0	1.8	17.0	10.0	5.4	9.8	9.9	8.6	13.0	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	491	1809		99	951	424	342	468	484	455	1053	470
V/C Ratio(X)	0.80	0.78		0.43	0.88	0.78	0.74	0.57	0.57	0.88	0.66	0.82
Avail Cap(c_a), veh/h	592	1809		176	983	439	410	468	484	455	1053	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	22.4	0.0	35.3	27.2	12.3	33.8	24.8	24.8	33.0	24.0	10.9
Incr Delay (d2), s/veh	6.6	2.2	0.0	3.0	8.8	8.5	5.7	4.9	4.8	17.5	3.3	14.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	7.5	0.0	0.8	8.1	4.3	2.5	4.7	4.8	4.7	5.8	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	24.6	0.0	38.3	36.0	20.8	39.5	29.7	29.6	50.5	27.2	25.5
LnGrp LOS	D	C		D	D	C	D	C	C	D	C	C
Approach Vol, veh/h		1798	A		1207			793			1480	
Approach Delay, s/veh		27.7			31.9			32.8			33.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	24.0	8.2	30.9	11.5	26.5	14.8	24.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	20.0	7.5	26.5	9.0	21.0	13.0	21.0
Max Q Clear Time (g_c+I1), s	10.6	11.9	3.8	20.6	7.4	15.0	10.4	19.0
Green Ext Time (p_c), s	0.0	2.0	0.0	4.2	0.1	3.1	0.4	1.3

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	1281	2	6	1336	105	2	0	2	113	1	120
Future Volume (veh/h)	195	1281	2	6	1336	105	2	0	2	113	1	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	1307	2	6	1363	107	2	0	2	115	1	122
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	241	2679	4	20	1854	146	299	19	259	593	680	576
Arrive On Green	0.13	0.50	0.50	0.01	0.38	0.38	0.36	0.00	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1810	5348	8	1810	4900	385	671	53	724	1435	1900	1607
Grp Volume(v), veh/h	199	845	464	6	962	508	4	0	0	115	1	122
Grp Sat Flow(s),veh/h/ln	1810	1729	1898	1810	1729	1827	1448	0	0	1435	1900	1607
Q Serve(g_s), s	9.9	14.9	14.9	0.3	22.1	22.1	0.0	0.0	0.0	5.0	0.0	4.9
Cycle Q Clear(g_c), s	9.9	14.9	14.9	0.3	22.1	22.1	0.1	0.0	0.0	5.1	0.0	4.9
Prop In Lane	1.00		0.00	1.00		0.21	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	241	1732	951	20	1308	691	577	0	0	593	680	576
V/C Ratio(X)	0.82	0.49	0.49	0.31	0.74	0.74	0.01	0.00	0.00	0.19	0.00	0.21
Avail Cap(c_a), veh/h	589	2101	1154	373	1689	892	577	0	0	593	680	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	15.2	15.2	45.2	24.7	24.7	19.0	0.0	0.0	20.6	19.0	20.5
Incr Delay (d2), s/veh	7.0	0.2	0.4	8.6	1.2	2.3	0.0	0.0	0.0	0.7	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	5.6	6.2	0.2	8.9	9.6	0.1	0.0	0.0	1.8	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	15.4	15.6	53.8	25.9	27.0	19.1	0.0	0.0	21.3	19.0	21.4
LnGrp LOS	D	B	B	D	C	C	B	A	A	C	B	C
Approach Vol, veh/h		1508			1476			4			238	
Approach Delay, s/veh		19.5			26.4			19.1			21.4	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	37.0	5.0	50.2	37.0	16.3	38.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	33.0	19.0	56.0	33.0	30.0	45.0
Max Q Clear Time (g_c+I1), s	2.1	2.3	16.9	7.1	11.9	24.1
Green Ext Time (p_c), s	0.0	0.0	11.9	0.7	0.5	10.8

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	1275	94	12	1314	33	79	0	25	48	0	53
Future Volume (veh/h)	67	1275	94	12	1314	33	79	0	25	48	0	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	1342	99	13	1383	35	83	0	26	51	0	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	129	2305	170	40	2184	55	463	11	123	303	24	283
Arrive On Green	0.07	0.47	0.47	0.02	0.42	0.42	0.35	0.00	0.35	0.35	0.00	0.35
Sat Flow, veh/h	1810	4915	363	1810	5202	132	1080	32	348	663	67	802
Grp Volume(v), veh/h	71	944	497	13	919	499	109	0	0	107	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1820	1810	1729	1876	1460	0	0	1532	0	0
Q Serve(g_s), s	2.9	15.3	15.3	0.5	16.1	16.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.9	15.3	15.3	0.5	16.1	16.1	3.2	0.0	0.0	3.2	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.07	0.76		0.24	0.48		0.52
Lane Grp Cap(c), veh/h	129	1621	853	40	1452	787	597	0	0	609	0	0
V/C Ratio(X)	0.55	0.58	0.58	0.33	0.63	0.63	0.18	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	378	3204	1687	236	2934	1591	597	0	0	609	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.4	14.9	14.9	36.9	17.6	17.6	17.1	0.0	0.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	3.6	0.3	0.6	4.6	0.5	0.8	0.7	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.5	5.9	0.3	6.0	6.6	1.4	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	15.2	15.5	41.5	18.0	18.4	17.8	0.0	0.0	17.7	0.0	0.0
LnGrp LOS	D	B	B	D	B	B	B	A	A	B	A	A
Approach Vol, veh/h		1512			1431			109			107	
Approach Delay, s/veh		16.4			18.4			17.8			17.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	31.0	5.7	39.9	31.0	9.5	36.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	27.0	10.0	71.0	27.0	16.0	65.0
Max Q Clear Time (g_c+I1), s	5.2	2.5	17.3	5.2	4.9	18.1
Green Ext Time (p_c), s	0.5	0.0	15.0	0.5	0.1	14.1

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1191	61	26	1393	55	24
Future Volume (veh/h)	1191	61	26	1393	55	24
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.96	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1228	63	27	1436	57	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1584	81	63	1982	997	888
Arrive On Green	0.31	0.31	0.07	0.76	0.55	0.55
Sat Flow, veh/h	5212	259	1810	5358	1810	1610
Grp Volume(v), veh/h	842	449	27	1436	57	25
Grp Sat Flow(s),veh/h/ln	1729	1842	1810	1729	1810	1610
Q Serve(g_s), s	26.5	26.5	1.7	17.6	1.8	0.8
Cycle Q Clear(g_c), s	26.5	26.5	1.7	17.6	1.8	0.8
Prop In Lane		0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1086	579	63	1982	997	888
V/C Ratio(X)	0.78	0.78	0.43	0.72	0.06	0.03
Avail Cap(c_a), veh/h	1412	752	437	3544	997	888
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.72	0.72	1.00	1.00
Uniform Delay (d), s/veh	37.3	37.3	54.7	10.8	12.5	12.3
Incr Delay (d2), s/veh	2.1	3.8	3.3	0.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	12.5	0.8	3.7	0.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.4	41.1	58.1	11.2	12.6	12.3
LnGrp LOS	D	D	E	B	B	B
Approach Vol, veh/h	1291			1463	82	
Approach Delay, s/veh	40.0			12.0	12.5	
Approach LOS	D			B	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	70.1	8.2	41.7		49.9
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	30.0	29.0	49.0		82.0
Max Q Clear Time (g_c+I1), s	3.8	3.7	28.5		19.6
Green Ext Time (p_c), s	0.2	0.0	9.2		16.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	26	146	181	28	29	176	355	659	26	233	11
Future Volume (veh/h)	9	26	146	181	28	29	176	355	659	26	233	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	29	164	203	31	33	198	399	740	29	262	12
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	21	202	372	234	426	402	226	2032	1115	46	1630	74
Arrive On Green	0.01	0.11	0.11	0.13	0.22	0.22	0.21	0.94	0.94	0.03	0.46	0.46
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3516	160
Grp Volume(v), veh/h	10	29	164	203	31	33	198	399	740	29	134	140
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1871
Q Serve(g_s), s	0.7	1.7	10.9	13.7	1.6	2.0	13.3	1.0	10.4	2.0	5.4	5.4
Cycle Q Clear(g_c), s	0.7	1.7	10.9	13.7	1.6	2.0	13.3	1.0	10.4	2.0	5.4	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	21	202	372	234	426	402	226	2032	1115	46	837	867
V/C Ratio(X)	0.47	0.14	0.44	0.87	0.07	0.08	0.88	0.20	0.66	0.63	0.16	0.16
Avail Cap(c_a), veh/h	376	319	471	420	426	402	347	2032	1115	217	837	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.4	50.7	41.2	53.3	38.3	35.9	48.6	1.7	1.0	60.3	19.4	19.4
Incr Delay (d2), s/veh	15.3	0.3	0.8	9.3	0.1	0.1	12.9	0.2	2.7	13.4	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.8	4.4	6.9	0.8	0.8	6.3	0.4	1.7	1.1	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.7	51.0	42.0	62.7	38.3	36.0	61.4	1.9	3.7	73.7	19.8	19.8
LnGrp LOS	E	D	D	E	D	D	E	A	A	E	B	B
Approach Vol, veh/h		203			267			1337			303	
Approach Delay, s/veh		45.0			56.5			11.7			25.0	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	76.4	21.2	19.3	20.6	63.9	6.5	34.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	15.0	38.0	29.0	21.0	24.0	29.0	26.0	24.0
Max Q Clear Time (g_c+I1), s	4.0	12.4	15.7	12.9	15.3	7.4	2.7	4.0
Green Ext Time (p_c), s	0.0	6.4	0.4	0.4	0.3	1.5	0.0	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	8	600	0	0	0	0	1104	137	37	515	0
Future Volume (veh/h)	100	8	600	0	0	0	0	1104	137	37	515	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	102	0	617				0	1127	140	38	526	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	400	0	712				0	1983	246	53	2465	0
Arrive On Green	0.22	0.00	0.22				0.00	0.61	0.61	0.06	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3327	401	1810	3705	0
Grp Volume(v), veh/h	102	0	617				0	628	639	38	526	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1828	1810	1805	0
Q Serve(g_s), s	5.8	0.0	23.1				0.0	25.8	25.9	2.6	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	23.1				0.0	25.8	25.9	2.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.22	1.00		0.00
Lane Grp Cap(c), veh/h	400	0	712				0	1107	1121	53	2465	0
V/C Ratio(X)	0.25	0.00	0.87				0.00	0.57	0.57	0.72	0.21	0.00
Avail Cap(c_a), veh/h	565	0	1005				0	1107	1121	217	2465	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.82	0.82	0.94	0.94	0.00
Uniform Delay (d), s/veh	40.2	0.0	46.9				0.0	14.3	14.3	58.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	5.9				0.0	1.7	1.7	15.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	9.8				0.0	10.7	10.9	1.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	0.0	52.8				0.0	16.1	16.1	73.9	0.2	0.0
LnGrp LOS	D	A	D				A	B	B	E	A	A
Approach Vol, veh/h		719						1267			564	
Approach Delay, s/veh		51.0						16.1			5.1	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.7	82.7		33.6		91.4
Change Period (Y+Rc), s	5.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	15.0	54.0		39.0		74.0
Max Q Clear Time (g_c+I1), s	4.6	27.9		25.1		2.0
Green Ext Time (p_c), s	0.0	10.2		2.6		4.1

Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	240	69	238	198	42	38	933	299	21	792	77
Future Volume (veh/h)	76	240	69	238	198	42	38	933	299	21	792	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	82	258	74	256	213	45	41	1003	322	23	852	83
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	430	190	290	765	337	310	1836	815	62	1340	592
Arrive On Green	0.07	0.12	0.12	0.16	0.21	0.21	0.06	0.17	0.17	0.03	0.37	0.37
Sat Flow, veh/h	1810	3610	1590	1810	3610	1592	1810	3610	1603	1810	3610	1595
Grp Volume(v), veh/h	82	258	74	256	213	45	41	1003	322	23	852	83
Grp Sat Flow(s),veh/h/ln	1810	1805	1590	1810	1805	1592	1810	1805	1603	1810	1805	1595
Q Serve(g_s), s	4.0	6.1	3.9	12.5	4.4	2.1	1.9	22.9	7.9	1.1	17.5	2.3
Cycle Q Clear(g_c), s	4.0	6.1	3.9	12.5	4.4	2.1	1.9	22.9	7.9	1.1	17.5	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	430	190	290	765	337	310	1836	815	62	1340	592
V/C Ratio(X)	0.67	0.60	0.39	0.88	0.28	0.13	0.13	0.55	0.40	0.37	0.64	0.14
Avail Cap(c_a), veh/h	173	742	327	294	983	433	310	1836	815	151	1340	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	0.94	0.94	0.94
Uniform Delay (d), s/veh	41.0	37.6	36.6	36.9	29.7	28.8	36.1	27.9	6.1	42.5	23.3	10.6
Incr Delay (d2), s/veh	6.1	1.3	1.3	25.1	0.2	0.2	0.2	1.0	1.3	3.5	2.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.7	1.6	7.4	1.9	0.8	0.9	11.2	2.9	0.6	7.6	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	38.9	37.9	62.1	29.9	28.9	36.3	29.0	7.4	46.0	25.5	11.1
LnGrp LOS	D	D	D	E	C	C	D	C	A	D	C	B
Approach Vol, veh/h		414			514			1366			958	
Approach Delay, s/veh		40.4			45.8			24.1			24.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	49.8	18.4	14.7	19.4	37.4	10.1	23.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	33.4	14.6	18.5	7.5	33.4	8.6	24.5
Max Q Clear Time (g_c+I1), s	3.1	24.9	14.5	8.1	3.9	19.5	6.0	6.4
Green Ext Time (p_c), s	0.0	5.0	0.0	1.3	0.0	5.3	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	46	49	4	50	36	32	1011	14	47	794	100
Future Volume (veh/h)	90	46	49	4	50	36	32	1011	14	47	794	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	49	52	4	53	38	34	1076	15	50	845	106
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	154	129	127	153	129	81	2223	990	100	2262	1008
Arrive On Green	0.07	0.08	0.08	0.07	0.08	0.08	0.04	0.62	0.62	0.07	0.83	0.83
Sat Flow, veh/h	1810	1900	1598	1810	1900	1610	1810	3610	1608	1810	3610	1608
Grp Volume(v), veh/h	96	49	52	4	53	38	34	1076	15	50	845	106
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1610	1810	1805	1608	1810	1805	1608
Q Serve(g_s), s	4.7	2.2	2.4	0.2	2.4	2.0	1.6	14.7	0.2	2.4	5.1	1.1
Cycle Q Clear(g_c), s	4.7	2.2	2.4	0.2	2.4	2.0	1.6	14.7	0.2	2.4	5.1	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	154	129	127	153	129	81	2223	990	100	2262	1008
V/C Ratio(X)	0.75	0.32	0.40	0.03	0.35	0.29	0.42	0.48	0.02	0.50	0.37	0.11
Avail Cap(c_a), veh/h	171	412	346	151	391	331	191	2223	990	161	2262	1008
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	41.0	39.0	28.7	39.0	39.2	39.0	41.9	9.5	2.3	40.5	3.2	2.9
Incr Delay (d2), s/veh	11.9	1.2	2.0	0.1	1.4	1.2	3.5	0.8	0.0	3.1	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.1	1.1	0.1	1.2	0.8	0.8	5.4	0.1	1.1	1.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	40.2	30.7	39.1	40.5	40.2	45.3	10.2	2.3	43.6	3.6	3.1
LnGrp LOS	D	D	C	D	D	D	D	B	A	D	A	A
Approach Vol, veh/h		197			95			1125			1001	
Approach Delay, s/veh		43.9			40.3			11.2			5.6	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	59.4	10.3	11.3	8.0	60.4	10.4	11.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	39.0	7.5	19.5	9.5	37.5	8.5	18.5
Max Q Clear Time (g_c+I1), s	4.4	16.7	2.2	4.4	3.6	7.1	6.7	4.4
Green Ext Time (p_c), s	0.0	8.4	0.0	0.3	0.0	7.3	0.0	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	491	125	31	345	75	120	763	103	56	655	115
Future Volume (veh/h)	190	491	125	31	345	75	120	763	103	56	655	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	207	534	136	34	375	82	130	829	112	61	712	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	281	920	405	156	417	349	444	1484	653	202	1441	446
Arrive On Green	0.08	0.25	0.25	0.04	0.22	0.22	0.25	0.41	0.41	0.11	0.28	0.28
Sat Flow, veh/h	3510	3610	1589	3510	1900	1589	1810	3610	1589	1810	5187	1604
Grp Volume(v), veh/h	207	534	136	34	375	82	130	829	112	61	712	125
Grp Sat Flow(s),veh/h/ln	1755	1805	1589	1755	1900	1589	1810	1805	1589	1810	1729	1604
Q Serve(g_s), s	5.2	11.6	3.5	0.8	17.3	3.8	5.3	15.8	3.1	2.8	10.3	5.5
Cycle Q Clear(g_c), s	5.2	11.6	3.5	0.8	17.3	3.8	5.3	15.8	3.1	2.8	10.3	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	920	405	156	417	349	444	1484	653	202	1441	446
V/C Ratio(X)	0.74	0.58	0.34	0.22	0.90	0.24	0.29	0.56	0.17	0.30	0.49	0.28
Avail Cap(c_a), veh/h	312	920	405	312	443	371	444	1484	653	202	1441	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	29.3	8.3	41.5	34.2	28.9	27.6	20.3	10.0	36.7	27.2	25.5
Incr Delay (d2), s/veh	7.9	0.9	0.5	0.7	20.3	0.3	0.4	1.5	0.6	0.8	1.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.0	2.3	0.4	10.1	1.5	2.3	6.7	1.5	1.3	4.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	30.2	8.8	42.2	54.5	29.3	28.0	21.8	10.6	37.6	28.4	27.0
LnGrp LOS	D	C	A	D	D	C	C	C	B	D	C	C
Approach Vol, veh/h		877			491			1071			898	
Approach Delay, s/veh		31.2			49.4			21.4			28.8	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	41.0	8.0	26.9	26.1	29.0	11.2	23.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	37.0	8.0	21.0	20.0	25.0	8.0	21.0
Max Q Clear Time (g_c+I1), s	14.8	17.8	2.8	13.6	7.3	12.3	7.2	19.3
Green Ext Time (p_c), s	0.0	6.2	0.0	2.4	0.2	4.3	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	424	86	43	306	76	42	421	32	130	558	120
Future Volume (veh/h)	129	424	86	43	306	76	42	421	32	130	558	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	428	87	43	309	77	42	425	32	131	564	121
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	164	528	448	93	349	87	177	963	420	410	1597	701
Arrive On Green	0.09	0.28	0.28	0.05	0.24	0.24	0.05	0.27	0.27	0.23	0.44	0.44
Sat Flow, veh/h	1810	1900	1610	1810	1463	365	3510	3610	1576	1810	3610	1585
Grp Volume(v), veh/h	130	428	87	43	0	386	42	425	32	131	564	121
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1828	1755	1805	1576	1810	1805	1585
Q Serve(g_s), s	6.3	18.9	3.7	2.1	0.0	18.3	1.0	8.8	1.1	5.4	9.3	2.8
Cycle Q Clear(g_c), s	6.3	18.9	3.7	2.1	0.0	18.3	1.0	8.8	1.1	5.4	9.3	2.8
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	528	448	93	0	436	177	963	420	410	1597	701
V/C Ratio(X)	0.79	0.81	0.19	0.46	0.00	0.88	0.24	0.44	0.08	0.32	0.35	0.17
Avail Cap(c_a), veh/h	281	676	573	161	0	528	390	963	420	410	1597	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	30.3	24.8	41.5	0.0	33.1	41.1	27.4	16.2	29.0	16.6	7.0
Incr Delay (d2), s/veh	8.4	5.8	0.2	3.6	0.0	14.3	0.7	1.5	0.4	0.4	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	9.2	1.4	1.0	0.0	9.6	0.5	3.9	0.5	2.4	3.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	36.1	25.0	45.1	0.0	47.4	41.7	28.9	16.5	29.5	17.2	7.5
LnGrp LOS	D	D	C	D	A	D	D	C	B	C	B	A
Approach Vol, veh/h		645			429			499			816	
Approach Delay, s/veh		37.1			47.2			29.2			17.7	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	28.0	8.6	29.0	8.6	43.8	12.1	25.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	24.0	8.0	32.0	10.0	24.0	14.0	26.0
Max Q Clear Time (g_c+I1), s	7.4	10.8	4.1	20.9	3.0	11.3	8.3	20.3
Green Ext Time (p_c), s	0.1	2.4	0.0	2.2	0.0	3.4	0.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	890	18	20	939	157	11	34	13	139	45	469
Future Volume (veh/h)	304	890	18	20	939	157	11	34	13	139	45	469
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	317	927	19	21	978	164	11	35	14	145	47	489
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	388	1502	31	53	1069	332	347	268	107	618	681	747
Arrive On Green	0.22	0.57	0.57	0.03	0.21	0.21	0.19	0.21	0.21	0.34	0.36	0.36
Sat Flow, veh/h	3510	5229	107	1810	5187	1610	1810	1284	514	1810	1900	1588
Grp Volume(v), veh/h	317	613	333	21	978	164	11	0	49	145	47	489
Grp Sat Flow(s),veh/h/ln	1755	1729	1878	1810	1729	1610	1810	0	1798	1810	1900	1588
Q Serve(g_s), s	10.3	14.0	14.0	1.4	22.1	10.8	0.6	0.0	2.7	6.9	2.0	14.8
Cycle Q Clear(g_c), s	10.3	14.0	14.0	1.4	22.1	10.8	0.6	0.0	2.7	6.9	2.0	14.8
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	388	993	539	53	1069	332	347	0	375	618	681	747
V/C Ratio(X)	0.82	0.62	0.62	0.40	0.91	0.49	0.03	0.00	0.13	0.23	0.07	0.65
Avail Cap(c_a), veh/h	790	1268	689	121	1081	335	347	0	375	618	681	747
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	21.2	21.2	57.2	46.6	42.1	39.4	0.0	38.7	28.3	25.3	24.4
Incr Delay (d2), s/veh	3.0	0.4	0.8	4.7	11.8	1.1	0.0	0.0	0.7	0.2	0.2	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	4.3	4.8	0.7	10.6	4.4	0.3	0.0	1.3	3.0	0.9	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	21.6	22.0	61.9	58.4	43.2	39.5	0.0	39.4	28.5	25.5	28.8
LnGrp LOS	D	C	C	E	E	D	D	A	D	C	C	C
Approach Vol, veh/h		1263			1163			60			681	
Approach Delay, s/veh		28.5			56.3			39.4			28.5	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	45.0	29.0	7.5	38.5	27.0	47.0	17.3	28.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	27.0	25.0	8.0	44.0	9.0	43.0	27.0	25.0
Max Q Clear Time (g_c+I1), s	18.9	4.7	3.4	16.0	2.6	16.8	12.3	24.1
Green Ext Time (p_c), s	0.3	0.2	0.0	7.1	0.0	2.2	1.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

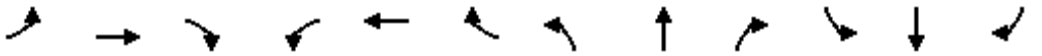
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	40	550	66	14	347	0	73	0	17	0	0	34
Future Vol, veh/h	40	550	66	14	347	0	73	0	17	0	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	44	611	73	16	386	0	81	0	19	0	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	684	0	0	1173	1154	-	1154	1190	386
Stage 1	-	-	-	-	-	-	736	736	-	418	418	-
Stage 2	-	-	-	-	-	-	437	418	-	736	772	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	1184	-	-	919	-	-	171	199	0	176	189	666
Stage 1	-	-	-	-	-	-	414	428	0	616	594	-
Stage 2	-	-	-	-	-	-	602	594	0	414	412	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1184	-	-	919	-	-	151	183	-	165	174	666
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	183	-	165	174	-
Stage 1	-	-	-	-	-	-	389	402	-	578	581	-
Stage 2	-	-	-	-	-	-	555	581	-	389	387	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	53.6	10.7
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	151	-	1184	-	-	919	-	-	666
HCM Lane V/C Ratio	0.537	-	0.038	-	-	0.017	-	-	0.057
HCM Control Delay (s)	53.6	0	8.2	0	-	9	0	-	10.7
HCM Lane LOS	F	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.7	-	0.1	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	336	91	47	238	9	89	49	48	10	41	7
Future Volume (veh/h)	9	336	91	47	238	9	89	49	48	10	41	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	350	95	49	248	9	93	51	50	10	43	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	486	130	111	414	351	329	180	440	81	347	57
Arrive On Green	0.02	0.17	0.17	0.06	0.22	0.22	0.28	0.28	0.28	0.26	0.26	0.26
Sat Flow, veh/h	1810	2813	753	1810	1900	1610	1189	652	1590	308	1323	215
Grp Volume(v), veh/h	9	223	222	49	248	9	144	0	50	60	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1761	1810	1900	1610	1841	0	1590	1846	0	0
Q Serve(g_s), s	0.3	8.2	8.4	1.8	8.3	0.3	4.3	0.0	1.7	1.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	8.2	8.4	1.8	8.3	0.3	4.3	0.0	1.7	1.7	0.0	0.0
Prop In Lane	1.00		0.43	1.00		1.00	0.65		1.00	0.17		0.12
Lane Grp Cap(c), veh/h	29	312	304	111	414	351	509	0	440	484	0	0
V/C Ratio(X)	0.31	0.71	0.73	0.44	0.60	0.03	0.28	0.00	0.11	0.12	0.00	0.00
Avail Cap(c_a), veh/h	192	474	462	192	499	422	509	0	440	484	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.3	27.5	27.6	31.9	24.8	21.7	20.0	0.0	19.0	19.8	0.0	0.0
Incr Delay (d2), s/veh	5.9	3.0	3.4	2.8	1.4	0.0	1.4	0.0	0.5	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.6	3.7	0.9	3.7	0.1	2.0	0.0	0.6	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	30.6	31.0	34.7	26.2	21.7	21.4	0.0	19.6	20.4	0.0	0.0
LnGrp LOS	D	C	C	C	C	C	C	A	B	C	A	A
Approach Vol, veh/h		454			306			194			60	
Approach Delay, s/veh		30.9			27.4			20.9			20.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.5	8.3	16.2		22.5	5.1	19.4				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.5	7.5	18.5		18.5	7.5	18.5				
Max Q Clear Time (g_c+I1), s		6.3	3.8	10.4		3.7	2.3	10.3				
Green Ext Time (p_c), s		0.7	0.0	1.7		0.2	0.0	0.8				

Intersection Summary												
HCM 6th Ctrl Delay			27.3									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	90	116	25	132	88
Future Vol, veh/h	36	90	116	25	132	88
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	117	151	32	171	114
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	8.8	8.6	11.5
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	60%
Vol Thru, %	100%	61%	0%	0%	40%
Vol Right, %	0%	39%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	64	36	90	220
LT Vol	0	0	36	0	132
Through Vol	77	39	0	0	88
RT Vol	0	25	0	90	0
Lane Flow Rate	100	83	47	117	286
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.145	0.113	0.08	0.16	0.401
Departure Headway (Hd)	5.189	4.912	6.145	4.936	5.05
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	689	727	582	724	711
Service Time	2.936	2.659	3.895	2.686	3.092
HCM Lane V/C Ratio	0.145	0.114	0.081	0.162	0.402
HCM Control Delay	8.8	8.3	9.4	8.6	11.5
HCM Lane LOS	A	A	A	A	B
HCM 95th-tile Q	0.5	0.4	0.3	0.6	1.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	865	56	37	729	6	46	13	23	8	19	147
Future Volume (veh/h)	74	865	56	37	729	6	46	13	23	8	19	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	80	930	60	40	784	6	49	14	25	9	20	158
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	1330	86	88	1330	10	304	87	339	174	386	481
Arrive On Green	0.07	0.27	0.27	0.05	0.25	0.25	0.21	0.21	0.21	0.30	0.30	0.30
Sat Flow, veh/h	1810	4971	320	1810	5310	41	1422	406	1588	581	1290	1609
Grp Volume(v), veh/h	80	646	344	40	510	280	63	0	25	29	0	158
Grp Sat Flow(s),veh/h/ln	1810	1729	1833	1810	1729	1892	1829	0	1588	1871	0	1609
Q Serve(g_s), s	4.0	15.7	15.8	2.0	12.1	12.2	2.6	0.0	1.2	1.0	0.0	7.1
Cycle Q Clear(g_c), s	4.0	15.7	15.8	2.0	12.1	12.2	2.6	0.0	1.2	1.0	0.0	7.1
Prop In Lane	1.00		0.17	1.00		0.02	0.78		1.00	0.31		1.00
Lane Grp Cap(c), veh/h	118	925	490	88	866	474	391	0	339	560	0	481
V/C Ratio(X)	0.68	0.70	0.70	0.46	0.59	0.59	0.16	0.00	0.07	0.05	0.00	0.33
Avail Cap(c_a), veh/h	503	1552	823	271	1109	607	391	0	339	560	0	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.7	30.9	30.9	43.3	30.8	30.8	29.9	0.0	29.4	23.3	0.0	25.5
Incr Delay (d2), s/veh	6.5	1.0	1.8	3.7	0.6	1.2	0.9	0.0	0.4	0.2	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	6.5	7.1	1.0	5.0	5.6	1.2	0.0	0.5	0.5	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	31.8	32.7	47.0	31.5	32.0	30.8	0.0	29.8	23.5	0.0	27.3
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	C
Approach Vol, veh/h		1070			830			88			187	
Approach Delay, s/veh		33.4			32.4			30.5			26.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.0	8.5	29.0	32.0	10.1	27.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	14.0	42.0	28.0	26.0	30.0
Max Q Clear Time (g_c+I1), s	4.6	4.0	17.8	9.1	6.0	14.2
Green Ext Time (p_c), s	0.3	0.0	7.2	0.6	0.2	4.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	822	41	91	721	19	26	1	55	12	2	20
Future Volume (veh/h)	34	822	41	91	721	19	26	1	55	12	2	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	903	45	100	792	21	29	1	60	13	2	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	1459	73	153	1674	44	78	721	746	40	49	537
Arrive On Green	0.05	0.29	0.29	0.08	0.32	0.32	0.04	0.38	0.38	0.02	0.36	0.36
Sat Flow, veh/h	1810	5057	251	1810	5196	138	1810	1900	1606	1810	136	1495
Grp Volume(v), veh/h	37	617	331	100	527	286	29	1	60	13	0	24
Grp Sat Flow(s),veh/h/ln	1810	1729	1851	1810	1729	1875	1810	1900	1606	1810	0	1631
Q Serve(g_s), s	1.4	11.0	11.0	3.8	8.7	8.7	1.1	0.0	0.2	0.5	0.0	0.7
Cycle Q Clear(g_c), s	1.4	11.0	11.0	3.8	8.7	8.7	1.1	0.0	0.2	0.5	0.0	0.7
Prop In Lane	1.00		0.14	1.00		0.07	1.00		1.00	1.00		0.92
Lane Grp Cap(c), veh/h	92	998	534	153	1114	604	78	721	746	40	0	585
V/C Ratio(X)	0.40	0.62	0.62	0.65	0.47	0.47	0.37	0.00	0.08	0.32	0.00	0.04
Avail Cap(c_a), veh/h	356	2333	1249	458	2527	1371	331	721	746	280	0	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	21.9	21.9	31.5	19.3	19.3	33.1	13.7	4.6	34.3	0.0	14.8
Incr Delay (d2), s/veh	2.8	0.6	1.2	4.6	0.3	0.6	3.0	0.0	0.2	4.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.3	4.7	1.8	3.3	3.7	0.5	0.0	0.3	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	22.5	23.1	36.2	19.6	19.9	36.1	13.7	4.8	38.8	0.0	15.0
LnGrp LOS	D	C	C	D	B	B	D	B	A	D	A	B
Approach Vol, veh/h		985			913			90			37	
Approach Delay, s/veh		23.2			21.5			15.0			23.3	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	31.0	10.0	24.5	7.1	29.5	7.6	26.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	1.6	27.0	18.0	48.0	13.0	25.0	14.0	52.0
Max Q Clear Time (g_c+I1), s	2.5	2.2	5.8	13.0	3.1	2.7	3.4	10.7
Green Ext Time (p_c), s	0.0	0.1	0.2	7.5	0.0	0.1	0.0	6.3

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	177	15	337	466	72	236
Future Volume (veh/h)	177	15	337	466	72	236
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	190	16	362	501	77	254
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	230	294	1221	1239	100	1431
Arrive On Green	0.13	0.13	1.00	1.00	0.06	0.75
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	190	16	362	501	77	254
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	10.2	0.8	0.0	0.0	4.2	3.8
Cycle Q Clear(g_c), s	10.2	0.8	0.0	0.0	4.2	3.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	230	294	1221	1239	100	1431
V/C Ratio(X)	0.83	0.05	0.30	0.40	0.77	0.18
Avail Cap(c_a), veh/h	507	540	1221	1239	244	1431
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.70	0.70	1.00	1.00
Uniform Delay (d), s/veh	42.6	33.8	0.0	0.0	46.6	3.5
Incr Delay (d2), s/veh	7.4	0.1	0.4	0.7	11.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.3	0.1	0.2	2.2	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.0	33.8	0.4	0.7	58.2	3.8
LnGrp LOS	D	C	A	A	E	A
Approach Vol, veh/h	206		863			331
Approach Delay, s/veh	48.7		0.6			16.4
Approach LOS	D		A			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.0	70.3				81.3	18.7
Change Period (Y+Rc), s	5.5	6.0				6.0	6.0
Max Green Setting (Gmax), s	13.5	41.0				60.0	28.0
Max Q Clear Time (g_c+I1), s	6.2	2.0				5.8	12.2
Green Ext Time (p_c), s	0.1	4.6				1.6	0.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	0	560	0	0	0	0	692	283	8	404	0
Future Volume (veh/h)	109	0	560	0	0	0	0	692	283	8	404	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	117	0	602				0	744	304	9	434	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	525	0	467				0	855	725	0	1121	0
Arrive On Green	0.29	0.00	0.29				0.00	0.45	0.45	0.08	0.59	0.00
Sat Flow, veh/h	1810	0	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	117	0	602				0	744	304	0	434	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	4.9	0.0	29.0				0.0	35.4	12.8	0.0	12.1	0.0
Cycle Q Clear(g_c), s	4.9	0.0	29.0				0.0	35.4	12.8	0.0	12.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	525	0	467				0	855	725	0	1121	0
V/C Ratio(X)	0.22	0.00	1.29				0.00	0.87	0.42	0.00	0.39	0.00
Avail Cap(c_a), veh/h	525	0	467				0	855	725	0	1121	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.87	0.87	0.00	0.93	0.00
Uniform Delay (d), s/veh	26.9	0.0	35.5				0.0	24.9	18.6	0.0	10.9	0.0
Incr Delay (d2), s/veh	0.2	0.0	145.5				0.0	10.4	1.6	0.0	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	29.9				0.0	17.6	4.9	0.0	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	181.0				0.0	35.3	20.2	0.0	11.8	0.0
LnGrp LOS	C	A	F				A	D	C	A	B	A
Approach Vol, veh/h		719						1048			434	
Approach Delay, s/veh		156.0						30.9			11.8	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	14.0	51.0	35.0	65.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	45.0	29.0	59.0
Max Q Clear Time (g_c+I1), s	10.0	37.4	31.0	14.1
Green Ext Time (p_c), s	0.0	3.7	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	68.0
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	400	67	149	47	58	166	117	409	42	105	555	305
Future Volume (veh/h)	400	67	149	47	58	166	117	409	42	105	555	305
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	421	71	157	49	61	175	123	431	44	111	584	321
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	503	406	361	94	242	215	154	1300	580	367	1724	769
Arrive On Green	0.14	0.23	0.23	0.05	0.13	0.13	0.09	0.36	0.36	0.20	0.48	0.48
Sat Flow, veh/h	3510	1805	1606	1810	1805	1610	1810	3610	1610	1810	3610	1609
Grp Volume(v), veh/h	421	71	157	49	61	175	123	431	44	111	584	321
Grp Sat Flow(s),veh/h/ln	1755	1805	1606	1810	1805	1610	1810	1805	1610	1810	1805	1609
Q Serve(g_s), s	11.7	3.2	8.4	2.6	3.0	10.6	6.7	8.7	1.4	5.2	10.1	13.0
Cycle Q Clear(g_c), s	11.7	3.2	8.4	2.6	3.0	10.6	6.7	8.7	1.4	5.2	10.1	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	503	406	361	94	242	215	154	1300	580	367	1724	769
V/C Ratio(X)	0.84	0.17	0.43	0.52	0.25	0.81	0.80	0.33	0.08	0.30	0.34	0.42
Avail Cap(c_a), veh/h	632	505	450	163	343	306	271	1300	580	367	1724	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	41.7	31.3	33.3	46.2	38.8	42.1	44.9	23.3	13.3	33.8	16.3	17.0
Incr Delay (d2), s/veh	7.9	0.2	0.8	4.4	0.5	10.6	9.0	0.7	0.3	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	1.4	3.3	1.3	1.4	4.8	3.4	3.8	0.7	2.3	4.1	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.6	31.5	34.1	50.6	39.4	52.7	53.9	23.9	13.5	33.9	16.3	17.2
LnGrp LOS	D	C	C	D	D	D	D	C	B	C	B	B
Approach Vol, veh/h		649			285			598			1016	
Approach Delay, s/veh		43.9			49.5			29.3			18.5	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.3	40.0	9.2	26.5	12.5	51.8	18.3	17.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.3	36.0	9.0	28.0	15.0	32.0	18.0	19.0
Max Q Clear Time (g_c+I1), s	17.2	10.7	4.6	10.4	8.7	15.0	13.7	12.6
Green Ext Time (p_c), s	0.1	3.1	0.0	1.2	0.1	4.8	0.7	0.7

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	48	14	88	42	82	8	639	120	73	689	15
Future Volume (veh/h)	10	48	14	88	42	82	8	639	120	73	689	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	51	14	94	45	87	9	680	128	78	733	16
Peak Hour Factor	0.94	0.94	1.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	14	67	18	105	50	97	27	918	778	332	1207	26
Arrive On Green	0.05	0.05	0.05	0.15	0.15	0.15	0.03	0.97	0.97	0.18	0.65	0.65
Sat Flow, veh/h	264	1225	336	725	347	671	1810	1900	1610	1810	1852	40
Grp Volume(v), veh/h	76	0	0	226	0	0	9	680	128	78	0	749
Grp Sat Flow(s),veh/h/ln	1826	0	0	1743	0	0	1810	1900	1610	1810	0	1893
Q Serve(g_s), s	4.9	0.0	0.0	15.3	0.0	0.0	0.6	5.0	0.4	4.4	0.0	27.4
Cycle Q Clear(g_c), s	4.9	0.0	0.0	15.3	0.0	0.0	0.6	5.0	0.4	4.4	0.0	27.4
Prop In Lane	0.14		0.18	0.42		0.38	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	100	0	0	253	0	0	27	918	778	332	0	1233
V/C Ratio(X)	0.76	0.00	0.00	0.89	0.00	0.00	0.33	0.74	0.16	0.24	0.00	0.61
Avail Cap(c_a), veh/h	282	0	0	269	0	0	113	918	778	332	0	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.50	0.50	0.50	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.9	0.0	0.0	50.4	0.0	0.0	57.6	1.1	1.0	41.8	0.0	12.1
Incr Delay (d2), s/veh	11.2	0.0	0.0	28.1	0.0	0.0	3.4	2.7	0.2	0.4	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	8.6	0.0	0.0	0.3	1.3	0.2	2.0	0.0	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.1	0.0	0.0	78.5	0.0	0.0	61.0	3.8	1.3	42.2	0.0	14.3
LnGrp LOS	E	A	A	E	A	A	E	A	A	D	A	B
Approach Vol, veh/h		76			226			817			827	
Approach Delay, s/veh		67.1			78.5			4.1			16.9	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	86.0	62.0		10.6	5.8	82.2		21.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	9.3	58.0		18.5	7.5	59.5		18.5				
Max Q Clear Time (g_c+I1), s	6.4	7.0		6.9	2.6	29.4		17.3				
Green Ext Time (p_c), s	0.0	6.2		0.2	0.0	6.2		0.1				

Intersection Summary		
HCM 6th Ctrl Delay	20.6	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	357	71	124	227	55	81	578	128	47	655	75
Future Volume (veh/h)	132	357	71	124	227	55	81	578	128	47	655	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	376	75	131	239	58	85	608	135	49	689	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	332	66	136	235	57	136	674	150	226	837	96
Arrive On Green	0.13	0.22	0.22	0.08	0.16	0.16	0.08	0.45	0.45	0.25	1.00	1.00
Sat Flow, veh/h	1810	1530	305	1810	1468	356	1810	1499	333	1810	1674	192
Grp Volume(v), veh/h	139	0	451	131	0	297	85	0	743	49	0	768
Grp Sat Flow(s),veh/h/ln	1810	0	1836	1810	0	1824	1810	0	1831	1810	0	1865
Q Serve(g_s), s	8.7	0.0	26.0	8.7	0.0	19.2	5.5	0.0	45.1	2.6	0.0	0.0
Cycle Q Clear(g_c), s	8.7	0.0	26.0	8.7	0.0	19.2	5.5	0.0	45.1	2.6	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.20	1.00		0.18	1.00		0.10
Lane Grp Cap(c), veh/h	238	0	398	136	0	292	136	0	824	226	0	933
V/C Ratio(X)	0.58	0.00	1.13	0.97	0.00	1.02	0.63	0.00	0.90	0.22	0.00	0.82
Avail Cap(c_a), veh/h	238	0	398	136	0	292	136	0	824	226	0	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.00	0.77
Uniform Delay (d), s/veh	49.0	0.0	47.0	55.3	0.0	50.4	53.9	0.0	30.5	40.3	0.0	0.0
Incr Delay (d2), s/veh	3.6	0.0	86.9	66.4	0.0	57.3	8.8	0.0	15.0	0.4	0.0	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	21.4	6.4	0.0	13.4	2.8	0.0	22.7	1.2	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	0.0	133.9	121.7	0.0	107.7	62.6	0.0	45.5	40.7	0.0	6.4
LnGrp LOS	D	A	F	F	A	F	E	A	D	D	A	A
Approach Vol, veh/h		590			428			828			817	
Approach Delay, s/veh		114.7			112.0			47.3			8.5	
Approach LOS		F			F			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	58.0	13.0	30.0	13.0	64.0	19.8	23.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	54.0	9.0	26.0	9.0	60.0	15.8	19.2
Max Q Clear Time (g_c+I1), s	14.6	47.1	10.7	28.0	7.5	2.0	10.7	21.2
Green Ext Time (p_c), s	0.1	2.9	0.0	0.0	0.0	7.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.7
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	180	136	35	126	43	106	538	52	69	589	110
Future Volume (veh/h)	116	180	136	35	126	43	106	538	52	69	589	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	127	198	149	38	138	47	116	591	57	76	647	121
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	265	188	76	267	87	143	2298	1079	99	2687	495
Arrive On Green	0.08	0.13	0.13	0.04	0.10	0.10	0.16	1.00	1.00	0.05	0.61	0.61
Sat Flow, veh/h	1810	1991	1408	1810	2663	871	1810	3610	1589	1810	4388	808
Grp Volume(v), veh/h	127	178	169	38	92	93	116	591	57	76	508	260
Grp Sat Flow(s),veh/h/ln	1810	1805	1594	1810	1805	1728	1810	1805	1589	1810	1729	1738
Q Serve(g_s), s	8.4	11.4	12.3	2.5	5.8	6.2	7.4	0.0	0.0	5.0	8.0	8.2
Cycle Q Clear(g_c), s	8.4	11.4	12.3	2.5	5.8	6.2	7.4	0.0	0.0	5.0	8.0	8.2
Prop In Lane	1.00		0.88	1.00		0.50	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	136	241	212	76	181	173	143	2298	1079	99	2117	1065
V/C Ratio(X)	0.94	0.74	0.79	0.50	0.51	0.54	0.81	0.26	0.05	0.77	0.24	0.24
Avail Cap(c_a), veh/h	136	361	319	332	557	533	483	2298	1079	543	2117	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	50.0	50.4	56.3	51.2	51.4	49.6	0.0	0.0	55.9	10.6	10.6
Incr Delay (d2), s/veh	57.9	4.5	7.9	5.0	2.2	2.6	10.1	0.3	0.1	11.5	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	5.4	5.4	1.2	2.7	2.8	3.5	0.1	0.0	2.6	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.1	54.5	58.3	61.3	53.4	54.0	59.7	0.3	0.1	67.5	10.8	11.2
LnGrp LOS	F	D	E	E	D	D	E	A	A	E	B	B
Approach Vol, veh/h		474			223			764			844	
Approach Delay, s/veh		71.5			55.0			9.3			16.0	
Approach LOS		E			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	80.4	9.0	20.0	13.5	77.5	13.0	16.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	22.0	22.0	24.0	32.0	26.0	9.0	37.0
Max Q Clear Time (g_c+I1), s	7.0	2.0	4.5	14.3	9.4	10.2	10.4	8.2
Green Ext Time (p_c), s	0.2	4.1	0.1	1.4	0.3	4.6	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	35	13	318	52	71	21	517	345	99	509	86
Future Volume (veh/h)	70	35	13	318	52	71	21	517	345	99	509	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	38	14	349	57	78	23	568	379	109	559	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	366	88	32	385	147	122	489	1254	730	625	1412	235
Arrive On Green	0.20	0.07	0.07	0.21	0.08	0.08	0.27	0.24	0.24	0.11	0.10	0.10
Sat Flow, veh/h	1810	1307	482	1810	1900	1577	1810	5187	1606	1810	4460	743
Grp Volume(v), veh/h	77	0	52	349	57	78	23	568	379	109	431	223
Grp Sat Flow(s),veh/h/ln	1810	0	1789	1810	1900	1577	1810	1729	1606	1810	1729	1746
Q Serve(g_s), s	4.3	0.0	3.4	22.6	3.4	5.8	1.1	11.2	3.7	6.5	14.0	14.3
Cycle Q Clear(g_c), s	4.3	0.0	3.4	22.6	3.4	5.8	1.1	11.2	3.7	6.5	14.0	14.3
Prop In Lane	1.00		0.27	1.00		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	366	0	120	385	147	122	489	1254	730	625	1095	553
V/C Ratio(X)	0.21	0.00	0.43	0.91	0.39	0.64	0.05	0.45	0.52	0.17	0.39	0.40
Avail Cap(c_a), veh/h	366	0	283	588	713	591	489	1254	730	625	1095	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	0.97	0.97	0.97
Uniform Delay (d), s/veh	39.9	0.0	53.8	46.1	52.7	53.8	32.4	38.7	12.0	37.7	43.0	43.1
Incr Delay (d2), s/veh	0.3	0.0	2.4	12.7	1.7	5.5	0.0	1.0	2.1	0.1	1.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.6	11.5	1.7	0.2	0.5	4.9	5.3	3.1	6.6	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	0.0	56.2	58.8	54.3	59.3	32.4	39.7	14.2	37.8	44.0	45.3
LnGrp LOS	D	A	E	E	D	E	C	D	B	D	D	D
Approach Vol, veh/h		129			484			970			763	
Approach Delay, s/veh		46.6			58.4			29.6			43.5	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	33.0	29.5	12.1	36.4	42.0	28.3	13.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	29.0	39.0	19.0	8.0	38.0	13.0	45.0
Max Q Clear Time (g_c+I1), s	6.3	13.2	24.6	5.4	3.1	16.3	6.3	7.8
Green Ext Time (p_c), s	0.1	4.8	0.9	0.1	0.0	4.3	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.6

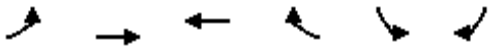
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1106	990	0	0	124
Future Vol, veh/h	0	1106	990	0	0	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1177	1053	0	0	132

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	527
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*706
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*706
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	706
HCM Lane V/C Ratio	-	-	-	0.187
HCM Control Delay (s)	-	-	-	11.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.7

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	160	903	940	22	89	51
Future Volume (veh/h)	160	903	940	22	89	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	170	961	1000	23	95	54
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	211	1993	1163	27	953	848
Arrive On Green	0.12	0.38	0.22	0.22	0.53	0.53
Sat Flow, veh/h	1810	5358	5387	120	1810	1610
Grp Volume(v), veh/h	170	961	663	360	95	54
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1878	1810	1610
Q Serve(g_s), s	8.2	12.6	16.6	16.6	2.4	1.5
Cycle Q Clear(g_c), s	8.2	12.6	16.6	16.6	2.4	1.5
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	211	1993	771	419	953	848
V/C Ratio(X)	0.80	0.48	0.86	0.86	0.10	0.06
Avail Cap(c_a), veh/h	603	3170	807	438	953	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	20.9	33.6	33.6	10.6	10.4
Incr Delay (d2), s/veh	7.0	0.2	9.0	15.3	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	5.0	7.7	9.2	0.9	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.7	21.1	42.6	49.0	10.8	10.6
LnGrp LOS	D	C	D	D	B	B
Approach Vol, veh/h		1131	1023		149	
Approach Delay, s/veh		24.8	44.8		10.7	
Approach LOS		C	D		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	38.6	51.4	14.5	24.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	55.0	27.0	30.0	21.0
Max Q Clear Time (g_c+I1), s	14.6	4.4	10.2	18.6
Green Ext Time (p_c), s	8.4	0.4	0.4	1.5

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

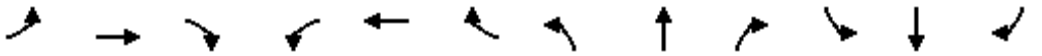
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1000	908	14	0	53
Future Vol, veh/h	0	1000	908	14	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1000	908	14	0	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	461
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	472
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	472
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	472
HCM Lane V/C Ratio	-	-	-	0.112
HCM Control Delay (s)	-	-	-	13.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1318	441	0	2984	239	0	0	0	280	0	260
Future Volume (veh/h)	0	1318	441	0	2984	239	0	0	0	280	0	260
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1318	441	0	2984	0				361	0	173
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2255	751	0	3041					1256	0	559
Arrive On Green	0.00	0.59	0.59	0.00	1.00	0.00				0.35	0.00	0.35
Sat Flow, veh/h	0	4017	1281	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	1184	575	0	2984	0				361	0	173
Grp Sat Flow(s),veh/h/ln	0	1729	1669	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	25.9	26.1	0.0	0.0	0.0				8.7	0.0	9.4
Cycle Q Clear(g_c), s	0.0	25.9	26.1	0.0	0.0	0.0				8.7	0.0	9.4
Prop In Lane	0.00		0.77	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2027	979	0	3041					1256	0	559
V/C Ratio(X)	0.00	0.58	0.59	0.00	0.98					0.29	0.00	0.31
Avail Cap(c_a), veh/h	0	2478	1196	0	3717					1256	0	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.39	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.6	15.7	0.0	0.0	0.0				28.4	0.0	28.7
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.0	5.2	0.0				0.6	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.9	9.7	0.0	1.5	0.0				3.9	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.9	16.2	0.0	5.2	0.0				29.0	0.0	30.1
LnGrp LOS	A	B	B	A	A					C	A	C
Approach Vol, veh/h		1759			2984	A					534	
Approach Delay, s/veh		16.0			5.2						29.3	
Approach LOS		B			A						C	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		74.3		45.7		74.3
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		86.0		26.0		86.0
Max Q Clear Time (g_c+I1), s		28.1		11.4		2.0
Green Ext Time (p_c), s		22.2		1.7		68.3

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	1530	0	0	2385	116	839	1	151	0	0	0
Future Volume (veh/h)	68	1530	0	0	2385	116	839	1	151	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	68	1530	0	0	2385	116	886	0	101			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	95	3273	0	0	2764	133	1094	0	487			
Arrive On Green	0.10	1.00	0.00	0.00	0.55	0.55	0.30	0.00	0.30			
Sat Flow, veh/h	1810	5358	0	0	5240	245	3619	0	1610			
Grp Volume(v), veh/h	68	1530	0	0	1621	880	886	0	101			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1856	1810	0	1610			
Q Serve(g_s), s	4.4	0.0	0.0	0.0	48.1	49.2	27.1	0.0	5.6			
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.0	48.1	49.2	27.1	0.0	5.6			
Prop In Lane	1.00		0.00	0.00		0.13	1.00		1.00			
Lane Grp Cap(c), veh/h	95	3273	0	0	1886	1012	1094	0	487			
V/C Ratio(X)	0.72	0.47	0.00	0.00	0.86	0.87	0.81	0.00	0.21			
Avail Cap(c_a), veh/h	118	3428	0	0	1945	1044	1094	0	487			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.9	0.0	0.0	0.0	23.3	23.6	38.7	0.0	31.2			
Incr Delay (d2), s/veh	12.8	0.1	0.0	0.0	4.1	7.9	6.5	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	19.8	22.8	12.9	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	0.1	0.0	0.0	27.4	31.5	45.2	0.0	32.1			
LnGrp LOS	E	A	A	A	C	C	D	A	C			
Approach Vol, veh/h		1598			2501			987				
Approach Delay, s/veh		2.9			28.8			43.8				
Approach LOS		A			C			D				

Timer - Assigned Phs	2	4		7	8
Phs Duration (G+Y+Rc), s	40.3	79.7		10.3	69.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0
Max Green Setting (Gmax), s	32.7	79.3		7.8	67.5
Max Q Clear Time (g_c+I1), s	29.1	2.0		6.4	51.2
Green Ext Time (p_c), s	1.5	18.9		0.0	14.2

Intersection Summary	
HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	358	133	484	1803	0	0	0	0	0	0	365
Future Volume (veh/h)	0	358	133	484	1803	0	0	0	0	0	0	365
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	358	133	484	1803	0				0	0	365
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2372	1058	439	3404	0				0	0	0
Arrive On Green	0.00	0.66	0.66	0.24	0.94	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	358	133	484	1803	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	4.0	3.2	25.5	6.0	0.0						
Cycle Q Clear(g_c), s	0.0	4.0	3.2	25.5	6.0	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2372	1058	439	3404	0						
V/C Ratio(X)	0.00	0.15	0.13	1.10	0.53	0.00						
Avail Cap(c_a), veh/h	0	2372	1058	439	3404	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	6.9	6.7	39.8	0.3	0.0						
Incr Delay (d2), s/veh	0.0	0.1	0.2	73.3	0.6	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	1.5	1.1	20.1	0.3	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.0	7.0	113.1	0.9	0.0						
LnGrp LOS	A	A	A	F	A	A						
Approach Vol, veh/h		491			2287							
Approach Delay, s/veh		7.0			24.7							
Approach LOS		A			C							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	30.0	75.0				105.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	25.5	34.0				64.0						
Max Q Clear Time (g_c+I1), s	27.5	6.0				8.0						
Green Ext Time (p_c), s	0.0	2.9				26.1						

Intersection Summary												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	961	88	0	2106	632	315	419	0	78	14	203
Future Volume (veh/h)	19	961	88	0	2106	632	315	419	0	78	14	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	19	961	88	0	2106	632	315	419	0	78	14	203
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	2070	190	0	1716	490	257	516	0	133	28	413
Arrive On Green	0.62	0.62	0.62	0.00	0.62	0.62	0.27	0.27	0.00	0.27	0.27	0.27
Sat Flow, veh/h	105	3344	306	0	2866	791	1183	1900	0	983	105	1521
Grp Volume(v), veh/h	19	519	530	0	1334	1404	315	419	0	78	0	217
Grp Sat Flow(s),veh/h/ln	105	1805	1845	0	1805	1758	1183	1900	0	983	0	1626
Q Serve(g_s), s	0.0	16.1	16.1	0.0	65.0	65.0	16.7	21.6	0.0	6.9	0.0	11.8
Cycle Q Clear(g_c), s	65.0	16.1	16.1	0.0	65.0	65.0	28.5	21.6	0.0	28.5	0.0	11.8
Prop In Lane	1.00		0.17	0.00		0.45	1.00		0.00	1.00		0.94
Lane Grp Cap(c), veh/h	69	1117	1142	0	1117	1088	257	516	0	133	0	441
V/C Ratio(X)	0.28	0.46	0.46	0.00	1.19	1.29	1.23	0.81	0.00	0.59	0.00	0.49
Avail Cap(c_a), veh/h	69	1117	1142	0	1117	1088	257	516	0	133	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.5	10.7	10.7	0.0	20.0	20.0	46.4	35.8	0.0	49.7	0.0	32.2
Incr Delay (d2), s/veh	9.8	1.4	1.4	0.0	96.2	137.7	131.2	13.1	0.0	6.6	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.4	6.5	0.0	54.0	65.1	16.1	11.7	0.0	2.3	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	12.1	12.1	0.0	116.2	157.7	177.6	48.8	0.0	56.3	0.0	33.0
LnGrp LOS	E	B	B	A	F	F	F	D	A	E	A	C
Approach Vol, veh/h		1068			2738			734			295	
Approach Delay, s/veh		13.0			137.5			104.1			39.2	
Approach LOS		B			F			F			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	71.0	34.0	71.0	34.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	65.0	28.5	65.0	28.5
Max Q Clear Time (g_c+I1), s	67.0	30.5	67.0	30.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	98.9
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	512	773	17	7	1599	296	19	238	17	207	48	570
Future Volume (veh/h)	512	773	17	7	1599	296	19	238	17	207	48	570
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	512	773	17	7	1599	296	19	238	17	207	48	570
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	437	2938	65	22	1203	537	60	618	523	321	41	488
Arrive On Green	0.24	0.56	0.56	0.01	0.33	0.33	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	5220	115	1810	3610	1610	818	1900	1609	1142	126	1502
Grp Volume(v), veh/h	512	512	278	7	1599	296	19	238	17	207	0	618
Grp Sat Flow(s),veh/h/ln	1810	1729	1877	1810	1805	1610	818	1900	1609	1142	0	1628
Q Serve(g_s), s	29.0	9.1	9.1	0.5	40.0	18.0	0.0	11.6	0.9	20.5	0.0	39.0
Cycle Q Clear(g_c), s	29.0	9.1	9.1	0.5	40.0	18.0	39.0	11.6	0.9	32.1	0.0	39.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		0.92
Lane Grp Cap(c), veh/h	437	1946	1056	22	1203	537	60	618	523	321	0	529
V/C Ratio(X)	1.17	0.26	0.26	0.32	1.33	0.55	0.32	0.39	0.03	0.65	0.00	1.17
Avail Cap(c_a), veh/h	437	1946	1056	113	1203	537	60	618	523	321	0	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.5	13.5	13.5	58.8	40.0	32.7	60.0	31.3	27.6	43.6	0.0	40.5
Incr Delay (d2), s/veh	98.8	0.1	0.1	8.1	153.8	1.2	13.3	1.8	0.1	9.6	0.0	94.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.9	3.5	3.9	0.3	43.1	7.2	0.8	5.6	0.4	6.6	0.0	29.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	144.3	13.5	13.6	66.8	193.8	33.9	73.3	33.1	27.7	53.3	0.0	135.0
LnGrp LOS	F	B	B	E	F	C	E	C	C	D	A	F
Approach Vol, veh/h		1302			1902			274			825	
Approach Delay, s/veh		65.0			168.4			35.5			114.5	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	43.0	5.5	71.5	43.0	33.0	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	39.0	7.5	61.5	39.0	29.0	40.0
Max Q Clear Time (g_c+I1), s	41.0	2.5	11.1	41.0	31.0	42.0
Green Ext Time (p_c), s	0.0	0.0	6.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	118.3
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	682	273	83	1502	57	248	111	70	45	152	103
Future Volume (veh/h)	55	682	273	83	1502	57	248	111	70	45	152	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	682	273	83	1502	57	248	111	70	45	152	103
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	896	353	241	1695	64	565	671	566	242	332	278
Arrive On Green	0.05	0.25	0.25	0.27	0.66	0.66	0.10	0.12	0.12	0.13	0.17	0.17
Sat Flow, veh/h	1810	3638	1431	1810	5128	195	1810	1900	1601	1810	1900	1588
Grp Volume(v), veh/h	55	648	307	83	1013	546	248	111	70	45	152	103
Grp Sat Flow(s),veh/h/ln	1810	1729	1611	1810	1729	1865	1810	1900	1601	1810	1900	1588
Q Serve(g_s), s	3.6	20.8	21.3	4.4	28.7	28.8	15.5	6.3	4.7	2.7	8.6	6.9
Cycle Q Clear(g_c), s	3.6	20.8	21.3	4.4	28.7	28.8	15.5	6.3	4.7	2.7	8.6	6.9
Prop In Lane	1.00		0.89	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	852	397	241	1143	616	565	671	566	242	333	278
V/C Ratio(X)	0.62	0.76	0.77	0.34	0.89	0.89	0.44	0.17	0.12	0.19	0.46	0.37
Avail Cap(c_a), veh/h	121	1176	548	241	1297	699	565	671	566	242	333	278
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.47	0.47	0.47	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	41.9	42.1	39.8	18.5	18.5	44.0	37.1	36.4	46.2	44.4	43.7
Incr Delay (d2), s/veh	6.9	1.9	4.6	0.4	3.5	6.2	0.4	0.4	0.4	0.4	4.5	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.1	9.0	1.9	7.3	8.3	7.6	3.2	2.0	1.2	4.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	43.9	46.8	40.2	22.0	24.7	44.4	37.5	36.7	46.5	48.9	47.4
LnGrp LOS	E	D	D	D	C	C	D	D	D	D	D	D
Approach Vol, veh/h		1010			1642			429			300	
Approach Delay, s/veh		45.8			23.8			41.4			48.0	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	46.4	20.0	33.6	41.4	25.0	9.9	43.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.6	42.4	12.2	40.8	30.0	21.0	8.0	45.0
Max Q Clear Time (g_c+I1), s	14.7	8.3	6.4	23.3	17.5	10.6	5.6	30.8
Green Ext Time (p_c), s	0.0	0.9	0.1	6.2	0.6	0.8	0.0	8.9

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	1125	303	93	2070	79	276	64	90	74	76	142
Future Volume (veh/h)	164	1125	303	93	2070	79	276	64	90	74	76	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	164	1125	0	93	2070	79	170	212	90	74	76	142
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	191	1512		448	2249	698	400	420	356	193	202	171
Arrive On Green	0.11	0.29	0.00	0.25	0.43	0.43	0.22	0.22	0.22	0.18	0.18	0.18
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	164	1125	0	93	2070	79	170	212	90	74	76	142
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	10.7	23.5	0.0	4.9	45.1	3.5	9.7	11.7	5.5	4.3	4.2	10.2
Cycle Q Clear(g_c), s	10.7	23.5	0.0	4.9	45.1	3.5	9.7	11.7	5.5	4.3	4.2	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	1512		448	2249	698	400	420	356	193	202	171
V/C Ratio(X)	0.86	0.74		0.21	0.92	0.11	0.43	0.51	0.25	0.38	0.38	0.83
Avail Cap(c_a), veh/h	211	2326		448	2274	706	400	420	356	279	293	248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	0.00	0.59	0.59	0.59	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	52.8	38.5	0.0	35.8	32.0	20.2	40.2	41.0	38.6	45.9	45.8	48.3
Incr Delay (d2), s/veh	26.0	0.7	0.0	0.1	4.2	0.0	3.3	4.3	1.7	1.2	1.1	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	10.0	0.0	2.2	19.2	1.3	4.7	6.0	2.4	2.0	2.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.8	39.2	0.0	35.9	36.3	20.3	43.5	45.3	40.3	47.1	46.9	61.8
LnGrp LOS	E	D		D	D	C	D	D	D	D	D	E
Approach Vol, veh/h		1289	A		2242			472			292	
Approach Delay, s/veh		44.2			35.7			43.7			54.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	30.5	33.7	39.0	16.8	16.7	56.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.9	12.8	53.8	18.5	14.0	52.6
Max Q Clear Time (g_c+I1), s	13.7	6.9	25.5	12.2	12.7	47.1
Green Ext Time (p_c), s	1.0	0.1	9.4	0.6	0.1	4.9

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

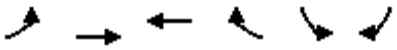
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	579	84	118	1868	190	72	318	21	159	269	157
Future Volume (veh/h)	154	579	84	118	1868	190	72	318	21	159	269	157
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	579	84	118	1868	190	72	318	21	159	269	157
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	1683	740	145	2126	215	518	550	36	562	623	277
Arrive On Green	0.07	0.31	0.31	0.08	0.44	0.44	0.15	0.16	0.16	0.16	0.17	0.17
Sat Flow, veh/h	1810	3610	1587	1810	4784	484	3510	3438	226	3510	3610	1607
Grp Volume(v), veh/h	154	579	84	118	1347	711	72	166	173	159	269	157
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1729	1810	1755	1805	1859	1755	1805	1607
Q Serve(g_s), s	10.1	14.8	2.7	7.7	42.6	43.1	2.1	10.2	10.3	4.8	8.0	10.7
Cycle Q Clear(g_c), s	10.1	14.8	2.7	7.7	42.6	43.1	2.1	10.2	10.3	4.8	8.0	10.7
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	185	1683	740	145	1537	804	518	289	297	562	623	277
V/C Ratio(X)	0.83	0.34	0.11	0.81	0.88	0.88	0.14	0.58	0.58	0.28	0.43	0.57
Avail Cap(c_a), veh/h	312	1790	787	244	1585	830	518	289	297	562	623	277
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.36	0.36	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	27.1	8.4	54.3	30.3	30.5	44.5	46.6	46.7	44.3	44.4	45.5
Incr Delay (d2), s/veh	7.3	0.1	0.1	4.0	2.2	4.4	0.1	8.1	8.0	0.3	2.2	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	6.8	1.7	3.7	17.7	19.3	0.9	5.2	5.4	2.1	3.8	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	27.2	8.5	58.3	32.6	34.9	44.6	54.7	54.7	44.6	46.6	53.7
LnGrp LOS	E	C	A	E	C	C	D	D	D	D	D	D
Approach Vol, veh/h		817			2176			411			585	
Approach Delay, s/veh		31.9			34.7			53.0			47.9	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.2	23.2	13.6	59.9	21.7	24.7	16.3	57.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.1	19.2	16.2	59.5	7.6	20.7	20.7	55.0
Max Q Clear Time (g_c+I1), s	16.8	12.3	9.7	16.8	4.1	12.7	12.1	45.1
Green Ext Time (p_c), s	0.1	1.1	0.1	4.8	0.0	1.4	0.2	8.2

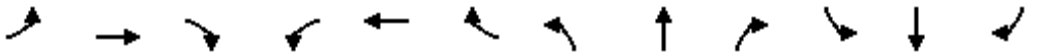
Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	193	1098	2240	158	154	119
Future Volume (veh/h)	193	1098	2240	158	154	119
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	193	1098	2240	158	154	119
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	221	3453	2648	1253	939	627
Arrive On Green	0.24	1.00	0.51	0.51	0.27	0.27
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	193	1098	2240	158	154	119
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	12.3	0.0	44.7	2.9	4.0	5.8
Cycle Q Clear(g_c), s	12.3	0.0	44.7	2.9	4.0	5.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	221	3453	2648	1253	939	627
V/C Ratio(X)	0.87	0.32	0.85	0.13	0.16	0.19
Avail Cap(c_a), veh/h	362	3977	2766	1290	939	627
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.16	0.16	1.00	1.00
Uniform Delay (d), s/veh	44.5	0.0	25.3	3.3	33.7	24.1
Incr Delay (d2), s/veh	10.5	0.0	0.4	0.0	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	17.8	2.4	1.8	6.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.0	0.0	25.7	3.3	34.0	24.8
LnGrp LOS	E	A	C	A	C	C
Approach Vol, veh/h		1291	2398		273	
Approach Delay, s/veh		8.3	24.2		30.0	
Approach LOS		A	C		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			83.9		36.1	18.6	65.3
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			92.0		20.0	24.0	64.0
Max Q Clear Time (g_c+I1), s			2.0		7.8	14.3	46.7
Green Ext Time (p_c), s			10.8		0.7	0.4	14.6

Intersection Summary		
HCM 6th Ctrl Delay		19.4
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	696	64	172	1925	124	142	298	76	162	189	76
Future Volume (veh/h)	26	696	64	172	1925	124	142	298	76	162	189	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	696	64	172	1925	124	142	298	76	162	189	76
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	838	369	387	2052	132	443	900	226	191	447	173
Arrive On Green	0.03	0.23	0.23	0.43	0.82	0.82	0.08	0.10	0.10	0.11	0.18	0.18
Sat Flow, veh/h	1810	3610	1589	1810	4975	319	1810	2858	717	1810	2540	985
Grp Volume(v), veh/h	26	696	64	172	1336	713	142	186	188	162	132	133
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1729	1837	1810	1805	1769	1810	1805	1721
Q Serve(g_s), s	1.7	22.0	3.9	8.1	35.7	36.6	8.9	11.5	11.8	10.6	7.8	8.3
Cycle Q Clear(g_c), s	1.7	22.0	3.9	8.1	35.7	36.6	8.9	11.5	11.8	10.6	7.8	8.3
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.41	1.00		0.57
Lane Grp Cap(c), veh/h	61	838	369	387	1426	757	443	568	557	191	317	303
V/C Ratio(X)	0.42	0.83	0.17	0.44	0.94	0.94	0.32	0.33	0.34	0.85	0.42	0.44
Avail Cap(c_a), veh/h	115	1071	471	387	1510	802	443	568	557	271	317	303
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.37	0.37	0.37	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	43.8	36.9	29.3	9.3	9.4	45.7	42.0	42.1	52.7	44.0	44.2
Incr Delay (d2), s/veh	4.3	4.1	0.2	0.3	4.8	8.8	0.2	0.9	1.0	15.6	4.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	10.3	1.5	3.2	4.7	5.9	4.3	5.7	5.8	5.6	3.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	48.0	37.1	29.6	14.1	18.2	46.0	42.9	43.1	68.3	48.0	48.7
LnGrp LOS	E	D	D	C	B	B	D	D	D	E	D	D
Approach Vol, veh/h		786			2221			516			427	
Approach Delay, s/veh		47.5			16.6			43.8			55.9	
Approach LOS		D			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	41.8	29.7	31.9	33.4	25.1	8.1	53.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	26.0	24.4	35.6	22.9	21.1	7.6	52.4
Max Q Clear Time (g_c+I1), s	12.6	13.8	10.1	24.0	10.9	10.3	3.7	38.6
Green Ext Time (p_c), s	0.2	1.7	0.4	3.9	0.3	1.1	0.0	10.9

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	1056	206	18	1891	96	384	61	7	92	53	120
Future Volume (veh/h)	297	1056	206	18	1891	96	384	61	7	92	53	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	297	1056	206	18	1891	96	384	61	7	92	53	120
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	320	1377	428	488	1812	92	520	664	75	232	662	580
Arrive On Green	0.35	0.53	0.53	0.27	0.36	0.36	0.15	0.20	0.20	0.13	0.18	0.18
Sat Flow, veh/h	1810	5187	1610	1810	5056	256	3510	3265	368	1810	3610	1610
Grp Volume(v), veh/h	297	1056	206	18	1292	695	384	33	35	92	53	120
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1854	1755	1805	1828	1810	1805	1610
Q Serve(g_s), s	18.9	19.3	9.7	0.9	43.0	43.0	12.6	1.8	1.9	5.6	1.5	3.8
Cycle Q Clear(g_c), s	18.9	19.3	9.7	0.9	43.0	43.0	12.6	1.8	1.9	5.6	1.5	3.8
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	320	1377	428	488	1239	664	520	367	372	232	662	580
V/C Ratio(X)	0.93	0.77	0.48	0.04	1.04	1.05	0.74	0.09	0.09	0.40	0.08	0.21
Avail Cap(c_a), veh/h	362	2572	798	488	1239	664	520	367	372	232	662	580
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	38.0	25.2	22.9	32.3	38.5	38.5	48.9	38.8	38.8	48.1	40.6	12.1
Incr Delay (d2), s/veh	27.4	0.9	0.8	0.0	37.4	47.6	5.5	0.5	0.5	1.0	0.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	6.0	3.2	0.4	24.3	27.9	5.9	0.8	0.9	2.6	0.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	26.1	23.7	32.4	75.9	86.1	54.4	39.3	39.3	49.1	40.8	12.8
LnGrp LOS	E	C	C	C	F	F	D	D	D	D	D	B
Approach Vol, veh/h		1559			2005			452			265	
Approach Delay, s/veh		33.3			79.1			52.1			31.0	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	28.4	36.4	35.9	21.8	26.0	25.2	47.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.6	24.4	7.5	59.5	15.0	22.0	24.0	43.0
Max Q Clear Time (g_c+I1), s	11.6	3.9	2.9	21.3	14.6	5.8	20.9	45.0
Green Ext Time (p_c), s	0.1	0.3	0.0	10.5	0.1	0.6	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	715	54	26	1903	239	210	440	39	201	277	195
Future Volume (veh/h)	143	715	54	26	1903	239	210	440	39	201	277	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	143	715	54	26	1903	239	210	440	39	201	277	195
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	1015	542	632	2105	262	258	626	279	268	647	434
Arrive On Green	0.09	0.20	0.20	0.35	0.45	0.45	0.28	0.35	0.35	0.15	0.18	0.18
Sat Flow, veh/h	1810	5187	1600	1810	4663	580	1810	3610	1607	1810	3610	1580
Grp Volume(v), veh/h	143	715	54	26	1406	736	210	440	39	201	277	195
Grp Sat Flow(s),veh/h/ln	1810	1729	1600	1810	1729	1785	1810	1805	1607	1810	1805	1580
Q Serve(g_s), s	9.3	15.4	0.0	1.1	45.1	46.2	13.0	12.6	2.0	12.8	8.2	0.8
Cycle Q Clear(g_c), s	9.3	15.4	0.0	1.1	45.1	46.2	13.0	12.6	2.0	12.8	8.2	0.8
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	1015	542	632	1561	806	258	626	279	268	647	434
V/C Ratio(X)	0.84	0.70	0.10	0.04	0.90	0.91	0.82	0.70	0.14	0.75	0.43	0.45
Avail Cap(c_a), veh/h	178	2563	1020	632	1585	818	258	626	279	268	647	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	0.45	0.45	0.45	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	45.0	27.2	25.8	30.4	30.7	41.4	36.5	33.1	49.0	43.8	36.1
Incr Delay (d2), s/veh	17.4	0.5	0.0	0.0	3.6	7.5	16.3	5.8	0.9	11.1	2.1	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	6.7	1.1	0.5	19.0	21.0	6.2	5.2	0.8	6.6	3.9	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	45.5	27.2	25.8	34.0	38.2	57.7	42.3	34.0	60.1	45.9	39.4
LnGrp LOS	E	D	C	C	C	D	E	D	C	E	D	D
Approach Vol, veh/h		912			2168			689			673	
Approach Delay, s/veh		48.4			35.3			46.6			48.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.8	24.8	45.9	27.5	21.1	25.5	15.3	58.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.4	20.8	7.5	59.3	15.7	21.5	11.8	55.0
Max Q Clear Time (g_c+I1), s	11.3	14.6	3.1	17.4	15.0	10.2	11.3	48.2
Green Ext Time (p_c), s	0.1	1.5	0.0	6.0	0.0	1.9	0.0	6.0

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	560	415	14	1021	111	789	539	8	70	281	81
Future Volume (veh/h)	116	560	415	14	1021	111	789	539	8	70	281	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	560	415	14	1021	111	789	539	8	70	281	81
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	142	756	790	366	1094	119	988	1268	19	192	480	136
Arrive On Green	0.08	0.21	0.21	0.20	0.33	0.33	0.28	0.35	0.35	0.14	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	3279	356	3510	3640	54	1810	2770	782
Grp Volume(v), veh/h	116	560	415	14	562	570	789	267	280	70	181	181
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1830	1755	1805	1889	1810	1805	1747
Q Serve(g_s), s	7.6	17.4	0.0	0.7	36.1	36.2	25.0	13.6	13.6	4.2	10.7	11.1
Cycle Q Clear(g_c), s	7.6	17.4	0.0	0.7	36.1	36.2	25.0	13.6	13.6	4.2	10.7	11.1
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.03	1.00		0.45
Lane Grp Cap(c), veh/h	142	756	790	366	602	611	988	629	658	192	313	303
V/C Ratio(X)	0.82	0.74	0.53	0.04	0.93	0.93	0.80	0.42	0.43	0.36	0.58	0.60
Avail Cap(c_a), veh/h	166	1339	1050	366	617	625	988	629	658	192	313	303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.47	0.47	0.47	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	54.5	44.4	21.0	38.5	38.7	38.7	40.0	29.9	29.9	47.8	42.3	42.4
Incr Delay (d2), s/veh	23.4	1.4	0.5	0.0	12.0	12.0	4.7	2.1	2.0	1.1	7.2	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	7.9	8.0	0.3	17.8	18.0	11.4	6.3	6.5	1.9	5.2	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.9	45.8	21.5	38.5	50.7	50.7	44.7	32.0	31.9	48.9	49.5	50.5
LnGrp LOS	E	D	C	D	D	D	D	C	C	D	D	D
Approach Vol, veh/h		1091			1146			1336			432	
Approach Delay, s/veh		40.0			50.6			39.5			49.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	45.8	28.3	29.1	37.8	24.8	13.4	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.3	41.8	7.5	44.5	31.2	20.8	11.0	41.0
Max Q Clear Time (g_c+I1), s	6.2	15.6	2.7	19.4	27.0	13.1	9.6	38.2
Green Ext Time (p_c), s	0.0	3.4	0.0	5.7	1.4	1.3	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	155	400	616	118	181	624
Future Volume (veh/h)	155	400	616	118	181	624
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	155	400	616	118	181	624
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	843	386	1408	627	878	2455
Arrive On Green	0.24	0.24	0.39	0.39	0.25	0.68
Sat Flow, veh/h	3510	1610	3705	1608	3510	3705
Grp Volume(v), veh/h	155	400	616	118	181	624
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1608	1755	1805
Q Serve(g_s), s	3.5	24.0	12.6	4.8	4.1	6.7
Cycle Q Clear(g_c), s	3.5	24.0	12.6	4.8	4.1	6.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	843	386	1408	627	878	2455
V/C Ratio(X)	0.18	1.04	0.44	0.19	0.21	0.25
Avail Cap(c_a), veh/h	843	386	1408	627	878	2455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.48	0.48	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	38.0	22.4	20.1	29.7	6.2
Incr Delay (d2), s/veh	0.0	41.1	1.0	0.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	13.7	5.4	1.9	1.7	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.3	79.1	23.4	20.7	29.8	6.4
LnGrp LOS	C	F	C	C	C	A
Approach Vol, veh/h	555		734			805
Approach Delay, s/veh	65.5		23.0			11.7
Approach LOS	E		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	39.0	43.0			72.0	28.0
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	25.0	39.0			68.0	24.0
Max Q Clear Time (g_c+I1), s	6.1	14.6			8.7	26.0
Green Ext Time (p_c), s	0.5	4.8			5.0	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	752	84	84	1804	68	127	261	68	121	216	92
Future Volume (veh/h)	88	752	84	84	1804	68	127	261	68	121	216	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	752	84	84	1804	68	127	261	68	121	216	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	1969	218	108	2127	80	381	875	223	148	447	183
Arrive On Green	0.12	0.83	0.83	0.04	0.28	0.28	0.42	0.62	0.62	0.08	0.18	0.18
Sat Flow, veh/h	1810	4728	524	1810	5127	193	1810	2836	723	1810	2481	1017
Grp Volume(v), veh/h	88	548	288	84	1216	656	127	164	165	121	155	153
Grp Sat Flow(s),veh/h/ln	1810	1729	1795	1810	1729	1862	1810	1805	1755	1810	1805	1693
Q Serve(g_s), s	5.7	4.7	4.7	5.5	39.9	40.0	5.7	5.1	5.3	7.9	9.2	9.8
Cycle Q Clear(g_c), s	5.7	4.7	4.7	5.5	39.9	40.0	5.7	5.1	5.3	7.9	9.2	9.8
Prop In Lane	1.00		0.29	1.00		0.10	1.00		0.41	1.00		0.60
Lane Grp Cap(c), veh/h	111	1440	747	108	1435	772	381	557	542	148	325	305
V/C Ratio(X)	0.79	0.38	0.38	0.77	0.85	0.85	0.33	0.29	0.30	0.82	0.48	0.50
Avail Cap(c_a), veh/h	262	1440	747	317	1498	807	381	557	542	204	325	305
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.30	0.30	0.30	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	6.2	6.2	56.8	39.7	39.8	29.1	16.9	16.9	54.2	44.1	44.4
Incr Delay (d2), s/veh	10.9	0.2	0.3	3.6	1.4	2.7	0.5	1.2	1.3	16.6	4.9	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	1.4	1.5	2.7	17.9	19.6	2.3	2.1	2.1	4.3	4.6	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	6.4	6.5	60.4	41.2	42.4	29.6	18.1	18.2	70.8	49.1	50.2
LnGrp LOS	E	A	A	E	D	D	C	B	B	E	D	D
Approach Vol, veh/h		924			1956			456			429	
Approach Delay, s/veh		11.8			42.4			21.3			55.6	
Approach LOS		B			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	41.0	11.2	54.0	29.2	25.6	11.4	53.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.5	21.1	21.0	48.4	13.0	21.6	17.4	52.0
Max Q Clear Time (g_c+I1), s	9.9	7.3	7.5	6.7	7.7	11.8	7.7	42.0
Green Ext Time (p_c), s	0.1	1.6	0.1	6.6	0.1	1.2	0.1	7.8

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	500	121	40	1004	64	141	453	67	107	371	49
Future Volume (veh/h)	56	500	121	40	1004	64	141	453	67	107	371	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	500	121	40	1004	64	141	453	67	107	371	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	626	150	296	1144	73	480	791	116	423	704	92
Arrive On Green	0.05	0.22	0.22	0.16	0.33	0.33	0.27	0.25	0.25	0.47	0.44	0.44
Sat Flow, veh/h	1810	2872	691	1810	3445	220	1810	3144	462	1810	3201	419
Grp Volume(v), veh/h	56	313	308	40	526	542	141	259	261	107	208	212
Grp Sat Flow(s),veh/h/ln	1810	1805	1758	1810	1805	1860	1810	1805	1800	1810	1805	1815
Q Serve(g_s), s	3.6	19.7	19.9	2.3	33.0	33.0	7.5	15.0	15.2	4.3	10.1	10.2
Cycle Q Clear(g_c), s	3.6	19.7	19.9	2.3	33.0	33.0	7.5	15.0	15.2	4.3	10.1	10.2
Prop In Lane	1.00		0.39	1.00		0.12	1.00		0.26	1.00		0.23
Lane Grp Cap(c), veh/h	89	393	383	296	600	618	480	454	453	423	397	399
V/C Ratio(X)	0.63	0.80	0.80	0.14	0.88	0.88	0.29	0.57	0.58	0.25	0.52	0.53
Avail Cap(c_a), veh/h	205	764	744	296	677	697	480	454	453	423	397	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.37	0.37	0.37	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	56.0	44.4	44.5	42.9	37.8	37.8	35.1	39.2	39.3	25.7	29.0	29.1
Incr Delay (d2), s/veh	6.6	3.5	3.7	0.1	4.8	4.6	0.3	5.1	5.3	0.3	4.5	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.2	9.1	1.0	15.2	15.6	3.3	7.3	7.4	1.8	4.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	47.9	48.2	43.0	42.5	42.4	35.5	44.3	44.6	25.9	33.5	33.7
LnGrp LOS	E	D	D	D	D	D	D	D	D	C	C	C
Approach Vol, veh/h		677			1108			661			527	
Approach Delay, s/veh		49.3			42.5			42.5			32.0	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	34.2	23.6	30.1	35.8	30.4	9.9	43.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.3	30.2	7.8	50.8	19.0	26.4	13.6	45.0
Max Q Clear Time (g_c+I1), s	6.3	17.2	4.3	21.9	9.5	12.2	5.6	35.0
Green Ext Time (p_c), s	0.1	2.6	0.0	4.2	0.2	2.1	0.1	4.9

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	233	67	21	426	474	52	293	24	289	330	32
Future Volume (veh/h)	75	233	67	21	426	474	52	293	24	289	330	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.88	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	233	67	21	426	474	52	293	24	289	330	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	215	414	180	795	505	445	237	682	55	533	1224	118
Arrive On Green	0.06	0.11	0.11	0.23	0.28	0.28	0.13	0.20	0.20	0.29	0.37	0.37
Sat Flow, veh/h	3510	3610	1571	3510	1805	1588	1810	3344	271	1810	3327	321
Grp Volume(v), veh/h	75	233	67	21	426	474	52	157	160	289	178	184
Grp Sat Flow(s),veh/h/ln	1755	1805	1571	1755	1805	1588	1810	1805	1809	1810	1805	1842
Q Serve(g_s), s	2.0	6.1	3.9	0.5	22.2	28.0	2.6	7.6	7.7	13.4	6.9	7.0
Cycle Q Clear(g_c), s	2.0	6.1	3.9	0.5	22.2	28.0	2.6	7.6	7.7	13.4	6.9	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.17
Lane Grp Cap(c), veh/h	215	414	180	795	505	445	237	368	369	533	664	678
V/C Ratio(X)	0.35	0.56	0.37	0.03	0.84	1.07	0.22	0.43	0.43	0.54	0.27	0.27
Avail Cap(c_a), veh/h	267	1011	440	795	505	445	237	368	369	533	664	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	41.9	40.9	30.1	33.9	36.0	38.9	34.7	34.8	29.6	22.2	22.2
Incr Delay (d2), s/veh	1.0	1.2	1.3	0.0	9.1	54.9	0.5	3.6	3.7	1.1	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.8	1.6	0.2	10.8	17.3	1.2	3.7	3.8	5.9	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	43.1	42.2	30.1	43.0	90.9	39.4	38.3	38.5	30.7	23.1	23.2
LnGrp LOS	D	D	D	C	D	F	D	D	D	C	C	C
Approach Vol, veh/h		375			921			369			651	
Approach Delay, s/veh		43.5			67.4			38.5			26.5	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	24.4	26.7	15.5	17.1	40.8	10.1	32.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	28.0	20.4	7.6	28.0	11.6	36.8	7.6	28.0
Max Q Clear Time (g_c+I1), s	15.4	9.7	2.5	8.1	4.6	9.0	4.0	30.0
Green Ext Time (p_c), s	0.7	1.3	0.0	1.6	0.0	2.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	622	150	208	1393	158	432	948	194	235	698	266
Future Volume (veh/h)	156	622	150	208	1393	158	432	948	194	235	698	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	622	150	208	1393	158	432	948	194	235	698	266
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	1076	477	268	1485	168	452	1194	521	292	874	387
Arrive On Green	0.06	0.30	0.30	0.08	0.31	0.31	0.33	0.44	0.44	0.16	0.24	0.24
Sat Flow, veh/h	3510	3610	1600	3510	4723	536	1810	3610	1575	1810	3610	1598
Grp Volume(v), veh/h	156	622	150	208	1020	531	432	948	194	235	698	266
Grp Sat Flow(s),veh/h/ln	1755	1805	1600	1755	1729	1801	1810	1805	1575	1810	1805	1598
Q Serve(g_s), s	5.2	17.5	8.7	7.0	34.4	34.4	28.0	27.1	7.8	15.0	21.8	15.1
Cycle Q Clear(g_c), s	5.2	17.5	8.7	7.0	34.4	34.4	28.0	27.1	7.8	15.0	21.8	15.1
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	1076	477	268	1087	566	452	1194	521	292	874	387
V/C Ratio(X)	0.74	0.58	0.31	0.78	0.94	0.94	0.95	0.79	0.37	0.80	0.80	0.69
Avail Cap(c_a), veh/h	219	1076	477	348	1095	570	452	1194	521	292	874	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.52	0.52	0.52	0.62	0.62	0.62	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	35.7	32.6	54.4	40.0	40.0	39.4	30.1	15.6	48.5	42.7	28.7
Incr Delay (d2), s/veh	11.1	0.7	0.3	4.3	8.8	14.7	22.8	3.5	1.3	15.1	7.5	9.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	7.8	3.4	3.2	15.8	17.3	14.5	11.4	2.8	8.0	10.6	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	36.4	33.0	58.7	48.9	54.7	62.2	33.5	16.9	63.6	50.2	38.2
LnGrp LOS	E	D	C	E	D	D	E	C	B	E	D	D
Approach Vol, veh/h		928			1759			1574			1199	
Approach Delay, s/veh		40.9			51.8			39.4			50.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.4	43.7	13.2	39.8	34.0	33.1	11.2	41.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.8	39.7	11.9	33.6	30.0	28.5	7.5	38.0
Max Q Clear Time (g_c+I1), s	7.0	29.1	9.0	19.5	30.0	23.8	7.2	36.4
Green Ext Time (p_c), s	0.1	5.3	0.2	4.1	0.0	2.4	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	46.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	491	180	142	802	110	287	1356	196	91	938	99
Future Volume (veh/h)	93	491	180	142	802	110	287	1356	196	91	938	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	491	180	142	802	110	287	1356	196	91	938	99
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	566	206	231	898	123	316	1865	270	203	1648	173
Arrive On Green	0.06	0.22	0.22	0.13	0.28	0.28	0.17	0.41	0.41	0.04	0.11	0.11
Sat Flow, veh/h	1810	2589	943	1810	3187	437	1810	4568	660	1810	4763	501
Grp Volume(v), veh/h	93	341	330	142	454	458	287	1026	526	91	680	357
Grp Sat Flow(s),veh/h/ln	1810	1805	1727	1810	1805	1819	1810	1729	1770	1810	1729	1806
Q Serve(g_s), s	6.1	21.9	22.1	8.9	29.0	29.0	18.7	30.0	30.0	5.9	22.4	22.5
Cycle Q Clear(g_c), s	6.1	21.9	22.1	8.9	29.0	29.0	18.7	30.0	30.0	5.9	22.4	22.5
Prop In Lane	1.00		0.55	1.00		0.24	1.00		0.37	1.00		0.28
Lane Grp Cap(c), veh/h	116	394	377	231	509	513	316	1412	723	203	1196	625
V/C Ratio(X)	0.80	0.87	0.87	0.62	0.89	0.89	0.91	0.73	0.73	0.45	0.57	0.57
Avail Cap(c_a), veh/h	124	451	432	231	554	558	362	1412	723	203	1196	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.67	0.67	0.67	0.49	0.49	0.49	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	55.4	45.2	45.3	49.6	41.4	41.4	48.6	29.9	29.9	54.1	44.7	44.7
Incr Delay (d2), s/veh	20.5	10.4	11.5	2.4	8.8	8.8	24.1	3.3	6.3	1.0	1.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	10.9	10.6	4.2	14.0	14.1	10.5	12.9	13.8	2.8	10.6	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.9	55.6	56.8	52.0	50.2	50.1	72.7	33.2	36.2	55.1	45.9	47.2
LnGrp LOS	E	E	E	D	D	D	E	C	D	E	D	D
Approach Vol, veh/h		764			1054			1839			1128	
Approach Delay, s/veh		58.6			50.4			40.2			47.1	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	53.0	19.3	30.2	25.0	45.5	11.7	37.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	49.0	15.0	30.0	24.0	35.0	8.2	36.8
Max Q Clear Time (g_c+I1), s	7.9	32.0	10.9	24.1	20.7	24.5	8.1	31.0
Green Ext Time (p_c), s	0.0	10.1	0.1	2.1	0.3	5.0	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	47.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	356	138	360	527	150	236	1302	362	160	811	99
Future Volume (veh/h)	64	356	138	360	527	150	236	1302	362	160	811	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	356	138	360	527	150	236	1302	362	160	811	99
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	406	155	391	894	253	260	1651	505	312	1623	197
Arrive On Green	0.05	0.16	0.16	0.22	0.32	0.32	0.29	0.64	0.64	0.17	0.35	0.35
Sat Flow, veh/h	1810	2543	968	1810	2757	781	1810	5187	1587	1810	4672	567
Grp Volume(v), veh/h	64	251	243	360	344	333	236	1302	362	160	599	311
Grp Sat Flow(s),veh/h/ln	1810	1805	1706	1810	1805	1732	1810	1729	1587	1810	1729	1780
Q Serve(g_s), s	4.2	16.3	16.8	23.4	19.1	19.3	15.1	22.0	18.3	9.6	16.4	16.6
Cycle Q Clear(g_c), s	4.2	16.3	16.8	23.4	19.1	19.3	15.1	22.0	18.3	9.6	16.4	16.6
Prop In Lane	1.00		0.57	1.00		0.45	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	93	288	272	391	585	562	260	1651	505	312	1201	619
V/C Ratio(X)	0.69	0.87	0.89	0.92	0.59	0.59	0.91	0.79	0.72	0.51	0.50	0.50
Avail Cap(c_a), veh/h	172	301	284	467	596	572	283	1651	505	312	1201	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.81	0.81	0.81	0.42	0.42	0.42	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	49.2	49.4	46.0	33.8	33.9	42.0	18.9	18.2	45.1	30.9	31.0
Incr Delay (d2), s/veh	7.5	19.9	24.3	18.2	1.2	1.3	15.6	1.7	3.7	1.4	1.5	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	8.9	9.0	12.4	8.5	8.3	6.9	5.8	4.9	4.5	7.1	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	69.2	73.8	64.3	35.0	35.2	57.6	20.5	21.9	46.5	32.4	33.9
LnGrp LOS	E	E	E	E	D	D	E	C	C	D	C	C
Approach Vol, veh/h		558			1037			1900			1070	
Approach Delay, s/veh		70.5			45.2			25.4			34.9	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	42.2	29.9	23.2	21.2	45.7	10.2	42.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.8	38.2	31.0	20.0	18.8	34.2	11.4	39.6
Max Q Clear Time (g_c+I1), s	11.6	24.0	25.4	18.8	17.1	18.6	6.2	21.3
Green Ext Time (p_c), s	0.1	8.8	0.6	0.4	0.1	5.5	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	156	92	237	133	160	104	1735	300	79	1366	4
Future Volume (veh/h)	24	156	92	237	133	160	104	1735	300	79	1366	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	156	92	237	133	160	104	1735	300	79	1366	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	189	186	246	138	329	129	1950	334	187	2516	7
Arrive On Green	0.12	0.12	0.12	0.21	0.21	0.21	0.07	0.44	0.44	0.14	0.63	0.63
Sat Flow, veh/h	252	1636	1602	1179	662	1581	1810	4441	760	1810	5339	16
Grp Volume(v), veh/h	180	0	92	370	0	160	104	1347	688	79	885	485
Grp Sat Flow(s),veh/h/ln	1887	0	1602	1841	0	1581	1810	1729	1743	1810	1729	1897
Q Serve(g_s), s	11.2	0.0	6.5	23.9	0.0	10.7	6.8	42.9	43.9	4.8	17.4	17.4
Cycle Q Clear(g_c), s	11.2	0.0	6.5	23.9	0.0	10.7	6.8	42.9	43.9	4.8	17.4	17.4
Prop In Lane	0.13		1.00	0.64		1.00	1.00		0.44	1.00		0.01
Lane Grp Cap(c), veh/h	219	0	186	384	0	329	129	1519	766	187	1630	894
V/C Ratio(X)	0.82	0.00	0.50	0.96	0.00	0.49	0.81	0.89	0.90	0.42	0.54	0.54
Avail Cap(c_a), veh/h	291	0	247	384	0	329	155	1519	766	187	1630	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.86	0.86	0.86	0.73	0.73	0.73
Uniform Delay (d), s/veh	51.8	0.0	49.8	47.1	0.0	41.8	54.9	30.9	31.2	48.5	15.1	15.1
Incr Delay (d2), s/veh	13.2	0.0	2.0	36.6	0.0	1.1	19.7	7.0	13.8	1.1	1.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	2.7	14.8	0.0	4.3	3.8	18.9	20.9	2.2	6.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	0.0	51.8	83.7	0.0	43.0	74.6	37.9	44.9	49.6	16.0	16.8
LnGrp LOS	E	A	D	F	A	D	E	D	D	D	B	B
Approach Vol, veh/h		272			530			2139			1449	
Approach Delay, s/veh		60.6			71.4			42.0			18.1	
Approach LOS		E			E			D			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.4	56.7		17.9	12.6	60.5		29.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.8	52.7		18.5	10.3	50.2		25.0
Max Q Clear Time (g_c+I1), s	8.8	45.9		13.2	8.8	19.4		25.9
Green Ext Time (p_c), s	0.0	5.9		0.6	0.0	11.8		0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	0	39	0	0	0	129	2167	0	0	1575	96
Future Volume (veh/h)	88	0	39	0	0	0	129	2167	0	0	1575	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	0	39	0	0	0	129	2167	0	0	1575	96
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	117	611	2	2	1	575	2939	0	492	2603	159
Arrive On Green	0.06	0.00	0.06	0.00	0.00	0.00	0.64	1.00	0.00	0.00	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4999	305
Grp Volume(v), veh/h	88	0	39	0	0	0	129	2167	0	0	1089	582
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1845
Q Serve(g_s), s	5.8	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	26.4	26.5
Cycle Q Clear(g_c), s	5.8	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	26.4	26.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.17
Lane Grp Cap(c), veh/h	111	117	611	2	2	1	575	2939	0	492	1801	961
V/C Ratio(X)	0.79	0.00	0.06	0.00	0.00	0.00	0.22	0.74	0.00	0.00	0.60	0.61
Avail Cap(c_a), veh/h	151	333	793	113	293	248	575	2939	0	492	1801	961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.69	0.69	0.00	0.00	0.78	0.78
Uniform Delay (d), s/veh	55.6	0.0	18.9	0.0	0.0	0.0	15.6	0.0	0.0	0.0	20.1	20.1
Incr Delay (d2), s/veh	17.9	0.0	0.0	0.0	0.0	0.0	0.1	1.2	0.0	0.0	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.6	0.0	0.0	0.0	1.4	0.3	0.0	0.0	10.7	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	0.0	18.9	0.0	0.0	0.0	15.7	1.2	0.0	0.0	21.3	22.3
LnGrp LOS	E	A	B	A	A	A	B	A	A	A	C	C
Approach Vol, veh/h		127			0			2296			1671	
Approach Delay, s/veh		56.7			0.0			2.0			21.7	
Approach LOS		E						A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.6	72.0	0.0	11.4	42.1	66.5	11.4	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	68.0	7.5	21.0	13.0	62.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	10.0	2.0	0.0	2.0	5.6	28.5	7.8	0.0
Green Ext Time (p_c), s	0.0	35.3	0.0	0.1	0.2	16.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	5	63	41	68	51	114	2254	66	99	1461	70
Future Volume (veh/h)	43	5	63	41	68	51	114	2254	66	99	1461	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	5	63	41	68	51	114	2254	66	99	1461	70
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	105	94	80	111	94	479	3607	105	122	2589	875
Arrive On Green	0.04	0.06	0.06	0.04	0.06	0.06	0.26	0.70	0.70	0.14	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5180	151	1810	5187	1610
Grp Volume(v), veh/h	43	5	63	41	68	51	114	1502	818	99	1461	70
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1873	1810	1729	1610
Q Serve(g_s), s	2.8	0.3	4.6	2.7	4.2	3.2	5.9	28.0	28.2	6.4	0.1	0.0
Cycle Q Clear(g_c), s	2.8	0.3	4.6	2.7	4.2	3.2	5.9	28.0	28.2	6.4	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	80	105	94	80	111	94	479	2408	1304	122	2589	875
V/C Ratio(X)	0.53	0.05	0.67	0.51	0.61	0.54	0.24	0.62	0.63	0.81	0.56	0.08
Avail Cap(c_a), veh/h	115	280	250	115	295	250	479	2408	1304	172	2589	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.27	0.27	0.27	0.90	0.90	0.90
Uniform Delay (d), s/veh	56.1	53.4	55.4	56.1	55.2	40.4	34.6	9.8	9.8	51.1	0.1	0.0
Incr Delay (d2), s/veh	5.4	0.2	8.0	4.9	5.4	4.8	0.1	0.3	0.6	15.8	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.1	2.1	1.3	2.2	1.6	2.6	9.7	10.7	3.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	53.5	63.4	61.0	60.6	45.2	34.7	10.1	10.4	67.0	0.9	0.2
LnGrp LOS	E	D	E	E	E	D	C	B	B	E	A	A
Approach Vol, veh/h		111			160			2434			1630	
Approach Delay, s/veh		62.2			55.8			11.4			4.8	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	87.6	9.3	11.0	35.8	63.9	9.3	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.4	66.4	7.6	18.6	17.9	59.9	7.6	18.6
Max Q Clear Time (g_c+I1), s	8.4	30.2	4.7	6.6	7.9	2.1	4.8	6.2
Green Ext Time (p_c), s	0.1	25.7	0.0	0.2	0.2	17.2	0.0	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	373	188	113	3	584	448	379	1676	29	183	920	438
Future Volume (veh/h)	373	188	113	3	584	448	379	1676	29	183	920	438
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	373	188	113	3	584	448	379	1676	29	183	920	438
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	392	1635	729	19	1254	389	439	1729	537	263	1470	456
Arrive On Green	0.22	0.45	0.45	0.01	0.24	0.24	0.12	0.33	0.33	0.08	0.28	0.28
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	373	188	113	3	584	448	379	1676	29	183	920	438
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	24.4	3.6	5.0	0.1	11.5	29.0	12.7	38.2	1.3	6.1	18.5	19.4
Cycle Q Clear(g_c), s	24.4	3.6	5.0	0.1	11.5	29.0	12.7	38.2	1.3	6.1	18.5	19.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	1635	729	19	1254	389	439	1729	537	263	1470	456
V/C Ratio(X)	0.95	0.12	0.15	0.15	0.47	1.15	0.86	0.97	0.05	0.70	0.63	0.96
Avail Cap(c_a), veh/h	392	1635	729	219	1254	389	486	1729	537	263	1470	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	46.4	19.0	19.3	59.4	38.9	45.5	51.5	39.4	21.6	54.2	37.5	15.5
Incr Delay (d2), s/veh	33.1	0.0	0.1	3.6	0.3	93.7	13.9	15.5	0.2	6.8	1.8	30.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	1.5	1.9	0.1	4.9	21.6	6.4	18.4	0.6	2.9	8.1	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.4	19.0	19.4	63.0	39.2	139.2	65.4	54.9	21.8	61.0	39.2	46.2
LnGrp LOS	E	B	B	E	D	F	E	D	C	E	D	D
Approach Vol, veh/h		674			1035			2084			1541	
Approach Delay, s/veh		52.5			82.5			56.3			43.8	
Approach LOS		D			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	44.0	4.7	58.3	19.0	38.0	30.0	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	40.0	7.5	47.5	16.6	32.4	26.0	29.0
Max Q Clear Time (g_c+I1), s	10.1	40.2	2.1	7.0	14.7	21.4	26.4	31.0
Green Ext Time (p_c), s	0.1	0.0	0.0	1.7	0.3	5.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.3
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	870	94	23	1386	176	160	190	24	149	135	179
Future Volume (veh/h)	130	870	94	23	1386	176	160	190	24	149	135	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	870	94	23	1386	176	160	190	24	149	135	179
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	1023	546	443	1612	1004	216	263	33	323	500	443
Arrive On Green	0.16	0.57	0.57	0.25	0.45	0.45	0.12	0.32	0.32	0.18	0.28	0.28
Sat Flow, veh/h	1810	3610	1578	1810	3610	1606	3510	1643	208	1810	1805	1601
Grp Volume(v), veh/h	130	870	94	23	1386	176	160	0	214	149	135	179
Grp Sat Flow(s),veh/h/ln	1810	1805	1578	1810	1805	1606	1755	0	1851	1810	1805	1601
Q Serve(g_s), s	8.4	24.2	1.5	1.2	41.4	1.7	5.3	0.0	12.3	8.8	7.0	10.9
Cycle Q Clear(g_c), s	8.4	24.2	1.5	1.2	41.4	1.7	5.3	0.0	12.3	8.8	7.0	10.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	148	1023	546	443	1612	1004	216	0	296	323	500	443
V/C Ratio(X)	0.88	0.85	0.17	0.05	0.86	0.18	0.74	0.00	0.72	0.46	0.27	0.40
Avail Cap(c_a), veh/h	148	1889	925	443	1820	1097	298	0	296	323	500	443
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	0.95	0.00	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	23.9	6.5	34.6	29.8	3.4	51.7	0.0	38.4	44.1	33.9	35.3
Incr Delay (d2), s/veh	34.1	1.6	0.1	0.0	4.0	0.1	5.9	0.0	13.6	1.0	1.3	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	7.5	0.6	0.5	18.4	0.7	2.4	0.0	5.9	4.1	3.3	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.8	25.5	6.7	34.7	33.8	3.5	57.6	0.0	52.0	45.2	35.2	38.0
LnGrp LOS	F	C	A	C	C	A	E	A	D	D	D	D
Approach Vol, veh/h		1094			1585			374			463	
Approach Delay, s/veh		30.8			30.5			54.4			39.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.4	23.2	33.4	38.0	11.4	37.2	13.8	57.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.5	19.2	7.5	62.8	10.2	23.5	9.8	60.5
Max Q Clear Time (g_c+I1), s	10.8	14.3	3.2	26.2	7.3	12.9	10.4	43.4
Green Ext Time (p_c), s	0.1	0.5	0.0	7.8	0.1	1.3	0.0	10.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	607	136	28	774	41	208	403	28	52	256	107
Future Volume (veh/h)	96	607	136	28	774	41	208	403	28	52	256	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	607	136	28	774	41	208	403	28	52	256	107
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	714	159	121	854	45	239	1197	83	371	804	680
Arrive On Green	0.07	0.24	0.24	0.07	0.24	0.24	0.13	0.35	0.35	0.41	0.85	0.85
Sat Flow, veh/h	1810	2913	651	1810	3486	185	1810	3420	237	1810	1900	1608
Grp Volume(v), veh/h	96	376	367	28	401	414	208	212	219	52	256	107
Grp Sat Flow(s),veh/h/ln	1810	1805	1759	1810	1805	1866	1810	1805	1852	1810	1900	1608
Q Serve(g_s), s	6.3	23.8	23.9	1.8	25.9	25.9	13.5	10.4	10.5	2.2	3.4	1.1
Cycle Q Clear(g_c), s	6.3	23.8	23.9	1.8	25.9	25.9	13.5	10.4	10.5	2.2	3.4	1.1
Prop In Lane	1.00		0.37	1.00		0.10	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	121	442	431	121	442	457	239	632	648	371	804	680
V/C Ratio(X)	0.79	0.85	0.85	0.23	0.91	0.91	0.87	0.34	0.34	0.14	0.32	0.16
Avail Cap(c_a), veh/h	196	548	533	121	466	482	347	632	648	371	804	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.50	0.50	0.50	0.72	0.72	0.72	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	55.2	43.2	43.2	53.1	44.0	44.0	51.1	28.7	28.8	28.8	5.6	3.2
Incr Delay (d2), s/veh	5.9	5.4	5.7	0.7	16.1	15.7	15.0	1.4	1.4	0.2	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	11.2	11.0	0.8	13.5	13.9	7.1	4.8	4.9	0.9	1.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	48.6	49.0	53.8	60.0	59.7	66.1	30.2	30.2	28.9	6.6	3.7
LnGrp LOS	E	D	D	D	E	E	E	C	C	C	A	A
Approach Vol, veh/h		839			843			639			415	
Approach Delay, s/veh		50.2			59.7			41.8			8.6	
Approach LOS		D			E			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.6	46.0	12.0	33.4	19.8	54.8	12.0	33.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.6	42.0	7.6	36.4	23.0	37.0	13.0	31.0
Max Q Clear Time (g_c+I1), s	14.2	12.5	3.8	25.9	15.5	5.4	8.3	27.9
Green Ext Time (p_c), s	0.1	2.7	0.0	3.5	0.3	1.9	0.1	1.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	807	106	581	925	112	157	248	396	63	275	130
Future Volume (veh/h)	78	807	106	581	925	112	157	248	396	63	275	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	807	106	581	925	112	157	248	396	63	275	130
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	824	108	612	1952	954	156	386	344	95	433	199
Arrive On Green	0.06	0.26	0.26	0.34	0.54	0.54	0.09	0.21	0.21	0.05	0.18	0.18
Sat Flow, veh/h	1810	3197	420	1810	3610	1609	1810	1805	1608	1810	2398	1102
Grp Volume(v), veh/h	78	456	457	581	925	112	157	248	396	63	205	200
Grp Sat Flow(s),veh/h/ln	1810	1805	1812	1810	1805	1609	1810	1805	1608	1810	1805	1695
Q Serve(g_s), s	5.0	29.2	29.2	36.4	18.4	3.5	10.0	14.6	24.9	4.0	12.2	12.8
Cycle Q Clear(g_c), s	5.0	29.2	29.2	36.4	18.4	3.5	10.0	14.6	24.9	4.0	12.2	12.8
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	100	465	467	612	1952	954	156	386	344	95	326	306
V/C Ratio(X)	0.78	0.98	0.98	0.95	0.47	0.12	1.01	0.64	1.15	0.67	0.63	0.65
Avail Cap(c_a), veh/h	183	465	467	669	1952	954	156	386	344	117	326	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	42.9	42.9	37.5	16.5	10.4	53.2	41.7	45.7	54.1	44.1	44.3
Incr Delay (d2), s/veh	12.1	36.2	36.1	22.2	0.2	0.1	74.7	8.0	95.9	9.9	8.9	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	17.5	17.6	19.6	7.5	1.2	7.8	7.3	19.0	2.1	6.3	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.4	79.0	79.0	59.7	16.7	10.4	127.9	49.6	141.6	64.1	53.0	54.7
LnGrp LOS	E	E	E	E	B	B	F	D	F	E	D	D
Approach Vol, veh/h		991			1618			801			468	
Approach Delay, s/veh		78.0			31.7			110.4			55.2	
Approach LOS		E			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	28.9	43.4	34.0	14.0	25.0	10.4	66.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	23.5	43.0	30.0	10.0	21.0	11.8	61.2
Max Q Clear Time (g_c+I1), s	6.0	26.9	38.4	31.2	12.0	14.8	7.0	20.4
Green Ext Time (p_c), s	0.0	0.0	0.9	0.0	0.0	1.3	0.1	8.7

Intersection Summary	
HCM 6th Ctrl Delay	62.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	602	236	118	1122	34	269	479	156	41	265	139
Future Volume (veh/h)	63	602	236	118	1122	34	269	479	156	41	265	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	602	236	118	1122	34	269	479	156	41	265	139
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	676	573	339	934	861	216	533	743	79	238	125
Arrive On Green	0.05	0.36	0.36	0.19	0.49	0.49	0.12	0.28	0.28	0.04	0.20	0.20
Sat Flow, veh/h	1810	1900	1610	1810	1900	1609	1810	1900	1576	1810	1164	610
Grp Volume(v), veh/h	63	602	236	118	1122	34	269	479	156	41	0	404
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1609	1810	1900	1576	1810	0	1774
Q Serve(g_s), s	4.1	35.9	13.3	6.8	59.0	1.2	14.4	29.1	1.0	2.7	0.0	24.5
Cycle Q Clear(g_c), s	4.1	35.9	13.3	6.8	59.0	1.2	14.4	29.1	1.0	2.7	0.0	24.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	93	676	573	339	934	861	216	533	743	79	0	362
V/C Ratio(X)	0.68	0.89	0.41	0.35	1.20	0.04	1.24	0.90	0.21	0.52	0.00	1.12
Avail Cap(c_a), veh/h	113	904	766	339	934	861	216	533	743	113	0	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	36.5	29.2	42.4	30.5	13.2	52.8	41.5	10.4	56.2	0.0	47.8
Incr Delay (d2), s/veh	11.7	8.8	0.5	0.6	100.8	0.0	141.9	20.7	0.6	5.3	0.0	82.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	18.0	5.2	3.1	52.0	0.4	15.0	16.6	1.9	1.3	0.0	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.6	45.3	29.7	43.0	131.3	13.3	194.7	62.3	11.1	61.4	0.0	130.0
LnGrp LOS	E	D	C	D	F	B	F	E	B	E	A	F
Approach Vol, veh/h		901			1274			904			445	
Approach Delay, s/veh		42.7			120.0			92.8			123.7	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	37.6	26.5	46.7	18.4	28.5	10.1	63.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	30.0	9.4	57.1	13.0	24.5	7.5	59.0
Max Q Clear Time (g_c+I1), s	4.7	31.1	8.8	37.9	16.4	26.5	6.1	61.0
Green Ext Time (p_c), s	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	93.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	435	190	259	545	108	194	688	394	113	566	48
Future Volume (veh/h)	68	435	190	259	545	108	194	688	394	113	566	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	435	190	259	545	108	194	688	0	113	566	48
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	314	511	221	290	706	314	448	1518		140	840	71
Arrive On Green	0.17	0.21	0.21	0.16	0.20	0.20	0.25	0.42	0.00	0.08	0.25	0.25
Sat Flow, veh/h	1810	2451	1060	1810	3610	1608	1810	3610	1610	1810	3362	284
Grp Volume(v), veh/h	68	319	306	259	545	108	194	688	0	113	303	311
Grp Sat Flow(s),veh/h/ln	1810	1805	1706	1810	1805	1608	1810	1805	1610	1810	1805	1841
Q Serve(g_s), s	3.9	20.4	20.7	16.8	17.2	5.7	10.8	16.4	0.0	7.4	18.2	18.3
Cycle Q Clear(g_c), s	3.9	20.4	20.7	16.8	17.2	5.7	10.8	16.4	0.0	7.4	18.2	18.3
Prop In Lane	1.00		0.62	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	314	376	356	290	706	314	448	1518		140	451	460
V/C Ratio(X)	0.22	0.85	0.86	0.89	0.77	0.34	0.43	0.45		0.81	0.67	0.68
Avail Cap(c_a), veh/h	314	451	426	392	1384	616	448	1518		211	451	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	45.7	45.8	49.3	45.7	28.1	38.0	24.9	0.0	54.5	40.6	40.6
Incr Delay (d2), s/veh	0.2	9.2	10.6	17.6	1.8	0.6	0.7	1.0	0.0	13.0	7.8	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	10.1	9.8	9.0	7.9	2.8	4.9	7.2	0.0	3.9	9.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	54.9	56.4	66.9	47.6	28.7	38.7	25.9	0.0	67.5	48.3	48.3
LnGrp LOS	D	D	E	E	D	C	D	C		E	D	D
Approach Vol, veh/h		693			912			882	A		727	
Approach Delay, s/veh		54.4			50.8			28.7			51.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	54.5	23.3	29.0	33.7	34.0	24.8	27.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	34.0	26.0	30.0	18.0	30.0	10.0	46.0
Max Q Clear Time (g_c+I1), s	9.4	18.4	18.8	22.7	12.8	20.3	5.9	19.2
Green Ext Time (p_c), s	0.1	4.2	0.4	2.3	0.2	2.6	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

Notes

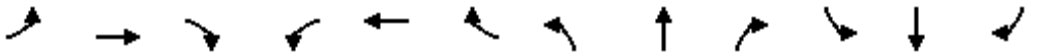
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	366	104	43	281	191	159	931	61	244	703	138
Future Volume (veh/h)	93	366	104	43	281	191	159	931	61	244	703	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	366	104	43	281	191	159	931	61	244	703	138
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	630	176	169	471	309	469	2391	157	404	2086	409
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	931	2757	771	932	2062	1352	664	3439	225	577	3001	589
Grp Volume(v), veh/h	93	238	232	43	245	227	159	489	503	244	423	418
Grp Sat Flow(s),veh/h/ln	931	1805	1722	932	1805	1609	664	1805	1859	577	1805	1784
Q Serve(g_s), s	10.5	12.3	12.6	4.5	12.7	13.3	13.1	11.9	11.9	32.2	9.8	9.8
Cycle Q Clear(g_c), s	23.8	12.3	12.6	17.2	12.7	13.3	22.9	11.9	11.9	44.1	9.8	9.8
Prop In Lane	1.00		0.45	1.00		0.84	1.00		0.12	1.00		0.33
Lane Grp Cap(c), veh/h	163	413	394	169	413	368	469	1255	1293	404	1255	1241
V/C Ratio(X)	0.57	0.58	0.59	0.25	0.59	0.62	0.34	0.39	0.39	0.60	0.34	0.34
Avail Cap(c_a), veh/h	163	413	394	169	413	368	469	1255	1293	404	1255	1241
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	36.0	36.1	43.8	36.1	36.4	10.9	6.7	6.7	15.9	6.4	6.4
Incr Delay (d2), s/veh	4.6	2.0	2.3	0.8	2.3	3.1	2.0	0.9	0.9	6.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.6	5.5	1.1	5.8	5.5	2.1	4.3	4.5	4.7	3.6	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	37.9	38.4	44.6	38.4	39.5	12.9	7.6	7.6	22.4	7.1	7.1
LnGrp LOS	D	D	D	D	D	D	B	A	A	C	A	A
Approach Vol, veh/h		563			515			1151			1085	
Approach Delay, s/veh		40.4			39.4			8.3			10.5	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	77.0	28.0	77.0	28.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	73.0	24.0	73.0	24.0
Max Q Clear Time (g_c+I1), s	24.9	25.8	46.1	19.2
Green Ext Time (p_c), s	10.5	0.0	9.4	1.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	835	361	676	1087	149	470	593	503	167	476	146
Future Volume (veh/h)	200	835	361	676	1087	149	470	593	503	167	476	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	835	361	676	1087	149	470	593	503	167	476	146
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	642	987	425	755	1434	196	536	1075	823	231	569	173
Arrive On Green	0.18	0.28	0.28	0.22	0.31	0.31	0.15	0.30	0.30	0.07	0.21	0.21
Sat Flow, veh/h	3510	3539	1522	3510	4607	631	3510	3610	1600	3510	2698	821
Grp Volume(v), veh/h	200	816	380	676	816	420	470	593	503	167	317	305
Grp Sat Flow(s),veh/h/ln	1755	1729	1603	1755	1729	1779	1755	1805	1600	1755	1805	1714
Q Serve(g_s), s	5.6	25.0	25.2	21.0	23.9	23.9	14.7	15.5	5.2	5.2	18.9	19.2
Cycle Q Clear(g_c), s	5.6	25.0	25.2	21.0	23.9	23.9	14.7	15.5	5.2	5.2	18.9	19.2
Prop In Lane	1.00		0.95	1.00		0.35	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	642	965	447	755	1077	554	536	1075	823	231	380	361
V/C Ratio(X)	0.31	0.85	0.85	0.89	0.76	0.76	0.88	0.55	0.61	0.72	0.83	0.84
Avail Cap(c_a), veh/h	642	1046	485	852	1467	755	593	1075	823	362	380	361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	38.2	38.3	42.9	34.9	34.9	46.6	33.2	8.9	51.5	42.5	42.6
Incr Delay (d2), s/veh	0.3	6.2	12.7	11.1	1.6	3.0	13.0	2.0	3.4	4.3	18.9	20.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	11.3	11.4	10.2	10.2	10.7	7.4	7.1	5.8	2.4	10.4	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	44.4	51.0	54.0	36.4	37.9	59.6	35.2	12.3	55.8	61.4	63.4
LnGrp LOS	D	D	D	D	D	D	E	D	B	E	E	E
Approach Vol, veh/h		1396			1912			1566			789	
Approach Delay, s/veh		45.6			43.0			35.2			61.0	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	37.5	28.2	35.4	21.2	27.7	24.5	39.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	31.1	27.3	34.0	19.0	23.7	13.6	47.7
Max Q Clear Time (g_c+I1), s	7.2	17.5	23.0	27.2	16.7	21.2	7.6	25.9
Green Ext Time (p_c), s	0.2	5.1	1.1	4.2	0.4	1.0	0.3	9.1

Intersection Summary	
HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	191	327	82	129	88	331	1210	203	101	923	166
Future Volume (veh/h)	366	191	327	82	129	88	331	1210	203	101	923	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	366	191	327	82	129	88	331	1210	203	101	923	166
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	220	351	290	106	230	194	358	1697	850	256	1264	227
Arrive On Green	0.12	0.18	0.18	0.06	0.12	0.12	0.20	0.47	0.47	0.14	0.41	0.41
Sat Flow, veh/h	1810	1900	1574	1810	1900	1602	1810	3610	1608	1810	3056	549
Grp Volume(v), veh/h	366	191	327	82	129	88	331	1210	203	101	545	544
Grp Sat Flow(s),veh/h/ln	1810	1900	1574	1810	1900	1602	1810	1805	1608	1810	1805	1800
Q Serve(g_s), s	13.4	10.0	20.3	4.9	7.0	4.2	19.7	29.4	3.5	5.6	27.9	27.9
Cycle Q Clear(g_c), s	13.4	10.0	20.3	4.9	7.0	4.2	19.7	29.4	3.5	5.6	27.9	27.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	220	351	290	106	230	194	358	1697	850	256	746	745
V/C Ratio(X)	1.66	0.54	1.13	0.78	0.56	0.45	0.92	0.71	0.24	0.39	0.73	0.73
Avail Cap(c_a), veh/h	220	351	290	191	320	269	362	1697	850	256	746	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77	0.39	0.39	0.39
Uniform Delay (d), s/veh	48.3	40.7	44.8	51.1	45.6	25.7	43.3	23.2	5.1	42.9	27.1	27.1
Incr Delay (d2), s/veh	316.4	1.7	91.2	11.4	2.1	1.6	23.9	2.0	0.5	0.4	2.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.4	4.8	15.2	2.6	3.5	2.3	11.1	12.6	1.5	2.5	12.3	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	364.7	42.4	136.0	62.5	47.7	27.4	67.2	25.2	5.6	43.3	29.6	29.6
LnGrp LOS	F	D	F	E	D	C	E	C	A	D	C	C
Approach Vol, veh/h		884			299			1744			1190	
Approach Delay, s/veh		210.5			45.8			30.9			30.8	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	55.7	10.4	24.3	25.8	49.5	17.4	17.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.4	51.7	11.6	20.3	22.0	40.1	13.4	18.5
Max Q Clear Time (g_c+I1), s	7.6	31.4	6.9	22.3	21.7	29.9	15.4	9.0
Green Ext Time (p_c), s	0.1	10.0	0.1	0.0	0.0	5.1	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	70.5
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	5	21	0	40	4	1719	12	14	1342	9
Future Volume (veh/h)	24	0	5	21	0	40	4	1719	12	14	1342	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	0	5	21	0	40	4	1719	12	14	1342	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	0	109	159	0	109	13	1937	14	533	2994	20
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.01	1.00	1.00	0.59	1.00	1.00
Sat Flow, veh/h	1375	0	1589	1415	0	1589	1810	3674	26	1810	3675	25
Grp Volume(v), veh/h	24	0	5	21	0	40	4	844	887	14	659	692
Grp Sat Flow(s),veh/h/ln	1375	0	1589	1415	0	1589	1810	1805	1895	1810	1805	1895
Q Serve(g_s), s	1.9	0.0	0.3	1.5	0.0	2.6	0.2	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	0.3	1.9	0.0	2.6	0.2	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	127	0	109	159	0	109	13	952	999	533	1471	1544
V/C Ratio(X)	0.19	0.00	0.05	0.13	0.00	0.37	0.30	0.89	0.89	0.03	0.45	0.45
Avail Cap(c_a), veh/h	267	0	272	303	0	272	125	952	999	533	1471	1544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.80	0.80	0.80	0.61	0.61	0.61
Uniform Delay (d), s/veh	51.1	0.0	47.8	48.7	0.0	48.9	53.9	0.0	0.0	16.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.2	0.4	0.0	2.0	9.8	9.9	9.6	0.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.1	0.6	0.0	1.1	0.1	2.6	2.7	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	0.0	48.0	49.1	0.0	51.0	63.8	9.9	9.6	16.0	0.6	0.6
LnGrp LOS	D	A	D	D	A	D	E	A	A	B	A	A
Approach Vol, veh/h		29			61			1735			1365	
Approach Delay, s/veh		51.1			50.3			9.9			0.7	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	62.0		11.6	4.8	93.6		11.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	2.3	58.0		18.8	7.6	71.6		18.8
Max Q Clear Time (g_c+I1), s	2.4	2.0		6.5	2.2	2.0		4.6
Green Ext Time (p_c), s	0.0	22.7		0.0	0.0	14.1		0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	0	10	0	56	12	1705	4	18	1408	9
Future Volume (veh/h)	2	0	0	10	0	56	12	1705	4	18	1408	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	0	0	10	0	56	12	1705	4	18	1408	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	141	0	170	0	116	35	1814	4	590	2931	19
Arrive On Green	0.07	0.00	0.00	0.07	0.00	0.07	0.04	0.98	0.98	0.65	1.00	1.00
Sat Flow, veh/h	1345	1900	0	1405	0	1571	1810	3694	9	1810	3676	23
Grp Volume(v), veh/h	2	0	0	10	0	56	12	833	876	18	691	726
Grp Sat Flow(s),veh/h/ln	1345	1900	0	1405	0	1571	1810	1805	1898	1810	1805	1895
Q Serve(g_s), s	0.2	0.0	0.0	0.7	0.0	3.8	0.7	11.9	12.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.7	0.0	3.8	0.7	11.9	12.0	0.4	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	119	141	0	170	0	116	35	886	932	590	1439	1511
V/C Ratio(X)	0.02	0.00	0.00	0.06	0.00	0.48	0.34	0.94	0.94	0.03	0.48	0.48
Avail Cap(c_a), veh/h	423	570	0	487	0	471	329	886	932	590	1439	1511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.79	0.79	0.79	0.90	0.90	0.90
Uniform Delay (d), s/veh	50.8	0.0	0.0	47.5	0.0	48.9	52.2	0.6	0.6	13.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	3.1	4.4	15.8	15.3	0.0	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	1.6	0.4	4.3	4.4	0.2	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	0.0	0.0	47.6	0.0	52.0	56.6	16.4	15.9	13.0	1.0	1.0
LnGrp LOS	D	A	A	D	A	D	E	B	B	B	A	A
Approach Vol, veh/h		2			66			1721			1435	
Approach Delay, s/veh		50.8			51.3			16.5			1.2	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	58.0		12.1	6.1	91.7		12.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	11.0	54.0		33.0	20.0	45.0		33.0
Max Q Clear Time (g_c+I1), s	2.4	14.0		5.9	2.7	2.0		5.8
Green Ext Time (p_c), s	0.0	19.4		0.0	0.0	14.3		0.3

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	4	7	63	8	30	7	1617	32	27	1352	52
Future Volume (veh/h)	79	4	7	63	8	30	7	1617	32	27	1352	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	79	4	7	63	8	30	7	1617	32	27	1352	52
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	175	62	108	199	35	131	257	2342	46	260	2297	88
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.28	1.00	1.00	0.29	1.00	1.00
Sat Flow, veh/h	1384	617	1080	1418	349	1307	1810	3618	71	1810	3539	136
Grp Volume(v), veh/h	79	0	11	63	0	38	7	805	844	27	688	716
Grp Sat Flow(s),veh/h/ln	1384	0	1698	1418	0	1655	1810	1805	1885	1810	1805	1870
Q Serve(g_s), s	6.1	0.0	0.6	4.6	0.0	2.3	0.3	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	8.5	0.0	0.6	5.3	0.0	2.3	0.3	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.64	1.00		0.79	1.00		0.04	1.00		0.07
Lane Grp Cap(c), veh/h	175	0	170	199	0	166	257	1168	1220	260	1172	1214
V/C Ratio(X)	0.45	0.00	0.06	0.32	0.00	0.23	0.03	0.69	0.69	0.10	0.59	0.59
Avail Cap(c_a), veh/h	275	0	293	302	0	286	257	1168	1220	260	1172	1214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.66	0.66	0.66	0.89	0.89	0.89
Uniform Delay (d), s/veh	49.5	0.0	44.8	47.2	0.0	45.6	33.9	0.0	0.0	34.0	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.2	0.9	0.0	0.7	0.0	2.2	2.2	0.2	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.3	1.7	0.0	1.0	0.1	0.7	0.7	0.5	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	0.0	45.0	48.1	0.0	46.3	34.0	2.2	2.2	34.2	1.9	1.9
LnGrp LOS	D	A	D	D	A	D	C	A	A	C	A	A
Approach Vol, veh/h		90			101			1656			1431	
Approach Delay, s/veh		50.5			47.4			2.3			2.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.8	75.2		15.0	19.6	75.4		15.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.8	71.2		19.0	7.6	71.4		19.0
Max Q Clear Time (g_c+I1), s	10.2	2.0		10.5	2.3	2.0		7.3
Green Ext Time (p_c), s	0.0	21.7		0.1	0.0	15.4		0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	8	7	47	3	29	22	1310	23	20	1233	105
Future Volume (veh/h)	330	8	7	47	3	29	22	1310	23	20	1233	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	330	8	7	47	3	29	22	1310	23	20	1233	105
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	420	251	220	438	41	397	56	1451	25	400	1981	168
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.03	0.40	0.40	0.44	1.00	1.00
Sat Flow, veh/h	1392	932	816	1413	152	1473	1810	3627	64	1810	3356	285
Grp Volume(v), veh/h	330	0	15	47	0	32	22	652	681	20	662	676
Grp Sat Flow(s),veh/h/ln	1392	0	1748	1413	0	1625	1810	1805	1886	1810	1805	1836
Q Serve(g_s), s	25.5	0.0	0.7	2.8	0.0	1.6	1.3	37.3	37.3	0.7	0.0	0.0
Cycle Q Clear(g_c), s	27.1	0.0	0.7	3.5	0.0	1.6	1.3	37.3	37.3	0.7	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.91	1.00		0.03	1.00		0.16
Lane Grp Cap(c), veh/h	420	0	471	438	0	438	56	722	754	400	1065	1084
V/C Ratio(X)	0.79	0.00	0.03	0.11	0.00	0.07	0.39	0.90	0.90	0.05	0.62	0.62
Avail Cap(c_a), veh/h	488	0	556	506	0	517	125	722	754	400	1065	1084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.38	0.38	0.38	0.88	0.88	0.88
Uniform Delay (d), s/veh	40.0	0.0	29.6	30.9	0.0	29.9	52.3	31.0	31.0	24.1	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	0.0	0.1	0.0	0.1	1.7	7.5	7.3	0.0	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.0	0.3	1.0	0.0	0.6	0.6	17.2	18.0	0.3	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	0.0	29.6	31.0	0.0	30.0	53.9	38.5	38.3	24.1	2.4	2.4
LnGrp LOS	D	A	C	C	A	C	D	D	D	C	A	A
Approach Vol, veh/h		345			79			1355			1358	
Approach Delay, s/veh		46.4			30.6			38.6			2.7	
Approach LOS		D			C			D			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.3	48.0		33.7	7.4	68.9		33.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	19.0	44.0		35.0	7.6	55.4		35.0
Max Q Clear Time (g_c+I1), s	2.7	39.3		29.1	3.3	2.0		5.5
Green Ext Time (p_c), s	0.0	3.3		0.6	0.0	13.7		0.3

Intersection Summary		
HCM 6th Ctrl Delay		23.7
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	85	37	148	2	227	64	1027	295	214	840	247
Future Volume (veh/h)	110	85	37	148	2	227	64	1027	295	214	840	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.62	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	85	37	148	2	227	64	1027	295	214	840	247
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	201	88	181	2	183	394	1372	391	165	1013	298
Arrive On Green	0.08	0.16	0.16	0.10	0.18	0.18	0.22	0.50	0.50	0.09	0.37	0.37
Sat Flow, veh/h	1810	1229	535	1810	9	991	1810	2746	783	1810	2719	799
Grp Volume(v), veh/h	110	0	122	148	0	229	64	672	650	214	557	530
Grp Sat Flow(s),veh/h/ln	1810	0	1763	1810	0	1000	1810	1805	1724	1810	1805	1713
Q Serve(g_s), s	6.6	0.0	6.8	8.8	0.0	20.3	3.2	32.7	33.3	10.0	30.8	30.9
Cycle Q Clear(g_c), s	6.6	0.0	6.8	8.8	0.0	20.3	3.2	32.7	33.3	10.0	30.8	30.9
Prop In Lane	1.00		0.30	1.00		0.99	1.00		0.45	1.00		0.47
Lane Grp Cap(c), veh/h	143	0	289	181	0	185	394	902	861	165	673	638
V/C Ratio(X)	0.77	0.00	0.42	0.82	0.00	1.24	0.16	0.75	0.75	1.30	0.83	0.83
Avail Cap(c_a), veh/h	304	0	297	304	0	185	394	902	861	165	673	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77
Uniform Delay (d), s/veh	49.6	0.0	41.3	48.5	0.0	44.8	34.9	21.9	22.1	50.0	31.3	31.3
Incr Delay (d2), s/veh	8.3	0.0	1.0	8.6	0.0	145.8	0.2	5.6	6.1	165.2	8.9	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	3.1	4.4	0.0	12.5	1.4	14.7	14.4	12.1	14.8	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	0.0	42.3	57.1	0.0	190.7	35.1	27.5	28.2	215.2	40.2	40.7
LnGrp LOS	E	A	D	E	A	F	D	C	C	F	D	D
Approach Vol, veh/h		232			377			1386			1301	
Approach Delay, s/veh		49.7			138.2			28.2			69.2	
Approach LOS		D			F			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	59.0	15.0	22.0	28.0	45.0	12.7	24.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	47.0	18.5	18.5	16.0	41.0	18.5	18.5
Max Q Clear Time (g_c+I1), s	12.0	35.3	10.8	8.8	5.2	32.9	8.6	22.3
Green Ext Time (p_c), s	0.0	6.9	0.2	0.4	0.1	4.4	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	58.5
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	303	727	226	60	1709	679	492	883	77	415	552	454
Future Volume (veh/h)	303	727	226	60	1709	679	492	883	77	415	552	454
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	303	727	0	60	1709	679	492	883	77	415	552	454
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	2202		91	1444	644	503	924	81	410	896	400
Arrive On Green	0.08	0.42	0.00	0.05	0.40	0.40	0.14	0.28	0.28	0.12	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3359	293	3510	3610	1610
Grp Volume(v), veh/h	303	727	0	60	1709	679	492	474	486	415	552	454
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1847	1755	1805	1610
Q Serve(g_s), s	9.0	11.3	0.0	3.9	48.0	48.0	16.8	31.0	31.0	14.0	16.3	29.8
Cycle Q Clear(g_c), s	9.0	11.3	0.0	3.9	48.0	48.0	16.8	31.0	31.0	14.0	16.3	29.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	263	2202		91	1444	644	503	496	508	410	896	400
V/C Ratio(X)	1.15	0.33		0.66	1.18	1.05	0.98	0.96	0.96	1.01	0.62	1.14
Avail Cap(c_a), veh/h	263	2202		178	1444	644	503	496	508	410	896	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	23.1	0.0	56.0	36.0	36.0	51.2	42.8	42.8	53.0	40.0	45.1
Incr Delay (d2), s/veh	102.4	0.1	0.0	7.8	90.0	50.6	34.3	30.8	30.3	47.9	3.2	87.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	4.6	0.0	2.0	38.6	27.4	9.7	17.9	18.3	8.9	7.6	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	157.9	23.2	0.0	63.7	126.0	86.6	85.5	73.6	73.1	100.9	43.2	132.4
LnGrp LOS	F	C		E	F	F	F	E	E	F	D	F
Approach Vol, veh/h		1030	A		2448			1452			1421	
Approach Delay, s/veh		62.8			113.5			77.5			88.5	
Approach LOS		E			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	37.0	10.1	54.9	21.2	33.8	13.0	52.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	33.0	11.8	45.2	17.2	29.8	9.0	48.0
Max Q Clear Time (g_c+I1), s	16.0	33.0	5.9	13.3	18.8	31.8	11.0	50.0
Green Ext Time (p_c), s	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	91.5
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	1402	7	0	1696	224	11	2	2	137	2	79
Future Volume (veh/h)	103	1402	7	0	1696	224	11	2	2	137	2	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	1402	7	0	1696	224	11	2	2	137	2	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	3375	17	2	2380	313	351	64	53	480	527	446
Arrive On Green	0.07	0.63	0.63	0.00	0.52	0.52	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1810	5326	27	1810	4620	607	1015	231	192	1433	1900	1608
Grp Volume(v), veh/h	103	910	499	0	1267	653	15	0	0	137	2	79
Grp Sat Flow(s),veh/h/ln	1810	1729	1895	1810	1729	1769	1438	0	0	1433	1900	1608
Q Serve(g_s), s	5.0	11.8	11.8	0.0	25.3	25.5	0.0	0.0	0.0	6.2	0.1	3.4
Cycle Q Clear(g_c), s	5.0	11.8	11.8	0.0	25.3	25.5	0.5	0.0	0.0	6.7	0.1	3.4
Prop In Lane	1.00		0.01	1.00		0.34	0.73		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	134	2191	1201	2	1781	911	468	0	0	480	527	446
V/C Ratio(X)	0.77	0.42	0.42	0.00	0.71	0.72	0.03	0.00	0.00	0.29	0.00	0.18
Avail Cap(c_a), veh/h	482	2898	1588	151	2264	1159	468	0	0	480	527	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	8.2	8.2	0.0	16.7	16.8	23.7	0.0	0.0	25.9	23.5	24.7
Incr Delay (d2), s/veh	8.8	0.1	0.2	0.0	0.8	1.6	0.1	0.0	0.0	1.5	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.9	4.3	0.0	9.4	10.0	0.2	0.0	0.0	2.5	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	8.3	8.4	0.0	17.5	18.3	23.8	0.0	0.0	27.4	23.6	25.6
LnGrp LOS	D	A	A	A	B	B	C	A	A	C	C	C
Approach Vol, veh/h		1512			1920			15			218	
Approach Delay, s/veh		11.2			17.8			23.8			26.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	29.0	0.0	61.1	29.0	10.7	50.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	7.5	75.5	25.0	24.0	59.0
Max Q Clear Time (g_c+I1), s	2.5	0.0	13.8	8.7	7.0	27.5
Green Ext Time (p_c), s	0.0	0.0	14.5	0.5	0.2	18.9

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1305	112	43	1633	33	173	0	63	64	0	111
Future Volume (veh/h)	79	1305	112	43	1633	33	173	0	63	64	0	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	79	1305	112	43	1633	33	173	0	63	64	0	111
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	129	2339	201	97	2421	49	393	12	120	220	26	322
Arrive On Green	0.07	0.48	0.48	0.05	0.46	0.46	0.32	0.00	0.32	0.32	0.00	0.32
Sat Flow, veh/h	1810	4863	417	1810	5230	106	994	37	376	501	83	1012
Grp Volume(v), veh/h	79	928	489	43	1080	586	236	0	0	175	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1823	1810	1729	1878	1407	0	0	1596	0	0
Q Serve(g_s), s	3.5	15.5	15.5	1.9	19.9	19.9	4.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	15.5	15.5	1.9	19.9	19.9	10.7	0.0	0.0	6.3	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.06	0.73		0.27	0.37		0.63
Lane Grp Cap(c), veh/h	129	1663	877	97	1601	869	525	0	0	569	0	0
V/C Ratio(X)	0.61	0.56	0.56	0.44	0.67	0.67	0.45	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	599	2331	1228	599	2331	1266	525	0	0	569	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.8	15.0	15.0	37.5	17.1	17.1	22.5	0.0	0.0	21.1	0.0	0.0
Incr Delay (d2), s/veh	4.6	0.3	0.6	3.2	0.5	0.9	2.8	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.7	6.1	0.9	7.4	8.2	3.9	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	15.3	15.6	40.6	17.6	18.0	25.2	0.0	0.0	22.5	0.0	0.0
LnGrp LOS	D	B	B	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		1496			1709			236			175	
Approach Delay, s/veh		16.8			18.3			25.2			22.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	30.0	8.4	43.2	30.0	9.8	41.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	27.0	55.0	26.0	27.0	55.0
Max Q Clear Time (g_c+I1), s	12.7	3.9	17.5	8.3	5.5	21.9
Green Ext Time (p_c), s	1.1	0.1	13.3	0.9	0.2	15.9

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1471	71	8	1561	115	34
Future Volume (veh/h)	1471	71	8	1561	115	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1471	71	8	1561	115	34
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1765	85	25	2050	974	866
Arrive On Green	0.35	0.35	0.03	0.79	0.54	0.54
Sat Flow, veh/h	5240	245	1810	5358	1810	1610
Grp Volume(v), veh/h	1004	538	8	1561	115	34
Grp Sat Flow(s),veh/h/ln	1729	1855	1810	1729	1810	1610
Q Serve(g_s), s	32.0	32.0	0.5	19.0	3.8	1.2
Cycle Q Clear(g_c), s	32.0	32.0	0.5	19.0	3.8	1.2
Prop In Lane		0.13	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1204	646	25	2050	974	866
V/C Ratio(X)	0.83	0.83	0.32	0.76	0.12	0.04
Avail Cap(c_a), veh/h	1326	711	287	2983	974	866
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.66	0.66	1.00	1.00
Uniform Delay (d), s/veh	35.9	35.9	57.8	9.6	13.7	13.1
Incr Delay (d2), s/veh	4.4	7.8	4.9	0.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	15.7	0.3	3.6	1.6	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.3	43.7	62.7	10.1	13.9	13.2
LnGrp LOS	D	D	E	B	B	B
Approach Vol, veh/h	1542			1569	149	
Approach Delay, s/veh	41.5			10.3	13.7	
Approach LOS	D			B	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	68.6	5.6	45.8		51.4
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	43.0	19.0	46.0		69.0
Max Q Clear Time (g_c+I1), s	5.8	2.5	34.0		21.0
Green Ext Time (p_c), s	0.4	0.0	7.8		17.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	36	237	230	16	44	127	291	428	34	438	4
Future Volume (veh/h)	7	36	237	230	16	44	127	291	428	34	438	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	36	237	230	16	44	127	291	428	34	438	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	127	248	272	396	387	158	1829	1058	58	1653	15
Arrive On Green	0.01	0.07	0.07	0.15	0.21	0.21	0.15	0.85	0.85	0.03	0.45	0.45
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3666	33
Grp Volume(v), veh/h	7	36	237	230	16	44	127	291	428	34	216	226
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1894
Q Serve(g_s), s	0.3	1.6	6.0	11.1	0.6	1.9	6.1	1.3	4.6	1.7	6.7	6.7
Cycle Q Clear(g_c), s	0.3	1.6	6.0	11.1	0.6	1.9	6.1	1.3	4.6	1.7	6.7	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	16	127	248	272	396	387	158	1829	1058	58	814	854
V/C Ratio(X)	0.43	0.28	0.96	0.84	0.04	0.11	0.80	0.16	0.40	0.59	0.26	0.27
Avail Cap(c_a), veh/h	101	127	248	462	507	481	241	1829	1058	101	814	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	40.0	37.8	37.2	28.4	26.7	37.7	3.5	1.9	43.0	15.4	15.4
Incr Delay (d2), s/veh	17.3	1.2	44.7	7.1	0.0	0.1	9.7	0.2	1.0	9.3	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	8.2	5.4	0.3	0.7	3.0	0.5	1.1	0.9	2.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	41.2	82.5	44.3	28.5	26.8	47.4	3.7	2.9	52.3	16.2	16.2
LnGrp LOS	E	D	F	D	C	C	D	A	A	D	B	B
Approach Vol, veh/h		280			290			846			476	
Approach Delay, s/veh		76.7			40.7			9.9			18.8	
Approach LOS		E			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	51.6	18.5	12.0	12.9	46.6	5.8	24.7
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	34.0	23.0	6.0	12.0	27.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	3.3	6.6	13.1	8.0	8.1	8.7	2.3	3.9
Green Ext Time (p_c), s	0.0	3.7	0.5	0.0	0.1	2.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	3	749	0	0	0	0	775	132	74	833	0
Future Volume (veh/h)	42	3	749	0	0	0	0	775	132	74	833	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	42	0	751				0	775	132	74	833	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	456	0	812				0	1562	266	95	2218	0
Arrive On Green	0.25	0.00	0.25				0.00	0.51	0.51	0.10	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3180	525	1810	3705	0
Grp Volume(v), veh/h	42	0	751				0	453	454	74	833	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1805	1810	1805	0
Q Serve(g_s), s	1.6	0.0	20.5				0.0	14.9	14.9	3.6	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	20.5				0.0	14.9	14.9	3.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.29	1.00		0.00
Lane Grp Cap(c), veh/h	456	0	812				0	914	914	95	2218	0
V/C Ratio(X)	0.09	0.00	0.92				0.00	0.50	0.50	0.78	0.38	0.00
Avail Cap(c_a), veh/h	462	0	823				0	914	914	141	2218	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.89	0.89	0.90	0.90	0.00
Uniform Delay (d), s/veh	25.8	0.0	32.8				0.0	14.6	14.6	39.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	16.0				0.0	1.7	1.7	13.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	9.6				0.0	6.2	6.2	1.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.0	48.8				0.0	16.3	16.4	53.4	0.4	0.0
LnGrp LOS	C	A	D				A	B	B	D	A	A
Approach Vol, veh/h		793						907			907	
Approach Delay, s/veh		47.6						16.4			4.8	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	51.6		28.7		61.3
Change Period (Y+Rc), s	5.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	7.0	43.0		23.0		55.0
Max Q Clear Time (g_c+I1), s	5.6	16.9		22.5		2.0
Green Ext Time (p_c), s	0.0	6.5		0.2		7.3

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	250	297	345	281	25	157	675	406	20	1158	118
Future Volume (veh/h)	236	250	297	345	281	25	157	675	406	20	1158	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	236	250	297	345	281	25	157	675	406	20	1158	118
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	528	206	375	742	325	184	1474	646	189	1485	645
Arrive On Green	0.15	0.15	0.15	0.21	0.21	0.21	0.10	0.41	0.41	0.10	0.41	0.41
Sat Flow, veh/h	1810	3610	1409	1810	3610	1582	1810	3610	1582	1810	3610	1568
Grp Volume(v), veh/h	236	250	297	345	281	25	157	675	406	20	1158	118
Grp Sat Flow(s),veh/h/ln	1810	1805	1409	1810	1805	1582	1810	1805	1582	1810	1805	1568
Q Serve(g_s), s	15.3	7.6	14.1	22.4	8.0	1.2	10.2	16.3	24.5	1.2	33.4	5.7
Cycle Q Clear(g_c), s	15.3	7.6	14.1	22.4	8.0	1.2	10.2	16.3	24.5	1.2	33.4	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	528	206	375	742	325	184	1474	646	189	1485	645
V/C Ratio(X)	0.88	0.47	1.44	0.92	0.38	0.08	0.85	0.46	0.63	0.11	0.78	0.18
Avail Cap(c_a), veh/h	391	557	217	437	742	325	196	1474	646	189	1485	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.86	0.86	0.86
Uniform Delay (d), s/veh	50.1	47.0	33.0	46.6	41.1	23.7	53.0	25.8	28.3	48.6	30.6	22.5
Incr Delay (d2), s/veh	14.8	0.7	223.7	22.6	0.3	0.1	25.4	0.9	4.1	0.2	3.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	3.5	17.6	12.4	3.6	0.6	5.9	7.2	9.9	0.6	15.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	47.6	256.7	69.2	41.4	23.8	78.4	26.8	32.4	48.8	34.2	23.0
LnGrp LOS	E	D	F	E	D	C	E	C	C	D	C	C
Approach Vol, veh/h		783			651			1238			1296	
Approach Delay, s/veh		132.2			55.4			35.2			33.4	
Approach LOS		F			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	53.0	28.9	21.6	16.2	53.4	21.8	28.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	49.0	29.0	18.5	13.0	43.5	25.9	21.6
Max Q Clear Time (g_c+I1), s	12.2	26.5	24.4	16.1	12.2	35.4	17.3	10.0
Green Ext Time (p_c), s	0.0	6.5	0.5	0.7	0.0	5.0	0.4	1.4

Intersection Summary	
HCM 6th Ctrl Delay	57.0
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	53	22	8	66	141	28	939	11	46	1249	131
Future Volume (veh/h)	99	53	22	8	66	141	28	939	11	46	1249	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	53	22	8	66	141	28	939	11	46	1249	131
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	253	215	25	149	126	307	1895	828	352	1986	886
Arrive On Green	0.07	0.13	0.13	0.01	0.08	0.08	0.17	0.52	0.52	0.39	1.00	1.00
Sat Flow, veh/h	1810	1900	1610	1810	1900	1604	1810	3610	1577	1810	3610	1610
Grp Volume(v), veh/h	99	53	22	8	66	141	28	939	11	46	1249	131
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1604	1810	1805	1577	1810	1805	1610
Q Serve(g_s), s	6.5	3.0	1.0	0.5	4.0	6.7	1.6	20.0	0.3	2.0	0.0	0.0
Cycle Q Clear(g_c), s	6.5	3.0	1.0	0.5	4.0	6.7	1.6	20.0	0.3	2.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	253	215	25	149	126	307	1895	828	352	1986	886
V/C Ratio(X)	0.80	0.21	0.10	0.32	0.44	1.12	0.09	0.50	0.01	0.13	0.63	0.15
Avail Cap(c_a), veh/h	181	364	309	113	293	247	307	1895	828	352	1986	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.51	0.51	0.51
Uniform Delay (d), s/veh	55.1	46.4	24.2	58.6	52.8	28.4	42.0	18.3	9.4	30.1	0.0	0.0
Incr Delay (d2), s/veh	14.4	0.4	0.2	7.4	2.1	82.6	0.1	0.9	0.0	0.1	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	1.4	0.6	0.3	2.0	5.5	0.7	8.4	0.1	0.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	46.8	24.4	66.0	54.8	111.0	42.1	19.2	9.4	30.2	0.8	0.2
LnGrp LOS	E	D	C	E	D	F	D	B	A	C	A	A
Approach Vol, veh/h		174			215			978			1426	
Approach Delay, s/veh		56.9			92.1			19.8			1.7	
Approach LOS		E			F			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	67.0	5.6	20.0	24.4	70.0	12.2	13.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.5	63.0	7.5	23.0	7.5	66.0	12.0	18.5
Max Q Clear Time (g_c+I1), s	14.0	22.0	2.5	5.0	3.6	2.0	8.5	8.7
Green Ext Time (p_c), s	0.0	8.4	0.0	0.2	0.0	14.6	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	361	194	150	695	175	180	640	46	85	910	247
Future Volume (veh/h)	136	361	194	150	695	175	180	640	46	85	910	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	136	361	194	150	695	175	180	640	46	85	910	247
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	1428	637	208	755	640	365	966	431	261	1089	337
Arrive On Green	0.06	0.40	0.40	0.06	0.40	0.40	0.20	0.27	0.27	0.14	0.21	0.21
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1603
Grp Volume(v), veh/h	136	361	194	150	695	175	180	640	46	85	910	247
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1603
Q Serve(g_s), s	4.6	8.1	5.5	5.0	41.7	5.7	10.6	18.9	2.1	5.1	20.2	14.6
Cycle Q Clear(g_c), s	4.6	8.1	5.5	5.0	41.7	5.7	10.6	18.9	2.1	5.1	20.2	14.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	1428	637	208	755	640	365	966	431	261	1089	337
V/C Ratio(X)	0.67	0.25	0.30	0.72	0.92	0.27	0.49	0.66	0.11	0.33	0.84	0.73
Avail Cap(c_a), veh/h	219	1543	688	298	855	725	365	966	431	261	1089	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	24.4	7.7	55.5	34.4	10.3	42.5	39.1	22.7	46.1	45.4	31.4
Incr Delay (d2), s/veh	7.0	0.1	0.3	4.7	14.1	0.2	1.0	3.6	0.5	0.7	7.6	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.5	3.6	2.4	21.8	3.3	4.8	8.9	1.1	2.3	9.4	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	24.4	8.0	60.2	48.4	10.6	43.5	42.7	23.2	46.8	53.0	44.7
LnGrp LOS	E	C	A	E	D	B	D	D	C	D	D	D
Approach Vol, veh/h		691			1020			866			1242	
Approach Delay, s/veh		27.3			43.7			41.8			50.9	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.3	36.1	11.1	51.5	28.2	29.2	10.9	51.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.4	32.1	10.2	51.3	17.3	25.2	7.5	54.0
Max Q Clear Time (g_c+I1), s	7.1	20.9	7.0	10.1	12.6	22.2	6.6	43.7
Green Ext Time (p_c), s	0.0	3.4	0.1	3.3	0.2	1.9	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	315	71	31	436	129	111	622	26	144	573	188
Future Volume (veh/h)	93	315	71	31	436	129	111	622	26	144	573	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	315	71	31	436	129	111	622	26	144	573	188
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	689	584	68	471	139	200	1023	456	332	1479	660
Arrive On Green	0.06	0.36	0.36	0.04	0.34	0.34	0.06	0.28	0.28	0.18	0.41	0.41
Sat Flow, veh/h	1810	1900	1610	1810	1404	415	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	93	315	71	31	0	565	111	622	26	144	573	188
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1819	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	6.1	15.2	3.5	2.0	0.0	35.9	3.7	17.9	1.2	8.5	13.4	9.4
Cycle Q Clear(g_c), s	6.1	15.2	3.5	2.0	0.0	35.9	3.7	17.9	1.2	8.5	13.4	9.4
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	689	584	68	0	611	200	1023	456	332	1479	660
V/C Ratio(X)	0.80	0.46	0.12	0.46	0.00	0.93	0.56	0.61	0.06	0.43	0.39	0.28
Avail Cap(c_a), veh/h	121	736	624	113	0	697	246	1023	456	332	1479	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	29.2	25.5	56.5	0.0	38.4	55.1	37.2	22.9	43.5	24.8	23.7
Incr Delay (d2), s/veh	29.7	0.5	0.1	4.7	0.0	17.0	2.4	2.7	0.2	0.9	0.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.0	1.4	1.0	0.0	18.7	1.7	8.3	0.6	3.9	5.9	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.0	29.7	25.6	61.2	0.0	55.4	57.5	39.9	23.1	44.4	25.6	24.8
LnGrp LOS	F	C	C	E	A	E	E	D	C	D	C	C
Approach Vol, veh/h		479			596			759			905	
Approach Delay, s/veh		39.8			55.7			41.9			28.4	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	38.0	8.5	47.5	10.8	53.2	11.7	44.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	34.0	7.5	46.5	8.4	41.6	8.0	46.0
Max Q Clear Time (g_c+I1), s	10.5	19.9	4.0	17.2	5.7	15.4	8.1	37.9
Green Ext Time (p_c), s	0.2	3.7	0.0	2.2	0.1	4.8	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	508	960	23	7	1070	121	16	40	7	136	9	483
Future Volume (veh/h)	508	960	23	7	1070	121	16	40	7	136	9	483
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	508	960	23	7	1070	121	16	40	7	136	9	483
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	563	2068	49	22	1289	400	44	245	43	545	824	944
Arrive On Green	0.32	0.79	0.79	0.01	0.17	0.17	0.02	0.16	0.16	0.30	0.43	0.43
Sat Flow, veh/h	3510	5211	125	1810	5187	1610	1810	1567	274	1810	1900	1582
Grp Volume(v), veh/h	508	637	346	7	1070	121	16	0	47	136	9	483
Grp Sat Flow(s),veh/h/ln	1755	1729	1878	1810	1729	1610	1810	0	1841	1810	1900	1582
Q Serve(g_s), s	16.6	7.2	7.2	0.5	23.9	7.9	1.0	0.0	2.7	6.8	0.3	3.0
Cycle Q Clear(g_c), s	16.6	7.2	7.2	0.5	23.9	7.9	1.0	0.0	2.7	6.8	0.3	3.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	563	1372	745	22	1289	400	44	0	288	545	824	944
V/C Ratio(X)	0.90	0.46	0.46	0.32	0.83	0.30	0.37	0.00	0.16	0.25	0.01	0.51
Avail Cap(c_a), veh/h	638	1372	745	113	1400	435	113	0	288	545	824	944
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	8.2	8.2	59.0	47.6	40.9	57.7	0.0	43.8	31.7	19.3	7.1
Incr Delay (d2), s/veh	10.2	0.2	0.3	8.1	4.1	0.4	5.1	0.0	1.2	0.2	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	2.0	2.2	0.3	11.2	3.3	0.5	0.0	1.3	3.0	0.2	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	8.4	8.5	67.1	51.6	41.3	62.7	0.0	45.0	31.9	19.4	9.1
LnGrp LOS	D	A	A	E	D	D	E	A	D	C	B	A
Approach Vol, veh/h		1491			1198			63			628	
Approach Delay, s/veh		22.6			50.7			49.5			14.2	
Approach LOS		C			D			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	22.8	5.5	51.6	6.9	56.0	23.3	33.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	18.8	7.5	46.7	7.5	42.3	21.8	32.4
Max Q Clear Time (g_c+I1), s	18.8	4.7	2.5	9.2	3.0	5.0	18.6	25.9
Green Ext Time (p_c), s	0.3	0.1	0.0	7.9	0.0	2.0	0.7	3.9

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	31.2

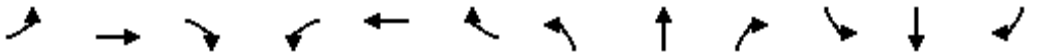
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	22	454	60	10	736	42	139	0	32	0	0	93
Future Vol, veh/h	22	454	60	10	736	42	139	0	32	0	0	93
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	454	60	10	736	42	139	0	32	0	0	93

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	778	0	0	514	0	0	1352	1326	-	1305	1335	757
Stage 1	-	-	-	-	-	-	528	528	-	777	777	-
Stage 2	-	-	-	-	-	-	824	798	-	528	558	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	848	-	-	1062	-	-	~ 128	157	0	138	155	411
Stage 1	-	-	-	-	-	-	538	531	0	393	410	-
Stage 2	-	-	-	-	-	-	370	401	0	538	515	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	848	-	-	1062	-	-	~ 95	149	-	132	147	411
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 95	149	-	132	147	-
Stage 1	-	-	-	-	-	-	518	511	-	378	403	-
Stage 2	-	-	-	-	-	-	281	394	-	518	496	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	$ 336.3	16.3
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	95	-	848	-	-	1062	-	-	411
HCM Lane V/C Ratio	1.463	-	0.026	-	-	0.009	-	-	0.226
HCM Control Delay (s)	$ 336.3	0	9.4	0	-	8.4	0	-	16.3
HCM Lane LOS	F	A	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	10.5	-	0.1	-	-	0	-	-	0.9

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	255	219	82	282	20	216	104	79	4	43	7
Future Volume (veh/h)	24	255	219	82	282	20	216	104	79	4	43	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	255	219	82	282	20	216	104	79	4	43	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	333	275	132	343	291	292	141	379	43	465	76
Arrive On Green	0.07	0.18	0.18	0.07	0.18	0.18	0.24	0.24	0.24	0.32	0.32	0.32
Sat Flow, veh/h	1810	1875	1551	1810	1900	1610	1241	597	1610	137	1473	240
Grp Volume(v), veh/h	24	245	229	82	282	20	320	0	79	54	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1621	1810	1900	1610	1838	0	1610	1850	0	0
Q Serve(g_s), s	1.0	10.4	10.9	3.6	11.5	0.8	13.0	0.0	3.2	1.7	0.0	0.0
Cycle Q Clear(g_c), s	1.0	10.4	10.9	3.6	11.5	0.8	13.0	0.0	3.2	1.7	0.0	0.0
Prop In Lane	1.00		0.96	1.00		1.00	0.67		1.00	0.07		0.13
Lane Grp Cap(c), veh/h	126	320	288	132	343	291	433	0	379	585	0	0
V/C Ratio(X)	0.19	0.77	0.80	0.62	0.82	0.07	0.74	0.00	0.21	0.09	0.00	0.00
Avail Cap(c_a), veh/h	168	414	372	247	518	439	433	0	379	585	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.4	31.6	31.8	36.3	31.8	27.4	28.6	0.0	24.8	19.5	0.0	0.0
Incr Delay (d2), s/veh	0.7	6.2	8.9	4.7	6.4	0.1	10.8	0.0	1.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.0	4.9	1.7	5.7	0.3	6.8	0.0	1.3	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	37.8	40.7	41.0	38.2	27.5	39.4	0.0	26.1	19.8	0.0	0.0
LnGrp LOS	D	D	D	D	D	C	D	A	C	B	A	A
Approach Vol, veh/h		498			384			399			54	
Approach Delay, s/veh		39.0			38.3			36.7			19.8	
Approach LOS		D			D			D			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	9.9	18.3		29.5	9.6	18.6				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	11.0	18.5		25.5	7.5	22.0				
Max Q Clear Time (g_c+I1), s		15.0	5.6	12.9		3.7	3.0	13.5				
Green Ext Time (p_c), s		0.8	0.1	1.4		0.2	0.0	1.0				

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

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	135	329	67	277	73
Future Vol, veh/h	25	135	329	67	277	73
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	135	329	67	277	73
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9.8	10.1	14.1
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	79%
Vol Thru, %	100%	62%	0%	0%	21%
Vol Right, %	0%	38%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	219	177	25	135	350
LT Vol	0	0	25	0	277
Through Vol	219	110	0	0	73
RT Vol	0	67	0	135	0
Lane Flow Rate	219	177	25	135	350
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.322	0.246	0.047	0.207	0.518
Departure Headway (Hd)	5.283	5.015	6.742	5.526	5.326
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	676	710	527	643	672
Service Time	3.057	2.789	4.535	3.318	3.398
HCM Lane V/C Ratio	0.324	0.249	0.047	0.21	0.521
HCM Control Delay	10.6	9.4	9.9	9.8	14.1
HCM Lane LOS	B	A	A	A	B
HCM 95th-tile Q	1.4	1	0.1	0.8	3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	729	25	38	978	11	94	27	22	5	18	162
Future Volume (veh/h)	170	729	25	38	978	11	94	27	22	5	18	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	170	729	25	38	978	11	94	27	22	5	18	162
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	210	1114	38	305	1420	16	321	92	363	86	309	338
Arrive On Green	0.12	0.22	0.22	0.17	0.27	0.27	0.23	0.23	0.23	0.21	0.21	0.21
Sat Flow, veh/h	1810	5150	176	1810	5286	59	1421	408	1606	409	1471	1606
Grp Volume(v), veh/h	170	489	265	38	640	349	121	0	22	23	0	162
Grp Sat Flow(s),veh/h/ln	1810	1729	1868	1810	1729	1887	1829	0	1606	1880	0	1606
Q Serve(g_s), s	8.2	11.5	11.6	1.6	14.8	14.9	4.9	0.0	1.0	0.9	0.0	7.9
Cycle Q Clear(g_c), s	8.2	11.5	11.6	1.6	14.8	14.9	4.9	0.0	1.0	0.9	0.0	7.9
Prop In Lane	1.00		0.09	1.00		0.03	0.78		1.00	0.22		1.00
Lane Grp Cap(c), veh/h	210	748	404	305	929	507	413	0	363	395	0	338
V/C Ratio(X)	0.81	0.65	0.66	0.12	0.69	0.69	0.29	0.00	0.06	0.06	0.00	0.48
Avail Cap(c_a), veh/h	478	2219	1199	305	1601	874	413	0	363	395	0	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.5	32.0	32.0	31.6	29.3	29.3	28.7	0.0	27.2	28.2	0.0	31.0
Incr Delay (d2), s/veh	7.2	1.0	1.8	0.2	0.9	1.7	1.8	0.0	0.3	0.3	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	4.8	5.3	0.7	6.1	6.8	2.3	0.0	0.4	0.4	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	33.0	33.8	31.7	30.3	31.0	30.5	0.0	27.5	28.5	0.0	35.8
LnGrp LOS	D	C	C	C	C	C	C	A	C	C	A	D
Approach Vol, veh/h		924			1027			143			185	
Approach Delay, s/veh		35.6			30.6			30.0			34.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.2	19.1	23.3	22.8	14.4	28.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.2	7.6	57.4	18.8	23.6	41.4
Max Q Clear Time (g_c+I1), s	6.9	3.6	13.6	9.9	10.2	16.9
Green Ext Time (p_c), s	0.5	0.0	5.7	0.4	0.4	7.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	713	32	46	897	5	59	3	74	7	0	43
Future Volume (veh/h)	15	713	32	46	897	5	59	3	74	7	0	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	713	32	46	897	5	59	3	74	7	0	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	1142	51	115	1353	8	136	789	768	23	0	568
Arrive On Green	0.03	0.22	0.22	0.06	0.25	0.25	0.07	0.42	0.42	0.01	0.00	0.35
Sat Flow, veh/h	1810	5089	228	1810	5323	30	1810	1900	1603	1810	0	1610
Grp Volume(v), veh/h	15	484	261	46	583	319	59	3	74	7	0	43
Grp Sat Flow(s),veh/h/ln	1810	1729	1858	1810	1729	1895	1810	1900	1603	1810	0	1610
Q Serve(g_s), s	0.5	7.1	7.2	1.4	8.5	8.5	1.8	0.1	1.4	0.2	0.0	1.0
Cycle Q Clear(g_c), s	0.5	7.1	7.2	1.4	8.5	8.5	1.8	0.1	1.4	0.2	0.0	1.0
Prop In Lane	1.00		0.12	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	776	417	115	879	482	136	789	768	23	0	568
V/C Ratio(X)	0.24	0.62	0.63	0.40	0.66	0.66	0.44	0.00	0.10	0.30	0.00	0.08
Avail Cap(c_a), veh/h	241	1159	623	244	1166	639	244	789	768	241	0	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.5	19.7	19.7	25.3	18.9	18.9	24.9	9.7	8.0	27.6	0.0	12.1
Incr Delay (d2), s/veh	2.0	0.8	1.5	2.2	0.9	1.6	2.2	0.0	0.2	7.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.7	3.0	0.6	3.2	3.6	0.8	0.0	0.5	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	20.5	21.3	27.6	19.7	20.4	27.1	9.7	8.3	34.6	0.0	12.4
LnGrp LOS	C	C	C	C	B	C	C	A	A	C	A	B
Approach Vol, veh/h		760			948			136			50	
Approach Delay, s/veh		20.9			20.3			16.5			15.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	27.4	7.6	16.7	8.2	23.9	5.9	18.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	20.0	7.6	18.9	7.6	19.9	7.5	19.0
Max Q Clear Time (g_c+I1), s	2.2	3.4	3.4	9.2	3.8	3.0	2.5	10.5
Green Ext Time (p_c), s	0.0	0.2	0.0	3.4	0.0	0.1	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	184	6	385	466	140	420
Future Volume (veh/h)	184	6	385	466	140	420
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	6	385	466	140	420
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	223	725	618	722	591	1381
Arrive On Green	0.12	0.12	0.32	0.32	0.33	0.73
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	184	6	385	466	140	420
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	7.9	0.0	13.7	18.0	4.5	6.2
Cycle Q Clear(g_c), s	7.9	0.0	13.7	18.0	4.5	6.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	223	725	618	722	591	1381
V/C Ratio(X)	0.83	0.01	0.62	0.65	0.24	0.30
Avail Cap(c_a), veh/h	249	748	618	722	591	1381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	34.2	12.1	22.9	17.1	19.6	3.8
Incr Delay (d2), s/veh	18.4	0.0	0.4	0.4	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.1	5.9	8.0	1.9	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.6	12.1	23.3	17.6	19.8	4.4
LnGrp LOS	D	B	C	B	B	A
Approach Vol, veh/h	190		851			560
Approach Delay, s/veh	51.3		20.1			8.3
Approach LOS	D		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	32.2	32.0				64.2	15.8
Change Period (Y+Rc), s	6.0	* 6				6.0	6.0
Max Green Setting (Gmax), s	25.5	* 26				57.0	11.0
Max Q Clear Time (g_c+I1), s	10.5	20.0				8.2	9.9
Green Ext Time (p_c), s	0.3	2.2				2.9	0.1

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	6	510	0	0	0	0	784	327	13	594	0
Future Volume (veh/h)	70	6	510	0	0	0	0	784	327	13	594	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	70	6	510				0	784	327	13	594	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	517	44	498				0	587	498	0	1105	0
Arrive On Green	0.31	0.31	0.31				0.00	0.41	0.41	0.22	0.58	0.00
Sat Flow, veh/h	1673	143	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	76	0	510				0	784	327	0	594	0
Grp Sat Flow(s),veh/h/ln	1816	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	3.3	0.0	34.0				0.0	34.0	18.0	0.0	20.9	0.0
Cycle Q Clear(g_c), s	3.3	0.0	34.0				0.0	34.0	18.0	0.0	20.9	0.0
Prop In Lane	0.92		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	561	0	498				0	587	498	0	1105	0
V/C Ratio(X)	0.14	0.00	1.02				0.00	1.33	0.66	0.00	0.54	0.00
Avail Cap(c_a), veh/h	561	0	498				0	587	498	0	1105	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.84	0.84	0.00	0.89	0.00
Uniform Delay (d), s/veh	27.4	0.0	38.0				0.0	32.4	27.7	0.0	14.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	46.8				0.0	160.4	5.6	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	19.6				0.0	40.3	7.1	0.0	9.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	0.0	84.8				0.0	192.8	33.3	0.0	15.7	0.0
LnGrp LOS	C	A	F				A	F	C	A	B	A
Approach Vol, veh/h		586						1111			594	
Approach Delay, s/veh		77.4						145.8			15.7	
Approach LOS		E						F			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.0	40.0		40.0		70.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	24.0	34.0		34.0		64.0						
Max Q Clear Time (g_c+I1), s	10.3	36.0		36.0		22.9						
Green Ext Time (p_c), s	0.0	0.0		0.0		4.6						

Intersection Summary	
HCM 6th Ctrl Delay	94.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	457	89	83	17	90	165	83	494	20	233	477	393
Future Volume (veh/h)	457	89	83	17	90	165	83	494	20	233	477	393
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	457	89	83	17	90	165	83	494	20	233	477	393
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	545	472	397	47	224	200	432	1541	687	268	1214	535
Arrive On Green	0.16	0.25	0.25	0.03	0.12	0.12	0.24	0.43	0.43	0.15	0.34	0.34
Sat Flow, veh/h	3510	1859	1564	1810	1805	1610	1810	3610	1610	1810	3610	1590
Grp Volume(v), veh/h	457	86	86	17	90	165	83	494	20	233	477	393
Grp Sat Flow(s),veh/h/ln	1755	1805	1618	1810	1805	1610	1810	1805	1610	1810	1805	1590
Q Serve(g_s), s	13.9	4.1	4.6	1.0	5.1	11.0	4.0	10.0	0.8	13.8	11.1	24.0
Cycle Q Clear(g_c), s	13.9	4.1	4.6	1.0	5.1	11.0	4.0	10.0	0.8	13.8	11.1	24.0
Prop In Lane	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	545	458	411	47	224	200	432	1541	687	268	1214	535
V/C Ratio(X)	0.84	0.19	0.21	0.36	0.40	0.83	0.19	0.32	0.03	0.87	0.39	0.73
Avail Cap(c_a), veh/h	798	591	530	123	304	271	432	1541	687	428	1214	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.55	0.55	0.55
Uniform Delay (d), s/veh	45.1	32.2	32.3	52.7	44.4	47.0	33.4	20.9	18.3	45.8	27.9	32.2
Incr Delay (d2), s/veh	5.3	0.2	0.3	4.7	1.2	14.0	0.2	0.6	0.1	6.3	0.5	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	1.8	1.8	0.5	2.3	5.2	1.8	4.3	0.3	6.7	4.9	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	32.4	32.6	57.4	45.6	61.0	33.6	21.5	18.4	52.1	28.4	37.1
LnGrp LOS	D	C	C	E	D	E	C	C	B	D	C	D
Approach Vol, veh/h		629			272			597			1103	
Approach Delay, s/veh		45.5			55.6			23.1			36.5	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.3	50.9	6.8	31.9	30.3	41.0	21.1	17.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.3	24.5	7.5	36.0	13.5	37.0	25.0	18.5
Max Q Clear Time (g_c+I1), s	15.8	12.0	3.0	6.6	6.0	26.0	15.9	13.0
Green Ext Time (p_c), s	0.5	2.7	0.0	1.0	0.1	3.6	1.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	51	4	107	91	75	4	494	79	62	484	10
Future Volume (veh/h)	10	51	4	107	91	75	4	494	79	62	484	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	51	4	107	91	75	4	494	79	62	484	10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	86	7	122	104	86	13	701	594	429	1111	23
Arrive On Green	0.06	0.06	0.06	0.18	0.18	0.18	0.01	0.74	0.74	0.24	0.60	0.60
Sat Flow, veh/h	287	1463	115	697	592	488	1810	1900	1610	1810	1855	38
Grp Volume(v), veh/h	65	0	0	273	0	0	4	494	79	62	0	494
Grp Sat Flow(s),veh/h/ln	1865	0	0	1777	0	0	1810	1900	1610	1810	0	1893
Q Serve(g_s), s	3.4	0.0	0.0	15.0	0.0	0.0	0.2	14.2	1.4	2.7	0.0	14.2
Cycle Q Clear(g_c), s	3.4	0.0	0.0	15.0	0.0	0.0	0.2	14.2	1.4	2.7	0.0	14.2
Prop In Lane	0.15		0.06	0.39		0.27	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	109	0	0	311	0	0	13	701	594	429	0	1134
V/C Ratio(X)	0.60	0.00	0.00	0.88	0.00	0.00	0.30	0.70	0.13	0.14	0.00	0.44
Avail Cap(c_a), veh/h	345	0	0	373	0	0	136	701	594	429	0	1134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.32	0.32	0.32	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.9	0.0	0.0	40.2	0.0	0.0	49.0	10.1	8.5	30.1	0.0	10.9
Incr Delay (d2), s/veh	5.1	0.0	0.0	18.0	0.0	0.0	4.0	1.9	0.1	0.2	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	8.0	0.0	0.0	0.1	3.7	0.5	1.2	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	0.0	0.0	58.1	0.0	0.0	53.0	12.1	8.6	30.3	0.0	12.1
LnGrp LOS	D	A	A	E	A	A	D	B	A	C	A	B
Approach Vol, veh/h		65			273			577			556	
Approach Delay, s/veh		51.0			58.1			11.9			14.1	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.7	40.9		9.8	4.7	63.9		21.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	36.9		18.5	7.5	37.0		21.0
Max Q Clear Time (g_c+I1), s	4.4	16.2		5.4	2.2	16.2		17.0
Green Ext Time (p_c), s	0.0	3.4		0.2	0.0	3.2		0.6

Intersection Summary		
HCM 6th Ctrl Delay	23.0	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	367	53	215	581	33	66	533	196	42	558	75
Future Volume (veh/h)	42	367	53	215	581	33	66	533	196	42	558	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	367	53	215	581	33	66	533	196	42	558	75
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	400	58	247	588	33	106	477	175	176	653	88
Arrive On Green	0.05	0.25	0.25	0.14	0.33	0.33	0.06	0.36	0.36	0.19	0.80	0.80
Sat Flow, veh/h	1810	1623	234	1810	1781	101	1810	1324	487	1810	1640	220
Grp Volume(v), veh/h	42	0	420	215	0	614	66	0	729	42	0	633
Grp Sat Flow(s),veh/h/ln	1810	0	1858	1810	0	1882	1810	0	1811	1810	0	1860
Q Serve(g_s), s	2.3	0.0	22.0	11.6	0.0	32.4	3.6	0.0	36.0	2.0	0.0	21.7
Cycle Q Clear(g_c), s	2.3	0.0	22.0	11.6	0.0	32.4	3.6	0.0	36.0	2.0	0.0	21.7
Prop In Lane	1.00		0.13	1.00		0.05	1.00		0.27	1.00		0.12
Lane Grp Cap(c), veh/h	96	0	458	247	0	621	106	0	652	176	0	741
V/C Ratio(X)	0.44	0.00	0.92	0.87	0.00	0.99	0.62	0.00	1.12	0.24	0.00	0.85
Avail Cap(c_a), veh/h	136	0	492	253	0	621	136	0	652	176	0	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.00	0.90
Uniform Delay (d), s/veh	45.9	0.0	36.7	42.3	0.0	33.3	46.0	0.0	32.0	37.2	0.0	8.3
Incr Delay (d2), s/veh	3.2	0.0	21.3	26.0	0.0	33.2	5.8	0.0	72.4	0.6	0.0	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	12.5	6.9	0.0	20.0	1.8	0.0	28.3	0.9	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	58.0	68.3	0.0	66.5	51.7	0.0	104.4	37.8	0.0	19.3
LnGrp LOS	D	A	E	E	A	E	D	A	F	D	A	B
Approach Vol, veh/h		462			829			795			675	
Approach Delay, s/veh		57.2			67.0			100.1			20.4	
Approach LOS		E			E			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	40.0	17.6	28.6	9.9	43.8	9.3	37.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	36.0	14.0	26.5	7.5	36.0	7.5	33.0
Max Q Clear Time (g_c+I1), s	4.3	38.0	13.6	24.0	5.6	23.7	4.3	34.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	3.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.5
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	111	77	43	159	41	87	567	79	20	524	92
Future Volume (veh/h)	87	111	77	43	159	41	87	567	79	20	524	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	111	77	43	159	41	87	567	79	20	524	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	187	120	116	255	64	610	2372	1161	54	1558	268
Arrive On Green	0.06	0.09	0.09	0.06	0.09	0.09	0.67	1.00	1.00	0.03	0.35	0.35
Sat Flow, veh/h	1810	2102	1349	1810	2847	712	1810	3610	1609	1810	4450	766
Grp Volume(v), veh/h	87	94	94	43	99	101	87	567	79	20	405	211
Grp Sat Flow(s),veh/h/ln	1810	1805	1646	1810	1805	1754	1810	1805	1609	1810	1729	1758
Q Serve(g_s), s	4.7	5.0	5.5	2.3	5.3	5.6	1.7	0.0	0.0	1.1	8.6	8.9
Cycle Q Clear(g_c), s	4.7	5.0	5.5	2.3	5.3	5.6	1.7	0.0	0.0	1.1	8.6	8.9
Prop In Lane	1.00		0.82	1.00		0.41	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	115	160	146	116	161	157	610	2372	1161	54	1210	615
V/C Ratio(X)	0.75	0.59	0.64	0.37	0.61	0.64	0.14	0.24	0.07	0.37	0.33	0.34
Avail Cap(c_a), veh/h	253	397	362	235	379	368	610	2372	1161	181	1210	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	43.8	44.0	44.8	43.9	44.0	11.1	0.0	0.0	47.6	23.9	24.0
Incr Delay (d2), s/veh	9.5	3.4	4.6	1.9	3.7	4.4	0.1	0.2	0.1	4.2	0.7	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.4	2.4	1.1	2.5	2.6	0.7	0.1	0.0	0.5	3.6	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	47.2	48.7	46.8	47.6	48.4	11.2	0.2	0.1	51.8	24.7	25.5
LnGrp LOS	E	D	D	D	D	D	B	A	A	D	C	C
Approach Vol, veh/h		275			243			733			636	
Approach Delay, s/veh		50.3			47.8			1.5			25.8	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	69.7	10.4	12.9	37.7	39.0	10.4	12.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	39.0	13.0	22.0	14.0	35.0	14.0	21.0
Max Q Clear Time (g_c+I1), s	3.1	2.0	4.3	7.5	3.7	10.9	6.7	7.6
Green Ext Time (p_c), s	0.0	4.6	0.0	0.8	0.1	4.2	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	52	22	419	67	89	40	461	310	73	478	101
Future Volume (veh/h)	95	52	22	419	67	89	40	461	310	73	478	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	52	22	419	67	89	40	461	310	73	478	101
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	459	109	46	463	169	142	545	2263	1111	110	844	174
Arrive On Green	0.25	0.09	0.09	0.26	0.09	0.09	0.30	0.44	0.44	0.12	0.39	0.39
Sat Flow, veh/h	1810	1254	531	1810	1900	1594	1810	5187	1602	1810	4308	888
Grp Volume(v), veh/h	95	0	74	419	67	89	40	461	310	73	381	198
Grp Sat Flow(s),veh/h/ln	1810	0	1784	1810	1900	1594	1810	1729	1602	1810	1729	1738
Q Serve(g_s), s	4.1	0.0	3.9	22.4	3.3	4.6	1.6	5.5	7.4	3.9	8.6	9.0
Cycle Q Clear(g_c), s	4.1	0.0	3.9	22.4	3.3	4.6	1.6	5.5	7.4	3.9	8.6	9.0
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	459	0	156	463	169	142	545	2263	1111	110	678	341
V/C Ratio(X)	0.21	0.00	0.48	0.91	0.40	0.63	0.07	0.20	0.28	0.66	0.56	0.58
Avail Cap(c_a), veh/h	459	0	330	695	844	708	545	2263	1111	136	678	341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.98	0.98	0.98
Uniform Delay (d), s/veh	29.4	0.0	43.5	36.0	43.0	31.4	25.0	17.4	5.9	42.9	27.1	27.2
Incr Delay (d2), s/veh	0.2	0.0	2.2	11.1	1.5	4.5	0.0	0.2	0.5	8.3	3.3	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.8	11.1	1.6	2.3	0.7	2.2	2.3	1.9	3.4	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	0.0	45.7	47.2	44.5	35.9	25.0	17.6	6.4	51.2	30.3	34.1
LnGrp LOS	C	A	D	D	D	D	C	B	A	D	C	C
Approach Vol, veh/h		169			575			811			652	
Approach Delay, s/veh		36.7			45.1			13.7			33.8	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	47.6	29.6	12.7	34.1	23.6	29.4	12.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	19.6	38.4	18.5	7.5	19.6	12.5	44.4
Max Q Clear Time (g_c+I1), s	5.9	9.4	24.4	5.9	3.6	11.0	6.1	6.6
Green Ext Time (p_c), s	0.0	3.1	1.1	0.2	0.0	2.4	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

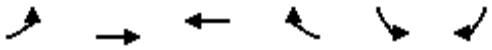
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1118	1175	5	0	12
Future Vol, veh/h	0	1118	1175	5	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1118	1175	5	0	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	590
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*649
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*649
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	649
HCM Lane V/C Ratio	-	-	-	0.018
HCM Control Delay (s)	-	-	-	10.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	187	938	1165	46	10	14
Future Volume (veh/h)	187	938	1165	46	10	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	187	938	1165	46	10	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	221	2245	1418	56	906	806
Arrive On Green	0.12	0.43	0.28	0.28	0.50	0.50
Sat Flow, veh/h	1810	5358	5282	202	1810	1610
Grp Volume(v), veh/h	187	938	788	423	10	14
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1855	1810	1610
Q Serve(g_s), s	12.1	15.0	25.6	25.6	0.3	0.5
Cycle Q Clear(g_c), s	12.1	15.0	25.6	25.6	0.3	0.5
Prop In Lane	1.00			0.11	1.00	1.00
Lane Grp Cap(c), veh/h	221	2245	959	515	906	806
V/C Ratio(X)	0.85	0.42	0.82	0.82	0.01	0.02
Avail Cap(c_a), veh/h	754	3977	1095	587	906	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	23.6	40.6	40.6	15.1	15.1
Incr Delay (d2), s/veh	8.6	0.1	4.6	8.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	6.1	11.4	12.8	0.1	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.2	23.7	45.2	48.8	15.1	15.1
LnGrp LOS	E	C	D	D	B	B
Approach Vol, veh/h		1125	1211		24	
Approach Delay, s/veh		29.8	46.4		15.1	
Approach LOS		C	D		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	55.9	64.1	18.7	37.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	92.0	20.0	50.0	38.0
Max Q Clear Time (g_c+I1), s	17.0	2.5	14.1	27.6
Green Ext Time (p_c), s	8.5	0.0	0.5	5.7

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

Intersection	
Int Delay, s/veh	0.5

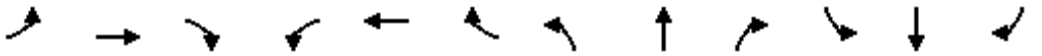
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	913	1186	46	9	25
Future Vol, veh/h	34	913	1186	46	9	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	70	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	913	1186	46	9	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1232	0	-	0	1642	616
Stage 1	-	-	-	-	1209	-
Stage 2	-	-	-	-	433	-
Critical Hdwy	5.3	-	-	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	3.1	-	-	-	3.8	3.9
Pot Cap-1 Maneuver	307	-	-	-	*301	375
Stage 1	-	-	-	-	*183	-
Stage 2	-	-	-	-	*735	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	307	-	-	-	*267	375
Mov Cap-2 Maneuver	-	-	-	-	*267	-
Stage 1	-	-	-	-	*163	-
Stage 2	-	-	-	-	*735	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	307	-	-	-	267	375
HCM Lane V/C Ratio	0.111	-	-	-	0.034	0.067
HCM Control Delay (s)	18.2	-	-	-	19	15.3
HCM Lane LOS	C	-	-	-	C	C
HCM 95th %tile Q(veh)	0.4	-	-	-	0.1	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2383	522	0	2171	163	0	0	0	358	0	339
Future Volume (veh/h)	0	2383	522	0	2171	163	0	0	0	358	0	339
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2383	522	0	2171	0				463	0	226
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3005	615	0	3611					803	0	357
Arrive On Green	0.00	0.70	0.70	0.00	1.00	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	4487	883	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	1876	1029	0	2171	0				463	0	226
Grp Sat Flow(s),veh/h/ln	0	1729	1741	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	39.6	48.3	0.0	0.0	0.0				12.6	0.0	14.0
Cycle Q Clear(g_c), s	0.0	39.6	48.3	0.0	0.0	0.0				12.6	0.0	14.0
Prop In Lane	0.00		0.51	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2407	1212	0	3611					803	0	357
V/C Ratio(X)	0.00	0.78	0.85	0.00	0.60					0.58	0.00	0.63
Avail Cap(c_a), veh/h	0	2499	1258	0	3749					803	0	357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.53	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.1	12.4	0.0	0.0	0.0				38.2	0.0	38.7
Incr Delay (d2), s/veh	0.0	1.6	5.5	0.0	0.1	0.0				3.0	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.7	18.0	0.0	0.0	0.0				5.9	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.7	17.9	0.0	0.1	0.0				41.2	0.0	47.0
LnGrp LOS	A	B	B	A	A					D	A	D
Approach Vol, veh/h		2905			2171	A					689	
Approach Delay, s/veh		14.5			0.1						43.1	
Approach LOS		B			A						D	

Timer - Assigned Phs		4		6		8			
Phs Duration (G+Y+Rc), s		81.1		28.9		81.1			
Change Period (Y+Rc), s		4.5		4.5		4.5			
Max Green Setting (Gmax), s		79.5		21.5		79.5			
Max Q Clear Time (g_c+I1), s		50.3		16.0		2.0			
Green Ext Time (p_c), s		26.3		1.4		38.2			

Intersection Summary	
HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	2488	0	0	1843	276	490	0	252	0	0	0
Future Volume (veh/h)	253	2488	0	0	1843	276	490	0	252	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	253	2488	0	0	1843	276	568	0	168			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	277	3585	0	0	2267	336	822	0	366			
Arrive On Green	0.31	1.00	0.00	0.00	0.50	0.50	0.23	0.00	0.23			
Sat Flow, veh/h	1810	5358	0	0	4731	676	3619	0	1610			
Grp Volume(v), veh/h	253	2488	0	0	1393	726	568	0	168			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1778	1810	0	1610			
Q Serve(g_s), s	14.8	0.0	0.0	0.0	37.3	38.2	15.8	0.0	9.9			
Cycle Q Clear(g_c), s	14.8	0.0	0.0	0.0	37.3	38.2	15.8	0.0	9.9			
Prop In Lane	1.00		0.00	0.00		0.38	1.00		1.00			
Lane Grp Cap(c), veh/h	277	3585	0	0	1719	884	822	0	366			
V/C Ratio(X)	0.91	0.69	0.00	0.00	0.81	0.82	0.69	0.00	0.46			
Avail Cap(c_a), veh/h	285	3815	0	0	1858	955	822	0	366			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.52	0.52	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.5	0.0	0.0	0.0	23.3	23.5	39.0	0.0	36.7			
Incr Delay (d2), s/veh	19.5	0.3	0.0	0.0	2.6	5.5	4.7	0.0	4.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.9	0.1	0.0	0.0	15.2	16.7	7.5	0.0	4.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	0.3	0.0	0.0	25.9	29.0	43.7	0.0	40.8			
LnGrp LOS	E	A	A	A	C	C	D	A	D			
Approach Vol, veh/h		2741			2119			736				
Approach Delay, s/veh		5.5			27.0			43.0				
Approach LOS		A			C			D				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	29.5	80.5	21.3	59.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.1	80.9	17.3	59.1
Max Q Clear Time (g_c+I1), s	17.8	2.0	16.8	40.2
Green Ext Time (p_c), s	0.7	49.8	0.0	14.5

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	1027	500	592	952	0	0	0	0	0	0	94
Future Volume (veh/h)	0	1027	500	592	952	0	0	0	0	0	0	94
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	1027	500	592	952	0				0	0	94
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1926	859	633	3369	0				0	0	0
Arrive On Green	0.00	0.53	0.53	0.35	0.93	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	1027	500	592	952	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	16.7	18.9	28.4	2.1	0.0						
Cycle Q Clear(g_c), s	0.0	16.7	18.9	28.4	2.1	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	1926	859	633	3369	0						
V/C Ratio(X)	0.00	0.53	0.58	0.93	0.28	0.00						
Avail Cap(c_a), veh/h	0	1926	859	714	3369	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	13.7	14.2	28.3	0.3	0.0						
Incr Delay (d2), s/veh	0.0	1.1	2.9	18.4	0.2	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	6.6	7.0	15.0	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.8	17.1	46.7	0.5	0.0						
LnGrp LOS	A	B	B	D	A	A						
Approach Vol, veh/h		1527			1544							
Approach Delay, s/veh		15.5			18.2							
Approach LOS		B			B							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	16.0	54.0				90.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	35.5	34.5				74.5						
Max Q Clear Time (g_c+I1), s	30.4	20.9				4.1						
Green Ext Time (p_c), s	1.0	7.7				8.9						

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1444	117	0	1746	431	59	244	0	710	18	277
Future Volume (veh/h)	59	1444	117	0	1746	431	59	244	0	710	18	277
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	59	1444	117	0	1746	431	59	244	0	710	18	277
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	1729	139	0	1480	351	322	686	0	388	36	551
Arrive On Green	0.51	0.51	0.51	0.00	0.51	0.51	0.36	0.36	0.00	0.36	0.36	0.36
Sat Flow, veh/h	184	3383	273	0	2991	686	1101	1900	0	1154	99	1526
Grp Volume(v), veh/h	59	767	794	0	1061	1116	59	244	0	710	0	295
Grp Sat Flow(s),veh/h/ln	184	1805	1851	0	1805	1777	1101	1900	0	1154	0	1625
Q Serve(g_s), s	0.0	32.5	33.1	0.0	46.0	46.0	4.0	8.5	0.0	24.0	0.0	12.8
Cycle Q Clear(g_c), s	46.0	32.5	33.1	0.0	46.0	46.0	16.7	8.5	0.0	32.5	0.0	12.8
Prop In Lane	1.00		0.15	0.00		0.39	1.00		0.00	1.00		0.94
Lane Grp Cap(c), veh/h	80	923	946	0	923	908	322	686	0	388	0	587
V/C Ratio(X)	0.74	0.83	0.84	0.00	1.15	1.23	0.18	0.36	0.00	1.83	0.00	0.50
Avail Cap(c_a), veh/h	80	923	946	0	923	908	322	686	0	388	0	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	18.7	18.8	0.0	22.0	22.0	29.0	21.1	0.0	35.5	0.0	22.4
Incr Delay (d2), s/veh	45.6	8.6	8.9	0.0	80.0	113.0	1.3	1.4	0.0	383.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	14.7	15.3	0.0	38.1	45.8	1.1	3.9	0.0	49.9	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.6	27.3	27.7	0.0	102.0	135.0	30.2	22.5	0.0	418.7	0.0	23.1
LnGrp LOS	F	C	C	A	F	F	C	C	A	F	A	C
Approach Vol, veh/h		1620			2177			303			1005	
Approach Delay, s/veh		29.8			118.9			24.0			302.6	
Approach LOS		C			F			C			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	52.0	38.0	52.0	38.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	46.0	32.5	46.0	32.5
Max Q Clear Time (g_c+I1), s	48.0	34.5	48.0	18.7
Green Ext Time (p_c), s	0.0	0.0	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	121.2
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	722	1602	11	9	1206	343	11	129	8	541	91	705
Future Volume (veh/h)	722	1602	11	9	1206	343	11	129	8	541	91	705
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	722	1602	11	9	1206	343	11	129	8	541	91	705
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	498	2038	14	256	902	387	60	712	602	479	70	543
Arrive On Green	0.28	0.38	0.38	0.14	0.25	0.25	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	5315	36	1810	3610	1549	693	1900	1606	1270	187	1448
Grp Volume(v), veh/h	722	1042	571	9	1206	343	11	129	8	541	0	796
Grp Sat Flow(s),veh/h/ln	1810	1729	1893	1810	1805	1549	693	1900	1606	1270	0	1635
Q Serve(g_s), s	33.0	31.9	31.9	0.5	30.0	25.6	0.0	5.5	0.4	39.5	0.0	45.0
Cycle Q Clear(g_c), s	33.0	31.9	31.9	0.5	30.0	25.6	45.0	5.5	0.4	45.0	0.0	45.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.89
Lane Grp Cap(c), veh/h	498	1326	726	256	903	387	60	713	602	479	0	613
V/C Ratio(X)	1.45	0.79	0.79	0.04	1.34	0.89	0.18	0.18	0.01	1.13	0.00	1.30
Avail Cap(c_a), veh/h	498	1599	876	256	903	387	60	713	602	479	0	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	32.6	32.6	44.4	45.0	43.4	60.0	25.1	23.6	42.7	0.0	37.5
Incr Delay (d2), s/veh	213.9	2.2	4.0	0.1	158.9	21.0	6.6	0.6	0.0	82.1	0.0	145.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.2	13.6	15.2	0.2	33.2	12.0	0.4	2.6	0.2	25.5	0.0	42.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	257.4	34.9	36.6	44.5	203.9	64.4	66.6	25.7	23.6	124.8	0.0	183.4
LnGrp LOS	F	C	D	D	F	E	E	C	C	F	A	F
Approach Vol, veh/h		2335			1558			148			1337	
Approach Delay, s/veh		104.1			172.2			28.6			159.7	
Approach LOS		F			F			C			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	49.0	21.0	50.0	49.0	37.0	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	45.0	7.5	55.5	45.0	33.0	30.0
Max Q Clear Time (g_c+I1), s	47.0	2.5	33.9	47.0	35.0	32.0
Green Ext Time (p_c), s	0.0	0.0	12.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	135.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	1690	329	128	1087	69	434	236	143	62	220	93
Future Volume (veh/h)	147	1690	329	128	1087	69	434	236	143	62	220	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	1690	329	128	1087	69	434	236	143	62	220	93
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	335	1595	307	136	1277	81	452	711	599	92	332	280
Arrive On Green	0.19	0.37	0.37	0.15	0.51	0.51	0.08	0.12	0.12	0.05	0.17	0.17
Sat Flow, veh/h	1810	4351	838	1810	4977	316	1810	1900	1601	1810	1900	1602
Grp Volume(v), veh/h	147	1340	679	128	755	401	434	236	143	62	220	93
Grp Sat Flow(s),veh/h/ln	1810	1729	1731	1810	1729	1835	1810	1900	1601	1810	1900	1602
Q Serve(g_s), s	8.6	44.0	44.0	8.4	22.6	22.7	28.7	13.6	9.7	4.0	13.0	6.1
Cycle Q Clear(g_c), s	8.6	44.0	44.0	8.4	22.6	22.7	28.7	13.6	9.7	4.0	13.0	6.1
Prop In Lane	1.00		0.48	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	335	1268	635	136	887	471	452	711	599	92	333	280
V/C Ratio(X)	0.44	1.06	1.07	0.94	0.85	0.85	0.96	0.33	0.24	0.67	0.66	0.33
Avail Cap(c_a), veh/h	335	1268	635	136	1066	566	452	711	599	145	333	280
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.58	0.58	0.58	0.72	0.72	0.72	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	38.0	38.0	50.7	27.2	27.2	54.4	38.9	37.2	56.0	46.2	43.4
Incr Delay (d2), s/veh	0.9	41.6	56.1	43.2	3.5	6.3	26.1	0.9	0.7	8.2	9.9	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	25.6	28.1	5.1	7.4	8.3	17.2	7.1	4.2	2.1	7.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	79.6	94.1	94.0	30.7	33.6	80.5	39.8	37.8	64.2	56.1	46.5
LnGrp LOS	D	F	F	F	C	C	F	D	D	E	E	D
Approach Vol, veh/h		2166			1284			813			375	
Approach Delay, s/veh		81.8			37.9			61.2			55.1	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	48.9	13.0	48.0	34.0	25.0	26.2	34.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	41.4	9.0	44.0	30.0	21.0	16.0	37.0
Max Q Clear Time (g_c+I1), s	6.6	15.6	10.4	46.0	30.7	15.0	10.6	24.7
Green Ext Time (p_c), s	0.0	1.9	0.0	0.0	0.0	0.8	0.2	6.1

Intersection Summary	
HCM 6th Ctrl Delay	63.9
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	2155	265	82	1305	116	375	120	104	232	217	327
Future Volume (veh/h)	247	2155	265	82	1305	116	375	120	104	232	217	327
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	247	2155	0	82	1305	116	248	298	104	224	227	327
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	1949		104	1314	408	371	389	326	414	434	368
Arrive On Green	0.18	0.38	0.00	0.08	0.34	0.34	0.20	0.20	0.20	0.08	0.08	0.08
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1589	1810	1900	1610
Grp Volume(v), veh/h	247	2155	0	82	1305	116	248	298	104	224	227	327
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1589	1810	1900	1610
Q Serve(g_s), s	15.6	45.1	0.0	5.3	30.1	6.3	15.2	17.7	6.7	14.3	13.8	24.1
Cycle Q Clear(g_c), s	15.6	45.1	0.0	5.3	30.1	6.3	15.2	17.7	6.7	14.3	13.8	24.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	1949		104	1314	408	371	389	326	414	434	368
V/C Ratio(X)	0.76	1.11		0.79	0.99	0.28	0.67	0.77	0.32	0.54	0.52	0.89
Avail Cap(c_a), veh/h	344	1949		122	1314	408	371	389	326	452	475	403
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	0.72	0.72	0.72	1.00	1.00	1.00	0.55	0.55	0.55
Uniform Delay (d), s/veh	46.7	37.5	0.0	54.7	39.7	31.8	44.0	45.0	40.6	49.4	49.2	54.0
Incr Delay (d2), s/veh	9.0	55.7	0.0	19.0	19.4	0.3	9.2	13.4	2.6	0.6	0.5	12.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	28.7	0.0	2.9	14.3	2.5	7.7	9.8	2.9	7.0	7.1	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.7	93.1	0.0	73.7	59.1	32.1	53.2	58.4	43.2	50.0	49.7	66.1
LnGrp LOS	E	F		E	E	C	D	E	D	D	D	E
Approach Vol, veh/h		2402	A		1503			650			778	
Approach Delay, s/veh		89.3			57.8			54.0			56.7	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	28.6	10.9	49.1	31.4	25.6	34.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.8	8.1	45.1	30.0	22.8	30.4
Max Q Clear Time (g_c+I1), s	19.7	7.3	47.1	26.1	17.6	32.1
Green Ext Time (p_c), s	0.4	0.0	0.0	1.3	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	71.4
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

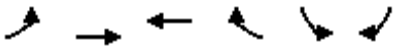
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	1856	120	80	1153	297	78	363	101	459	448	208
Future Volume (veh/h)	323	1856	120	80	1153	297	78	363	101	459	448	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	323	1856	120	80	1153	297	78	363	101	459	448	208
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	411	1805	794	102	1349	348	242	453	124	520	872	388
Arrive On Green	0.30	0.67	0.67	0.06	0.33	0.33	0.07	0.16	0.16	0.15	0.24	0.24
Sat Flow, veh/h	1810	3610	1588	1810	4104	1057	3510	2785	764	3510	3610	1604
Grp Volume(v), veh/h	323	1856	120	80	972	478	78	233	231	459	448	208
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1729	1703	1755	1805	1744	1755	1805	1604
Q Serve(g_s), s	19.6	60.0	2.5	5.2	31.5	31.5	2.5	14.9	15.3	15.4	12.9	13.6
Cycle Q Clear(g_c), s	19.6	60.0	2.5	5.2	31.5	31.5	2.5	14.9	15.3	15.4	12.9	13.6
Prop In Lane	1.00		1.00	1.00		0.62	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	411	1805	794	102	1137	560	242	293	283	520	872	388
V/C Ratio(X)	0.78	1.03	0.15	0.79	0.85	0.85	0.32	0.80	0.81	0.88	0.51	0.54
Avail Cap(c_a), veh/h	411	1805	794	113	1222	602	242	293	283	520	872	388
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	20.1	5.6	55.9	37.6	37.6	53.2	48.3	48.5	50.1	39.4	39.6
Incr Delay (d2), s/veh	0.9	15.4	0.0	20.2	4.1	7.9	0.8	19.7	22.0	16.4	2.2	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	23.6	1.1	3.0	13.8	14.2	1.1	8.3	8.4	7.9	6.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	35.5	5.6	76.1	41.7	45.5	54.0	68.0	70.5	66.5	41.5	44.9
LnGrp LOS	D	F	A	E	D	D	D	E	E	E	D	D
Approach Vol, veh/h		2299			1530			542			1115	
Approach Delay, s/veh		34.6			44.7			67.0			52.4	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.8	23.5	10.7	64.0	12.3	33.0	31.3	43.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.8	19.5	7.5	60.0	7.5	29.0	25.1	42.4
Max Q Clear Time (g_c+I1), s	17.4	17.3	7.2	62.0	4.5	15.6	21.6	33.5
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	3.1	0.4	6.0

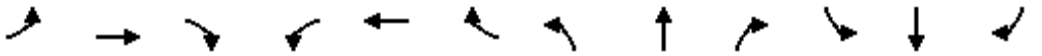
Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	87	2549	1278	177	394	235
Future Volume (veh/h)	87	2549	1278	177	394	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	2549	1278	177	394	235
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	272	2834	1709	1046	1125	758
Arrive On Green	0.15	0.55	0.22	0.22	0.32	0.32
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	87	2549	1278	177	394	235
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	2.6	26.3	13.8	2.9	5.2	0.0
Cycle Q Clear(g_c), s	2.6	26.3	13.8	2.9	5.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	272	2834	1709	1046	1125	758
V/C Ratio(X)	0.32	0.90	0.75	0.17	0.35	0.31
Avail Cap(c_a), veh/h	272	2853	1850	1090	1125	758
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.46	0.46	1.00	1.00
Uniform Delay (d), s/veh	22.8	12.1	21.1	4.9	15.6	9.8
Incr Delay (d2), s/veh	0.2	1.4	0.7	0.0	0.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	8.2	5.8	2.0	2.0	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.0	13.6	21.8	4.9	16.5	10.9
LnGrp LOS	C	B	C	A	B	B
Approach Vol, veh/h		2636	1455		629	
Approach Delay, s/veh		13.9	19.7		14.4	
Approach LOS		B	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			36.8		23.2	13.0	23.8
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			33.0		19.0	7.6	21.4
Max Q Clear Time (g_c+I1), s			28.3		7.2	4.6	15.8
Green Ext Time (p_c), s			4.5		1.9	0.0	4.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	1999	232	314	1356	227	136	341	154	214	300	81
Future Volume (veh/h)	124	1999	232	314	1356	227	136	341	154	214	300	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	124	1999	232	314	1356	227	136	341	154	214	300	81
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	1624	724	256	2267	379	136	422	186	181	564	150
Arrive On Green	0.08	0.45	0.45	0.28	1.00	1.00	0.02	0.06	0.06	0.10	0.20	0.20
Sat Flow, veh/h	1810	3610	1608	1810	4464	747	1810	2410	1065	1810	2819	748
Grp Volume(v), veh/h	124	1999	232	314	1050	533	136	253	242	214	190	191
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1729	1752	1810	1805	1670	1810	1805	1763
Q Serve(g_s), s	8.1	54.0	11.1	17.0	0.0	0.0	9.0	16.7	17.2	12.0	11.3	11.7
Cycle Q Clear(g_c), s	8.1	54.0	11.1	17.0	0.0	0.0	9.0	16.7	17.2	12.0	11.3	11.7
Prop In Lane	1.00		1.00	1.00		0.43	1.00		0.64	1.00		0.42
Lane Grp Cap(c), veh/h	152	1625	724	256	1756	890	136	316	292	181	361	353
V/C Ratio(X)	0.82	1.23	0.32	1.22	0.60	0.60	1.00	0.80	0.83	1.18	0.53	0.54
Avail Cap(c_a), veh/h	244	1625	724	256	1756	890	136	316	292	181	361	353
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.48	0.48	0.48	0.55	0.55	0.55	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	33.0	21.2	43.0	0.0	0.0	58.5	54.5	54.7	54.0	42.9	43.1
Incr Delay (d2), s/veh	1.1	104.3	0.0	117.1	0.3	0.5	57.8	11.3	13.7	124.7	5.4	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	46.3	4.2	14.8	0.1	0.1	6.5	9.1	8.8	11.7	5.6	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	137.3	21.2	160.1	0.3	0.5	116.3	65.8	68.5	178.7	48.3	48.9
LnGrp LOS	E	F	C	F	A	A	F	E	E	F	D	D
Approach Vol, veh/h		2355			1897			631			595	
Approach Delay, s/veh		121.5			26.8			77.7			95.4	
Approach LOS		F			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	25.0	21.0	58.0	13.0	28.0	14.1	64.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	21.0	17.0	54.0	9.0	24.0	16.2	54.8
Max Q Clear Time (g_c+I1), s	14.0	19.2	19.0	56.0	11.0	13.7	10.1	2.0
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	1.6	0.1	17.7

Intersection Summary	
HCM 6th Ctrl Delay	80.8
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	477	2084	426	11	1092	293	161	111	15	202	198	191
Future Volume (veh/h)	477	2084	426	11	1092	293	161	111	15	202	198	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	477	2084	426	11	1092	293	161	111	15	202	198	191
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	497	2303	715	176	1085	291	420	560	74	272	743	773
Arrive On Green	0.55	0.89	0.89	0.10	0.27	0.27	0.12	0.17	0.17	0.25	0.34	0.34
Sat Flow, veh/h	1810	5187	1610	1810	4068	1091	3510	3197	424	1810	3610	1610
Grp Volume(v), veh/h	477	2084	426	11	928	457	161	62	64	202	198	191
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1701	1755	1805	1816	1810	1805	1610
Q Serve(g_s), s	30.2	27.5	7.5	0.7	32.0	32.0	5.1	3.5	3.6	12.3	4.8	4.4
Cycle Q Clear(g_c), s	30.2	27.5	7.5	0.7	32.0	32.0	5.1	3.5	3.6	12.3	4.8	4.4
Prop In Lane	1.00		1.00	1.00		0.64	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	497	2303	715	176	922	454	420	316	318	272	743	773
V/C Ratio(X)	0.96	0.90	0.60	0.06	1.01	1.01	0.38	0.20	0.20	0.74	0.27	0.25
Avail Cap(c_a), veh/h	558	2658	825	176	922	454	420	316	318	272	743	773
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	0.46	0.46	0.46	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	26.4	5.3	4.2	49.2	44.0	44.0	48.7	42.3	42.3	42.8	32.8	6.3
Incr Delay (d2), s/veh	16.3	2.2	0.4	0.1	31.3	44.0	0.6	1.4	1.4	7.3	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	2.8	1.5	0.3	17.6	18.9	2.3	1.7	1.8	5.6	2.1	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	7.4	4.6	49.4	75.3	88.0	49.3	43.7	43.8	50.1	33.4	6.8
LnGrp LOS	D	A	A	D	F	F	D	D	D	D	C	A
Approach Vol, veh/h		2987			1396			287			591	
Approach Delay, s/veh		12.7			79.2			46.9			30.5	
Approach LOS		B			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	25.0	15.7	57.3	18.4	28.7	36.9	36.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	21.0	7.5	61.5	10.3	24.7	37.0	32.0
Max Q Clear Time (g_c+I1), s	14.3	5.6	2.7	29.5	7.1	6.8	32.2	34.0
Green Ext Time (p_c), s	0.0	0.5	0.0	23.8	0.1	1.7	0.8	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	1983	170	80	1371	266	199	536	97	339	505	189
Future Volume (veh/h)	220	1983	170	80	1371	266	199	536	97	339	505	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	1983	170	80	1371	266	199	536	97	339	505	189
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	2250	945	102	1537	298	290	633	276	365	782	568
Arrive On Green	0.14	0.43	0.43	0.06	0.35	0.35	0.05	0.06	0.06	0.20	0.22	0.22
Sat Flow, veh/h	1810	5187	1585	1810	4344	842	1810	3610	1574	1810	3610	1610
Grp Volume(v), veh/h	220	1983	170	80	1091	546	199	536	97	339	505	189
Grp Sat Flow(s),veh/h/ln	1810	1729	1585	1810	1729	1728	1810	1805	1574	1810	1805	1610
Q Serve(g_s), s	14.3	42.1	1.3	5.2	35.7	35.8	13.0	17.7	7.1	22.1	15.3	0.0
Cycle Q Clear(g_c), s	14.3	42.1	1.3	5.2	35.7	35.8	13.0	17.7	7.1	22.1	15.3	0.0
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	2250	945	102	1223	611	290	633	276	365	782	568
V/C Ratio(X)	0.89	0.88	0.18	0.79	0.89	0.89	0.69	0.85	0.35	0.93	0.65	0.33
Avail Cap(c_a), veh/h	247	2278	954	113	1262	631	290	633	276	374	782	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.50	0.50	0.50	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	31.1	4.7	55.9	36.6	36.6	53.9	54.9	50.0	47.1	42.8	28.5
Incr Delay (d2), s/veh	4.2	0.4	0.0	15.3	4.4	8.3	5.9	11.8	3.1	29.1	4.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	17.2	1.0	2.8	15.6	16.3	6.8	9.6	3.2	12.8	7.3	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	31.6	4.7	71.2	41.0	44.9	59.7	66.8	53.1	76.1	46.9	30.0
LnGrp LOS	E	C	A	E	D	D	E	E	D	E	D	C
Approach Vol, veh/h		2373			1717			832			1033	
Approach Delay, s/veh		31.8			43.6			63.5			53.4	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.2	25.0	10.7	56.1	23.2	30.0	20.3	46.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	24.2	19.0	7.5	52.7	17.8	26.0	16.4	43.8
Max Q Clear Time (g_c+I1), s	24.1	19.7	7.2	44.1	15.0	17.3	16.3	37.8
Green Ext Time (p_c), s	0.1	0.0	0.0	7.4	0.1	2.7	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1219	858	7	711	77	539	442	28	160	521	125
Future Volume (veh/h)	160	1219	858	7	711	77	539	442	28	160	521	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	160	1219	858	7	711	77	539	442	28	160	521	125
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	189	1354	1007	22	928	100	879	1288	81	191	662	158
Arrive On Green	0.10	0.38	0.38	0.01	0.28	0.28	0.25	0.37	0.37	0.07	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3279	355	3510	3445	218	1810	2890	690
Grp Volume(v), veh/h	160	1219	858	7	391	397	539	231	239	160	324	322
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1829	1755	1805	1858	1810	1805	1776
Q Serve(g_s), s	10.4	38.2	21.2	0.5	23.8	23.8	16.3	11.0	11.1	10.5	20.8	20.9
Cycle Q Clear(g_c), s	10.4	38.2	21.2	0.5	23.8	23.8	16.3	11.0	11.1	10.5	20.8	20.9
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.12	1.00		0.39
Lane Grp Cap(c), veh/h	189	1354	1007	22	511	518	879	675	695	191	414	407
V/C Ratio(X)	0.85	0.90	0.85	0.32	0.77	0.77	0.61	0.34	0.34	0.84	0.78	0.79
Avail Cap(c_a), veh/h	244	1384	1020	113	561	568	879	675	695	318	414	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	52.8	35.4	18.0	58.8	39.4	39.4	39.8	27.0	27.0	54.7	47.9	48.0
Incr Delay (d2), s/veh	19.2	8.3	7.0	7.1	5.1	5.1	1.3	1.4	1.4	7.9	11.6	12.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	18.1	6.1	0.3	11.2	11.4	7.2	5.0	5.2	5.4	11.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	43.6	25.0	65.9	44.5	44.5	41.1	28.4	28.3	62.6	59.5	60.1
LnGrp LOS	E	D	C	E	D	D	D	C	C	E	E	E
Approach Vol, veh/h		2237			795			1009			806	
Approach Delay, s/veh		38.5			44.6			35.2			60.4	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	48.9	5.5	49.0	34.0	31.5	16.5	38.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.7	29.4	7.5	46.0	23.0	27.5	16.2	37.3
Max Q Clear Time (g_c+I1), s	12.5	13.1	2.5	40.2	18.3	22.9	12.4	25.8
Green Ext Time (p_c), s	0.3	2.5	0.0	4.8	0.9	1.7	0.1	3.9

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	135	218	717	119	357	995
Future Volume (veh/h)	135	218	717	119	357	995
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	218	717	119	357	995
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	579	266	902	403	1527	2653
Arrive On Green	0.17	0.17	0.25	0.25	0.43	0.73
Sat Flow, veh/h	3510	1610	3705	1610	3510	3705
Grp Volume(v), veh/h	135	218	717	119	357	995
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1610	1755	1805
Q Serve(g_s), s	2.7	10.5	14.9	4.8	5.1	8.1
Cycle Q Clear(g_c), s	2.7	10.5	14.9	4.8	5.1	8.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	579	266	903	403	1527	2653
V/C Ratio(X)	0.23	0.82	0.79	0.30	0.23	0.38
Avail Cap(c_a), veh/h	878	403	903	403	1527	2653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	32.3	28.1	24.3	14.2	3.9
Incr Delay (d2), s/veh	0.2	6.1	7.2	1.9	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.4	7.1	2.0	1.9	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.2	38.4	35.2	26.2	14.3	4.3
LnGrp LOS	C	D	D	C	B	A
Approach Vol, veh/h	353		836			1352
Approach Delay, s/veh	34.9		33.9			6.9
Approach LOS	C		C			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	38.8	24.0			62.8	17.2
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	28.8	20.0			52.0	20.0
Max Q Clear Time (g_c+I1), s	17.1	16.9			10.1	12.5
Green Ext Time (p_c), s	1.2	1.6			9.1	0.7

Intersection Summary		
HCM 6th Ctrl Delay	19.7	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	1808	170	146	1279	115	178	350	118	250	387	100
Future Volume (veh/h)	257	1808	170	146	1279	115	178	350	118	250	387	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	1808	170	146	1279	115	178	350	118	250	387	100
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	356	1957	183	169	1466	132	298	445	148	360	573	146
Arrive On Green	0.39	0.81	0.81	0.19	0.61	0.61	0.05	0.06	0.06	0.20	0.20	0.20
Sat Flow, veh/h	1810	4817	451	1810	4835	435	1810	2646	877	1810	2827	721
Grp Volume(v), veh/h	257	1296	682	146	915	479	178	237	231	250	245	242
Grp Sat Flow(s),veh/h/ln	1810	1729	1810	1810	1729	1812	1810	1805	1718	1810	1805	1743
Q Serve(g_s), s	14.5	33.6	34.4	9.4	26.5	26.5	11.5	15.5	16.0	15.4	15.0	15.4
Cycle Q Clear(g_c), s	14.5	33.6	34.4	9.4	26.5	26.5	11.5	15.5	16.0	15.4	15.0	15.4
Prop In Lane	1.00		0.25	1.00		0.24	1.00		0.51	1.00		0.41
Lane Grp Cap(c), veh/h	356	1405	735	169	1048	549	298	304	289	360	366	353
V/C Ratio(X)	0.72	0.92	0.93	0.86	0.87	0.87	0.60	0.78	0.80	0.70	0.67	0.68
Avail Cap(c_a), veh/h	356	1527	799	169	1216	637	298	304	289	360	366	353
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	0.30	0.30	0.30	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	9.8	9.9	48.1	21.7	21.7	52.9	54.5	54.7	44.7	44.2	44.3
Incr Delay (d2), s/veh	2.9	4.1	7.8	13.2	2.1	3.9	3.0	16.6	19.1	5.7	9.4	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	4.7	5.7	4.5	7.4	8.1	5.9	9.0	8.9	7.5	7.7	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	14.0	17.7	61.3	23.8	25.5	55.9	71.1	73.7	50.4	53.6	54.6
LnGrp LOS	D	B	B	E	C	C	E	E	E	D	D	D
Approach Vol, veh/h		2235			1540			646			737	
Approach Delay, s/veh		17.7			27.9			67.9			52.9	
Approach LOS		B			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.8	24.2	15.2	52.8	23.7	28.3	27.6	40.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.6	20.2	11.2	53.0	15.5	24.3	22.0	42.2
Max Q Clear Time (g_c+I1), s	17.4	18.0	11.4	36.4	13.5	17.4	16.5	28.5
Green Ext Time (p_c), s	0.2	0.6	0.0	12.3	0.1	1.7	0.4	7.8

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	1025	250	44	552	61	111	401	43	73	556	45
Future Volume (veh/h)	75	1025	250	44	552	61	111	401	43	73	556	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	1025	250	44	552	61	111	401	43	73	556	45
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	1152	280	81	1283	141	137	883	94	277	1169	94
Arrive On Green	0.05	0.40	0.40	0.04	0.39	0.39	0.08	0.27	0.27	0.31	0.69	0.69
Sat Flow, veh/h	1810	2879	699	1810	3278	361	1810	3289	351	1810	3382	273
Grp Volume(v), veh/h	75	641	634	44	303	310	111	219	225	73	296	305
Grp Sat Flow(s),veh/h/ln	1810	1805	1773	1810	1805	1835	1810	1805	1835	1810	1805	1850
Q Serve(g_s), s	4.9	39.7	40.1	2.9	14.7	14.8	7.2	12.1	12.3	3.7	9.0	9.1
Cycle Q Clear(g_c), s	4.9	39.7	40.1	2.9	14.7	14.8	7.2	12.1	12.3	3.7	9.0	9.1
Prop In Lane	1.00		0.39	1.00		0.20	1.00		0.19	1.00		0.15
Lane Grp Cap(c), veh/h	97	722	709	81	707	718	137	484	492	277	624	640
V/C Ratio(X)	0.77	0.89	0.89	0.54	0.43	0.43	0.81	0.45	0.46	0.26	0.47	0.48
Avail Cap(c_a), veh/h	190	785	771	118	713	725	198	484	492	277	624	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.49	0.49	0.49	0.64	0.64	0.64	1.00	1.00	1.00	0.64	0.64	0.64
Uniform Delay (d), s/veh	56.1	33.5	33.6	56.1	26.7	26.7	54.6	36.6	36.6	36.5	13.5	13.5
Incr Delay (d2), s/veh	6.3	6.1	6.6	3.6	0.3	0.3	14.9	3.0	3.0	0.3	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	18.2	18.2	1.4	6.4	6.5	3.9	5.8	5.9	1.6	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	39.6	40.2	59.7	27.0	27.0	69.5	39.6	39.6	36.8	15.2	15.1
LnGrp LOS	E	D	D	E	C	C	E	D	D	D	B	B
Approach Vol, veh/h		1350			657			555			674	
Approach Delay, s/veh		41.2			29.2			45.6			17.5	
Approach LOS		D			C			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	36.2	9.4	52.0	13.1	45.5	10.4	51.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.8	32.2	7.8	52.2	13.1	30.9	12.6	47.4
Max Q Clear Time (g_c+I1), s	6.7	14.3	4.9	42.1	9.2	11.1	6.9	16.8
Green Ext Time (p_c), s	0.1	2.5	0.0	6.0	0.1	3.6	0.1	4.1

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	355	90	15	276	192	62	212	38	329	226	25
Future Volume (veh/h)	27	355	90	15	276	192	62	212	38	329	226	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	355	90	15	276	192	62	212	38	329	226	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	689	307	87	361	243	118	1179	208	362	1702	186
Arrive On Green	0.04	0.19	0.19	0.02	0.18	0.18	0.07	0.38	0.38	0.20	0.52	0.52
Sat Flow, veh/h	3510	3610	1610	3510	2052	1379	1810	3067	541	1810	3281	359
Grp Volume(v), veh/h	27	355	90	15	242	226	62	123	127	329	123	128
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1626	1810	1805	1803	1810	1805	1835
Q Serve(g_s), s	0.6	7.1	3.8	0.3	10.2	10.7	2.7	3.6	3.7	14.2	2.8	2.9
Cycle Q Clear(g_c), s	0.6	7.1	3.8	0.3	10.2	10.7	2.7	3.6	3.7	14.2	2.8	2.9
Prop In Lane	1.00		1.00	1.00		0.85	1.00		0.30	1.00		0.20
Lane Grp Cap(c), veh/h	139	689	307	87	318	286	118	694	693	362	937	952
V/C Ratio(X)	0.19	0.52	0.29	0.17	0.76	0.79	0.52	0.18	0.18	0.91	0.13	0.13
Avail Cap(c_a), veh/h	329	835	372	329	417	376	213	694	693	362	937	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	29.0	27.7	38.2	31.3	31.5	36.2	16.3	16.3	31.3	9.9	9.9
Incr Delay (d2), s/veh	0.7	0.6	0.5	0.7	4.3	6.2	3.6	0.6	0.6	26.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.0	1.5	0.1	4.7	4.5	1.3	1.5	1.6	8.6	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	29.6	28.3	38.9	35.7	37.7	39.7	16.8	16.9	57.3	10.2	10.2
LnGrp LOS	D	C	C	D	D	D	D	B	B	E	B	B
Approach Vol, veh/h		472			483			312			580	
Approach Delay, s/veh		29.8			36.7			21.4			37.0	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	34.7	6.0	19.3	9.2	45.5	7.2	18.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	22.0	7.5	18.5	9.4	28.6	7.5	18.5
Max Q Clear Time (g_c+I1), s	6.2	5.7	2.3	9.1	4.7	4.9	2.6	12.7
Green Ext Time (p_c), s	0.0	1.2	0.0	1.8	0.0	1.4	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	469	1358	407	402	1029	163	402	876	262	233	1124	223
Future Volume (veh/h)	469	1358	407	402	1029	163	402	876	262	233	1124	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	469	1358	407	402	1029	163	402	876	262	233	1124	223
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	565	1143	502	380	1188	188	302	1075	464	260	993	437
Arrive On Green	0.16	0.32	0.32	0.11	0.26	0.26	0.06	0.10	0.10	0.14	0.28	0.28
Sat Flow, veh/h	3510	3610	1584	3510	4498	711	1810	3610	1559	1810	3610	1589
Grp Volume(v), veh/h	469	1358	407	402	791	401	402	876	262	233	1124	223
Grp Sat Flow(s),veh/h/ln	1755	1805	1584	1755	1729	1752	1810	1805	1559	1810	1805	1589
Q Serve(g_s), s	15.5	38.0	18.7	13.0	26.2	26.3	20.0	28.5	19.2	15.2	33.0	14.2
Cycle Q Clear(g_c), s	15.5	38.0	18.7	13.0	26.2	26.3	20.0	28.5	19.2	15.2	33.0	14.2
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	565	1143	502	380	913	462	302	1075	464	260	993	437
V/C Ratio(X)	0.83	1.19	0.81	1.06	0.87	0.87	1.33	0.81	0.56	0.90	1.13	0.51
Avail Cap(c_a), veh/h	565	1143	502	380	971	492	302	1075	464	277	993	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.37	0.37	0.55	0.55	0.55	0.69	0.69	0.69	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	41.0	16.4	53.5	42.1	42.2	56.7	50.9	46.7	50.5	43.5	36.7
Incr Delay (d2), s/veh	4.0	88.1	3.8	50.3	4.6	8.7	164.8	4.8	3.4	27.8	72.3	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	30.6	7.2	8.4	11.7	12.4	23.6	14.6	8.5	8.9	24.5	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	129.1	20.2	103.8	46.7	50.9	221.5	55.7	50.1	78.3	115.8	40.9
LnGrp LOS	D	F	C	F	D	D	F	E	D	E	F	D
Approach Vol, veh/h		2234			1594			1540			1580	
Approach Delay, s/veh		93.2			62.2			98.0			99.7	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.3	39.7	17.0	42.0	24.0	37.0	23.3	35.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.4	34.6	13.0	38.0	20.0	33.0	17.3	33.7
Max Q Clear Time (g_c+I1), s	17.2	30.5	15.0	40.0	22.0	35.0	17.5	28.3
Green Ext Time (p_c), s	0.1	2.5	0.0	0.0	0.0	0.0	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	88.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	788	272	113	546	72	225	1248	118	161	1598	63
Future Volume (veh/h)	100	788	272	113	546	72	225	1248	118	161	1598	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	788	272	113	546	72	225	1248	118	161	1598	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	741	256	136	929	122	241	1946	184	188	1918	76
Arrive On Green	0.07	0.28	0.28	0.15	0.58	0.58	0.13	0.40	0.40	0.14	0.50	0.50
Sat Flow, veh/h	1810	2617	903	1810	3207	422	1810	4809	455	1810	5116	202
Grp Volume(v), veh/h	100	543	517	113	307	311	225	897	469	161	1080	581
Grp Sat Flow(s),veh/h/ln	1810	1805	1715	1810	1805	1824	1810	1729	1806	1810	1729	1860
Q Serve(g_s), s	6.5	34.0	34.0	7.3	13.0	13.1	14.8	25.0	25.0	10.4	32.1	32.2
Cycle Q Clear(g_c), s	6.5	34.0	34.0	7.3	13.0	13.1	14.8	25.0	25.0	10.4	32.1	32.2
Prop In Lane	1.00		0.53	1.00		0.23	1.00		0.25	1.00		0.11
Lane Grp Cap(c), veh/h	125	511	486	136	523	528	241	1399	731	188	1297	697
V/C Ratio(X)	0.80	1.06	1.06	0.83	0.59	0.59	0.93	0.64	0.64	0.86	0.83	0.83
Avail Cap(c_a), veh/h	151	511	486	136	523	528	241	1399	731	210	1297	697
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.43	0.43	0.43	0.81	0.81	0.81	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.1	43.0	43.0	50.3	20.7	20.7	51.5	28.7	28.7	50.9	26.9	26.9
Incr Delay (d2), s/veh	10.7	44.4	45.3	28.6	1.4	1.4	39.9	2.3	4.3	3.2	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	21.3	20.3	4.2	4.4	4.5	9.3	10.7	11.6	4.7	12.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	87.4	88.3	78.8	22.1	22.1	91.3	31.0	33.0	54.0	27.5	28.0
LnGrp LOS	E	F	F	E	C	C	F	C	C	D	C	C
Approach Vol, veh/h		1160			731			1591			1822	
Approach Delay, s/veh		85.9			30.9			40.1			30.0	
Approach LOS		F			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	52.6	13.0	38.0	20.0	49.0	12.3	38.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.4	47.1	9.0	34.0	16.0	45.0	10.0	33.0
Max Q Clear Time (g_c+I1), s	12.4	27.0	9.3	36.0	16.8	34.2	8.5	15.1
Green Ext Time (p_c), s	0.1	9.7	0.0	0.0	0.0	7.7	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	383	180	382	323	185	239	1306	404	321	1386	48
Future Volume (veh/h)	70	383	180	382	323	185	239	1306	404	321	1386	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	383	180	382	323	185	239	1306	404	321	1386	48
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	377	174	406	733	410	242	1556	475	333	1800	62
Arrive On Green	0.05	0.16	0.16	0.22	0.33	0.33	0.27	0.60	0.60	0.18	0.35	0.35
Sat Flow, veh/h	1810	2378	1100	1810	2221	1242	1810	5187	1582	1810	5143	178
Grp Volume(v), veh/h	70	289	274	382	261	247	239	1306	404	321	932	502
Grp Sat Flow(s),veh/h/ln	1810	1805	1673	1810	1805	1658	1810	1729	1582	1810	1729	1863
Q Serve(g_s), s	4.6	19.0	19.0	24.9	13.6	14.1	15.8	24.3	25.1	21.1	28.8	28.8
Cycle Q Clear(g_c), s	4.6	19.0	19.0	24.9	13.6	14.1	15.8	24.3	25.1	21.1	28.8	28.8
Prop In Lane	1.00		0.66	1.00		0.75	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	95	286	265	406	596	547	242	1556	475	333	1210	652
V/C Ratio(X)	0.73	1.01	1.03	0.94	0.44	0.45	0.99	0.84	0.85	0.96	0.77	0.77
Avail Cap(c_a), veh/h	185	286	265	407	596	547	242	1556	475	333	1210	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.79	0.79	0.79	0.37	0.37	0.37	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	50.5	50.5	45.8	31.5	31.6	43.8	21.7	21.8	48.6	34.7	34.7
Incr Delay (d2), s/veh	7.7	48.5	56.2	25.7	0.4	0.5	31.5	2.2	7.3	39.7	4.8	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	12.4	12.1	14.0	6.0	5.7	8.2	6.9	7.2	13.2	12.8	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	99.0	106.7	71.4	31.9	32.1	75.3	23.8	29.1	88.2	39.5	43.2
LnGrp LOS	E	F	F	E	C	C	E	C	C	F	D	D
Approach Vol, veh/h		633			890			1949			1755	
Approach Delay, s/veh		98.4			48.9			31.2			49.5	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.1	40.0	30.9	23.0	20.1	46.0	10.3	43.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	36.0	27.0	19.0	16.0	42.0	12.3	33.7
Max Q Clear Time (g_c+I1), s	20.1	27.1	26.9	21.0	17.8	30.8	6.6	16.1
Green Ext Time (p_c), s	0.0	6.3	0.0	0.0	0.0	7.0	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	140	118	284	77	124	92	1811	282	123	1840	52
Future Volume (veh/h)	28	140	118	284	77	124	92	1811	282	123	1840	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	140	118	284	77	124	92	1811	282	123	1840	52
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	35	174	175	288	78	320	113	2012	310	200	2558	72
Arrive On Green	0.11	0.11	0.11	0.20	0.20	0.20	0.06	0.45	0.45	0.22	0.99	0.99
Sat Flow, veh/h	314	1570	1579	1438	390	1598	1810	4514	695	1810	5181	146
Grp Volume(v), veh/h	168	0	118	361	0	124	92	1383	710	123	1227	665
Grp Sat Flow(s),veh/h/ln	1884	0	1579	1828	0	1598	1810	1729	1751	1810	1729	1870
Q Serve(g_s), s	10.4	0.0	8.6	23.6	0.0	8.1	6.0	44.3	45.4	7.4	1.9	1.9
Cycle Q Clear(g_c), s	10.4	0.0	8.6	23.6	0.0	8.1	6.0	44.3	45.4	7.4	1.9	1.9
Prop In Lane	0.17		1.00	0.79		1.00	1.00		0.40	1.00		0.08
Lane Grp Cap(c), veh/h	208	0	175	366	0	320	113	1542	781	200	1707	923
V/C Ratio(X)	0.81	0.00	0.68	0.99	0.00	0.39	0.81	0.90	0.91	0.62	0.72	0.72
Avail Cap(c_a), veh/h	290	0	243	366	0	320	113	1542	781	200	1707	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.85	0.85	0.85	0.46	0.46	0.46
Uniform Delay (d), s/veh	52.1	0.0	51.3	47.8	0.0	41.6	55.6	30.7	31.0	44.5	0.4	0.4
Incr Delay (d2), s/veh	10.8	0.0	4.5	43.5	0.0	0.8	30.6	7.4	14.6	2.6	1.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	3.6	15.1	0.0	3.3	3.7	19.5	21.8	3.2	0.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	0.0	55.8	91.4	0.0	42.4	86.2	38.1	45.6	47.1	1.6	2.7
LnGrp LOS	E	A	E	F	A	D	F	D	D	D	A	A
Approach Vol, veh/h		286			485			2185			2015	
Approach Delay, s/veh		60.0			78.9			42.6			4.7	
Approach LOS		E			E			D			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.2	57.5		17.3	11.5	63.2		28.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	53.5		18.5	7.5	54.0		24.0
Max Q Clear Time (g_c+I1), s	10.4	47.4		12.4	8.0	3.9		25.6
Green Ext Time (p_c), s	0.0	5.3		0.7	0.0	23.1		0.0

Intersection Summary		
HCM 6th Ctrl Delay		31.8
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	0	179	0	0	0	173	1882	0	0	2156	155
Future Volume (veh/h)	229	0	179	0	0	0	173	1882	0	0	2156	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	229	0	179	0	0	0	173	1882	0	0	2156	155
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	238	651	2	2	1	505	4193	0	2	2450	175
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.56	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4942	352
Grp Volume(v), veh/h	229	0	179	0	0	0	173	1882	0	0	1503	808
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1837
Q Serve(g_s), s	15.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	46.5	47.5
Cycle Q Clear(g_c), s	15.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	46.5	47.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.19
Lane Grp Cap(c), veh/h	226	238	651	2	2	1	505	4193	0	2	1715	911
V/C Ratio(X)	1.01	0.00	0.28	0.00	0.00	0.00	0.34	0.45	0.00	0.00	0.88	0.89
Avail Cap(c_a), veh/h	226	412	798	113	293	248	505	4193	0	113	1715	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.76	0.76	0.00	0.00	0.54	0.54
Uniform Delay (d), s/veh	52.5	0.0	18.9	0.0	0.0	0.0	20.5	0.0	0.0	0.0	27.0	27.2
Incr Delay (d2), s/veh	63.1	0.0	0.2	0.0	0.0	0.0	0.3	0.3	0.0	0.0	3.8	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	0.0	3.0	0.0	0.0	0.0	2.4	0.1	0.0	0.0	19.4	21.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.6	0.0	19.1	0.0	0.0	0.0	20.8	0.3	0.0	0.0	30.8	34.5
LnGrp LOS	F	A	B	A	A	A	C	A	A	A	C	C
Approach Vol, veh/h		408			0			2055			2311	
Approach Delay, s/veh		73.3			0.0			2.0			32.1	
Approach LOS		E						A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	101.0	0.0	19.0	37.5	63.5	19.0	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	63.0	7.5	26.0	11.0	59.5	15.0	18.5
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0	2.0	8.3	49.5	17.0	0.0
Green Ext Time (p_c), s	0.0	26.5	0.0	0.6	0.1	8.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	62	156	119	20	100	29	1854	110	94	2148	83
Future Volume (veh/h)	89	62	156	119	20	100	29	1854	110	94	2148	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	62	156	119	20	100	29	1854	110	94	2148	83
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	209	186	146	151	128	65	2588	153	278	3290	1209
Arrive On Green	0.12	0.12	0.12	0.08	0.08	0.08	0.04	0.52	0.52	0.31	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5008	296	1810	5187	1610
Grp Volume(v), veh/h	89	62	156	119	20	100	29	1279	685	94	2148	83
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1847	1810	1729	1610
Q Serve(g_s), s	5.5	3.8	11.4	7.8	1.2	7.3	1.9	34.0	34.2	4.8	0.0	0.0
Cycle Q Clear(g_c), s	5.5	3.8	11.4	7.8	1.2	7.3	1.9	34.0	34.2	4.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	211	209	186	146	151	128	65	1787	954	278	3290	1209
V/C Ratio(X)	0.42	0.30	0.84	0.82	0.13	0.78	0.44	0.72	0.72	0.34	0.65	0.07
Avail Cap(c_a), veh/h	211	278	248	196	323	274	113	1787	954	278	3290	1209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.48	0.48	0.48	0.73	0.73	0.73
Uniform Delay (d), s/veh	49.2	48.6	51.9	54.3	51.4	54.2	56.6	22.2	22.3	36.8	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.8	16.8	17.5	0.4	9.8	2.3	1.2	2.3	0.5	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.8	5.5	4.2	0.6	3.3	0.9	13.7	15.0	2.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	49.4	68.7	71.8	51.8	63.9	58.9	23.4	24.6	37.4	0.7	0.1
LnGrp LOS	D	D	E	E	D	E	E	C	C	D	A	A
Approach Vol, veh/h		307			239			1993			2325	
Approach Delay, s/veh		59.6			66.8			24.3			2.2	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	66.0	13.7	17.9	8.3	80.1	18.0	13.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.5	62.0	13.0	18.5	7.5	65.0	11.1	20.4
Max Q Clear Time (g_c+I1), s	16.8	36.2	9.8	13.4	3.9	2.0	7.5	9.3
Green Ext Time (p_c), s	0.1	16.9	0.1	0.5	0.0	34.9	0.1	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	552	620	288	14	409	284	115	1102	15	432	1646	522
Future Volume (veh/h)	552	620	288	14	409	284	115	1102	15	432	1646	522
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	552	620	288	14	409	284	115	1102	15	432	1646	522
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	573	1621	723	76	800	248	219	1329	412	490	1729	537
Arrive On Green	0.32	0.45	0.45	0.02	0.15	0.15	0.06	0.26	0.26	0.14	0.33	0.33
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	552	620	288	14	409	284	115	1102	15	432	1646	522
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	36.0	13.7	11.0	0.5	8.7	18.5	3.8	24.1	0.8	14.5	37.2	16.3
Cycle Q Clear(g_c), s	36.0	13.7	11.0	0.5	8.7	18.5	3.8	24.1	0.8	14.5	37.2	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	573	1621	723	76	800	248	219	1329	412	490	1729	537
V/C Ratio(X)	0.96	0.38	0.40	0.18	0.51	1.14	0.52	0.83	0.04	0.88	0.95	0.97
Avail Cap(c_a), veh/h	573	1621	723	219	800	248	219	1329	412	527	1729	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	40.3	22.0	13.0	57.6	46.6	50.7	54.5	42.2	33.5	50.6	39.1	7.1
Incr Delay (d2), s/veh	28.5	0.1	0.4	1.1	0.6	101.6	2.3	6.1	0.2	11.8	10.3	27.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.3	5.8	4.0	0.2	3.8	14.4	1.8	11.0	0.4	7.2	17.2	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.8	22.1	13.4	58.8	47.2	152.3	56.8	48.3	33.7	62.4	49.4	34.5
LnGrp LOS	E	C	B	E	D	F	E	D	C	E	D	C
Approach Vol, veh/h		1460			707			1232			2600	
Approach Delay, s/veh		38.1			89.6			48.9			48.6	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	34.7	6.6	57.9	11.5	44.0	42.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	29.5	7.5	49.0	7.5	40.0	38.0	18.5
Max Q Clear Time (g_c+I1), s	16.5	26.1	2.5	15.7	5.8	39.2	38.0	20.5
Green Ext Time (p_c), s	0.3	2.2	0.0	6.0	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	1485	223	50	1135	188	145	266	40	128	299	129
Future Volume (veh/h)	172	1485	223	50	1135	188	145	266	40	128	299	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	1485	223	50	1135	188	145	266	40	128	299	129
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	1596	962	86	1368	909	566	294	44	352	534	225
Arrive On Green	0.07	0.30	0.30	0.05	0.38	0.38	0.05	0.06	0.06	0.19	0.22	0.22
Sat Flow, veh/h	1810	3610	1589	1810	3610	1572	3510	1613	243	1810	2474	1043
Grp Volume(v), veh/h	172	1485	223	50	1135	188	145	0	306	128	216	212
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1805	1572	1755	0	1856	1810	1805	1712
Q Serve(g_s), s	11.3	48.0	1.9	3.2	34.2	0.0	4.8	0.0	19.7	7.4	12.8	13.3
Cycle Q Clear(g_c), s	11.3	48.0	1.9	3.2	34.2	0.0	4.8	0.0	19.7	7.4	12.8	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.61
Lane Grp Cap(c), veh/h	200	1596	962	86	1368	909	566	0	339	352	390	370
V/C Ratio(X)	0.86	0.93	0.23	0.58	0.83	0.21	0.26	0.00	0.90	0.36	0.56	0.57
Avail Cap(c_a), veh/h	208	1596	962	317	1706	1056	566	0	339	352	390	370
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.98	0.00	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	40.4	6.3	56.0	33.7	12.3	49.9	0.0	55.3	41.9	41.9	42.1
Incr Delay (d2), s/veh	3.4	1.2	0.0	6.2	2.9	0.1	0.2	0.0	29.2	0.6	5.6	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	22.3	1.8	1.6	15.3	2.4	2.2	0.0	12.6	3.4	6.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	41.6	6.3	62.2	36.7	12.5	50.1	0.0	84.5	42.5	47.5	48.4
LnGrp LOS	E	D	A	E	D	B	D	A	F	D	D	D
Approach Vol, veh/h		1880			1373			451			556	
Approach Delay, s/veh		38.9			34.3			73.4			46.7	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	25.9	9.7	57.1	23.4	29.9	17.3	49.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	21.9	21.0	49.5	7.6	25.9	13.8	56.7
Max Q Clear Time (g_c+I1), s	19.4	21.7	5.2	50.0	6.8	15.3	13.3	36.2
Green Ext Time (p_c), s	0.1	0.0	0.1	0.0	0.0	1.9	0.0	9.3

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	780	174	48	548	42	106	320	32	75	451	67
Future Volume (veh/h)	41	780	174	48	548	42	106	320	32	75	451	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	780	174	48	548	42	106	320	32	75	451	67
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	269	887	198	84	681	52	267	1536	152	97	703	595
Arrive On Green	0.15	0.30	0.30	0.05	0.20	0.20	0.15	0.46	0.46	0.11	0.74	0.74
Sat Flow, veh/h	1810	2931	654	1810	3394	260	1810	3312	329	1810	1900	1609
Grp Volume(v), veh/h	41	480	474	48	291	299	106	173	179	75	451	67
Grp Sat Flow(s),veh/h/ln	1810	1805	1780	1810	1805	1848	1810	1805	1836	1810	1900	1609
Q Serve(g_s), s	2.4	30.3	30.3	3.1	18.4	18.5	6.4	6.8	6.9	4.8	14.1	1.4
Cycle Q Clear(g_c), s	2.4	30.3	30.3	3.1	18.4	18.5	6.4	6.8	6.9	4.8	14.1	1.4
Prop In Lane	1.00		0.37	1.00		0.14	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	269	546	539	84	362	371	267	837	852	97	703	595
V/C Ratio(X)	0.15	0.88	0.88	0.57	0.80	0.81	0.40	0.21	0.21	0.77	0.64	0.11
Avail Cap(c_a), veh/h	269	617	608	115	618	633	267	837	852	217	703	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	44.5	39.7	39.7	56.0	45.7	45.7	46.3	19.1	19.1	52.9	11.7	10.0
Incr Delay (d2), s/veh	0.0	1.4	1.4	5.9	4.2	4.2	1.0	0.6	0.6	11.5	4.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	13.5	13.3	1.6	8.7	8.9	2.9	3.0	3.1	2.4	4.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	41.1	41.1	62.0	49.9	49.9	47.3	19.6	19.7	64.4	15.8	10.4
LnGrp LOS	D	D	D	E	D	D	D	B	B	E	B	B
Approach Vol, veh/h		995			638			458			593	
Approach Delay, s/veh		41.3			50.8			26.1			21.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	59.7	9.6	40.3	21.7	48.4	21.8	28.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.4	41.0	7.6	41.0	11.0	44.4	7.5	41.1
Max Q Clear Time (g_c+I1), s	6.8	8.9	5.1	32.3	8.4	16.1	4.4	20.5
Green Ext Time (p_c), s	0.1	2.2	0.0	4.0	0.1	3.3	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	1049	126	580	931	179	89	246	615	99	277	95
Future Volume (veh/h)	173	1049	126	580	931	179	89	246	615	99	277	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	1049	126	580	931	179	89	246	615	99	277	95
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	202	891	107	543	1672	852	112	406	357	121	607	203
Arrive On Green	0.11	0.28	0.28	0.30	0.46	0.46	0.06	0.22	0.22	0.07	0.23	0.23
Sat Flow, veh/h	1810	3239	389	1810	3610	1607	1810	1805	1585	1810	2643	885
Grp Volume(v), veh/h	173	584	591	580	931	179	89	246	615	99	187	185
Grp Sat Flow(s),veh/h/ln	1810	1805	1823	1810	1805	1607	1810	1805	1585	1810	1805	1723
Q Serve(g_s), s	11.3	33.0	33.0	36.0	22.4	7.1	5.8	14.7	27.0	6.5	10.7	11.1
Cycle Q Clear(g_c), s	11.3	33.0	33.0	36.0	22.4	7.1	5.8	14.7	27.0	6.5	10.7	11.1
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	202	496	501	543	1672	852	112	406	357	121	414	395
V/C Ratio(X)	0.86	1.18	1.18	1.07	0.56	0.21	0.79	0.61	1.72	0.82	0.45	0.47
Avail Cap(c_a), veh/h	271	496	501	543	1672	852	157	406	357	121	414	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	43.5	43.5	42.0	23.3	14.9	55.5	41.7	46.5	55.3	39.7	39.9
Incr Delay (d2), s/veh	17.9	98.9	99.5	58.2	0.4	0.1	16.6	6.6	337.6	34.4	3.5	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	28.2	28.6	24.6	9.5	2.6	3.2	7.3	44.0	4.1	5.2	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	142.4	143.0	100.2	23.7	15.0	72.1	48.3	384.1	89.7	43.3	43.8
LnGrp LOS	E	F	F	F	C	B	E	D	F	F	D	D
Approach Vol, veh/h		1348			1690			950			471	
Approach Delay, s/veh		133.4			49.0			267.9			53.2	
Approach LOS		F			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	31.0	40.0	37.0	11.5	31.5	17.4	59.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	27.0	36.0	33.0	10.4	24.6	18.0	51.0
Max Q Clear Time (g_c+I1), s	9.5	29.0	38.0	35.0	7.8	13.1	13.3	24.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.7	0.2	8.2

Intersection Summary	
HCM 6th Ctrl Delay	121.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	1228	252	135	893	65	188	489	192	53	551	72
Future Volume (veh/h)	119	1228	252	135	893	65	188	489	192	53	551	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	1228	252	135	893	65	188	489	192	53	551	72
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	855	724	136	871	836	151	530	560	113	425	56
Arrive On Green	0.07	0.45	0.45	0.08	0.46	0.46	0.17	0.56	0.56	0.06	0.26	0.26
Sat Flow, veh/h	1810	1900	1608	1810	1900	1605	1810	1900	1574	1810	1646	215
Grp Volume(v), veh/h	119	1228	252	135	893	65	188	489	192	53	0	623
Grp Sat Flow(s),veh/h/ln	1810	1900	1608	1810	1900	1605	1810	1900	1574	1810	0	1861
Q Serve(g_s), s	7.9	54.0	12.3	8.9	55.0	0.0	10.0	28.1	0.0	3.4	0.0	31.0
Cycle Q Clear(g_c), s	7.9	54.0	12.3	8.9	55.0	0.0	10.0	28.1	0.0	3.4	0.0	31.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	121	855	724	136	871	836	151	530	560	113	0	481
V/C Ratio(X)	0.99	1.44	0.35	0.99	1.03	0.08	1.25	0.92	0.34	0.47	0.00	1.30
Avail Cap(c_a), veh/h	121	855	724	136	871	836	151	530	560	113	0	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.9	33.0	21.5	55.5	32.5	14.4	50.0	25.3	16.5	54.3	0.0	44.5
Incr Delay (d2), s/veh	77.5	203.0	0.3	75.6	37.1	0.0	151.0	22.1	1.5	3.0	0.0	148.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	72.2	4.7	6.9	33.3	0.9	10.4	12.3	2.6	1.6	0.0	33.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	133.5	236.0	21.8	131.0	69.6	14.4	201.0	47.4	18.0	57.3	0.0	192.5
LnGrp LOS	F	F	C	F	F	B	F	D	B	E	A	F
Approach Vol, veh/h		1599			1093			869			676	
Approach Delay, s/veh		194.6			73.9			74.2			181.9	
Approach LOS		F			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	37.5	13.0	58.0	14.0	35.0	12.0	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	33.5	9.0	54.0	10.0	31.0	8.0	55.0
Max Q Clear Time (g_c+I1), s	5.4	30.1	10.9	56.0	12.0	33.0	9.9	57.0
Green Ext Time (p_c), s	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	136.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	523	245	357	464	137	120	591	297	72	762	24
Future Volume (veh/h)	54	523	245	357	464	137	120	591	297	72	762	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	523	245	357	464	137	120	591	0	72	762	24
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	521	584	273	389	619	276	262	933		270	938	30
Arrive On Green	0.29	0.24	0.24	0.21	0.17	0.17	0.14	0.26	0.00	0.30	0.52	0.52
Sat Flow, veh/h	1810	2388	1115	1810	3610	1607	1810	3610	1610	1810	3572	112
Grp Volume(v), veh/h	54	395	373	357	464	137	120	591	0	72	385	401
Grp Sat Flow(s),veh/h/ln	1810	1805	1698	1810	1805	1607	1810	1805	1610	1810	1805	1879
Q Serve(g_s), s	2.6	25.4	25.5	23.2	14.7	9.3	7.3	17.4	0.0	3.6	21.2	21.2
Cycle Q Clear(g_c), s	2.6	25.4	25.5	23.2	14.7	9.3	7.3	17.4	0.0	3.6	21.2	21.2
Prop In Lane	1.00		0.66	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	521	442	415	389	619	276	262	933		270	474	493
V/C Ratio(X)	0.10	0.89	0.90	0.92	0.75	0.50	0.46	0.63		0.27	0.81	0.81
Avail Cap(c_a), veh/h	521	475	447	473	1621	722	262	933		270	474	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	31.4	43.8	43.9	46.1	47.3	45.0	47.0	39.5	0.0	37.1	26.1	26.1
Incr Delay (d2), s/veh	0.1	18.3	19.8	20.6	1.8	1.4	1.1	3.0	0.0	0.0	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	13.5	13.0	12.6	6.7	3.8	3.4	8.1	0.0	1.6	6.9	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	62.1	63.7	66.6	49.1	46.4	48.1	42.5	0.0	37.2	27.5	27.5
LnGrp LOS	C	E	E	E	D	D	D	D		D	C	C
Approach Vol, veh/h		822			958			711	A		858	
Approach Delay, s/veh		60.8			55.3			43.4			28.3	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.9	35.0	29.8	33.4	21.4	35.5	38.5	24.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	31.0	31.4	31.6	9.5	31.5	9.1	53.9
Max Q Clear Time (g_c+I1), s	15.6	19.4	25.2	27.5	9.3	23.2	4.6	16.7
Green Ext Time (p_c), s	0.0	3.1	0.6	1.8	0.0	3.1	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D

Notes

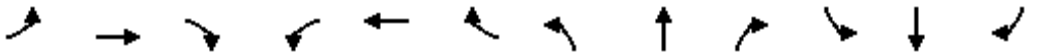
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	86	229	38	113	95	160	863	39	79	1056	140
Future Volume (veh/h)	149	86	229	38	113	95	160	863	39	79	1056	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	86	229	38	113	95	160	863	39	79	1056	140
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	334	298	126	359	277	359	2585	117	479	2355	312
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1192	1805	1610	1081	1939	1497	475	3517	159	628	3204	424
Grp Volume(v), veh/h	149	86	229	38	105	103	160	443	459	79	594	602
Grp Sat Flow(s),veh/h/ln	1192	1805	1610	1081	1805	1631	475	1805	1871	628	1805	1824
Q Serve(g_s), s	12.4	4.1	13.5	3.5	5.0	5.5	20.1	8.6	8.6	5.1	13.0	13.0
Cycle Q Clear(g_c), s	17.9	4.1	13.5	17.0	5.0	5.5	33.1	8.6	8.6	13.7	13.0	13.0
Prop In Lane	1.00		1.00	1.00		0.92	1.00		0.08	1.00		0.23
Lane Grp Cap(c), veh/h	227	334	298	126	334	302	359	1327	1375	479	1327	1340
V/C Ratio(X)	0.66	0.26	0.77	0.30	0.31	0.34	0.45	0.33	0.33	0.16	0.45	0.45
Avail Cap(c_a), veh/h	227	334	298	126	334	302	359	1327	1375	479	1327	1340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	34.9	38.7	46.8	35.3	35.5	11.8	4.7	4.7	7.1	5.2	5.2
Incr Delay (d2), s/veh	6.7	0.4	11.5	1.3	0.5	0.7	4.0	0.7	0.7	0.7	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	1.8	6.2	1.0	2.2	2.2	2.4	2.9	3.0	0.7	4.4	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	35.3	50.2	48.1	35.8	36.1	15.7	5.3	5.3	7.8	6.3	6.3
LnGrp LOS	D	D	D	D	D	D	B	A	A	A	A	A
Approach Vol, veh/h		464			246			1062			1275	
Approach Delay, s/veh		47.4			37.8			6.9			6.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	77.5	22.5	77.5	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	73.5	18.5	73.5	18.5
Max Q Clear Time (g_c+I1), s	35.1	19.9	15.7	19.0
Green Ext Time (p_c), s	10.3	0.0	12.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	316	1029	409	668	1204	115	313	622	646	353	738	165
Future Volume (veh/h)	316	1029	409	668	1204	115	313	622	646	353	738	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	316	1029	409	668	1204	115	313	622	646	353	738	165
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	377	1112	442	705	1919	183	323	810	680	476	781	175
Arrive On Green	0.11	0.31	0.31	0.20	0.40	0.40	0.09	0.22	0.22	0.14	0.27	0.27
Sat Flow, veh/h	3510	3639	1446	3510	4810	459	3510	3610	1589	3510	2916	652
Grp Volume(v), veh/h	316	978	460	668	866	453	313	622	646	353	457	446
Grp Sat Flow(s),veh/h/ln	1755	1729	1628	1755	1729	1811	1755	1805	1589	1755	1805	1762
Q Serve(g_s), s	10.6	32.7	32.7	22.4	24.0	24.0	10.6	19.3	22.5	11.5	29.7	29.7
Cycle Q Clear(g_c), s	10.6	32.7	32.7	22.4	24.0	24.0	10.6	19.3	22.5	11.5	29.7	29.7
Prop In Lane	1.00		0.89	1.00		0.25	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	377	1056	497	705	1380	722	323	810	680	476	483	472
V/C Ratio(X)	0.84	0.93	0.93	0.95	0.63	0.63	0.97	0.77	0.95	0.74	0.95	0.95
Avail Cap(c_a), veh/h	438	1071	504	705	1380	722	323	810	680	476	483	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	40.2	40.2	47.1	28.8	28.8	54.1	43.4	33.1	49.6	42.9	42.9
Incr Delay (d2), s/veh	12.0	13.1	23.0	21.9	0.9	1.7	41.5	6.9	24.3	6.1	29.3	29.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	15.7	16.1	11.9	10.0	10.7	6.5	9.4	11.4	5.5	17.0	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	53.3	63.2	69.1	29.7	30.5	95.6	50.4	57.4	55.8	72.2	72.7
LnGrp LOS	E	D	E	E	C	C	F	D	E	E	E	E
Approach Vol, veh/h		1754			1987			1581			1256	
Approach Delay, s/veh		57.9			43.1			62.2			67.8	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.2	30.8	28.0	40.5	15.0	36.0	16.8	51.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.2	26.8	24.0	37.0	11.0	32.0	14.9	46.1
Max Q Clear Time (g_c+I1), s	13.5	24.5	24.4	34.7	12.6	31.7	12.6	26.0
Green Ext Time (p_c), s	0.4	1.5	0.0	1.8	0.0	0.2	0.3	9.4

Intersection Summary	
HCM 6th Ctrl Delay	56.4
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	48	210	59	39	72	109	1113	84	115	1407	123
Future Volume (veh/h)	259	48	210	59	39	72	109	1113	84	115	1407	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	259	48	210	59	39	72	109	1113	84	115	1407	123
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	241	286	241	96	134	112	134	1762	855	294	1938	169
Arrive On Green	0.13	0.15	0.15	0.05	0.07	0.07	0.15	0.98	0.98	0.16	0.58	0.58
Sat Flow, veh/h	1810	1900	1597	1810	1900	1586	1810	3610	1576	1810	3359	292
Grp Volume(v), veh/h	259	48	210	59	39	72	109	1113	84	115	753	777
Grp Sat Flow(s),veh/h/ln	1810	1900	1597	1810	1900	1586	1810	1805	1576	1810	1805	1846
Q Serve(g_s), s	14.7	2.4	14.1	3.5	2.1	4.9	6.4	2.1	0.1	6.3	33.3	33.8
Cycle Q Clear(g_c), s	14.7	2.4	14.1	3.5	2.1	4.9	6.4	2.1	0.1	6.3	33.3	33.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	241	286	241	96	134	112	134	1762	855	294	1041	1065
V/C Ratio(X)	1.07	0.17	0.87	0.61	0.29	0.64	0.82	0.63	0.10	0.39	0.72	0.73
Avail Cap(c_a), veh/h	241	349	293	150	320	267	138	1762	855	294	1041	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.19	0.19	0.19
Uniform Delay (d), s/veh	47.7	40.7	45.7	51.0	48.5	49.8	46.2	0.7	0.2	41.2	16.9	17.0
Incr Delay (d2), s/veh	79.1	0.3	20.8	6.2	1.2	6.0	27.8	1.6	0.2	0.2	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	1.2	7.0	1.8	1.1	2.1	3.7	0.7	0.1	2.8	13.2	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	126.8	41.0	66.4	57.2	49.7	55.8	74.0	2.3	0.4	41.4	17.7	17.9
LnGrp LOS	F	D	E	E	D	E	E	A	A	D	B	B
Approach Vol, veh/h		517			170			1306			1645	
Approach Delay, s/veh		94.3			54.9			8.2			19.5	
Approach LOS		F			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.9	57.7	9.8	20.6	12.1	67.5	18.7	11.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.9	53.7	9.1	20.2	8.4	56.3	10.8	18.5
Max Q Clear Time (g_c+I1), s	8.3	4.1	5.5	16.1	8.4	35.8	16.7	6.9
Green Ext Time (p_c), s	0.1	11.5	0.0	0.4	0.0	11.6	0.0	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	2	10	0	29	1	1167	13	30	1495	21
Future Volume (veh/h)	11	0	2	10	0	29	1	1167	13	30	1495	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	0	2	10	0	29	1	1167	13	30	1495	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	117	0	87	141	0	87	609	1695	19	675	1822	26
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.05	0.67	0.93	0.93	0.75	1.00	1.00
Sat Flow, veh/h	1396	0	1603	1430	0	1603	1810	3656	41	1810	3644	51
Grp Volume(v), veh/h	11	0	2	10	0	29	1	576	604	30	740	776
Grp Sat Flow(s),veh/h/ln	1396	0	1603	1430	0	1603	1810	1805	1891	1810	1805	1891
Q Serve(g_s), s	0.8	0.0	0.1	0.7	0.0	1.9	0.0	7.1	7.1	0.5	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.1	0.9	0.0	1.9	0.0	7.1	7.1	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	117	0	87	141	0	87	609	837	877	675	903	945
V/C Ratio(X)	0.09	0.00	0.02	0.07	0.00	0.33	0.00	0.69	0.69	0.04	0.82	0.82
Avail Cap(c_a), veh/h	422	0	437	454	0	437	609	837	877	675	903	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	0.54	0.54	0.54
Uniform Delay (d), s/veh	51.4	0.0	49.3	49.7	0.0	50.1	11.9	2.4	2.4	8.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.2	0.0	2.2	0.0	4.2	4.1	0.0	4.6	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.3	0.0	0.8	0.0	2.1	2.1	0.2	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	0.0	49.4	49.9	0.0	52.4	11.9	6.6	6.5	8.8	4.6	4.5
LnGrp LOS	D	A	D	D	A	D	B	A	A	A	A	A
Approach Vol, veh/h		13			39			1181			1546	
Approach Delay, s/veh		51.4			51.7			6.6			4.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	45.0	55.0		10.0	41.0	59.0		10.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	17.0	51.0		30.0	13.0	55.0		30.0
Max Q Clear Time (g_c+I1), s	12.5	9.1		4.8	2.0	2.0		3.9
Green Ext Time (p_c), s	0.0	10.4		0.0	0.0	17.1		0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1	3	4	2	33	2	1164	13	59	1466	7
Future Volume (veh/h)	13	1	3	4	2	33	2	1164	13	59	1466	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1	3	4	2	33	2	1164	13	59	1466	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	22	65	137	5	79	342	2293	26	383	2395	11
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.25	0.83	0.83	0.42	1.00	1.00
Sat Flow, veh/h	1395	419	1256	1435	91	1509	1810	3656	41	1810	3684	18
Grp Volume(v), veh/h	13	0	4	4	0	35	2	575	602	59	718	755
Grp Sat Flow(s),veh/h/ln	1395	0	1674	1435	0	1600	1810	1805	1891	1810	1805	1897
Q Serve(g_s), s	1.0	0.0	0.2	0.3	0.0	2.3	0.1	10.1	10.1	2.2	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.2	0.5	0.0	2.3	0.1	10.1	10.1	2.2	0.0	0.0
Prop In Lane	1.00		0.75	1.00		0.94	1.00		0.02	1.00		0.01
Lane Grp Cap(c), veh/h	109	0	87	137	0	83	342	1132	1186	383	1173	1233
V/C Ratio(X)	0.12	0.00	0.05	0.03	0.00	0.42	0.01	0.51	0.51	0.15	0.61	0.61
Avail Cap(c_a), veh/h	277	0	289	310	0	276	342	1132	1186	383	1173	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	0.88	0.88	0.88
Uniform Delay (d), s/veh	52.1	0.0	49.5	49.8	0.0	50.5	33.4	4.2	4.2	25.7	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.1	0.0	3.3	0.0	1.5	1.4	0.2	2.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.1	0.0	1.0	0.0	3.0	3.1	1.0	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	0.0	49.7	49.9	0.0	53.8	33.5	5.7	5.6	25.8	2.1	2.0
LnGrp LOS	D	A	D	D	A	D	C	A	A	C	A	A
Approach Vol, veh/h		17			39			1179			1532	
Approach Delay, s/veh		51.9			53.4			5.7			3.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	87.3	73.0		9.7	24.8	75.5		9.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	69.0		19.0	7.5	71.5		19.0				
Max Q Clear Time (g_c+I1), s	14.2	12.1		5.3	2.1	2.0		4.3				
Green Ext Time (p_c), s	0.0	10.8		0.0	0.0	16.9		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	5.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	10	12	49	2	34	10	1086	45	58	1407	20
Future Volume (veh/h)	58	10	12	49	2	34	10	1086	45	58	1407	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	58	10	12	49	2	34	10	1086	45	58	1407	20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	150	64	77	164	7	125	577	2670	111	96	1789	25
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.64	1.00	1.00	0.11	0.98	0.98
Sat Flow, veh/h	1394	786	944	1412	90	1534	1810	3529	146	1810	3644	52
Grp Volume(v), veh/h	58	0	22	49	0	36	10	555	576	58	697	730
Grp Sat Flow(s),veh/h/ln	1394	0	1730	1412	0	1624	1810	1805	1870	1810	1805	1890
Q Serve(g_s), s	4.5	0.0	1.3	3.7	0.0	2.3	0.2	0.0	0.0	3.4	3.4	3.4
Cycle Q Clear(g_c), s	6.8	0.0	1.3	5.0	0.0	2.3	0.2	0.0	0.0	3.4	3.4	3.4
Prop In Lane	1.00		0.55	1.00		0.94	1.00		0.08	1.00		0.03
Lane Grp Cap(c), veh/h	150	0	141	164	0	132	577	1366	1415	96	886	928
V/C Ratio(X)	0.39	0.00	0.16	0.30	0.00	0.27	0.02	0.41	0.41	0.61	0.79	0.79
Avail Cap(c_a), veh/h	455	0	519	472	0	487	577	1366	1415	592	886	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.94	0.94	0.94	0.89	0.89	0.89
Uniform Delay (d), s/veh	50.7	0.0	47.0	49.3	0.0	47.5	13.6	0.0	0.0	48.1	0.5	0.5
Incr Delay (d2), s/veh	1.6	0.0	0.5	1.0	0.0	1.1	0.0	0.8	0.8	5.4	6.2	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.6	1.3	0.0	1.0	0.1	0.3	0.3	1.6	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	0.0	47.5	50.4	0.0	48.6	13.6	0.8	0.8	53.5	6.8	6.5
LnGrp LOS	D	A	D	D	A	D	B	A	A	D	A	A
Approach Vol, veh/h		80			85			1141			1485	
Approach Delay, s/veh		51.0			49.6			0.9			8.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.8	87.2		12.9	39.1	58.0		12.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	36.0	29.0		33.0	11.0	54.0		33.0
Max Q Clear Time (g_c+I1), s	5.4	2.0		8.8	2.2	5.4		7.0
Green Ext Time (p_c), s	0.1	8.8		0.2	0.0	14.9		0.3

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1	6	8	1	4	22	1095	8	9	1377	50
Future Volume (veh/h)	51	1	6	8	1	4	22	1095	8	9	1377	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	1	6	8	1	4	22	1095	8	9	1377	50
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	15	92	153	22	87	703	2974	22	28	1550	56
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.78	1.00	1.00	0.03	0.87	0.87
Sat Flow, veh/h	1415	232	1394	1412	328	1314	1810	3673	27	1810	3553	129
Grp Volume(v), veh/h	51	0	7	8	0	5	22	538	565	9	699	728
Grp Sat Flow(s),veh/h/ln	1415	0	1626	1412	0	1642	1810	1805	1895	1810	1805	1876
Q Serve(g_s), s	3.9	0.0	0.4	0.6	0.0	0.3	0.3	0.0	0.0	0.5	24.0	24.3
Cycle Q Clear(g_c), s	4.2	0.0	0.4	1.0	0.0	0.3	0.3	0.0	0.0	0.5	24.0	24.3
Prop In Lane	1.00		0.86	1.00		0.80	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	155	0	107	153	0	108	703	1461	1534	28	788	819
V/C Ratio(X)	0.33	0.00	0.07	0.05	0.00	0.05	0.03	0.37	0.37	0.33	0.89	0.89
Avail Cap(c_a), veh/h	306	0	281	304	0	284	703	1461	1534	132	788	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	0.88	0.88	0.88
Uniform Delay (d), s/veh	50.1	0.0	48.2	48.7	0.0	48.1	7.5	0.0	0.0	52.8	5.5	5.5
Incr Delay (d2), s/veh	1.2	0.0	0.3	0.1	0.0	0.2	0.0	0.6	0.6	5.8	12.6	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.2	0.2	0.0	0.1	0.1	0.3	0.3	0.3	5.2	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	0.0	48.4	48.8	0.0	48.3	7.5	0.6	0.6	58.6	18.1	17.9
LnGrp LOS	D	A	D	D	A	D	A	A	A	E	B	B
Approach Vol, veh/h		58			13			1125			1436	
Approach Delay, s/veh		51.0			48.6			0.7			18.3	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.7	93.1		11.3	46.7	52.0		11.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	71.0		19.0	31.0	48.0		19.0
Max Q Clear Time (g_c+I1), s	2.5	2.0		6.2	2.3	26.3		3.0
Green Ext Time (p_c), s	0.0	9.8		0.1	0.0	10.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	5	20	70	4	111	63	1004	79	147	1333	9
Future Volume (veh/h)	10	5	20	70	4	111	63	1004	79	147	1333	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	5	20	70	4	111	63	1004	79	147	1333	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	32	130	115	5	151	447	1347	106	536	1641	11
Arrive On Green	0.06	0.10	0.10	0.06	0.10	0.10	0.25	0.40	0.40	0.20	0.30	0.30
Sat Flow, veh/h	1810	332	1329	1810	54	1510	1810	3390	267	1810	3676	25
Grp Volume(v), veh/h	10	0	25	70	0	115	63	535	548	147	654	688
Grp Sat Flow(s),veh/h/ln	1810	0	1661	1810	0	1564	1810	1805	1852	1810	1805	1896
Q Serve(g_s), s	0.6	0.0	1.5	4.1	0.0	7.9	3.0	27.9	27.9	7.6	36.9	36.9
Cycle Q Clear(g_c), s	0.6	0.0	1.5	4.1	0.0	7.9	3.0	27.9	27.9	7.6	36.9	36.9
Prop In Lane	1.00		0.80	1.00		0.97	1.00		0.14	1.00		0.01
Lane Grp Cap(c), veh/h	110	0	162	115	0	156	447	717	736	536	806	846
V/C Ratio(X)	0.09	0.00	0.15	0.61	0.00	0.74	0.14	0.75	0.75	0.27	0.81	0.81
Avail Cap(c_a), veh/h	304	0	279	306	0	264	447	717	736	536	806	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	48.8	0.0	45.5	50.2	0.0	48.1	32.3	28.4	28.4	34.1	34.3	34.3
Incr Delay (d2), s/veh	0.3	0.0	0.4	5.1	0.0	6.6	0.1	6.9	6.8	0.2	7.4	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.6	2.0	0.0	3.3	1.3	13.2	13.5	3.5	18.5	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	45.9	55.3	0.0	54.7	32.4	35.3	35.2	34.3	41.7	41.4
LnGrp LOS	D	A	D	E	A	D	C	D	D	C	D	D
Approach Vol, veh/h		35			185			1146			1489	
Approach Delay, s/veh		46.8			54.9			35.1			40.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	47.7	11.0	14.7	31.2	53.1	10.7	15.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.3	43.7	18.6	18.5	7.8	49.1	18.5	18.6
Max Q Clear Time (g_c+I1), s	9.6	29.9	6.1	3.5	5.0	38.9	2.6	9.9
Green Ext Time (p_c), s	0.1	6.1	0.1	0.1	0.0	6.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	39.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	378	1736	491	84	984	526	240	666	52	581	944	368
Future Volume (veh/h)	378	1736	491	84	984	526	240	666	52	581	944	368
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	378	1736	0	84	984	526	240	666	52	581	944	368
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	383	1900		106	1140	509	263	880	69	640	1324	590
Arrive On Green	0.11	0.37	0.00	0.06	0.32	0.32	0.08	0.26	0.26	0.18	0.37	0.37
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3393	265	3510	3610	1610
Grp Volume(v), veh/h	378	1736	0	84	984	526	240	354	364	581	944	368
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1852	1755	1805	1610
Q Serve(g_s), s	12.9	38.3	0.0	5.5	30.8	37.9	8.1	21.7	21.7	19.5	26.9	22.5
Cycle Q Clear(g_c), s	12.9	38.3	0.0	5.5	30.8	37.9	8.1	21.7	21.7	19.5	26.9	22.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	383	1900		106	1140	509	263	468	481	640	1324	590
V/C Ratio(X)	0.99	0.91		0.79	0.86	1.03	0.91	0.76	0.76	0.91	0.71	0.62
Avail Cap(c_a), veh/h	383	1900		121	1140	509	263	468	481	673	1324	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	36.2	0.0	55.7	38.6	41.0	55.1	40.9	41.0	48.1	32.6	31.2
Incr Delay (d2), s/veh	42.2	7.3	0.0	26.2	7.0	49.0	33.1	10.8	10.7	15.8	3.3	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	17.2	0.0	3.3	14.6	21.7	4.8	11.0	11.3	9.9	12.2	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.6	43.5	0.0	81.9	45.6	90.1	88.2	51.8	51.6	63.9	35.9	36.1
LnGrp LOS	F	D		F	D	F	F	D	D	E	D	D
Approach Vol, veh/h		2114	A		1594			958			1893	
Approach Delay, s/veh		52.8			62.2			60.8			44.5	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	35.1	11.0	48.0	13.0	48.0	17.1	41.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	30.0	8.0	43.0	9.0	44.0	13.1	37.9
Max Q Clear Time (g_c+I1), s	11.5	23.7	7.5	40.3	10.1	28.9	14.9	39.9
Green Ext Time (p_c), s	0.4	2.3	0.0	2.4	0.0	7.1	0.0	0.0

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	1829	2	6	1764	107	2	0	2	115	1	123
Future Volume (veh/h)	197	1829	2	6	1764	107	2	0	2	115	1	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	197	1829	2	6	1764	107	2	0	2	115	1	123
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	2346	3	227	2182	132	269	16	235	533	617	522
Arrive On Green	0.13	0.44	0.44	0.13	0.44	0.44	0.32	0.00	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	5351	6	1810	4998	303	673	50	723	1435	1900	1607
Grp Volume(v), veh/h	197	1182	649	6	1220	651	4	0	0	115	1	123
Grp Sat Flow(s),veh/h/ln	1810	1729	1899	1810	1729	1843	1446	0	0	1435	1900	1607
Q Serve(g_s), s	11.5	31.4	31.4	0.3	33.1	33.2	0.0	0.0	0.0	6.1	0.0	6.0
Cycle Q Clear(g_c), s	11.5	31.4	31.4	0.3	33.1	33.2	0.2	0.0	0.0	6.3	0.0	6.0
Prop In Lane	1.00		0.00	1.00		0.16	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	231	1516	833	227	1509	804	519	0	0	533	617	522
V/C Ratio(X)	0.85	0.78	0.78	0.03	0.81	0.81	0.01	0.00	0.00	0.22	0.00	0.24
Avail Cap(c_a), veh/h	352	1764	968	302	1667	889	519	0	0	533	617	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	25.8	25.8	41.4	26.4	26.5	24.7	0.0	0.0	26.7	24.6	26.6
Incr Delay (d2), s/veh	11.8	2.0	3.6	0.0	2.8	5.2	0.0	0.0	0.0	0.9	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	12.9	14.6	0.1	13.8	15.3	0.1	0.0	0.0	2.3	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	27.8	29.4	41.4	29.3	31.7	24.7	0.0	0.0	27.6	24.6	27.7
LnGrp LOS	E	C	C	D	C	C	C	A	A	C	C	C
Approach Vol, veh/h		2028			1877			4			239	
Approach Delay, s/veh		31.2			30.1			24.7			27.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	39.0	17.6	51.3	39.0	17.8	51.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	35.0	18.0	55.0	35.0	21.0	52.0
Max Q Clear Time (g_c+I1), s	2.2	2.3	33.4	8.3	13.5	35.2
Green Ext Time (p_c), s	0.0	0.0	13.8	0.7	0.3	11.8

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1782	178	31	1669	76	128	0	61	112	0	75
Future Volume (veh/h)	98	1782	178	31	1669	76	128	0	61	112	0	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	1782	178	31	1669	76	128	0	61	112	0	75
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	168	2409	239	74	2300	105	372	12	153	340	15	198
Arrive On Green	0.09	0.50	0.50	0.04	0.45	0.45	0.33	0.00	0.33	0.33	0.00	0.33
Sat Flow, veh/h	1810	4779	475	1810	5084	231	937	36	464	848	44	598
Grp Volume(v), veh/h	98	1287	673	31	1135	610	189	0	0	187	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1796	1810	1729	1858	1437	0	0	1490	0	0
Q Serve(g_s), s	5.0	28.4	28.7	1.6	25.9	25.9	0.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.0	28.4	28.7	1.6	25.9	25.9	9.4	0.0	0.0	8.6	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.12	0.68		0.32	0.60		0.40
Lane Grp Cap(c), veh/h	168	1743	905	74	1564	840	538	0	0	553	0	0
V/C Ratio(X)	0.58	0.74	0.74	0.42	0.73	0.73	0.35	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	356	2110	1096	318	2038	1095	538	0	0	553	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.1	18.9	19.0	45.3	21.6	21.6	24.7	0.0	0.0	24.5	0.0	0.0
Incr Delay (d2), s/veh	3.2	1.1	2.2	3.7	0.9	1.7	1.8	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	11.0	11.8	0.8	10.2	11.1	3.5	0.0	0.0	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	20.1	21.2	49.0	22.5	23.3	26.5	0.0	0.0	26.1	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		2058			1776			189			187	
Approach Delay, s/veh		21.7			23.2			26.5			26.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	36.0	8.0	52.7	36.0	13.0	47.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	32.0	17.0	59.0	32.0	19.0	57.0
Max Q Clear Time (g_c+I1), s	11.4	3.6	30.7	10.6	7.0	27.9
Green Ext Time (p_c), s	1.1	0.0	18.0	1.1	0.2	15.8

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1797	63	27	1879	56	25
Future Volume (veh/h)	1797	63	27	1879	56	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1797	63	27	1879	56	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2004	70	63	2376	860	765
Arrive On Green	0.39	0.39	0.07	0.92	0.48	0.48
Sat Flow, veh/h	5309	180	1810	5358	1810	1610
Grp Volume(v), veh/h	1209	651	27	1879	56	25
Grp Sat Flow(s),veh/h/ln	1729	1860	1810	1729	1810	1610
Q Serve(g_s), s	39.3	39.4	1.7	13.2	2.0	1.0
Cycle Q Clear(g_c), s	39.3	39.4	1.7	13.2	2.0	1.0
Prop In Lane		0.10	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1349	726	63	2376	860	765
V/C Ratio(X)	0.90	0.90	0.43	0.79	0.07	0.03
Avail Cap(c_a), veh/h	1383	744	211	2853	860	765
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.59	0.59	1.00	1.00
Uniform Delay (d), s/veh	34.3	34.3	54.7	3.3	17.0	16.8
Incr Delay (d2), s/veh	7.9	13.5	2.7	0.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.7	20.2	0.8	1.7	0.9	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.2	47.8	57.5	4.1	17.2	16.9
LnGrp LOS	D	D	E	A	B	B
Approach Vol, veh/h	1860			1906	81	
Approach Delay, s/veh	44.2			4.8	17.1	
Approach LOS	D			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	61.0	8.2	50.8		59.0
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	46.0	14.0	48.0		66.0
Max Q Clear Time (g_c+I1), s	4.0	3.7	41.4		15.2
Green Ext Time (p_c), s	0.2	0.0	5.4		24.5

Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	33	183	248	41	48	211	495	749	30	264	14
Future Volume (veh/h)	14	33	183	248	41	48	211	495	749	30	264	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	33	183	248	41	48	211	495	749	30	264	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	30	226	407	286	495	467	241	1621	977	53	1204	64
Arrive On Green	0.02	0.12	0.12	0.16	0.26	0.26	0.22	0.75	0.75	0.03	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3488	184
Grp Volume(v), veh/h	14	33	183	248	41	48	211	495	749	30	136	142
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1867
Q Serve(g_s), s	0.7	1.4	8.6	12.0	1.5	2.0	10.1	4.0	33.5	1.5	4.8	4.9
Cycle Q Clear(g_c), s	0.7	1.4	8.6	12.0	1.5	2.0	10.1	4.0	33.5	1.5	4.8	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	30	226	407	286	495	467	241	1621	977	53	623	644
V/C Ratio(X)	0.47	0.15	0.45	0.87	0.08	0.10	0.87	0.31	0.77	0.57	0.22	0.22
Avail Cap(c_a), veh/h	101	253	429	342	507	477	241	1621	977	121	623	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	35.5	28.4	37.0	25.1	23.4	34.3	6.7	6.1	43.1	20.9	20.9
Incr Delay (d2), s/veh	11.2	0.3	0.8	18.0	0.1	0.1	22.0	0.4	4.2	9.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7	3.3	6.6	0.7	0.7	5.4	1.4	4.2	0.8	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	35.8	29.1	55.0	25.2	23.5	56.2	7.1	10.4	52.2	21.7	21.7
LnGrp LOS	E	D	C	E	C	C	E	A	B	D	C	C
Approach Vol, veh/h		230			337			1455			308	
Approach Delay, s/veh		31.7			46.9			15.9			24.7	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	46.4	19.2	16.7	17.0	37.1	6.5	29.5
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.6	33.0	17.0	12.0	12.0	27.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	3.5	35.5	14.0	10.6	12.1	6.9	2.7	4.0
Green Ext Time (p_c), s	0.0	0.0	0.2	0.1	0.0	1.5	0.0	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	8	609	0	0	0	0	1374	153	38	653	0
Future Volume (veh/h)	102	8	609	0	0	0	0	1374	153	38	653	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	102	0	614				0	1374	153	38	653	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	322	0	573				0	1964	217	62	2487	0
Arrive On Green	0.18	0.00	0.18				0.00	0.60	0.60	0.07	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3372	363	1810	3705	0
Grp Volume(v), veh/h	102	0	614				0	753	774	38	653	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1835	1810	1805	0
Q Serve(g_s), s	4.4	0.0	16.0				0.0	25.8	26.3	1.8	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	16.0				0.0	25.8	26.3	1.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	322	0	573				0	1082	1099	62	2487	0
V/C Ratio(X)	0.32	0.00	1.07				0.00	0.70	0.70	0.62	0.26	0.00
Avail Cap(c_a), veh/h	322	0	573				0	1082	1099	101	2487	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.66	0.66	0.90	0.90	0.00
Uniform Delay (d), s/veh	32.2	0.0	37.0				0.0	12.4	12.5	41.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	58.5				0.0	2.5	2.5	8.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	10.8				0.0	9.9	10.3	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	95.5				0.0	14.9	15.0	50.0	0.2	0.0
LnGrp LOS	C	A	F				A	B	B	D	A	A
Approach Vol, veh/h		716						1527			691	
Approach Delay, s/veh		86.6						14.9			3.0	
Approach LOS		F						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	8.1	59.9	22.0	68.0
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	52.0	16.0	62.0
Max Q Clear Time (g_c+I1), s	3.8	28.3	18.0	2.0
Green Ext Time (p_c), s	0.0	12.6	0.0	5.3

Intersection Summary	
HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	446	98	425	331	74	45	1151	505	34	944	85
Future Volume (veh/h)	107	446	98	425	331	74	45	1151	505	34	944	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	446	98	425	331	74	45	1151	505	34	944	85
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	524	231	455	1166	516	82	1309	580	194	1533	678
Arrive On Green	0.07	0.15	0.15	0.25	0.32	0.32	0.09	0.73	0.73	0.11	0.42	0.42
Sat Flow, veh/h	1810	3610	1594	1810	3610	1598	1810	3610	1600	1810	3610	1597
Grp Volume(v), veh/h	107	446	98	425	331	74	45	1151	505	34	944	85
Grp Sat Flow(s),veh/h/ln	1810	1805	1594	1810	1805	1598	1810	1805	1600	1810	1805	1597
Q Serve(g_s), s	7.0	14.5	6.7	27.6	8.2	2.9	2.9	29.0	14.2	2.1	24.4	3.9
Cycle Q Clear(g_c), s	7.0	14.5	6.7	27.6	8.2	2.9	2.9	29.0	14.2	2.1	24.4	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	524	231	455	1166	516	82	1309	580	194	1533	678
V/C Ratio(X)	0.80	0.85	0.42	0.93	0.28	0.14	0.55	0.88	0.87	0.17	0.62	0.13
Avail Cap(c_a), veh/h	246	572	252	513	1166	516	113	1309	580	194	1533	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80	0.93	0.93	0.93
Uniform Delay (d), s/veh	54.7	50.0	46.7	43.9	30.3	15.9	53.4	14.5	3.6	48.7	26.9	21.0
Incr Delay (d2), s/veh	10.5	11.0	1.2	23.0	0.1	0.1	4.5	7.1	13.6	0.4	1.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	7.3	2.8	15.2	3.6	1.5	1.4	6.7	6.5	1.0	10.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	61.0	47.9	67.0	30.4	16.0	57.9	21.6	17.2	49.1	28.6	21.3
LnGrp LOS	E	E	D	E	C	B	E	C	B	D	C	C
Approach Vol, veh/h		651			830			1701			1063	
Approach Delay, s/veh		59.8			47.8			21.3			28.7	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	47.5	34.2	21.4	9.4	55.0	12.9	42.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	43.5	34.0	19.0	7.5	43.5	16.3	36.7
Max Q Clear Time (g_c+I1), s	4.9	31.0	29.6	16.5	4.9	26.4	9.0	10.2
Green Ext Time (p_c), s	0.0	7.9	0.6	0.8	0.0	6.6	0.1	2.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	86	67	7	74	62	35	1315	27	85	1064	104
Future Volume (veh/h)	113	86	67	7	74	62	35	1315	27	85	1064	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	86	67	7	74	62	35	1315	27	85	1064	104
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	129	109	127	117	99	323	1880	837	376	1986	884
Arrive On Green	0.08	0.07	0.07	0.07	0.06	0.06	0.18	0.52	0.52	0.42	1.00	1.00
Sat Flow, veh/h	1810	1900	1596	1810	1900	1610	1810	3610	1607	1810	3610	1608
Grp Volume(v), veh/h	113	86	67	7	74	62	35	1315	27	85	1064	104
Grp Sat Flow(s),veh/h/ln	1810	1900	1596	1810	1900	1610	1810	1805	1607	1810	1805	1608
Q Serve(g_s), s	7.4	5.3	4.9	0.4	4.6	4.5	1.9	32.9	1.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	7.4	5.3	4.9	0.4	4.6	4.5	1.9	32.9	1.0	3.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	129	109	127	117	99	323	1880	837	376	1986	884
V/C Ratio(X)	0.81	0.67	0.62	0.06	0.63	0.63	0.11	0.70	0.03	0.23	0.54	0.12
Avail Cap(c_a), veh/h	181	364	306	127	293	248	323	1880	837	376	1986	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Uniform Delay (d), s/veh	54.5	54.6	54.4	52.1	55.0	55.0	41.3	21.7	14.0	28.9	0.0	0.0
Incr Delay (d2), s/veh	18.9	5.8	5.6	0.2	5.6	6.4	0.1	2.2	0.1	0.2	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	2.7	2.1	0.2	2.4	2.0	0.9	14.1	0.4	1.5	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	60.4	60.0	52.3	60.6	61.4	41.4	23.9	14.1	29.1	0.7	0.2
LnGrp LOS	E	E	E	D	E	E	D	C	B	C	A	A
Approach Vol, veh/h		266			143			1377			1253	
Approach Delay, s/veh		65.8			60.5			24.1			2.6	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.9	66.5	12.4	12.2	25.4	70.0	13.2	11.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	62.5	7.5	23.0	7.5	66.0	12.0	18.5
Max Q Clear Time (g_c+I1), s	15.6	34.9	2.4	7.3	3.9	2.0	9.4	6.6
Green Ext Time (p_c), s	0.1	12.0	0.0	0.5	0.0	11.1	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	845	208	43	626	101	191	898	127	73	827	196
Future Volume (veh/h)	315	845	208	43	626	101	191	898	127	73	827	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	315	845	208	43	626	101	191	898	127	73	827	196
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	370	1502	661	156	675	564	221	1098	483	185	1473	456
Arrive On Green	0.11	0.42	0.42	0.04	0.36	0.36	0.12	0.30	0.30	0.10	0.28	0.28
Sat Flow, veh/h	3510	3610	1590	3510	1900	1590	1810	3610	1588	1810	5187	1605
Grp Volume(v), veh/h	315	845	208	43	626	101	191	898	127	73	827	196
Grp Sat Flow(s),veh/h/ln	1755	1805	1590	1755	1900	1590	1810	1805	1588	1810	1729	1605
Q Serve(g_s), s	10.6	21.4	10.5	1.4	38.0	5.3	12.4	27.6	6.1	4.5	16.3	9.1
Cycle Q Clear(g_c), s	10.6	21.4	10.5	1.4	38.0	5.3	12.4	27.6	6.1	4.5	16.3	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	1502	661	156	675	564	221	1098	483	185	1473	456
V/C Ratio(X)	0.85	0.56	0.31	0.28	0.93	0.18	0.86	0.82	0.26	0.39	0.56	0.43
Avail Cap(c_a), veh/h	380	1579	696	219	744	623	317	1098	483	185	1473	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.8	26.7	23.5	55.5	37.2	26.6	51.7	38.7	22.3	50.4	36.6	20.2
Incr Delay (d2), s/veh	16.4	0.4	0.3	0.9	16.9	0.2	15.5	6.8	1.3	1.4	1.6	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	9.2	4.0	0.7	20.5	2.0	6.6	13.2	2.9	2.1	7.1	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.2	27.1	23.8	56.4	54.2	26.8	67.2	45.5	23.6	51.8	38.1	23.2
LnGrp LOS	E	C	C	E	D	C	E	D	C	D	D	C
Approach Vol, veh/h		1368			770			1216			1096	
Approach Delay, s/veh		36.3			50.7			46.6			36.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	40.5	9.3	53.9	18.7	38.1	16.6	46.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	36.5	7.5	52.5	21.0	23.0	13.0	47.0
Max Q Clear Time (g_c+I1), s	6.5	29.6	3.4	23.4	14.4	18.3	12.6	40.0
Green Ext Time (p_c), s	0.0	3.6	0.0	7.7	0.3	2.6	0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	41.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	485	85	80	350	136	36	595	54	204	768	123
Future Volume (veh/h)	132	485	85	80	350	136	36	595	54	204	768	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	485	85	80	350	136	36	595	54	204	768	123
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	603	511	102	377	146	143	1098	479	341	1632	717
Arrive On Green	0.08	0.32	0.32	0.06	0.29	0.29	0.04	0.30	0.30	0.19	0.45	0.45
Sat Flow, veh/h	1810	1900	1610	1810	1297	504	3510	3610	1576	1810	3610	1585
Grp Volume(v), veh/h	132	485	85	80	0	486	36	595	54	204	768	123
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1801	1755	1805	1576	1810	1805	1585
Q Serve(g_s), s	8.7	28.1	4.6	5.2	0.0	31.5	1.2	16.5	2.4	12.4	17.8	4.0
Cycle Q Clear(g_c), s	8.7	28.1	4.6	5.2	0.0	31.5	1.2	16.5	2.4	12.4	17.8	4.0
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	603	511	102	0	523	143	1098	479	341	1632	717
V/C Ratio(X)	0.88	0.80	0.17	0.79	0.00	0.93	0.25	0.54	0.11	0.60	0.47	0.17
Avail Cap(c_a), veh/h	151	633	537	127	0	576	263	1098	479	341	1632	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	37.5	29.5	55.9	0.0	41.4	55.8	34.8	20.4	44.5	22.9	10.3
Incr Delay (d2), s/veh	39.6	7.2	0.2	22.3	0.0	20.7	0.9	1.9	0.5	2.8	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	14.1	1.8	3.0	0.0	16.8	0.5	7.5	1.2	5.8	7.7	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.9	44.7	29.7	78.2	0.0	62.1	56.7	36.7	20.9	47.3	23.9	10.8
LnGrp LOS	F	D	C	E	A	E	E	D	C	D	C	B
Approach Vol, veh/h		702			566			685			1095	
Approach Delay, s/veh		52.1			64.3			36.5			26.8	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	40.5	10.7	42.1	8.9	58.3	14.0	38.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.1	36.5	8.4	40.0	9.0	46.6	10.0	38.4
Max Q Clear Time (g_c+I1), s	4.4	18.5	7.2	30.1	3.2	19.8	10.7	33.5
Green Ext Time (p_c), s	0.2	4.0	0.0	2.4	0.0	6.4	0.0	1.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	473	1323	21	21	1214	176	12	34	13	174	45	679
Future Volume (veh/h)	473	1323	21	21	1214	176	12	34	13	174	45	679
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	473	1323	21	21	1214	176	12	34	13	174	45	679
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	538	1604	25	225	1433	445	244	226	86	478	575	727
Arrive On Green	0.31	0.61	0.61	0.17	0.37	0.37	0.13	0.17	0.17	0.26	0.30	0.30
Sat Flow, veh/h	3510	5257	83	1810	5187	1610	1810	1302	498	1810	1900	1587
Grp Volume(v), veh/h	473	870	474	21	1214	176	12	0	47	174	45	679
Grp Sat Flow(s),veh/h/ln	1755	1729	1883	1810	1729	1610	1810	0	1800	1810	1900	1587
Q Serve(g_s), s	15.4	23.7	23.7	1.2	25.8	9.7	0.7	0.0	2.7	9.4	2.0	30.0
Cycle Q Clear(g_c), s	15.4	23.7	23.7	1.2	25.8	9.7	0.7	0.0	2.7	9.4	2.0	30.0
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	538	1055	574	225	1433	445	244	0	312	478	575	727
V/C Ratio(X)	0.88	0.82	0.82	0.09	0.85	0.40	0.05	0.00	0.15	0.36	0.08	0.93
Avail Cap(c_a), veh/h	702	1519	827	225	1565	486	244	0	312	478	575	727
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	20.9	20.9	44.4	35.6	30.5	45.2	0.0	42.1	36.0	29.9	30.9
Incr Delay (d2), s/veh	4.8	1.2	2.1	0.2	4.3	0.6	0.1	0.0	1.0	0.5	0.3	20.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	6.5	7.2	0.5	10.7	3.7	0.3	0.0	1.3	4.2	1.0	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	22.0	23.0	44.5	39.9	31.1	45.3	0.0	43.1	36.4	30.2	51.6
LnGrp LOS	D	C	C	D	D	C	D	A	D	D	C	D
Approach Vol, veh/h		1817			1411			59			898	
Approach Delay, s/veh		28.4			38.9			43.6			47.6	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	24.8	18.9	40.6	20.2	40.3	22.4	37.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	20.8	7.5	52.7	7.5	36.3	24.0	36.2
Max Q Clear Time (g_c+I1), s	11.4	4.7	3.2	25.7	2.7	32.0	17.4	27.8
Green Ext Time (p_c), s	0.3	0.1	0.0	10.9	0.0	1.4	1.0	5.3

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	24.1

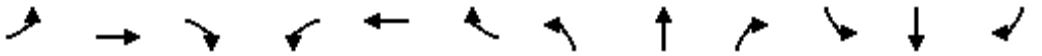
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	110	867	67	23	561	0	74	0	24	0	0	92
Future Vol, veh/h	110	867	67	23	561	0	74	0	24	0	0	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	110	867	67	23	561	0	74	0	24	0	0	92

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	561	0	0	934	0	0	1774	1728	-	1728	1761	561
Stage 1	-	-	-	-	-	-	1121	1121	-	607	607	-
Stage 2	-	-	-	-	-	-	653	607	-	1121	1154	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	1020	-	-	741	-	-	~ 65	89	0	70	85	531
Stage 1	-	-	-	-	-	-	253	284	0	487	489	-
Stage 2	-	-	-	-	-	-	460	489	0	253	274	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1020	-	-	741	-	-	~ 43	66	-	56	63	531
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 43	66	-	56	63	-
Stage 1	-	-	-	-	-	-	195	219	-	376	467	-
Stage 2	-	-	-	-	-	-	363	467	-	195	212	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.4	$ 552.8	13.2
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	43	-	1020	-	-	741	-	-	531
HCM Lane V/C Ratio	1.721	-	0.108	-	-	0.031	-	-	0.173
HCM Control Delay (s)	$ 552.8	0	9	0	-	10	0	-	13.2
HCM Lane LOS	F	A	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	7.5	-	0.4	-	-	0.1	-	-	0.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	339	93	90	242	11	91	48	97	15	42	7
Future Volume (veh/h)	9	339	93	90	242	11	91	48	97	15	42	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	339	93	90	242	11	91	48	97	15	42	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	473	128	148	445	377	321	169	423	112	313	52
Arrive On Green	0.02	0.17	0.17	0.08	0.23	0.23	0.27	0.27	0.27	0.26	0.26	0.26
Sat Flow, veh/h	1810	2807	759	1810	1900	1610	1204	635	1590	432	1209	201
Grp Volume(v), veh/h	9	216	216	90	242	11	139	0	97	64	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1760	1810	1900	1610	1840	0	1590	1842	0	0
Q Serve(g_s), s	0.4	8.1	8.3	3.4	8.0	0.4	4.3	0.0	3.4	1.9	0.0	0.0
Cycle Q Clear(g_c), s	0.4	8.1	8.3	3.4	8.0	0.4	4.3	0.0	3.4	1.9	0.0	0.0
Prop In Lane	1.00		0.43	1.00		1.00	0.65		1.00	0.23		0.11
Lane Grp Cap(c), veh/h	29	304	297	148	445	377	490	0	423	478	0	0
V/C Ratio(X)	0.31	0.71	0.73	0.61	0.54	0.03	0.28	0.00	0.23	0.13	0.00	0.00
Avail Cap(c_a), veh/h	190	468	456	203	506	429	490	0	423	478	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.7	28.0	28.1	31.7	24.0	21.1	20.8	0.0	20.5	20.3	0.0	0.0
Incr Delay (d2), s/veh	5.9	3.1	3.4	4.0	1.0	0.0	1.4	0.0	1.3	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.6	3.6	1.6	3.5	0.1	2.0	0.0	1.4	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	31.1	31.5	35.7	25.0	21.1	22.2	0.0	21.7	20.9	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	A
Approach Vol, veh/h		441			343			236			64	
Approach Delay, s/veh		31.5			27.7			22.0			20.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	9.8	16.0		22.5	5.1	20.7				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	8.0	18.5		18.5	7.5	19.0				
Max Q Clear Time (g_c+I1), s		6.3	5.4	10.3		3.9	2.4	10.0				
Green Ext Time (p_c), s		0.8	0.0	1.6		0.2	0.0	0.9				

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

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	132	137	26	185	135
Future Vol, veh/h	38	132	137	26	185	135
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	132	137	26	185	135
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	8.9	8.6	12.1
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	58%
Vol Thru, %	100%	64%	0%	0%	42%
Vol Right, %	0%	36%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	72	38	132	320
LT Vol	0	0	38	0	185
Through Vol	91	46	0	0	135
RT Vol	0	26	0	132	0
Lane Flow Rate	91	72	38	132	320
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.133	0.099	0.065	0.182	0.448
Departure Headway (Hd)	5.235	4.979	6.187	4.977	5.039
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	682	717	578	718	714
Service Time	2.987	2.731	3.939	2.729	3.083
HCM Lane V/C Ratio	0.133	0.1	0.066	0.184	0.448
HCM Control Delay	8.8	8.3	9.4	8.8	12.1
HCM Lane LOS	A	A	A	A	B
HCM 95th-tile Q	0.5	0.3	0.2	0.7	2.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1291	73	39	973	6	64	13	29	10	20	195
Future Volume (veh/h)	88	1291	73	39	973	6	64	13	29	10	20	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	1291	73	39	973	6	64	13	29	10	20	195
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	1566	89	77	1559	10	519	105	546	106	212	273
Arrive On Green	0.12	0.62	0.62	0.04	0.29	0.29	0.34	0.34	0.34	0.17	0.17	0.17
Sat Flow, veh/h	1810	5015	284	1810	5319	33	1516	308	1596	623	1246	1607
Grp Volume(v), veh/h	88	890	474	39	632	347	77	0	29	30	0	195
Grp Sat Flow(s),veh/h/ln	1810	1729	1841	1810	1729	1894	1824	0	1596	1869	0	1607
Q Serve(g_s), s	5.7	23.9	23.9	2.5	19.0	19.0	3.5	0.0	1.5	1.6	0.0	13.8
Cycle Q Clear(g_c), s	5.7	23.9	23.9	2.5	19.0	19.0	3.5	0.0	1.5	1.6	0.0	13.8
Prop In Lane	1.00		0.15	1.00		0.02	0.83		1.00	0.33		1.00
Lane Grp Cap(c), veh/h	111	1080	575	77	1014	555	624	0	546	318	0	273
V/C Ratio(X)	0.79	0.82	0.82	0.51	0.62	0.62	0.12	0.00	0.05	0.09	0.00	0.71
Avail Cap(c_a), veh/h	274	1591	847	118	1291	707	624	0	546	318	0	273
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.9	20.0	20.0	56.2	36.7	36.7	27.1	0.0	26.5	42.0	0.0	47.0
Incr Delay (d2), s/veh	11.8	2.4	4.3	4.9	0.6	1.1	0.4	0.0	0.2	0.6	0.0	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.5	7.3	1.3	8.1	8.9	1.6	0.0	0.6	0.8	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	22.3	24.3	61.1	37.3	37.8	27.5	0.0	26.6	42.6	0.0	61.8
LnGrp LOS	E	C	C	E	D	D	C	A	C	D	A	E
Approach Vol, veh/h		1452			1018			106			225	
Approach Delay, s/veh		25.5			38.4			27.3			59.2	
Approach LOS		C			D			C			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	45.0	9.1	41.5	24.4	11.4	39.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.6	7.8	55.2	20.4	18.2	44.8
Max Q Clear Time (g_c+I1), s	5.5	4.5	25.9	15.8	7.7	21.0
Green Ext Time (p_c), s	0.3	0.0	11.6	0.3	0.1	7.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1220	80	170	941	20	44	2	101	13	3	21
Future Volume (veh/h)	35	1220	80	170	941	20	44	2	101	13	3	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1220	80	170	941	20	44	2	101	13	3	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	85	1835	120	214	2302	49	98	556	660	40	53	373
Arrive On Green	0.05	0.37	0.37	0.12	0.44	0.44	0.05	0.29	0.29	0.02	0.26	0.26
Sat Flow, veh/h	1810	4968	326	1810	5227	111	1810	1900	1605	1810	205	1436
Grp Volume(v), veh/h	35	849	451	170	622	339	44	2	101	13	0	24
Grp Sat Flow(s),veh/h/ln	1810	1729	1836	1810	1729	1880	1810	1900	1605	1810	0	1641
Q Serve(g_s), s	1.5	16.6	16.6	7.4	9.9	9.9	1.9	0.1	0.4	0.6	0.0	0.9
Cycle Q Clear(g_c), s	1.5	16.6	16.6	7.4	9.9	9.9	1.9	0.1	0.4	0.6	0.0	0.9
Prop In Lane	1.00		0.18	1.00		0.06	1.00		1.00	1.00		0.88
Lane Grp Cap(c), veh/h	85	1277	678	214	1523	828	98	556	660	40	0	427
V/C Ratio(X)	0.41	0.66	0.67	0.80	0.41	0.41	0.45	0.00	0.15	0.33	0.00	0.06
Avail Cap(c_a), veh/h	170	2184	1159	538	2886	1569	179	556	660	170	0	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.4	21.3	21.3	34.7	15.4	15.4	37.0	20.2	7.8	38.9	0.0	22.4
Incr Delay (d2), s/veh	3.1	0.6	1.1	6.6	0.2	0.3	3.2	0.0	0.5	4.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.5	7.0	3.6	3.7	4.1	0.9	0.0	0.8	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	21.9	22.4	41.2	15.6	15.8	40.2	20.2	8.3	43.6	0.0	22.7
LnGrp LOS	D	C	C	D	B	B	D	C	A	D	A	C
Approach Vol, veh/h		1335			1131			147			37	
Approach Delay, s/veh		22.6			19.5			18.0			30.0	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	27.6	13.5	33.8	8.4	25.0	7.8	39.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	21.4	24.0	51.0	8.0	21.0	7.6	67.4
Max Q Clear Time (g_c+I1), s	2.6	2.4	9.4	18.6	3.9	2.9	3.5	11.9
Green Ext Time (p_c), s	0.0	0.3	0.4	11.2	0.0	0.1	0.0	8.0

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	237	25	492	568	106	325
Future Volume (veh/h)	237	25	492	568	106	325
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	237	25	492	568	106	325
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	287	378	1038	1135	138	1313
Arrive On Green	0.16	0.16	0.55	0.55	0.08	0.69
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	237	25	492	568	106	325
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	10.1	1.0	12.7	12.9	4.6	5.1
Cycle Q Clear(g_c), s	10.1	1.0	12.7	12.9	4.6	5.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	287	378	1038	1135	138	1313
V/C Ratio(X)	0.83	0.07	0.47	0.50	0.77	0.25
Avail Cap(c_a), veh/h	543	606	1038	1135	328	1313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	32.6	23.8	11.1	5.4	36.3	4.6
Incr Delay (d2), s/veh	5.9	0.1	0.1	0.1	8.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.4	4.8	6.4	2.3	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.5	23.9	11.2	5.5	44.9	5.0
LnGrp LOS	D	C	B	A	D	A
Approach Vol, veh/h	262		1060			431
Approach Delay, s/veh	37.1		8.2			14.9
Approach LOS	D		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.6	49.7			61.3	18.7
Change Period (Y+Rc), s	5.5	6.0			6.0	6.0
Max Green Setting (Gmax), s	14.5	24.0			44.0	24.0
Max Q Clear Time (g_c+I1), s	16.6	14.9			7.1	12.1
Green Ext Time (p_c), s	0.1	3.8			2.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	0	710	0	0	0	0	920	423	12	549	0
Future Volume (veh/h)	135	0	710	0	0	0	0	920	423	12	549	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	135	0	710				0	920	423	12	549	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	559	0	498				0	587	498	0	1105	0
Arrive On Green	0.31	0.00	0.31				0.00	0.31	0.31	0.22	0.58	0.00
Sat Flow, veh/h	1810	0	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	135	0	710				0	920	423	0	549	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	6.1	0.0	34.0				0.0	34.0	27.1	0.0	18.7	0.0
Cycle Q Clear(g_c), s	6.1	0.0	34.0				0.0	34.0	27.1	0.0	18.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	559	0	498				0	587	498	0	1105	0
V/C Ratio(X)	0.24	0.00	1.43				0.00	1.57	0.85	0.00	0.50	0.00
Avail Cap(c_a), veh/h	559	0	498				0	587	498	0	1105	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.78	0.78	0.00	0.91	0.00
Uniform Delay (d), s/veh	28.4	0.0	38.0				0.0	38.0	35.6	0.0	13.5	0.0
Incr Delay (d2), s/veh	0.2	0.0	203.4				0.0	261.4	13.3	0.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	41.2				0.0	58.1	12.3	0.0	8.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	0.0	241.4				0.0	299.4	49.0	0.0	15.0	0.0
LnGrp LOS	C	A	F				A	F	D	A	B	A
Approach Vol, veh/h		845						1343			549	
Approach Delay, s/veh		207.4						220.5			15.0	
Approach LOS		F						F			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	30.0	40.0	40.0	70.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	34.0	34.0	64.0
Max Q Clear Time (g_c+I1), s	10.0	36.0	36.0	20.7
Green Ext Time (p_c), s	0.0	0.0	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	175.2
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	606	145	199	69	111	273	164	463	76	201	599	459
Future Volume (veh/h)	606	145	199	69	111	273	164	463	76	201	599	459
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	606	145	199	69	111	273	164	463	76	201	599	459
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	701	563	501	101	304	271	403	1288	574	235	952	424
Arrive On Green	0.20	0.31	0.31	0.06	0.17	0.17	0.22	0.36	0.36	0.13	0.26	0.26
Sat Flow, veh/h	3510	1805	1607	1810	1805	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	606	145	199	69	111	273	164	463	76	201	599	459
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1810	1805	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	18.4	6.6	10.7	4.1	6.0	18.5	8.5	10.4	3.5	12.0	16.1	29.0
Cycle Q Clear(g_c), s	18.4	6.6	10.7	4.1	6.0	18.5	8.5	10.4	3.5	12.0	16.1	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	701	563	501	101	304	271	403	1288	574	235	952	424
V/C Ratio(X)	0.86	0.26	0.40	0.68	0.37	1.01	0.41	0.36	0.13	0.86	0.63	1.08
Avail Cap(c_a), veh/h	925	586	522	194	304	271	403	1288	574	378	952	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.35	0.35	0.35
Uniform Delay (d), s/veh	42.6	28.3	29.7	51.0	40.5	45.8	36.5	26.1	23.9	46.8	35.8	40.5
Incr Delay (d2), s/veh	6.8	0.2	0.5	7.8	0.7	56.8	0.7	0.8	0.5	4.0	1.1	51.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	2.9	4.2	2.1	2.7	11.6	3.8	4.6	1.4	5.6	7.2	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	28.5	30.2	58.8	41.3	102.5	37.2	26.9	24.4	50.8	36.9	91.7
LnGrp LOS	D	C	C	E	D	F	D	C	C	D	D	F
Approach Vol, veh/h		950			453			703			1259	
Approach Delay, s/veh		42.2			80.9			29.0			59.1	
Approach LOS		D			F			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	43.2	10.1	38.3	28.5	33.0	26.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	23.5	11.8	35.7	17.5	29.0	29.0	18.5
Max Q Clear Time (g_c+I1), s	14.0	12.4	6.1	12.7	10.5	31.0	20.4	20.5
Green Ext Time (p_c), s	0.4	2.5	0.1	2.1	0.2	0.0	1.6	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	86	23	177	60	113	10	774	237	99	837	15
Future Volume (veh/h)	11	86	23	177	60	113	10	774	237	99	837	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	86	23	177	60	113	10	774	237	99	837	15
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	14	108	29	189	64	121	30	958	812	121	1031	18
Arrive On Green	0.08	0.08	0.08	0.21	0.21	0.21	0.03	1.00	1.00	0.07	0.55	0.55
Sat Flow, veh/h	168	1310	350	887	301	566	1810	1900	1610	1810	1861	33
Grp Volume(v), veh/h	120	0	0	350	0	0	10	774	237	99	0	852
Grp Sat Flow(s),veh/h/ln	1829	0	0	1754	0	0	1810	1900	1610	1810	0	1894
Q Serve(g_s), s	7.7	0.0	0.0	23.5	0.0	0.0	0.6	0.0	0.0	6.5	0.0	43.7
Cycle Q Clear(g_c), s	7.7	0.0	0.0	23.5	0.0	0.0	0.6	0.0	0.0	6.5	0.0	43.7
Prop In Lane	0.09		0.19	0.51		0.32	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	151	0	0	375	0	0	30	958	812	121	0	1050
V/C Ratio(X)	0.80	0.00	0.00	0.93	0.00	0.00	0.33	0.81	0.29	0.82	0.00	0.81
Avail Cap(c_a), veh/h	282	0	0	380	0	0	113	958	812	121	0	1050
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.1	0.0	0.0	46.4	0.0	0.0	57.4	0.0	0.0	55.3	0.0	21.7
Incr Delay (d2), s/veh	9.2	0.0	0.0	29.8	0.0	0.0	0.6	0.7	0.1	34.4	0.0	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	13.3	0.0	0.0	0.3	0.2	0.0	4.1	0.0	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	0.0	0.0	76.1	0.0	0.0	58.0	0.7	0.1	89.7	0.0	28.5
LnGrp LOS	E	A	A	E	A	A	E	A	A	F	A	C
Approach Vol, veh/h		120			350			1021			951	
Approach Delay, s/veh		63.3			76.1			1.1			34.9	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	64.5		13.9	6.0	70.5		29.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	51.5		18.5	7.5	52.0		26.0
Max Q Clear Time (g_c+I1), s	9.5	2.0		9.7	2.6	45.7		25.5
Green Ext Time (p_c), s	0.0	8.1		0.3	0.0	3.1		0.1

Intersection Summary		
HCM 6th Ctrl Delay		28.1
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	653	81	239	449	109	105	743	249	93	828	97
Future Volume (veh/h)	154	653	81	239	449	109	105	743	249	93	828	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	653	81	239	449	109	105	743	249	93	828	97
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	145	482	60	196	469	114	113	541	181	121	675	79
Arrive On Green	0.08	0.29	0.29	0.11	0.32	0.32	0.06	0.40	0.40	0.13	0.81	0.81
Sat Flow, veh/h	1810	1652	205	1810	1469	357	1810	1353	453	1810	1669	196
Grp Volume(v), veh/h	154	0	734	239	0	558	105	0	992	93	0	925
Grp Sat Flow(s),veh/h/ln	1810	0	1857	1810	0	1826	1810	0	1806	1810	0	1865
Q Serve(g_s), s	9.6	0.0	35.0	13.0	0.0	35.9	6.9	0.0	48.0	6.0	0.0	48.5
Cycle Q Clear(g_c), s	9.6	0.0	35.0	13.0	0.0	35.9	6.9	0.0	48.0	6.0	0.0	48.5
Prop In Lane	1.00		0.11	1.00		0.20	1.00		0.25	1.00		0.10
Lane Grp Cap(c), veh/h	145	0	542	196	0	583	113	0	723	121	0	754
V/C Ratio(X)	1.06	0.00	1.36	1.22	0.00	0.96	0.93	0.00	1.37	0.77	0.00	1.23
Avail Cap(c_a), veh/h	145	0	542	196	0	593	113	0	723	121	0	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.48	0.00	0.48
Uniform Delay (d), s/veh	55.2	0.0	42.5	53.5	0.0	40.0	56.0	0.0	36.0	51.1	0.0	11.5
Incr Delay (d2), s/veh	91.1	0.0	171.6	135.7	0.0	26.2	62.4	0.0	176.6	13.6	0.0	108.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.0	41.7	13.3	0.0	20.2	5.1	0.0	56.0	3.0	0.0	27.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	146.3	0.0	214.1	189.2	0.0	66.2	118.4	0.0	212.6	64.8	0.0	119.6
LnGrp LOS	F	A	F	F	A	E	F	A	F	E	A	F
Approach Vol, veh/h		888			797			1097			1018	
Approach Delay, s/veh		202.3			103.1			203.5			114.6	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	52.0	17.0	39.0	11.5	52.5	13.6	42.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	48.0	13.0	35.0	7.5	48.5	9.0	39.0
Max Q Clear Time (g_c+I1), s	10.0	50.0	15.0	37.0	8.9	50.5	11.6	37.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	158.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	230	138	58	170	81	108	762	84	121	797	114
Future Volume (veh/h)	126	230	138	58	170	81	108	762	84	121	797	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	126	230	138	58	170	81	108	762	84	121	797	114
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	304	174	90	248	113	472	2148	1026	149	1907	271
Arrive On Green	0.09	0.14	0.14	0.05	0.10	0.10	0.52	1.00	1.00	0.08	0.42	0.42
Sat Flow, veh/h	1810	2184	1251	1810	2400	1090	1810	3610	1589	1810	4577	650
Grp Volume(v), veh/h	126	188	180	58	126	125	108	762	84	121	601	310
Grp Sat Flow(s),veh/h/ln	1810	1805	1629	1810	1805	1685	1810	1805	1589	1810	1729	1768
Q Serve(g_s), s	8.2	12.0	12.8	3.8	8.1	8.6	3.9	0.0	0.0	7.9	14.7	14.9
Cycle Q Clear(g_c), s	8.2	12.0	12.8	3.8	8.1	8.6	3.9	0.0	0.0	7.9	14.7	14.9
Prop In Lane	1.00		0.77	1.00		0.65	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	155	251	227	90	186	174	472	2148	1026	149	1441	737
V/C Ratio(X)	0.81	0.75	0.79	0.64	0.68	0.72	0.23	0.35	0.08	0.81	0.42	0.42
Avail Cap(c_a), veh/h	290	406	367	214	331	309	472	2148	1026	302	1441	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	49.6	50.0	56.0	51.9	52.1	22.1	0.0	0.0	54.1	24.7	24.8
Incr Delay (d2), s/veh	9.6	4.4	6.1	7.4	4.2	5.5	0.2	0.4	0.2	10.0	0.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	5.7	5.6	1.9	3.9	3.9	1.6	0.1	0.0	4.0	6.2	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	54.1	56.1	63.4	56.1	57.6	22.4	0.4	0.2	64.1	25.6	26.5
LnGrp LOS	E	D	E	E	E	E	C	A	A	E	C	C
Approach Vol, veh/h		494			309			954			1032	
Approach Delay, s/veh		57.2			58.1			2.9			30.4	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	75.4	10.0	20.7	35.3	54.0	14.3	16.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	42.8	14.2	27.0	12.8	50.0	19.2	22.0
Max Q Clear Time (g_c+I1), s	9.9	2.0	5.8	14.8	5.9	16.9	10.2	10.6
Green Ext Time (p_c), s	0.2	6.6	0.1	1.7	0.1	7.1	0.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	52	23	437	67	72	38	718	561	109	681	110
Future Volume (veh/h)	90	52	23	437	67	72	38	718	561	109	681	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	52	23	437	67	72	38	718	561	109	681	110
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	84	37	474	507	424	460	1275	816	526	1269	202
Arrive On Green	0.06	0.07	0.07	0.26	0.27	0.27	0.25	0.25	0.25	0.10	0.09	0.09
Sat Flow, veh/h	1810	1230	544	1810	1900	1587	1810	5187	1606	1810	4493	716
Grp Volume(v), veh/h	90	0	75	437	67	72	38	718	561	109	522	269
Grp Sat Flow(s),veh/h/ln	1810	0	1775	1810	1900	1587	1810	1729	1606	1810	1729	1751
Q Serve(g_s), s	5.9	0.0	4.9	28.2	3.2	2.1	1.9	14.5	0.2	6.7	17.3	17.6
Cycle Q Clear(g_c), s	5.9	0.0	4.9	28.2	3.2	2.1	1.9	14.5	0.2	6.7	17.3	17.6
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	114	0	121	474	507	424	460	1275	816	526	977	495
V/C Ratio(X)	0.79	0.00	0.62	0.92	0.13	0.17	0.08	0.56	0.69	0.21	0.53	0.54
Avail Cap(c_a), veh/h	220	0	274	663	758	633	460	1275	816	526	977	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76	0.95	0.95	0.95
Uniform Delay (d), s/veh	55.4	0.0	54.4	43.1	33.4	8.9	34.1	39.6	22.3	41.5	46.9	47.0
Incr Delay (d2), s/veh	11.3	0.0	5.1	14.8	0.1	0.2	0.1	1.4	3.6	0.2	2.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	2.4	14.4	1.5	1.6	0.9	6.3	12.5	3.2	8.3	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	0.0	59.4	57.9	33.5	9.1	34.2	41.0	25.9	41.7	48.9	51.1
LnGrp LOS	E	A	E	E	C	A	C	D	C	D	D	D
Approach Vol, veh/h		165			576			1317			900	
Approach Delay, s/veh		63.4			49.0			34.4			48.6	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	38.9	33.5	35.4	12.2	34.5	37.9	11.6	36.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	29.5	44.0	18.5	7.6	33.9	14.6	47.9
Max Q Clear Time (g_c+I1), s	19.7	16.5	30.2	6.9	3.9	19.6	7.9	5.2
Green Ext Time (p_c), s	0.1	5.9	1.2	0.2	0.0	4.5	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.4

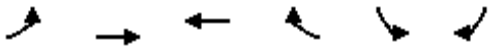
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	1573	1293	0	0	110
Future Vol, veh/h	0	1573	1293	0	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1573	1293	0	0	110

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	647
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*627
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*627
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	627
HCM Lane V/C Ratio	-	-	-	0.175
HCM Control Delay (s)	-	-	-	12
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.6

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	139	1390	1252	19	49	44
Future Volume (veh/h)	139	1390	1252	19	49	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	1390	1252	19	49	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	170	2265	1628	25	899	800
Arrive On Green	0.09	0.44	0.10	0.10	0.50	0.50
Sat Flow, veh/h	1810	5358	5435	80	1810	1610
Grp Volume(v), veh/h	139	1390	822	449	49	44
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1885	1810	1610
Q Serve(g_s), s	9.0	24.8	27.8	27.8	1.7	1.7
Cycle Q Clear(g_c), s	9.0	24.8	27.8	27.8	1.7	1.7
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	170	2265	1069	583	899	800
V/C Ratio(X)	0.82	0.61	0.77	0.77	0.05	0.06
Avail Cap(c_a), veh/h	513	3544	1268	691	899	800
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	26.0	49.7	49.7	15.6	15.6
Incr Delay (d2), s/veh	9.2	0.3	2.5	4.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	10.1	13.3	14.8	0.7	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.5	26.3	52.2	54.1	15.7	15.8
LnGrp LOS	E	C	D	D	B	B
Approach Vol, veh/h		1529	1271		93	
Approach Delay, s/veh		29.6	52.9		15.7	
Approach LOS		C	D		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	56.4	63.6	15.3	41.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	82.0	30.0	34.0	44.0
Max Q Clear Time (g_c+I1), s	26.8	3.7	11.0	29.8
Green Ext Time (p_c), s	15.2	0.2	0.3	7.3

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.4

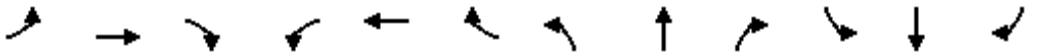
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1440	1220	12	29	48
Future Vol, veh/h	8	1440	1220	12	29	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	70	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	1440	1220	12	29	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1232	0	-	0	1818	616
Stage 1	-	-	-	-	1226	-
Stage 2	-	-	-	-	592	-
Critical Hdwy	5.3	-	-	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	3.1	-	-	-	3.8	3.9
Pot Cap-1 Maneuver	*789	-	-	-	*457	*627
Stage 1	-	-	-	-	*644	-
Stage 2	-	-	-	-	*598	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*789	-	-	-	*453	*627
Mov Cap-2 Maneuver	-	-	-	-	*453	-
Stage 1	-	-	-	-	*637	-
Stage 2	-	-	-	-	*598	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	* 789	-	-	-	453	627
HCM Lane V/C Ratio	0.01	-	-	-	0.064	0.077
HCM Control Delay (s)	9.6	-	-	-	13.5	11.2
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1330	441	0	2989	239	0	0	0	280	0	260
Future Volume (veh/h)	0	1330	441	0	2989	239	0	0	0	280	0	260
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1330	441	0	2989	0				361	0	173
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2255	744	0	3033					1261	0	561
Arrive On Green	0.00	0.58	0.58	0.00	1.00	0.00				0.35	0.00	0.35
Sat Flow, veh/h	0	4028	1272	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	1192	579	0	2989	0				361	0	173
Grp Sat Flow(s),veh/h/ln	0	1729	1671	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	26.2	26.4	0.0	0.0	0.0				8.7	0.0	9.4
Cycle Q Clear(g_c), s	0.0	26.2	26.4	0.0	0.0	0.0				8.7	0.0	9.4
Prop In Lane	0.00		0.76	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2022	977	0	3033					1261	0	561
V/C Ratio(X)	0.00	0.59	0.59	0.00	0.99					0.29	0.00	0.31
Avail Cap(c_a), veh/h	0	2305	1114	0	3458					1261	0	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.39	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.8	15.8	0.0	0.0	0.0				28.3	0.0	28.5
Incr Delay (d2), s/veh	0.0	0.3	0.7	0.0	6.3	0.0				0.6	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.1	9.9	0.0	1.8	0.0				3.9	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.1	16.5	0.0	6.3	0.0				28.9	0.0	29.9
LnGrp LOS	A	B	B	A	A					C	A	C
Approach Vol, veh/h		1771			2989	A					534	
Approach Delay, s/veh		16.2			6.3						29.2	
Approach LOS		B			A						C	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		72.3		47.7		72.3						
Change Period (Y+Rc), s		4.0		4.0		4.0						
Max Green Setting (Gmax), s		80.0		32.0		80.0						
Max Q Clear Time (g_c+I1), s		28.4		11.4		2.0						
Green Ext Time (p_c), s		21.6		1.8		64.5						

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	1542	0	0	2390	116	839	1	151	0	0	0
Future Volume (veh/h)	68	1542	0	0	2390	116	839	1	151	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	68	1542	0	0	2390	116	886	0	101			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	95	3275	0	0	2767	133	1093	0	486			
Arrive On Green	0.10	1.00	0.00	0.00	0.55	0.55	0.30	0.00	0.30			
Sat Flow, veh/h	1810	5358	0	0	5241	244	3619	0	1610			
Grp Volume(v), veh/h	68	1542	0	0	1624	882	886	0	101			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1856	1810	0	1610			
Q Serve(g_s), s	4.4	0.0	0.0	0.0	48.3	49.4	27.2	0.0	5.6			
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.0	48.3	49.4	27.2	0.0	5.6			
Prop In Lane	1.00		0.00	0.00		0.13	1.00		1.00			
Lane Grp Cap(c), veh/h	95	3275	0	0	1887	1013	1093	0	486			
V/C Ratio(X)	0.72	0.47	0.00	0.00	0.86	0.87	0.81	0.00	0.21			
Avail Cap(c_a), veh/h	118	3428	0	0	1945	1044	1093	0	486			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.84	0.84	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.9	0.0	0.0	0.0	23.3	23.6	38.7	0.0	31.2			
Incr Delay (d2), s/veh	12.6	0.1	0.0	0.0	4.1	8.0	6.5	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.0	19.9	22.9	12.9	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	0.1	0.0	0.0	27.4	31.6	45.3	0.0	32.2			
LnGrp LOS	E	A	A	A	C	C	D	A	C			
Approach Vol, veh/h		1610			2506			987				
Approach Delay, s/veh		2.8			28.9			43.9				
Approach LOS		A			C			D				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	40.2	79.8	10.3	69.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	32.7	79.3	7.8	67.5
Max Q Clear Time (g_c+I1), s	29.2	2.0	6.4	51.4
Green Ext Time (p_c), s	1.5	19.2	0.0	14.1

Intersection Summary	
HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	362	133	498	1805	0	0	0	0	0	0	365
Future Volume (veh/h)	0	362	133	498	1805	0	0	0	0	0	0	365
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	362	133	498	1805	0				0	0	365
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2372	1058	439	3404	0				0	0	0
Arrive On Green	0.00	0.66	0.66	0.24	0.94	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	362	133	498	1805	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	4.0	3.2	25.5	6.0	0.0						
Cycle Q Clear(g_c), s	0.0	4.0	3.2	25.5	6.0	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2372	1058	439	3404	0						
V/C Ratio(X)	0.00	0.15	0.13	1.13	0.53	0.00						
Avail Cap(c_a), veh/h	0	2372	1058	439	3404	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	6.9	6.7	39.8	0.3	0.0						
Incr Delay (d2), s/veh	0.0	0.1	0.2	84.6	0.6	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	1.5	1.1	21.5	0.3	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.0	7.0	124.4	0.9	0.0						
LnGrp LOS	A	A	A	F	A	A						
Approach Vol, veh/h		495			2303							
Approach Delay, s/veh		7.0			27.6							
Approach LOS		A			C							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	30.0	75.0				105.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	25.5	34.0				64.0						
Max Q Clear Time (g_c+I1), s	27.5	6.0				8.0						
Green Ext Time (p_c), s	0.0	2.9				26.1						

Intersection Summary												
HCM 6th Ctrl Delay			24.0									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	989	88	0	2131	632	315	419	0	78	14	203
Future Volume (veh/h)	19	989	88	0	2131	632	315	419	0	78	14	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	19	989	88	0	2131	632	315	419	0	78	14	203
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	2076	185	0	1721	486	257	516	0	133	28	413
Arrive On Green	0.62	0.62	0.62	0.00	0.62	0.62	0.27	0.27	0.00	0.27	0.27	0.27
Sat Flow, veh/h	102	3353	298	0	2874	784	1183	1900	0	983	105	1521
Grp Volume(v), veh/h	19	532	545	0	1346	1417	315	419	0	78	0	217
Grp Sat Flow(s),veh/h/ln	102	1805	1846	0	1805	1759	1183	1900	0	983	0	1626
Q Serve(g_s), s	0.0	16.7	16.7	0.0	65.0	65.0	16.7	21.6	0.0	6.9	0.0	11.8
Cycle Q Clear(g_c), s	65.0	16.7	16.7	0.0	65.0	65.0	28.5	21.6	0.0	28.5	0.0	11.8
Prop In Lane	1.00		0.16	0.00		0.45	1.00		0.00	1.00		0.94
Lane Grp Cap(c), veh/h	69	1117	1143	0	1117	1089	257	516	0	133	0	441
V/C Ratio(X)	0.28	0.48	0.48	0.00	1.20	1.30	1.23	0.81	0.00	0.59	0.00	0.49
Avail Cap(c_a), veh/h	69	1117	1143	0	1117	1089	257	516	0	133	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.5	10.8	10.8	0.0	20.0	20.0	46.4	35.8	0.0	49.7	0.0	32.2
Incr Delay (d2), s/veh	9.8	1.5	1.4	0.0	100.8	142.4	131.2	13.1	0.0	6.6	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.6	6.8	0.0	55.4	66.5	16.1	11.7	0.0	2.3	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	12.3	12.2	0.0	120.8	162.4	177.6	48.8	0.0	56.3	0.0	33.0
LnGrp LOS	E	B	B	A	F	F	F	D	A	E	A	C
Approach Vol, veh/h		1096			2763			734			295	
Approach Delay, s/veh		13.1			142.1			104.1			39.2	
Approach LOS		B			F			F			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	71.0	34.0	71.0	34.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	65.0	28.5	65.0	28.5
Max Q Clear Time (g_c+I1), s	67.0	30.5	67.0	30.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	101.3
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	512	785	17	7	1604	296	19	238	17	207	48	570
Future Volume (veh/h)	512	785	17	7	1604	296	19	238	17	207	48	570
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	512	785	17	7	1604	296	19	238	17	207	48	570
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	437	2939	64	22	1203	537	60	618	523	321	41	488
Arrive On Green	0.24	0.56	0.56	0.01	0.33	0.33	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	5222	113	1810	3610	1610	818	1900	1609	1142	126	1502
Grp Volume(v), veh/h	512	519	283	7	1604	296	19	238	17	207	0	618
Grp Sat Flow(s),veh/h/ln	1810	1729	1877	1810	1805	1610	818	1900	1609	1142	0	1628
Q Serve(g_s), s	29.0	9.3	9.3	0.5	40.0	18.0	0.0	11.6	0.9	20.5	0.0	39.0
Cycle Q Clear(g_c), s	29.0	9.3	9.3	0.5	40.0	18.0	39.0	11.6	0.9	32.1	0.0	39.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		0.92
Lane Grp Cap(c), veh/h	437	1946	1056	22	1203	537	60	618	523	321	0	529
V/C Ratio(X)	1.17	0.27	0.27	0.32	1.33	0.55	0.32	0.39	0.03	0.65	0.00	1.17
Avail Cap(c_a), veh/h	437	1946	1056	113	1203	537	60	618	523	321	0	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.5	13.5	13.5	58.8	40.0	32.7	60.0	31.3	27.6	43.6	0.0	40.5
Incr Delay (d2), s/veh	98.8	0.1	0.1	8.1	155.6	1.2	13.3	1.8	0.1	9.6	0.0	94.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.9	3.6	3.9	0.3	43.5	7.2	0.8	5.6	0.4	6.6	0.0	29.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	144.3	13.6	13.6	66.8	195.6	33.9	73.3	33.1	27.7	53.3	0.0	135.0
LnGrp LOS	F	B	B	E	F	C	E	C	C	D	A	F
Approach Vol, veh/h		1314			1907			274			825	
Approach Delay, s/veh		64.5			170.0			35.5			114.5	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	43.0	5.5	71.5	43.0	33.0	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	39.0	7.5	61.5	39.0	29.0	40.0
Max Q Clear Time (g_c+I1), s	41.0	2.5	11.3	41.0	31.0	42.0
Green Ext Time (p_c), s	0.0	0.0	6.3	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	118.8
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	694	273	83	1507	57	248	111	70	45	152	103
Future Volume (veh/h)	55	694	273	83	1507	57	248	111	70	45	152	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	694	273	83	1507	57	248	111	70	45	152	103
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	909	352	238	1699	64	563	671	566	241	332	278
Arrive On Green	0.05	0.25	0.25	0.26	0.66	0.66	0.10	0.12	0.12	0.13	0.17	0.17
Sat Flow, veh/h	1810	3657	1415	1810	5129	194	1810	1900	1601	1810	1900	1588
Grp Volume(v), veh/h	55	656	311	83	1016	548	248	111	70	45	152	103
Grp Sat Flow(s),veh/h/ln	1810	1729	1614	1810	1729	1865	1810	1900	1601	1810	1900	1588
Q Serve(g_s), s	3.6	21.1	21.6	4.5	28.9	28.9	15.5	6.3	4.7	2.7	8.6	6.9
Cycle Q Clear(g_c), s	3.6	21.1	21.6	4.5	28.9	28.9	15.5	6.3	4.7	2.7	8.6	6.9
Prop In Lane	1.00		0.88	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	860	401	238	1146	618	563	671	566	241	333	278
V/C Ratio(X)	0.62	0.76	0.78	0.35	0.89	0.89	0.44	0.17	0.12	0.19	0.46	0.37
Avail Cap(c_a), veh/h	121	1176	549	238	1297	699	563	671	566	241	333	278
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.47	0.47	0.47	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	41.8	42.0	40.0	18.4	18.4	44.0	37.1	36.4	46.2	44.4	43.7
Incr Delay (d2), s/veh	6.9	2.0	4.8	0.4	3.6	6.3	0.4	0.4	0.4	0.4	4.5	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.2	9.1	1.9	7.3	8.3	7.6	3.2	2.0	1.2	4.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	43.8	46.7	40.4	22.0	24.7	44.5	37.5	36.7	46.6	48.9	47.4
LnGrp LOS	E	D	D	D	C	C	D	D	D	D	D	D
Approach Vol, veh/h		1022			1647			429			300	
Approach Delay, s/veh		45.7			23.8			41.4			48.0	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	46.4	19.8	33.8	41.4	25.0	9.9	43.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.6	42.4	12.2	40.8	30.0	21.0	8.0	45.0
Max Q Clear Time (g_c+I1), s	4.7	8.3	6.5	23.6	17.5	10.6	5.6	30.9
Green Ext Time (p_c), s	0.0	0.9	0.1	6.3	0.6	0.8	0.0	8.9

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	1186	303	93	2095	79	276	64	90	74	76	142
Future Volume (veh/h)	164	1186	303	93	2095	79	276	64	90	74	76	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	164	1186	0	93	2095	79	170	212	90	74	76	142
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	191	1584		425	2255	700	398	418	354	193	202	171
Arrive On Green	0.11	0.31	0.00	0.24	0.43	0.43	0.22	0.22	0.22	0.18	0.18	0.18
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	164	1186	0	93	2095	79	170	212	90	74	76	142
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	10.7	24.7	0.0	5.0	46.0	3.5	9.7	11.8	5.5	4.3	4.2	10.2
Cycle Q Clear(g_c), s	10.7	24.7	0.0	5.0	46.0	3.5	9.7	11.8	5.5	4.3	4.2	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	1584		425	2255	700	398	418	354	193	202	171
V/C Ratio(X)	0.86	0.75		0.22	0.93	0.11	0.43	0.51	0.25	0.38	0.38	0.83
Avail Cap(c_a), veh/h	211	2326		425	2274	706	398	418	354	279	293	248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	0.00	0.59	0.59	0.59	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	52.8	37.5	0.0	37.0	32.2	20.2	40.3	41.1	38.7	45.9	45.8	48.3
Incr Delay (d2), s/veh	26.0	0.8	0.0	0.2	4.7	0.0	3.3	4.4	1.7	1.2	1.1	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	10.5	0.0	2.2	19.7	1.3	4.7	6.0	2.4	2.0	2.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.8	38.3	0.0	37.2	36.9	20.2	43.6	45.5	40.4	47.1	46.9	61.8
LnGrp LOS	E	D		D	D	C	D	D	D	D	D	E
Approach Vol, veh/h		1350	A		2267			472			292	
Approach Delay, s/veh		43.2			36.3			43.9			54.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	30.4	32.2	40.6	16.8	16.7	56.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.9	12.8	53.8	18.5	14.0	52.6
Max Q Clear Time (g_c+I1), s	13.8	7.0	26.7	12.2	12.7	48.0
Green Ext Time (p_c), s	1.0	0.1	9.9	0.6	0.1	4.2

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

Notes

User approved volume balancing among the lanes for turning movement.

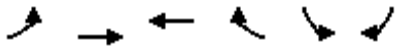
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	591	84	118	1873	190	72	318	21	159	269	157
Future Volume (veh/h)	154	591	84	118	1873	190	72	318	21	159	269	157
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	591	84	118	1873	190	72	318	21	159	269	157
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	1684	741	145	2128	215	517	550	36	561	623	277
Arrive On Green	0.07	0.31	0.31	0.08	0.44	0.44	0.15	0.16	0.16	0.16	0.17	0.17
Sat Flow, veh/h	1810	3610	1587	1810	4786	483	3510	3438	226	3510	3610	1607
Grp Volume(v), veh/h	154	591	84	118	1350	713	72	166	173	159	269	157
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1729	1810	1755	1805	1859	1755	1805	1607
Q Serve(g_s), s	10.1	15.2	2.7	7.7	42.7	43.3	2.1	10.2	10.3	4.8	8.0	10.7
Cycle Q Clear(g_c), s	10.1	15.2	2.7	7.7	42.7	43.3	2.1	10.2	10.3	4.8	8.0	10.7
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	185	1684	741	145	1538	805	517	289	297	561	623	277
V/C Ratio(X)	0.83	0.35	0.11	0.81	0.88	0.89	0.14	0.58	0.58	0.28	0.43	0.57
Avail Cap(c_a), veh/h	312	1790	787	244	1585	830	517	289	297	561	623	277
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.35	0.35	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	27.2	8.5	54.3	30.3	30.5	44.5	46.6	46.7	44.4	44.4	45.5
Incr Delay (d2), s/veh	7.2	0.1	0.1	3.9	2.2	4.3	0.1	8.1	8.0	0.3	2.2	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	7.0	1.7	3.7	17.8	19.3	0.9	5.2	5.4	2.1	3.8	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.1	27.3	8.5	58.1	32.5	34.8	44.7	54.7	54.7	44.6	46.6	53.7
LnGrp LOS	E	C	A	E	C	C	D	D	D	D	D	D
Approach Vol, veh/h		829			2181			411			585	
Approach Delay, s/veh		31.9			34.7			53.0			48.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.2	23.2	13.6	60.0	21.7	24.7	16.3	57.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.1	19.2	16.2	59.5	7.6	20.7	20.7	55.0
Max Q Clear Time (g_c+I1), s	16.8	12.3	9.7	17.2	4.1	12.7	12.1	45.3
Green Ext Time (p_c), s	0.1	1.1	0.1	4.9	0.0	1.4	0.2	8.1

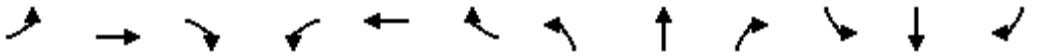
Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	193	1159	2265	158	154	119
Future Volume (veh/h)	193	1159	2265	158	154	119
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	193	1159	2265	158	154	119
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	221	3465	2659	1253	932	624
Arrive On Green	0.24	1.00	0.51	0.51	0.27	0.27
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	193	1159	2265	158	154	119
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	12.3	0.0	45.3	2.9	4.0	5.9
Cycle Q Clear(g_c), s	12.3	0.0	45.3	2.9	4.0	5.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	221	3465	2659	1253	932	624
V/C Ratio(X)	0.87	0.33	0.85	0.13	0.17	0.19
Avail Cap(c_a), veh/h	362	3977	2766	1286	932	624
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.13	0.13	1.00	1.00
Uniform Delay (d), s/veh	44.5	0.0	25.3	3.3	33.9	24.3
Incr Delay (d2), s/veh	10.5	0.0	0.4	0.0	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	18.0	2.3	1.8	6.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.0	0.0	25.7	3.3	34.3	25.0
LnGrp LOS	E	A	C	A	C	C
Approach Vol, veh/h		1352	2423		273	
Approach Delay, s/veh		7.9	24.2		30.2	
Approach LOS		A	C		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			84.2		35.8	18.6	65.5
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			92.0		20.0	24.0	64.0
Max Q Clear Time (g_c+I1), s			2.0		7.9	14.3	47.3
Green Ext Time (p_c), s			11.7		0.7	0.4	14.2

Intersection Summary		
HCM 6th Ctrl Delay		19.2
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	712	64	172	1932	124	142	298	76	162	189	76
Future Volume (veh/h)	26	712	64	172	1932	124	142	298	76	162	189	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	712	64	172	1932	124	142	298	76	162	189	76
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	853	376	381	2056	131	441	897	225	191	447	173
Arrive On Green	0.03	0.24	0.24	0.42	0.83	0.83	0.08	0.10	0.10	0.11	0.18	0.18
Sat Flow, veh/h	1810	3610	1589	1810	4977	318	1810	2858	717	1810	2540	985
Grp Volume(v), veh/h	26	712	64	172	1340	716	142	186	188	162	132	133
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1729	1837	1810	1805	1769	1810	1805	1721
Q Serve(g_s), s	1.7	22.5	3.8	8.1	35.9	36.8	8.9	11.5	11.8	10.6	7.8	8.3
Cycle Q Clear(g_c), s	1.7	22.5	3.8	8.1	35.9	36.8	8.9	11.5	11.8	10.6	7.8	8.3
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.41	1.00		0.57
Lane Grp Cap(c), veh/h	61	853	376	381	1429	759	441	567	556	191	317	303
V/C Ratio(X)	0.42	0.83	0.17	0.45	0.94	0.94	0.32	0.33	0.34	0.85	0.42	0.44
Avail Cap(c_a), veh/h	115	1071	472	381	1510	802	441	567	556	271	317	303
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.36	0.36	0.36	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	43.6	36.5	29.8	9.2	9.3	45.8	42.0	42.2	52.7	44.0	44.2
Incr Delay (d2), s/veh	4.3	4.4	0.2	0.3	4.8	8.8	0.3	0.9	1.0	15.6	4.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	10.5	1.5	3.2	4.7	5.8	4.3	5.7	5.8	5.6	3.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	48.0	36.7	30.1	14.0	18.1	46.1	43.0	43.2	68.3	48.0	48.7
LnGrp LOS	E	D	D	C	B	B	D	D	D	E	D	D
Approach Vol, veh/h		802			2228			516			427	
Approach Delay, s/veh		47.5			16.6			43.9			55.9	
Approach LOS		D			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	41.7	29.3	32.4	33.3	25.1	8.1	53.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	26.0	24.4	35.6	22.9	21.1	7.6	52.4
Max Q Clear Time (g_c+I1), s	12.6	13.8	10.1	24.5	10.9	10.3	3.7	38.8
Green Ext Time (p_c), s	0.2	1.7	0.4	3.8	0.3	1.1	0.0	10.8

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	1117	206	18	1916	96	384	61	7	92	53	120
Future Volume (veh/h)	297	1117	206	18	1916	96	384	61	7	92	53	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	297	1117	206	18	1916	96	384	61	7	92	53	120
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	320	1444	448	465	1813	91	520	664	75	232	662	580
Arrive On Green	0.35	0.56	0.56	0.26	0.36	0.36	0.15	0.20	0.20	0.13	0.18	0.18
Sat Flow, veh/h	1810	5187	1610	1810	5060	253	3510	3265	368	1810	3610	1610
Grp Volume(v), veh/h	297	1117	206	18	1308	704	384	33	35	92	53	120
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1854	1755	1805	1828	1810	1805	1610
Q Serve(g_s), s	18.9	20.1	9.1	0.9	43.0	43.0	12.6	1.8	1.9	5.6	1.5	3.8
Cycle Q Clear(g_c), s	18.9	20.1	9.1	0.9	43.0	43.0	12.6	1.8	1.9	5.6	1.5	3.8
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	320	1444	448	465	1239	665	520	367	372	232	662	580
V/C Ratio(X)	0.93	0.77	0.46	0.04	1.06	1.06	0.74	0.09	0.09	0.40	0.08	0.21
Avail Cap(c_a), veh/h	362	2572	798	465	1239	665	520	367	372	232	662	580
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	38.0	23.7	21.2	33.5	38.5	38.5	48.9	38.8	38.8	48.1	40.6	12.1
Incr Delay (d2), s/veh	27.4	0.9	0.7	0.0	41.6	51.7	5.5	0.5	0.5	1.0	0.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	6.0	3.0	0.4	25.0	28.7	5.9	0.8	0.9	2.6	0.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	24.5	21.9	33.5	80.1	90.2	54.4	39.3	39.3	49.1	40.8	12.8
LnGrp LOS	E	C	C	C	F	F	D	D	D	D	D	B
Approach Vol, veh/h		1620			2030			452			265	
Approach Delay, s/veh		31.7			83.2			52.1			31.0	
Approach LOS		C			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	28.4	34.8	37.4	21.8	26.0	25.2	47.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.6	24.4	7.5	59.5	15.0	22.0	24.0	43.0
Max Q Clear Time (g_c+I1), s	11.6	3.9	2.9	22.1	14.6	5.8	20.9	45.0
Green Ext Time (p_c), s	0.1	0.3	0.0	11.3	0.1	0.6	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.7
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	735	54	26	1911	239	210	440	39	201	277	195
Future Volume (veh/h)	143	735	54	26	1911	239	210	440	39	201	277	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	143	735	54	26	1911	239	210	440	39	201	277	195
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	1041	550	624	2108	261	257	626	279	267	647	434
Arrive On Green	0.09	0.20	0.20	0.34	0.45	0.45	0.28	0.35	0.35	0.15	0.18	0.18
Sat Flow, veh/h	1810	5187	1601	1810	4666	578	1810	3610	1607	1810	3610	1580
Grp Volume(v), veh/h	143	735	54	26	1411	739	210	440	39	201	277	195
Grp Sat Flow(s),veh/h/ln	1810	1729	1601	1810	1729	1786	1810	1805	1607	1810	1805	1580
Q Serve(g_s), s	9.3	15.8	0.0	1.1	45.4	46.4	13.0	12.6	2.0	12.8	8.2	0.8
Cycle Q Clear(g_c), s	9.3	15.8	0.0	1.1	45.4	46.4	13.0	12.6	2.0	12.8	8.2	0.8
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	1041	550	624	1562	807	257	626	279	267	647	434
V/C Ratio(X)	0.84	0.71	0.10	0.04	0.90	0.92	0.82	0.70	0.14	0.75	0.43	0.45
Avail Cap(c_a), veh/h	178	2563	1019	624	1585	818	257	626	279	267	647	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	0.44	0.44	0.44	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	44.7	26.8	26.1	30.5	30.8	41.5	36.5	33.1	49.0	43.8	36.1
Incr Delay (d2), s/veh	17.4	0.5	0.0	0.0	3.6	7.5	16.6	5.8	0.9	11.3	2.1	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	6.8	1.1	0.5	19.1	21.1	6.2	5.2	0.8	6.6	3.9	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	45.2	26.9	26.1	34.1	38.3	58.2	42.3	34.0	60.3	45.9	39.4
LnGrp LOS	E	D	C	C	C	D	E	D	C	E	D	D
Approach Vol, veh/h		932			2176			689			673	
Approach Delay, s/veh		48.1			35.4			46.7			48.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.7	24.8	45.4	28.1	21.0	25.5	15.3	58.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.4	20.8	7.5	59.3	15.7	21.5	11.8	55.0
Max Q Clear Time (g_c+I1), s	11.3	14.6	3.1	17.8	15.0	10.2	11.3	48.4
Green Ext Time (p_c), s	0.1	1.5	0.0	6.2	0.0	1.9	0.0	5.8

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	621	415	14	1046	111	789	539	8	70	281	81
Future Volume (veh/h)	116	621	415	14	1046	111	789	539	8	70	281	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	621	415	14	1046	111	789	539	8	70	281	81
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	142	824	815	339	1108	117	976	1268	19	187	480	136
Arrive On Green	0.08	0.23	0.23	0.19	0.34	0.34	0.28	0.35	0.35	0.14	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	3288	349	3510	3640	54	1810	2770	782
Grp Volume(v), veh/h	116	621	415	14	574	583	789	267	280	70	181	181
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1832	1755	1805	1889	1810	1805	1747
Q Serve(g_s), s	7.6	19.2	0.0	0.8	37.1	37.2	25.1	13.6	13.6	4.2	10.7	11.1
Cycle Q Clear(g_c), s	7.6	19.2	0.0	0.8	37.1	37.2	25.1	13.6	13.6	4.2	10.7	11.1
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.03	1.00		0.45
Lane Grp Cap(c), veh/h	142	824	815	339	608	617	976	629	658	187	313	303
V/C Ratio(X)	0.82	0.75	0.51	0.04	0.94	0.94	0.81	0.42	0.43	0.38	0.58	0.60
Avail Cap(c_a), veh/h	166	1339	1045	339	617	626	976	629	658	187	313	303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.46	0.46	0.46	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	54.5	43.2	19.7	40.0	38.7	38.7	40.3	29.9	29.9	48.3	42.3	42.4
Incr Delay (d2), s/veh	23.4	1.4	0.5	0.0	13.3	13.4	5.1	2.1	2.0	1.2	7.2	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	8.7	7.7	0.3	18.4	18.7	11.5	6.3	6.5	2.0	5.2	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.9	44.6	20.2	40.0	52.0	52.1	45.5	32.0	31.9	49.4	49.5	50.5
LnGrp LOS	E	D	C	D	D	D	D	C	C	D	D	D
Approach Vol, veh/h		1152			1171			1336			432	
Approach Delay, s/veh		39.2			51.9			39.9			49.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	45.8	26.5	31.4	37.4	24.8	13.4	44.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.3	41.8	7.5	44.5	31.2	20.8	11.0	41.0
Max Q Clear Time (g_c+I1), s	6.2	15.6	2.8	21.2	27.1	13.1	9.6	39.2
Green Ext Time (p_c), s	0.0	3.4	0.0	6.1	1.3	1.3	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	155	403	616	118	189	624
Future Volume (veh/h)	155	403	616	118	189	624
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	155	403	616	118	189	624
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	843	386	1408	627	878	2455
Arrive On Green	0.24	0.24	0.39	0.39	0.25	0.68
Sat Flow, veh/h	3510	1610	3705	1608	3510	3705
Grp Volume(v), veh/h	155	403	616	118	189	624
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1608	1755	1805
Q Serve(g_s), s	3.5	24.0	12.6	4.8	4.3	6.7
Cycle Q Clear(g_c), s	3.5	24.0	12.6	4.8	4.3	6.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	843	386	1408	627	878	2455
V/C Ratio(X)	0.18	1.04	0.44	0.19	0.22	0.25
Avail Cap(c_a), veh/h	843	386	1408	627	878	2455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	38.0	22.4	20.1	29.7	6.2
Incr Delay (d2), s/veh	0.0	43.1	1.0	0.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	13.9	5.4	1.9	1.8	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.3	81.1	23.4	20.7	29.8	6.4
LnGrp LOS	C	F	C	C	C	A
Approach Vol, veh/h	558		734			813
Approach Delay, s/veh	67.0		23.0			11.9
Approach LOS	E		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	39.0	43.0			72.0	28.0
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	25.0	39.0			68.0	24.0
Max Q Clear Time (g_c+I1), s	6.3	14.6			8.7	26.0
Green Ext Time (p_c), s	0.6	4.8			5.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	776	84	84	1814	68	127	261	68	121	216	92
Future Volume (veh/h)	88	776	84	84	1814	68	127	261	68	121	216	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	776	84	84	1814	68	127	261	68	121	216	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	1980	213	108	2132	80	379	873	223	148	447	183
Arrive On Green	0.12	0.83	0.83	0.04	0.28	0.28	0.42	0.62	0.62	0.08	0.18	0.18
Sat Flow, veh/h	1810	4745	510	1810	5128	192	1810	2836	723	1810	2481	1017
Grp Volume(v), veh/h	88	564	296	84	1223	659	127	164	165	121	155	153
Grp Sat Flow(s),veh/h/ln	1810	1729	1798	1810	1729	1862	1810	1805	1755	1810	1805	1693
Q Serve(g_s), s	5.7	4.8	4.9	5.5	40.1	40.2	5.7	5.1	5.3	7.9	9.2	9.8
Cycle Q Clear(g_c), s	5.7	4.8	4.9	5.5	40.1	40.2	5.7	5.1	5.3	7.9	9.2	9.8
Prop In Lane	1.00		0.28	1.00		0.10	1.00		0.41	1.00		0.60
Lane Grp Cap(c), veh/h	111	1443	750	108	1438	774	379	555	540	148	325	305
V/C Ratio(X)	0.79	0.39	0.39	0.77	0.85	0.85	0.34	0.30	0.31	0.82	0.48	0.50
Avail Cap(c_a), veh/h	262	1443	750	317	1498	807	379	555	540	204	325	305
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.28	0.28	0.28	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	6.2	6.2	56.8	39.8	39.8	29.2	17.0	17.0	54.2	44.1	44.4
Incr Delay (d2), s/veh	10.9	0.2	0.3	3.3	1.4	2.6	0.5	1.2	1.3	16.6	4.9	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	1.4	1.5	2.7	18.0	19.7	2.4	2.1	2.2	4.3	4.6	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	6.3	6.5	60.1	41.1	42.4	29.7	18.2	18.3	70.8	49.1	50.2
LnGrp LOS	E	A	A	E	D	D	C	B	B	E	D	D
Approach Vol, veh/h		948			1966			456			429	
Approach Delay, s/veh		11.6			42.4			21.4			55.6	
Approach LOS		B			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	40.9	11.2	54.1	29.1	25.6	11.4	53.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.5	21.1	21.0	48.4	13.0	21.6	17.4	52.0
Max Q Clear Time (g_c+I1), s	9.9	7.3	7.5	6.9	7.7	11.8	7.7	42.2
Green Ext Time (p_c), s	0.1	1.6	0.1	6.8	0.1	1.2	0.1	7.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	561	121	40	1029	64	141	453	67	107	371	49
Future Volume (veh/h)	56	561	121	40	1029	64	141	453	67	107	371	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	561	121	40	1029	64	141	453	67	107	371	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	695	149	273	1165	72	470	791	116	413	704	92
Arrive On Green	0.05	0.24	0.24	0.15	0.34	0.34	0.26	0.25	0.25	0.46	0.44	0.44
Sat Flow, veh/h	1810	2943	632	1810	3451	215	1810	3144	462	1810	3201	419
Grp Volume(v), veh/h	56	343	339	40	538	555	141	259	261	107	208	212
Grp Sat Flow(s),veh/h/ln	1810	1805	1770	1810	1805	1860	1810	1805	1800	1810	1805	1815
Q Serve(g_s), s	3.6	21.5	21.7	2.3	33.8	33.8	7.5	15.0	15.2	4.4	10.1	10.2
Cycle Q Clear(g_c), s	3.6	21.5	21.7	2.3	33.8	33.8	7.5	15.0	15.2	4.4	10.1	10.2
Prop In Lane	1.00		0.36	1.00		0.12	1.00		0.26	1.00		0.23
Lane Grp Cap(c), veh/h	89	426	418	273	609	628	470	454	453	413	397	399
V/C Ratio(X)	0.63	0.81	0.81	0.15	0.88	0.88	0.30	0.57	0.58	0.26	0.52	0.53
Avail Cap(c_a), veh/h	205	764	749	273	677	698	470	454	453	413	397	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.92	0.92	0.92	0.35	0.35	0.35	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	56.0	43.2	43.3	44.2	37.5	37.5	35.7	39.2	39.3	26.4	29.0	29.1
Incr Delay (d2), s/veh	6.5	3.4	3.5	0.1	4.9	4.7	0.4	5.1	5.3	0.3	4.5	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	10.0	9.9	1.0	15.5	16.0	3.4	7.3	7.4	1.8	4.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	46.6	46.8	44.3	42.4	42.3	36.0	44.3	44.6	26.7	33.5	33.7
LnGrp LOS	E	D	D	D	D	D	D	D	D	C	C	C
Approach Vol, veh/h		738			1133			661			527	
Approach Delay, s/veh		47.9			42.4			42.6			32.2	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	34.2	22.1	32.3	35.2	30.4	9.9	44.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.3	30.2	7.8	50.8	19.0	26.4	13.6	45.0
Max Q Clear Time (g_c+I1), s	10.4	17.2	4.3	23.7	9.5	12.2	5.6	35.8
Green Ext Time (p_c), s	0.1	2.6	0.0	4.6	0.2	2.1	0.1	4.7

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	241	67	23	429	476	52	293	28	293	330	32
Future Volume (veh/h)	75	241	67	23	429	476	52	293	28	293	330	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.88	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	241	67	23	429	476	52	293	28	293	330	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	215	422	184	788	505	445	237	671	63	533	1224	118
Arrive On Green	0.06	0.12	0.12	0.22	0.28	0.28	0.13	0.20	0.20	0.29	0.37	0.37
Sat Flow, veh/h	3510	3610	1572	3510	1805	1588	1810	3291	310	1810	3327	321
Grp Volume(v), veh/h	75	241	67	23	429	476	52	159	162	293	178	184
Grp Sat Flow(s),veh/h/ln	1755	1805	1572	1755	1805	1588	1810	1805	1796	1810	1805	1842
Q Serve(g_s), s	2.0	6.3	3.9	0.5	22.4	28.0	2.6	7.7	7.9	13.6	6.9	7.0
Cycle Q Clear(g_c), s	2.0	6.3	3.9	0.5	22.4	28.0	2.6	7.7	7.9	13.6	6.9	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.17
Lane Grp Cap(c), veh/h	215	422	184	788	505	445	237	368	366	533	664	678
V/C Ratio(X)	0.35	0.57	0.37	0.03	0.85	1.07	0.22	0.43	0.44	0.55	0.27	0.27
Avail Cap(c_a), veh/h	267	1011	440	788	505	445	237	368	366	533	664	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	41.8	40.7	30.3	34.0	36.0	38.9	34.7	34.8	29.7	22.2	22.2
Incr Delay (d2), s/veh	1.0	1.2	1.2	0.0	9.5	56.4	0.5	3.7	3.8	1.2	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.9	1.6	0.2	11.0	17.5	1.2	3.7	3.8	6.0	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	43.0	41.9	30.3	43.5	92.4	39.4	38.4	38.7	30.9	23.1	23.2
LnGrp LOS	D	D	D	C	D	F	D	D	D	C	C	C
Approach Vol, veh/h		383			928			373			655	
Approach Delay, s/veh		43.4			68.2			38.6			26.6	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	24.4	26.5	15.7	17.1	40.8	10.1	32.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	28.0	20.4	7.6	28.0	11.6	36.8	7.6	28.0
Max Q Clear Time (g_c+I1), s	15.6	9.9	2.5	8.3	4.6	9.0	4.0	30.0
Green Ext Time (p_c), s	0.7	1.3	0.0	1.6	0.0	2.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	650	150	208	1405	160	432	948	194	239	698	266
Future Volume (veh/h)	156	650	150	208	1405	160	432	948	194	239	698	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	650	150	208	1405	160	432	948	194	239	698	266
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	1079	478	268	1487	169	452	1194	521	291	872	386
Arrive On Green	0.06	0.30	0.30	0.08	0.32	0.32	0.33	0.44	0.44	0.16	0.24	0.24
Sat Flow, veh/h	3510	3610	1600	3510	4721	538	1810	3610	1575	1810	3610	1598
Grp Volume(v), veh/h	156	650	150	208	1029	536	432	948	194	239	698	266
Grp Sat Flow(s),veh/h/ln	1755	1805	1600	1755	1729	1801	1810	1805	1575	1810	1805	1598
Q Serve(g_s), s	5.2	18.5	8.7	7.0	34.8	34.8	28.0	27.1	7.8	15.3	21.8	15.1
Cycle Q Clear(g_c), s	5.2	18.5	8.7	7.0	34.8	34.8	28.0	27.1	7.8	15.3	21.8	15.1
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	1079	478	268	1089	567	452	1194	521	291	872	386
V/C Ratio(X)	0.74	0.60	0.31	0.78	0.94	0.94	0.95	0.79	0.37	0.82	0.80	0.69
Avail Cap(c_a), veh/h	219	1079	478	348	1095	570	452	1194	521	291	872	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.51	0.51	0.51	0.61	0.61	0.61	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	36.0	32.5	54.4	40.1	40.1	39.4	30.1	15.6	48.7	42.8	28.7
Incr Delay (d2), s/veh	11.1	0.9	0.3	4.2	9.4	15.5	22.6	3.4	1.2	17.0	7.6	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	8.3	3.4	3.2	16.0	17.7	14.5	11.4	2.8	8.3	10.6	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	36.8	32.9	58.6	49.5	55.5	62.0	33.5	16.9	65.7	50.4	38.4
LnGrp LOS	E	D	C	E	D	E	E	C	B	E	D	D
Approach Vol, veh/h		956			1773			1574			1203	
Approach Delay, s/veh		41.1			52.4			39.3			50.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.3	43.7	13.2	39.9	34.0	33.0	11.2	41.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.8	39.7	11.9	33.6	30.0	28.5	7.5	38.0
Max Q Clear Time (g_c+I1), s	7.3	29.1	9.0	20.5	30.0	23.8	7.2	36.8
Green Ext Time (p_c), s	0.1	5.3	0.2	4.1	0.0	2.4	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	46.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	552	180	142	827	112	287	1356	196	95	938	99
Future Volume (veh/h)	93	552	180	142	827	112	287	1356	196	95	938	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	552	180	142	827	112	287	1356	196	95	938	99
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	619	201	217	916	124	316	1865	270	194	1623	171
Arrive On Green	0.06	0.23	0.23	0.12	0.29	0.29	0.17	0.41	0.41	0.04	0.11	0.11
Sat Flow, veh/h	1810	2676	870	1810	3193	432	1810	4568	660	1810	4763	501
Grp Volume(v), veh/h	93	372	360	142	468	471	287	1026	526	95	680	357
Grp Sat Flow(s),veh/h/ln	1810	1805	1741	1810	1805	1820	1810	1729	1770	1810	1729	1806
Q Serve(g_s), s	6.1	23.9	24.1	9.0	29.9	29.9	18.7	30.0	30.0	6.2	22.4	22.5
Cycle Q Clear(g_c), s	6.1	23.9	24.1	9.0	29.9	29.9	18.7	30.0	30.0	6.2	22.4	22.5
Prop In Lane	1.00		0.50	1.00		0.24	1.00		0.37	1.00		0.28
Lane Grp Cap(c), veh/h	116	417	403	217	518	522	316	1412	723	194	1178	615
V/C Ratio(X)	0.80	0.89	0.90	0.65	0.90	0.90	0.91	0.73	0.73	0.49	0.58	0.58
Avail Cap(c_a), veh/h	124	451	435	226	554	558	362	1412	723	194	1178	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.64	0.64	0.64	0.47	0.47	0.47	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	55.4	44.7	44.7	50.4	41.2	41.2	48.6	29.9	29.9	54.7	45.1	45.1
Incr Delay (d2), s/veh	19.7	12.9	13.8	3.0	9.4	9.4	24.1	3.3	6.3	1.3	1.3	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	12.1	11.9	4.3	14.5	14.6	10.5	12.9	13.8	3.0	10.6	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.1	57.5	58.5	53.4	50.6	50.5	72.7	33.2	36.2	55.9	46.4	47.7
LnGrp LOS	E	E	E	D	D	D	E	C	D	E	D	D
Approach Vol, veh/h		825			1081			1839			1132	
Approach Delay, s/veh		59.9			50.9			40.2			47.6	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	53.0	18.4	31.7	25.0	44.9	11.7	38.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	49.0	15.0	30.0	24.0	35.0	8.2	36.8
Max Q Clear Time (g_c+I1), s	8.2	32.0	11.0	26.1	20.7	24.5	8.1	31.9
Green Ext Time (p_c), s	0.0	10.1	0.1	1.7	0.3	5.0	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	372	138	367	534	152	236	1302	378	164	811	99
Future Volume (veh/h)	64	372	138	367	534	152	236	1302	378	164	811	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	372	138	367	534	152	236	1302	378	164	811	99
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	419	153	398	913	259	260	1651	505	300	1592	193
Arrive On Green	0.05	0.16	0.16	0.22	0.33	0.33	0.29	0.64	0.64	0.17	0.34	0.34
Sat Flow, veh/h	1810	2576	941	1810	2757	781	1810	5187	1587	1810	4672	567
Grp Volume(v), veh/h	64	259	251	367	349	337	236	1302	378	164	599	311
Grp Sat Flow(s),veh/h/ln	1810	1805	1712	1810	1805	1733	1810	1729	1587	1810	1729	1780
Q Serve(g_s), s	4.2	16.8	17.3	23.8	19.2	19.4	15.1	22.0	19.8	10.0	16.6	16.8
Cycle Q Clear(g_c), s	4.2	16.8	17.3	23.8	19.2	19.4	15.1	22.0	19.8	10.0	16.6	16.8
Prop In Lane	1.00		0.55	1.00		0.45	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	93	294	278	398	598	574	260	1651	505	300	1178	607
V/C Ratio(X)	0.69	0.88	0.90	0.92	0.58	0.59	0.91	0.79	0.75	0.55	0.51	0.51
Avail Cap(c_a), veh/h	172	301	285	467	598	574	283	1651	505	300	1178	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.80	0.80	0.80	0.41	0.41	0.41	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	49.1	49.3	45.8	33.3	33.3	42.0	18.9	18.5	45.9	31.5	31.6
Incr Delay (d2), s/veh	7.5	21.8	26.1	18.6	1.2	1.3	15.3	1.6	4.2	2.1	1.6	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	9.3	9.4	12.7	8.6	8.3	6.8	5.7	5.2	4.7	7.2	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	70.9	75.4	64.4	34.4	34.6	57.3	20.5	22.6	48.0	33.1	34.7
LnGrp LOS	E	E	E	E	C	C	E	C	C	D	C	C
Approach Vol, veh/h		574			1053			1916			1074	
Approach Delay, s/veh		72.0			44.9			25.5			35.8	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.9	42.2	30.4	23.5	21.2	44.9	10.2	43.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.8	38.2	31.0	20.0	18.8	34.2	11.4	39.6
Max Q Clear Time (g_c+I1), s	12.0	24.0	25.8	19.3	17.1	18.8	6.2	21.4
Green Ext Time (p_c), s	0.1	8.9	0.6	0.2	0.1	5.4	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	156	92	237	133	160	104	1751	300	79	1373	4
Future Volume (veh/h)	24	156	92	237	133	160	104	1751	300	79	1373	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	156	92	237	133	160	104	1751	300	79	1373	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	189	186	246	138	329	129	1954	331	187	2516	7
Arrive On Green	0.12	0.12	0.12	0.21	0.21	0.21	0.07	0.44	0.44	0.14	0.63	0.63
Sat Flow, veh/h	252	1636	1602	1179	662	1581	1810	4448	754	1810	5339	16
Grp Volume(v), veh/h	180	0	92	370	0	160	104	1357	694	79	889	488
Grp Sat Flow(s),veh/h/ln	1887	0	1602	1841	0	1581	1810	1729	1745	1810	1729	1897
Q Serve(g_s), s	11.2	0.0	6.5	23.9	0.0	10.7	6.8	43.5	44.5	4.8	17.5	17.5
Cycle Q Clear(g_c), s	11.2	0.0	6.5	23.9	0.0	10.7	6.8	43.5	44.5	4.8	17.5	17.5
Prop In Lane	0.13		1.00	0.64		1.00	1.00		0.43	1.00		0.01
Lane Grp Cap(c), veh/h	219	0	186	384	0	329	129	1519	766	187	1630	894
V/C Ratio(X)	0.82	0.00	0.50	0.96	0.00	0.49	0.81	0.89	0.91	0.42	0.55	0.55
Avail Cap(c_a), veh/h	291	0	247	384	0	329	155	1519	766	187	1630	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.86	0.86	0.86	0.72	0.72	0.72
Uniform Delay (d), s/veh	51.8	0.0	49.8	47.1	0.0	41.8	54.9	31.1	31.3	48.5	15.1	15.1
Incr Delay (d2), s/veh	13.2	0.0	2.0	36.6	0.0	1.1	19.7	7.4	14.5	1.1	1.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	2.7	14.8	0.0	4.3	3.8	19.2	21.3	2.2	6.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	0.0	51.8	83.7	0.0	43.0	74.6	38.5	45.8	49.6	16.1	16.8
LnGrp LOS	E	A	D	F	A	D	E	D	D	D	B	B
Approach Vol, veh/h		272			530			2155			1456	
Approach Delay, s/veh		60.6			71.4			42.6			18.1	
Approach LOS		E			E			D			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.4	56.7		17.9	12.6	60.5		29.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.8	52.7		18.5	10.3	50.2		25.0
Max Q Clear Time (g_c+I1), s	6.8	46.5		13.2	8.8	19.5		25.9
Green Ext Time (p_c), s	0.0	5.4		0.6	0.0	11.8		0.0

Intersection Summary		
HCM 6th Ctrl Delay		39.1
HCM 6th LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	0	39	0	0	0	129	2183	0	0	1582	96
Future Volume (veh/h)	88	0	39	0	0	0	129	2183	0	0	1582	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	0	39	0	0	0	129	2183	0	0	1582	96
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	117	611	2	2	1	575	2939	0	492	2604	158
Arrive On Green	0.06	0.00	0.06	0.00	0.00	0.00	0.64	1.00	0.00	0.00	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	5000	303
Grp Volume(v), veh/h	88	0	39	0	0	0	129	2183	0	0	1094	584
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1845
Q Serve(g_s), s	5.8	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	26.6	26.6
Cycle Q Clear(g_c), s	5.8	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	26.6	26.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.16
Lane Grp Cap(c), veh/h	111	117	611	2	2	1	575	2939	0	492	1801	961
V/C Ratio(X)	0.79	0.00	0.06	0.00	0.00	0.00	0.22	0.74	0.00	0.00	0.61	0.61
Avail Cap(c_a), veh/h	151	333	793	113	293	248	575	2939	0	492	1801	961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.69	0.69	0.00	0.00	0.78	0.78
Uniform Delay (d), s/veh	55.6	0.0	18.9	0.0	0.0	0.0	15.6	0.0	0.0	0.0	20.2	20.2
Incr Delay (d2), s/veh	17.9	0.0	0.0	0.0	0.0	0.0	0.1	1.2	0.0	0.0	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.6	0.0	0.0	0.0	1.4	0.3	0.0	0.0	10.8	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	0.0	18.9	0.0	0.0	0.0	15.7	1.2	0.0	0.0	21.3	22.4
LnGrp LOS	E	A	B	A	A	A	B	A	A	A	C	C
Approach Vol, veh/h		127			0			2312			1678	
Approach Delay, s/veh		56.7			0.0			2.0			21.7	
Approach LOS		E						A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	72.0	0.0	11.4	42.1	66.5	11.4	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	68.0	7.5	21.0	13.0	62.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	10.0	2.0	0.0	2.0	5.6	28.6	7.8	0.0
Green Ext Time (p_c), s	0.0	35.8	0.0	0.1	0.2	16.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	5	63	41	68	51	114	2270	66	99	1468	70
Future Volume (veh/h)	43	5	63	41	68	51	114	2270	66	99	1468	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	5	63	41	68	51	114	2270	66	99	1468	70
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	105	94	80	111	94	479	3607	105	122	2589	875
Arrive On Green	0.04	0.06	0.06	0.04	0.06	0.06	0.26	0.70	0.70	0.14	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5181	150	1810	5187	1610
Grp Volume(v), veh/h	43	5	63	41	68	51	114	1513	823	99	1468	70
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1873	1810	1729	1610
Q Serve(g_s), s	2.8	0.3	4.6	2.7	4.2	3.2	5.9	28.3	28.6	6.4	0.1	0.0
Cycle Q Clear(g_c), s	2.8	0.3	4.6	2.7	4.2	3.2	5.9	28.3	28.6	6.4	0.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	80	105	94	80	111	94	479	2408	1304	122	2589	875
V/C Ratio(X)	0.53	0.05	0.67	0.51	0.61	0.54	0.24	0.63	0.63	0.81	0.57	0.08
Avail Cap(c_a), veh/h	115	280	250	115	295	250	479	2408	1304	172	2589	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.25	0.25	0.90	0.90	0.90
Uniform Delay (d), s/veh	56.1	53.4	55.4	56.1	55.2	40.4	34.6	9.8	9.9	51.1	0.1	0.0
Incr Delay (d2), s/veh	5.4	0.2	8.0	4.9	5.4	4.8	0.1	0.3	0.6	15.8	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.1	2.1	1.3	2.2	1.6	2.6	9.8	10.8	3.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	53.5	63.4	61.0	60.6	45.2	34.7	10.2	10.5	67.0	0.9	0.2
LnGrp LOS	E	D	E	E	E	D	C	B	B	E	A	A
Approach Vol, veh/h		111			160			2450			1637	
Approach Delay, s/veh		62.2			55.8			11.4			4.8	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	87.6	9.3	11.0	35.8	63.9	9.3	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.4	66.4	7.6	18.6	17.9	59.9	7.6	18.6
Max Q Clear Time (g_c+I1), s	8.4	30.6	4.7	6.6	7.9	2.1	4.8	6.2
Green Ext Time (p_c), s	0.1	25.7	0.0	0.2	0.2	17.3	0.0	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	377	188	113	3	584	448	379	1688	29	183	925	440
Future Volume (veh/h)	377	188	113	3	584	448	379	1688	29	183	925	440
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	377	188	113	3	584	448	379	1688	29	183	925	440
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	392	1635	729	19	1254	389	439	1729	537	263	1470	456
Arrive On Green	0.22	0.45	0.45	0.01	0.24	0.24	0.12	0.33	0.33	0.08	0.28	0.28
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	377	188	113	3	584	448	379	1688	29	183	925	440
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	24.7	3.6	5.0	0.1	11.5	29.0	12.7	38.6	1.3	6.1	18.7	19.6
Cycle Q Clear(g_c), s	24.7	3.6	5.0	0.1	11.5	29.0	12.7	38.6	1.3	6.1	18.7	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	1635	729	19	1254	389	439	1729	537	263	1470	456
V/C Ratio(X)	0.96	0.12	0.15	0.15	0.47	1.15	0.86	0.98	0.05	0.70	0.63	0.96
Avail Cap(c_a), veh/h	392	1635	729	219	1254	389	486	1729	537	263	1470	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	46.5	19.0	19.3	59.4	38.9	45.5	51.5	39.5	21.6	54.2	37.5	15.5
Incr Delay (d2), s/veh	35.4	0.0	0.1	3.6	0.3	93.7	13.9	16.7	0.2	6.8	1.8	31.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.9	1.5	1.9	0.1	4.9	21.6	6.4	18.8	0.6	2.9	8.1	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.9	19.0	19.4	63.0	39.2	139.2	65.4	56.2	21.8	61.0	39.3	47.1
LnGrp LOS	F	B	B	E	D	F	E	E	C	E	D	D
Approach Vol, veh/h		678			1035			2096			1548	
Approach Delay, s/veh		54.1			82.5			57.4			44.1	
Approach LOS		D			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	44.0	4.7	58.3	19.0	38.0	30.0	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	40.0	7.5	47.5	16.6	32.4	26.0	29.0
Max Q Clear Time (g_c+I1), s	10.1	40.6	2.1	7.0	14.7	21.6	26.7	31.0
Green Ext Time (p_c), s	0.1	0.0	0.0	1.7	0.3	5.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	58.0
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	902	94	23	1400	176	160	190	24	149	135	179
Future Volume (veh/h)	130	902	94	23	1400	176	160	190	24	149	135	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	902	94	23	1400	176	160	190	24	149	135	179
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	1055	560	433	1623	1004	216	263	33	317	494	439
Arrive On Green	0.16	0.58	0.58	0.24	0.45	0.45	0.12	0.32	0.32	0.18	0.27	0.27
Sat Flow, veh/h	1810	3610	1579	1810	3610	1606	3510	1643	208	1810	1805	1601
Grp Volume(v), veh/h	130	902	94	23	1400	176	160	0	214	149	135	179
Grp Sat Flow(s),veh/h/ln	1810	1805	1579	1810	1805	1606	1755	0	1851	1810	1805	1601
Q Serve(g_s), s	8.4	24.9	1.5	1.2	41.8	1.7	5.3	0.0	12.3	8.9	7.0	11.0
Cycle Q Clear(g_c), s	8.4	24.9	1.5	1.2	41.8	1.7	5.3	0.0	12.3	8.9	7.0	11.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	148	1055	560	433	1623	1004	216	0	296	317	494	439
V/C Ratio(X)	0.88	0.86	0.17	0.05	0.86	0.18	0.74	0.00	0.72	0.47	0.27	0.41
Avail Cap(c_a), veh/h	148	1889	925	433	1820	1092	298	0	296	317	494	439
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	0.95	0.00	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	22.8	6.2	35.2	29.7	3.4	51.7	0.0	38.4	44.5	34.2	35.6
Incr Delay (d2), s/veh	33.5	1.6	0.1	0.1	4.2	0.1	5.9	0.0	13.6	1.1	1.4	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	7.5	0.6	0.5	18.6	0.7	2.4	0.0	5.9	4.1	3.3	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.1	24.4	6.3	35.2	33.8	3.5	57.6	0.0	52.0	45.6	35.6	38.4
LnGrp LOS	F	C	A	D	C	A	E	A	D	D	D	D
Approach Vol, veh/h		1126			1599			374			463	
Approach Delay, s/veh		29.7			30.5			54.4			39.9	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	23.2	32.7	39.1	11.4	36.9	13.8	58.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.5	19.2	7.5	62.8	10.2	23.5	9.8	60.5
Max Q Clear Time (g_c+I1), s	10.9	14.3	3.2	26.9	7.3	13.0	10.4	43.8
Green Ext Time (p_c), s	0.1	0.5	0.0	8.1	0.1	1.3	0.0	10.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	672	136	28	801	43	208	403	28	56	256	107
Future Volume (veh/h)	96	672	136	28	801	43	208	403	28	56	256	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	672	136	28	801	43	208	403	28	56	256	107
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	774	157	102	870	47	239	1197	83	362	794	672
Arrive On Green	0.07	0.26	0.26	0.06	0.25	0.25	0.13	0.35	0.35	0.40	0.84	0.84
Sat Flow, veh/h	1810	2974	601	1810	3483	187	1810	3420	237	1810	1900	1608
Grp Volume(v), veh/h	96	408	400	28	415	429	208	212	219	56	256	107
Grp Sat Flow(s),veh/h/ln	1810	1805	1770	1810	1805	1865	1810	1805	1852	1810	1900	1608
Q Serve(g_s), s	6.3	25.9	25.9	1.8	26.9	26.9	13.5	10.4	10.5	2.4	3.6	1.2
Cycle Q Clear(g_c), s	6.3	25.9	25.9	1.8	26.9	26.9	13.5	10.4	10.5	2.4	3.6	1.2
Prop In Lane	1.00		0.34	1.00		0.10	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	121	470	461	102	451	466	239	632	648	362	794	672
V/C Ratio(X)	0.79	0.87	0.87	0.28	0.92	0.92	0.87	0.34	0.34	0.15	0.32	0.16
Avail Cap(c_a), veh/h	196	548	537	115	466	482	347	632	648	362	794	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.44	0.44	0.44	0.72	0.72	0.72	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	55.2	42.4	42.4	54.3	43.8	43.8	51.1	28.7	28.8	29.5	6.0	3.5
Incr Delay (d2), s/veh	5.2	6.0	6.2	1.0	18.2	17.8	15.0	1.4	1.4	0.2	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	12.2	12.1	0.8	14.2	14.6	7.1	4.8	4.9	1.0	1.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	48.4	48.6	55.3	62.0	61.6	66.1	30.2	30.2	29.7	7.1	4.0
LnGrp LOS	E	D	D	E	E	E	E	C	C	C	A	A
Approach Vol, veh/h		904			872			639			419	
Approach Delay, s/veh		49.7			61.6			41.8			9.3	
Approach LOS		D			E			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	46.0	10.7	35.3	19.8	54.2	12.0	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	42.0	7.6	36.4	23.0	37.0	13.0	31.0
Max Q Clear Time (g_c+I1), s	4.4	12.5	3.8	27.9	15.5	5.6	8.3	28.9
Green Ext Time (p_c), s	0.1	2.7	0.0	3.3	0.3	1.9	0.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	843	106	583	940	112	157	248	400	63	275	130
Future Volume (veh/h)	78	843	106	583	940	112	157	248	400	63	275	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	843	106	583	940	112	157	248	400	63	275	130
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	828	104	614	1954	955	155	386	344	95	432	199
Arrive On Green	0.06	0.26	0.26	0.34	0.54	0.54	0.09	0.21	0.21	0.05	0.18	0.18
Sat Flow, veh/h	1810	3215	404	1810	3610	1609	1810	1805	1608	1810	2398	1102
Grp Volume(v), veh/h	78	473	476	583	940	112	157	248	400	63	205	200
Grp Sat Flow(s),veh/h/ln	1810	1805	1815	1810	1805	1609	1810	1805	1608	1810	1805	1695
Q Serve(g_s), s	5.0	30.0	30.0	36.6	18.8	3.5	10.0	14.6	24.9	4.0	12.2	12.8
Cycle Q Clear(g_c), s	5.0	30.0	30.0	36.6	18.8	3.5	10.0	14.6	24.9	4.0	12.2	12.8
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	100	465	467	614	1954	955	155	386	344	95	325	305
V/C Ratio(X)	0.78	1.02	1.02	0.95	0.48	0.12	1.01	0.64	1.16	0.67	0.63	0.65
Avail Cap(c_a), veh/h	183	465	467	668	1954	955	155	386	344	116	325	305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	43.3	43.3	37.5	16.6	10.3	53.3	41.8	45.8	54.2	44.2	44.4
Incr Delay (d2), s/veh	12.2	46.5	46.3	22.3	0.2	0.1	75.1	8.0	100.8	10.0	9.0	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	19.2	19.3	19.7	7.6	1.2	7.8	7.3	19.5	2.1	6.3	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	89.7	89.6	59.9	16.8	10.4	128.4	49.7	146.7	64.2	53.1	54.8
LnGrp LOS	E	F	F	E	B	B	F	D	F	E	D	D
Approach Vol, veh/h		1027			1635			805			468	
Approach Delay, s/veh		87.9			31.7			113.2			55.4	
Approach LOS		F			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	28.9	43.5	34.0	14.0	25.0	10.5	67.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	23.5	43.0	30.0	10.0	21.0	11.8	61.2
Max Q Clear Time (g_c+I1), s	6.0	26.9	38.6	32.0	12.0	14.8	7.0	20.8
Green Ext Time (p_c), s	0.0	0.0	0.9	0.0	0.0	1.2	0.1	8.9

Intersection Summary	
HCM 6th Ctrl Delay	65.9
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	634	236	118	1136	37	269	479	156	49	265	139
Future Volume (veh/h)	63	634	236	118	1136	37	269	479	156	49	265	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	634	236	118	1136	37	269	479	156	49	265	139
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	707	599	309	934	866	216	526	711	85	238	125
Arrive On Green	0.05	0.37	0.37	0.17	0.49	0.49	0.12	0.28	0.28	0.05	0.20	0.20
Sat Flow, veh/h	1810	1900	1610	1810	1900	1609	1810	1900	1576	1810	1164	610
Grp Volume(v), veh/h	63	634	236	118	1136	37	269	479	156	49	0	404
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1609	1810	1900	1576	1810	0	1774
Q Serve(g_s), s	4.1	37.7	12.9	6.9	59.0	1.3	14.4	29.3	1.1	3.2	0.0	24.5
Cycle Q Clear(g_c), s	4.1	37.7	12.9	6.9	59.0	1.3	14.4	29.3	1.1	3.2	0.0	24.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	93	707	599	309	934	866	216	526	711	85	0	362
V/C Ratio(X)	0.68	0.90	0.39	0.38	1.22	0.04	1.24	0.91	0.22	0.58	0.00	1.12
Avail Cap(c_a), veh/h	113	904	766	309	934	866	216	526	711	113	0	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	35.5	27.7	44.1	30.5	13.1	52.8	42.0	11.3	56.0	0.0	47.8
Incr Delay (d2), s/veh	11.7	9.7	0.4	0.8	107.1	0.0	141.9	22.4	0.7	6.0	0.0	82.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	19.1	5.1	3.2	53.6	0.5	15.0	16.9	2.0	1.6	0.0	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.6	45.3	28.1	44.9	137.6	13.1	194.7	64.3	12.1	62.1	0.0	130.0
LnGrp LOS	E	D	C	D	F	B	F	E	B	E	A	F
Approach Vol, veh/h		933			1291			904			453	
Approach Delay, s/veh		42.4			125.5			94.1			122.7	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	37.2	24.5	48.6	18.4	28.5	10.1	63.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	30.0	9.4	57.1	13.0	24.5	7.5	59.0
Max Q Clear Time (g_c+I1), s	5.2	31.3	8.9	39.7	16.4	26.5	6.1	61.0
Green Ext Time (p_c), s	0.0	0.0	0.0	4.9	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	95.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	504	190	259	574	110	194	688	394	117	566	48
Future Volume (veh/h)	68	504	190	259	574	110	194	688	394	117	566	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	504	190	259	574	110	194	688	0	117	566	48
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	575	215	290	739	329	420	1454		144	840	71
Arrive On Green	0.18	0.22	0.22	0.16	0.20	0.20	0.23	0.40	0.00	0.08	0.25	0.25
Sat Flow, veh/h	1810	2566	962	1810	3610	1608	1810	3610	1610	1810	3362	284
Grp Volume(v), veh/h	68	354	340	259	574	110	194	688	0	117	303	311
Grp Sat Flow(s),veh/h/ln	1810	1805	1724	1810	1805	1608	1810	1805	1610	1810	1805	1841
Q Serve(g_s), s	3.8	22.7	22.9	16.8	18.0	5.7	11.1	16.9	0.0	7.6	18.2	18.3
Cycle Q Clear(g_c), s	3.8	22.7	22.9	16.8	18.0	5.7	11.1	16.9	0.0	7.6	18.2	18.3
Prop In Lane	1.00		0.56	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	325	404	386	290	739	329	420	1454		144	451	460
V/C Ratio(X)	0.21	0.88	0.88	0.89	0.78	0.33	0.46	0.47		0.81	0.67	0.68
Avail Cap(c_a), veh/h	325	451	431	392	1384	616	420	1454		211	451	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	44.9	45.0	49.3	45.1	27.1	39.6	26.4	0.0	54.4	40.6	40.6
Incr Delay (d2), s/veh	0.2	11.6	12.8	17.6	1.8	0.6	0.8	1.1	0.0	14.1	7.8	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	11.4	11.1	9.0	8.2	2.8	5.0	7.5	0.0	4.0	9.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	56.6	57.8	66.9	46.9	27.7	40.4	27.5	0.0	68.5	48.3	48.3
LnGrp LOS	D	E	E	E	D	C	D	C		E	D	D
Approach Vol, veh/h		762			943			882	A		731	
Approach Delay, s/veh		55.8			50.2			30.4			51.5	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	52.3	23.3	30.9	31.9	34.0	25.6	28.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	34.0	26.0	30.0	18.0	30.0	10.0	46.0
Max Q Clear Time (g_c+I1), s	9.6	18.9	18.8	24.9	13.1	20.3	5.8	20.0
Green Ext Time (p_c), s	0.1	4.2	0.4	2.0	0.2	2.6	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Notes

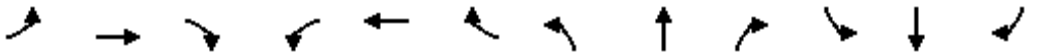
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	366	116	43	281	191	164	931	61	244	703	138
Future Volume (veh/h)	93	366	116	43	281	191	164	931	61	244	703	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	366	116	43	281	191	164	931	61	244	703	138
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	612	191	164	471	309	469	2391	157	404	2086	409
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	931	2678	834	922	2062	1352	664	3439	225	577	3001	589
Grp Volume(v), veh/h	93	245	237	43	245	227	164	489	503	244	423	418
Grp Sat Flow(s),veh/h/ln	931	1805	1708	922	1805	1609	664	1805	1859	577	1805	1784
Q Serve(g_s), s	10.5	12.7	13.1	4.6	12.7	13.3	13.7	11.9	11.9	32.2	9.8	9.8
Cycle Q Clear(g_c), s	23.8	12.7	13.1	17.7	12.7	13.3	23.5	11.9	11.9	44.1	9.8	9.8
Prop In Lane	1.00		0.49	1.00		0.84	1.00		0.12	1.00		0.33
Lane Grp Cap(c), veh/h	163	413	390	164	413	368	469	1255	1293	404	1255	1241
V/C Ratio(X)	0.57	0.59	0.61	0.26	0.59	0.62	0.35	0.39	0.39	0.60	0.34	0.34
Avail Cap(c_a), veh/h	163	413	390	164	413	368	469	1255	1293	404	1255	1241
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	36.1	36.3	44.2	36.1	36.4	11.0	6.7	6.7	15.9	6.4	6.4
Incr Delay (d2), s/veh	4.6	2.3	2.7	0.8	2.3	3.1	2.1	0.9	0.9	6.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.8	5.7	1.1	5.8	5.5	2.2	4.3	4.5	4.7	3.6	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	38.4	39.0	45.0	38.4	39.5	13.1	7.6	7.6	22.4	7.1	7.1
LnGrp LOS	D	D	D	D	D	D	B	A	A	C	A	A
Approach Vol, veh/h		575			515			1156			1085	
Approach Delay, s/veh		40.8			39.4			8.4			10.5	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	77.0	28.0	77.0	28.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	73.0	24.0	73.0	24.0
Max Q Clear Time (g_c+I1), s	25.5	25.8	46.1	19.7
Green Ext Time (p_c), s	10.6	0.0	9.4	1.2

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	876	361	695	1104	156	470	593	548	183	476	146
Future Volume (veh/h)	200	876	361	695	1104	156	470	593	548	183	476	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	876	361	695	1104	156	470	593	548	183	476	146
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	651	1011	415	768	1443	204	534	1045	816	246	560	170
Arrive On Green	0.19	0.28	0.28	0.22	0.31	0.31	0.15	0.29	0.29	0.07	0.21	0.21
Sat Flow, veh/h	3510	3594	1476	3510	4587	648	3510	3610	1600	3510	2698	820
Grp Volume(v), veh/h	200	843	394	695	832	428	470	593	548	183	317	305
Grp Sat Flow(s),veh/h/ln	1755	1729	1612	1755	1729	1776	1755	1805	1600	1755	1805	1714
Q Serve(g_s), s	5.6	26.4	26.6	22.0	24.8	24.8	15.0	15.9	6.3	5.8	19.3	19.6
Cycle Q Clear(g_c), s	5.6	26.4	26.6	22.0	24.8	24.8	15.0	15.9	6.3	5.8	19.3	19.6
Prop In Lane	1.00		0.92	1.00		0.36	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	651	973	453	768	1088	559	534	1045	816	246	375	356
V/C Ratio(X)	0.31	0.87	0.87	0.90	0.76	0.77	0.88	0.57	0.67	0.74	0.85	0.86
Avail Cap(c_a), veh/h	651	1030	480	839	1445	742	584	1045	816	357	375	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	39.0	39.0	43.4	35.3	35.3	47.4	34.5	9.6	52.1	43.5	43.6
Incr Delay (d2), s/veh	0.3	7.6	15.1	12.6	1.8	3.4	13.7	2.2	4.4	4.8	20.4	22.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	12.1	12.3	10.8	10.6	11.2	7.5	7.3	6.9	2.7	10.7	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	46.6	54.2	56.0	37.1	38.8	61.1	36.7	14.0	56.9	63.9	66.1
LnGrp LOS	D	D	D	E	D	D	E	D	B	E	E	E
Approach Vol, veh/h		1437			1955			1611			805	
Approach Delay, s/veh		47.8			44.2			36.1			63.1	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	37.1	29.0	36.1	21.4	27.7	25.2	39.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	31.1	27.3	34.0	19.0	23.7	13.6	47.7
Max Q Clear Time (g_c+I1), s	7.8	17.9	24.0	28.6	17.0	21.6	7.6	26.8
Green Ext Time (p_c), s	0.2	5.2	1.0	3.6	0.4	0.8	0.3	9.1

Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	191	327	82	129	88	331	1255	203	101	942	166
Future Volume (veh/h)	366	191	327	82	129	88	331	1255	203	101	942	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	366	191	327	82	129	88	331	1255	203	101	942	166
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	220	351	290	106	230	194	358	1697	850	256	1268	223
Arrive On Green	0.12	0.18	0.18	0.06	0.12	0.12	0.20	0.47	0.47	0.14	0.41	0.41
Sat Flow, veh/h	1810	1900	1574	1810	1900	1602	1810	3610	1608	1810	3067	540
Grp Volume(v), veh/h	366	191	327	82	129	88	331	1255	203	101	554	554
Grp Sat Flow(s),veh/h/ln	1810	1900	1574	1810	1900	1602	1810	1805	1608	1810	1805	1802
Q Serve(g_s), s	13.4	10.0	20.3	4.9	7.0	4.2	19.7	31.1	3.5	5.6	28.6	28.6
Cycle Q Clear(g_c), s	13.4	10.0	20.3	4.9	7.0	4.2	19.7	31.1	3.5	5.6	28.6	28.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	220	351	290	106	230	194	358	1697	850	256	746	745
V/C Ratio(X)	1.66	0.54	1.13	0.78	0.56	0.45	0.92	0.74	0.24	0.39	0.74	0.74
Avail Cap(c_a), veh/h	220	351	290	191	320	269	362	1697	850	256	746	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75	0.37	0.37	0.37
Uniform Delay (d), s/veh	48.3	40.7	44.8	51.1	45.6	25.7	43.3	23.7	5.1	42.9	27.3	27.3
Incr Delay (d2), s/veh	316.4	1.7	91.2	11.4	2.1	1.6	23.5	2.2	0.5	0.4	2.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.4	4.8	15.2	2.6	3.5	2.3	11.1	13.3	1.5	2.5	12.6	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	364.7	42.4	136.0	62.5	47.7	27.4	66.8	25.9	5.6	43.3	29.8	29.8
LnGrp LOS	F	D	F	E	D	C	E	C	A	D	C	C
Approach Vol, veh/h		884			299			1789			1209	
Approach Delay, s/veh		210.5			45.8			31.2			31.0	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	55.7	10.4	24.3	25.8	49.5	17.4	17.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.4	51.7	11.6	20.3	22.0	40.1	13.4	18.5
Max Q Clear Time (g_c+I1), s	7.6	33.1	6.9	22.3	21.7	30.6	15.4	9.0
Green Ext Time (p_c), s	0.1	9.9	0.1	0.0	0.0	4.9	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	70.1
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	0	5	21	0	40	4	1760	12	14	1359	11
Future Volume (veh/h)	28	0	5	21	0	40	4	1760	12	14	1359	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	0	5	21	0	40	4	1760	12	14	1359	11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	0	110	159	0	110	13	1938	13	533	2988	24
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.01	1.00	1.00	0.59	1.00	1.00
Sat Flow, veh/h	1375	0	1589	1415	0	1589	1810	3675	25	1810	3669	30
Grp Volume(v), veh/h	28	0	5	21	0	40	4	864	908	14	668	702
Grp Sat Flow(s),veh/h/ln	1375	0	1589	1415	0	1589	1810	1805	1895	1810	1805	1894
Q Serve(g_s), s	2.2	0.0	0.3	1.5	0.0	2.6	0.2	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	0.3	1.9	0.0	2.6	0.2	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.02
Lane Grp Cap(c), veh/h	128	0	110	159	0	110	13	952	999	533	1470	1542
V/C Ratio(X)	0.22	0.00	0.05	0.13	0.00	0.36	0.30	0.91	0.91	0.03	0.45	0.45
Avail Cap(c_a), veh/h	267	0	272	303	0	272	125	952	999	533	1470	1542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.79	0.79	0.79	0.60	0.60	0.60
Uniform Delay (d), s/veh	51.2	0.0	47.8	48.7	0.0	48.9	53.9	0.0	0.0	16.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.2	0.4	0.0	2.0	9.7	11.5	11.2	0.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.1	0.6	0.0	1.1	0.1	3.0	3.1	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	0.0	48.0	49.0	0.0	50.9	63.6	11.5	11.2	16.0	0.6	0.6
LnGrp LOS	D	A	D	D	A	D	E	B	B	B	A	A
Approach Vol, veh/h		33			61			1776			1384	
Approach Delay, s/veh		51.4			50.2			11.4			0.8	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	62.0		11.6	4.8	93.6		11.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	2.3	58.0		18.8	7.6	71.6		18.8
Max Q Clear Time (g_c+I1), s	2.4	2.0		6.8	2.2	2.0		4.6
Green Ext Time (p_c), s	0.0	23.9		0.0	0.0	14.5		0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	0	10	0	60	12	1741	4	20	1423	9
Future Volume (veh/h)	2	0	0	10	0	60	12	1741	4	20	1423	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	0	0	10	0	60	12	1741	4	20	1423	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	117	142	0	171	0	118	35	1814	4	588	2929	19
Arrive On Green	0.07	0.00	0.00	0.07	0.00	0.07	0.04	0.98	0.98	0.65	1.00	1.00
Sat Flow, veh/h	1341	1900	0	1405	0	1571	1810	3695	8	1810	3677	23
Grp Volume(v), veh/h	2	0	0	10	0	60	12	850	895	20	698	734
Grp Sat Flow(s),veh/h/ln	1341	1900	0	1405	0	1571	1810	1805	1898	1810	1805	1895
Q Serve(g_s), s	0.2	0.0	0.0	0.7	0.0	4.0	0.7	16.3	16.5	0.4	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	0.0	0.7	0.0	4.0	0.7	16.3	16.5	0.4	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	117	142	0	171	0	118	35	886	932	588	1438	1509
V/C Ratio(X)	0.02	0.00	0.00	0.06	0.00	0.51	0.34	0.96	0.96	0.03	0.49	0.49
Avail Cap(c_a), veh/h	419	570	0	487	0	471	329	886	932	588	1438	1509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.77	0.77	0.77	0.90	0.90	0.90
Uniform Delay (d), s/veh	51.0	0.0	0.0	47.4	0.0	48.9	52.2	0.7	0.7	13.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	3.4	4.3	18.4	17.9	0.0	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	1.7	0.4	4.9	5.1	0.2	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	0.0	0.0	47.6	0.0	52.3	56.5	19.1	18.6	13.1	1.1	1.0
LnGrp LOS	D	A	A	D	A	D	E	B	B	B	A	A
Approach Vol, veh/h		2			70			1757			1452	
Approach Delay, s/veh		51.0			51.7			19.1			1.2	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.8	58.0		12.2	6.1	91.6		12.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	1.8	54.0		33.0	20.0	45.0		33.0
Max Q Clear Time (g_c+I1), s	2.4	18.5		6.2	2.7	2.0		6.0
Green Ext Time (p_c), s	0.0	18.9		0.0	0.0	14.5		0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	4	7	63	8	30	7	1649	32	27	1366	54
Future Volume (veh/h)	83	4	7	63	8	30	7	1649	32	27	1366	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	4	7	63	8	30	7	1649	32	27	1366	54
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	178	63	111	203	36	134	252	2343	45	255	2294	91
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.28	1.00	1.00	0.28	1.00	1.00
Sat Flow, veh/h	1384	617	1081	1418	349	1307	1810	3620	70	1810	3535	139
Grp Volume(v), veh/h	83	0	11	63	0	38	7	821	860	27	696	724
Grp Sat Flow(s),veh/h/ln	1384	0	1698	1418	0	1656	1810	1805	1885	1810	1805	1869
Q Serve(g_s), s	6.4	0.0	0.6	4.6	0.0	2.3	0.3	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	8.8	0.0	0.6	5.3	0.0	2.3	0.3	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.64	1.00		0.79	1.00		0.04	1.00		0.07
Lane Grp Cap(c), veh/h	178	0	174	203	0	170	252	1168	1220	255	1172	1213
V/C Ratio(X)	0.47	0.00	0.06	0.31	0.00	0.22	0.03	0.70	0.71	0.11	0.59	0.60
Avail Cap(c_a), veh/h	275	0	293	302	0	286	252	1168	1220	255	1172	1213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.64	0.64	0.64	0.89	0.89	0.89
Uniform Delay (d), s/veh	49.4	0.0	44.6	47.0	0.0	45.3	34.3	0.0	0.0	34.4	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.2	0.9	0.0	0.7	0.0	2.3	2.2	0.2	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.3	1.7	0.0	1.0	0.1	0.7	0.8	0.5	0.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	0.0	44.7	47.8	0.0	46.0	34.3	2.3	2.2	34.5	2.0	1.9
LnGrp LOS	D	A	D	D	A	D	C	A	A	C	A	A
Approach Vol, veh/h		94			101			1688			1447	
Approach Delay, s/veh		50.5			47.1			2.4			2.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.5	75.2		15.3	19.3	75.4		15.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.8	71.2		19.0	7.6	71.4		19.0
Max Q Clear Time (g_c+I1), s	10.2	2.0		10.8	2.3	2.0		7.3
Green Ext Time (p_c), s	0.0	22.7		0.1	0.0	15.7		0.2

Intersection Summary	
HCM 6th Ctrl Delay	5.2
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	334	8	7	47	3	29	22	1338	23	20	1245	107
Future Volume (veh/h)	334	8	7	47	3	29	22	1338	23	20	1245	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	334	8	7	47	3	29	22	1338	23	20	1245	107
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	424	254	222	441	41	401	56	1452	25	396	1970	169
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.03	0.40	0.40	0.44	1.00	1.00
Sat Flow, veh/h	1392	932	816	1413	152	1473	1810	3629	62	1810	3353	287
Grp Volume(v), veh/h	334	0	15	47	0	32	22	665	696	20	669	683
Grp Sat Flow(s),veh/h/ln	1392	0	1748	1413	0	1625	1810	1805	1886	1810	1805	1836
Q Serve(g_s), s	25.8	0.0	0.7	2.8	0.0	1.6	1.3	38.5	38.6	0.7	0.0	0.0
Cycle Q Clear(g_c), s	27.4	0.0	0.7	3.5	0.0	1.6	1.3	38.5	38.6	0.7	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.91	1.00		0.03	1.00		0.16
Lane Grp Cap(c), veh/h	424	0	476	441	0	443	56	722	755	396	1060	1078
V/C Ratio(X)	0.79	0.00	0.03	0.11	0.00	0.07	0.39	0.92	0.92	0.05	0.63	0.63
Avail Cap(c_a), veh/h	488	0	556	506	0	517	125	722	755	396	1060	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.35	0.35	0.35	0.87	0.87	0.87
Uniform Delay (d), s/veh	39.9	0.0	29.4	30.7	0.0	29.7	52.3	31.4	31.4	24.4	0.0	0.0
Incr Delay (d2), s/veh	7.4	0.0	0.0	0.1	0.0	0.1	1.5	8.3	8.1	0.0	2.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	0.0	0.3	1.0	0.0	0.6	0.6	17.9	18.7	0.3	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	0.0	29.4	30.8	0.0	29.8	53.8	39.6	39.4	24.4	2.5	2.5
LnGrp LOS	D	A	C	C	A	C	D	D	D	C	A	A
Approach Vol, veh/h		349			79			1383			1372	
Approach Delay, s/veh		46.5			30.4			39.8			2.8	
Approach LOS		D			C			D			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	28.1	48.0		33.9	7.4	68.6		33.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	19.3	44.0		35.0	7.6	55.4		35.0
Max Q Clear Time (g_c+I1), s	12.7	40.6		29.4	3.3	2.0		5.5
Green Ext Time (p_c), s	0.0	2.5		0.6	0.0	13.9		0.3

Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	85	37	148	2	227	64	1051	295	214	850	249
Future Volume (veh/h)	114	85	37	148	2	227	64	1051	295	214	850	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.61	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	85	37	148	2	227	64	1051	295	214	850	249
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	147	201	88	181	2	179	394	1381	384	165	1014	297
Arrive On Green	0.08	0.16	0.16	0.10	0.18	0.18	0.22	0.50	0.50	0.09	0.37	0.37
Sat Flow, veh/h	1810	1229	535	1810	9	983	1810	2763	769	1810	2722	796
Grp Volume(v), veh/h	114	0	122	148	0	229	64	683	663	214	563	536
Grp Sat Flow(s),veh/h/ln	1810	0	1763	1810	0	992	1810	1805	1727	1810	1805	1713
Q Serve(g_s), s	6.8	0.0	6.8	8.8	0.0	20.1	3.2	33.5	34.3	10.0	31.3	31.4
Cycle Q Clear(g_c), s	6.8	0.0	6.8	8.8	0.0	20.1	3.2	33.5	34.3	10.0	31.3	31.4
Prop In Lane	1.00		0.30	1.00		0.99	1.00		0.45	1.00		0.46
Lane Grp Cap(c), veh/h	147	0	289	181	0	181	394	902	863	165	673	639
V/C Ratio(X)	0.77	0.00	0.42	0.82	0.00	1.27	0.16	0.76	0.77	1.30	0.84	0.84
Avail Cap(c_a), veh/h	304	0	297	304	0	181	394	902	863	165	673	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	49.5	0.0	41.3	48.5	0.0	45.0	34.9	22.1	22.3	50.0	31.5	31.5
Incr Delay (d2), s/veh	8.3	0.0	1.0	8.6	0.0	155.9	0.2	5.9	6.5	164.9	9.3	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.1	4.4	0.0	12.7	1.4	15.1	14.9	12.0	15.1	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	0.0	42.3	57.1	0.0	200.9	35.1	28.1	28.8	214.9	40.8	41.3
LnGrp LOS	E	A	D	E	A	F	D	C	C	F	D	D
Approach Vol, veh/h		236			377			1410			1313	
Approach Delay, s/veh		49.8			144.4			28.7			69.4	
Approach LOS		D			F			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	59.0	15.0	22.0	28.0	45.0	13.0	24.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	47.0	18.5	18.5	16.0	41.0	18.5	18.5
Max Q Clear Time (g_c+I1), s	12.0	36.3	10.8	8.8	5.2	33.4	8.8	22.1
Green Ext Time (p_c), s	0.0	6.6	0.2	0.4	0.1	4.2	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.3
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	727	226	60	1709	683	492	895	77	417	557	456
Future Volume (veh/h)	307	727	226	60	1709	683	492	895	77	417	557	456
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	307	727	0	60	1709	683	492	895	77	417	557	456
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	2202		91	1444	644	503	925	80	410	896	400
Arrive On Green	0.08	0.42	0.00	0.05	0.40	0.40	0.14	0.28	0.28	0.12	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3364	289	3510	3610	1610
Grp Volume(v), veh/h	307	727	0	60	1709	683	492	480	492	417	557	456
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1848	1755	1805	1610
Q Serve(g_s), s	9.0	11.3	0.0	3.9	48.0	48.0	16.8	31.5	31.5	14.0	16.5	29.8
Cycle Q Clear(g_c), s	9.0	11.3	0.0	3.9	48.0	48.0	16.8	31.5	31.5	14.0	16.5	29.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	263	2202		91	1444	644	503	496	508	410	896	400
V/C Ratio(X)	1.17	0.33		0.66	1.18	1.06	0.98	0.97	0.97	1.02	0.62	1.14
Avail Cap(c_a), veh/h	263	2202		178	1444	644	503	496	508	410	896	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	23.1	0.0	56.0	36.0	36.0	51.2	43.0	43.0	53.0	40.1	45.1
Incr Delay (d2), s/veh	107.9	0.1	0.0	7.8	90.0	52.6	34.3	33.1	32.7	49.1	3.2	89.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	4.6	0.0	2.0	38.6	27.8	9.7	18.5	18.9	9.0	7.7	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	163.4	23.2	0.0	63.7	126.0	88.6	85.5	76.1	75.6	102.1	43.3	134.2
LnGrp LOS	F	C		E	F	F	F	E	E	F	D	F
Approach Vol, veh/h		1034	A		2452			1464			1430	
Approach Delay, s/veh		64.8			114.0			79.1			89.5	
Approach LOS		E			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	37.0	10.1	54.9	21.2	33.8	13.0	52.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	33.0	11.8	45.2	17.2	29.8	9.0	48.0
Max Q Clear Time (g_c+I1), s	16.0	33.5	5.9	13.3	18.8	31.8	11.0	50.0
Green Ext Time (p_c), s	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	92.5
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	1503	7	0	1738	226	11	2	2	141	2	79
Future Volume (veh/h)	103	1503	7	0	1738	226	11	2	2	141	2	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	1503	7	0	1738	226	11	2	2	141	2	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	3403	16	2	2411	312	346	63	52	473	520	440
Arrive On Green	0.07	0.64	0.64	0.00	0.52	0.52	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	5329	25	1810	4631	599	1015	231	192	1433	1900	1608
Grp Volume(v), veh/h	103	975	535	0	1295	669	15	0	0	141	2	79
Grp Sat Flow(s),veh/h/ln	1810	1729	1895	1810	1729	1771	1438	0	0	1433	1900	1608
Q Serve(g_s), s	5.1	13.0	13.0	0.0	26.2	26.6	0.0	0.0	0.0	6.5	0.1	3.4
Cycle Q Clear(g_c), s	5.1	13.0	13.0	0.0	26.2	26.6	0.5	0.0	0.0	7.1	0.1	3.4
Prop In Lane	1.00		0.01	1.00		0.34	0.73		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	134	2208	1210	2	1800	922	462	0	0	473	520	440
V/C Ratio(X)	0.77	0.44	0.44	0.00	0.72	0.73	0.03	0.00	0.00	0.30	0.00	0.18
Avail Cap(c_a), veh/h	476	2859	1567	149	2234	1144	462	0	0	473	520	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	8.3	8.3	0.0	16.8	16.9	24.3	0.0	0.0	26.6	24.1	25.3
Incr Delay (d2), s/veh	8.8	0.1	0.3	0.0	0.9	1.8	0.1	0.0	0.0	1.6	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.3	4.8	0.0	9.8	10.4	0.3	0.0	0.0	2.6	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	8.4	8.6	0.0	17.6	18.6	24.4	0.0	0.0	28.2	24.1	26.2
LnGrp LOS	D	A	A	A	B	B	C	A	A	C	C	C
Approach Vol, veh/h		1613			1964			15			222	
Approach Delay, s/veh		11.2			18.0			24.4			27.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	29.0	0.0	62.3	29.0	10.8	51.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	7.5	75.5	25.0	24.0	59.0
Max Q Clear Time (g_c+I1), s	2.5	0.0	15.0	9.1	7.1	28.6
Green Ext Time (p_c), s	0.0	0.0	16.4	0.5	0.2	19.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1410	112	43	1677	33	173	0	63	64	0	111
Future Volume (veh/h)	79	1410	112	43	1677	33	173	0	63	64	0	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	79	1410	112	43	1677	33	173	0	63	64	0	111
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	2390	190	96	2461	48	387	12	118	217	26	318
Arrive On Green	0.07	0.49	0.49	0.05	0.47	0.47	0.31	0.00	0.31	0.31	0.00	0.31
Sat Flow, veh/h	1810	4897	389	1810	5234	103	991	37	375	501	83	1013
Grp Volume(v), veh/h	79	996	526	43	1108	602	236	0	0	175	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1828	1810	1729	1879	1403	0	0	1597	0	0
Q Serve(g_s), s	3.5	17.1	17.1	1.9	20.7	20.7	4.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.5	17.1	17.1	1.9	20.7	20.7	11.1	0.0	0.0	6.5	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.05	0.73		0.27	0.37		0.63
Lane Grp Cap(c), veh/h	128	1688	892	96	1626	884	516	0	0	561	0	0
V/C Ratio(X)	0.62	0.59	0.59	0.45	0.68	0.68	0.46	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	590	2297	1214	590	2297	1248	516	0	0	561	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.4	15.2	15.2	38.0	17.1	17.1	23.1	0.0	0.0	21.7	0.0	0.0
Incr Delay (d2), s/veh	4.8	0.3	0.6	3.2	0.5	0.9	2.9	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.3	6.7	0.9	7.7	8.5	4.0	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	15.6	15.9	41.3	17.6	18.0	26.1	0.0	0.0	23.2	0.0	0.0
LnGrp LOS	D	B	B	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		1601			1753			236			175	
Approach Delay, s/veh		17.0			18.3			26.1			23.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	30.0	8.4	44.4	30.0	9.9	42.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	27.0	55.0	26.0	27.0	55.0
Max Q Clear Time (g_c+I1), s	13.1	3.9	19.1	8.5	5.5	22.7
Green Ext Time (p_c), s	1.1	0.1	14.6	0.9	0.2	16.3

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1580	71	8	1607	115	34
Future Volume (veh/h)	1580	71	8	1607	115	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1580	71	8	1607	115	34
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1794	81	25	2072	966	859
Arrive On Green	0.35	0.35	0.03	0.80	0.53	0.53
Sat Flow, veh/h	5259	229	1810	5358	1810	1610
Grp Volume(v), veh/h	1074	577	8	1607	115	34
Grp Sat Flow(s),veh/h/ln	1729	1858	1810	1729	1810	1610
Q Serve(g_s), s	35.0	35.0	0.5	19.6	3.8	1.2
Cycle Q Clear(g_c), s	35.0	35.0	0.5	19.6	3.8	1.2
Prop In Lane		0.12	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1219	655	25	2072	966	859
V/C Ratio(X)	0.88	0.88	0.32	0.78	0.12	0.04
Avail Cap(c_a), veh/h	1268	681	498	3501	966	859
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.64	0.64	1.00	1.00
Uniform Delay (d), s/veh	36.5	36.5	57.8	9.2	13.9	13.3
Incr Delay (d2), s/veh	7.3	12.5	4.7	0.4	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	17.9	0.3	3.5	1.6	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.8	49.0	62.6	9.6	14.2	13.4
LnGrp LOS	D	D	E	A	B	B
Approach Vol, veh/h	1651			1615	149	
Approach Delay, s/veh	45.6			9.9	14.0	
Approach LOS	D			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	68.1	5.6	46.3		51.9
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	31.0	33.0	44.0		81.0
Max Q Clear Time (g_c+I1), s	5.8	2.5	37.0		21.6
Green Ext Time (p_c), s	0.4	0.0	5.3		19.8

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	36	241	230	16	44	129	293	445	34	442	4
Future Volume (veh/h)	7	36	241	230	16	44	129	293	445	34	442	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	36	241	230	16	44	129	293	445	34	442	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	127	250	272	396	387	160	1829	1058	58	1649	15
Arrive On Green	0.01	0.07	0.07	0.15	0.21	0.21	0.15	0.85	0.85	0.03	0.45	0.45
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3666	33
Grp Volume(v), veh/h	7	36	241	230	16	44	129	293	445	34	218	228
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1894
Q Serve(g_s), s	0.3	1.6	6.0	11.1	0.6	1.9	6.2	1.3	4.9	1.7	6.8	6.8
Cycle Q Clear(g_c), s	0.3	1.6	6.0	11.1	0.6	1.9	6.2	1.3	4.9	1.7	6.8	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	16	127	250	272	396	387	160	1829	1058	58	812	852
V/C Ratio(X)	0.43	0.28	0.96	0.84	0.04	0.11	0.80	0.16	0.42	0.59	0.27	0.27
Avail Cap(c_a), veh/h	101	127	250	462	507	481	241	1829	1058	101	812	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	40.0	37.8	37.2	28.4	26.7	37.6	3.5	1.9	43.0	15.5	15.5
Incr Delay (d2), s/veh	17.3	1.2	46.8	7.1	0.0	0.1	9.9	0.2	1.1	9.3	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	8.4	5.4	0.3	0.7	3.0	0.5	1.2	0.9	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	41.2	84.5	44.3	28.5	26.8	47.5	3.7	3.0	52.3	16.3	16.3
LnGrp LOS	E	D	F	D	C	C	D	A	A	D	B	B
Approach Vol, veh/h		284			290			867			480	
Approach Delay, s/veh		78.5			40.7			9.8			18.8	
Approach LOS		E			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	51.6	18.5	12.0	13.0	46.5	5.8	24.7
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	34.0	23.0	6.0	12.0	27.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	3.3	6.9	13.1	8.0	8.2	8.8	2.3	3.9
Green Ext Time (p_c), s	0.0	3.7	0.5	0.0	0.1	2.5	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	3	790	0	0	0	0	795	132	74	841	0
Future Volume (veh/h)	42	3	790	0	0	0	0	795	132	74	841	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	42	0	792				0	795	132	74	841	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	462	0	823				0	1559	259	95	2206	0
Arrive On Green	0.26	0.00	0.26				0.00	0.50	0.50	0.10	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3193	514	1810	3705	0
Grp Volume(v), veh/h	42	0	792				0	463	464	74	841	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1807	1810	1805	0
Q Serve(g_s), s	1.6	0.0	21.9				0.0	15.4	15.4	3.6	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	21.9				0.0	15.4	15.4	3.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.28	1.00		0.00
Lane Grp Cap(c), veh/h	462	0	823				0	908	909	95	2206	0
V/C Ratio(X)	0.09	0.00	0.96				0.00	0.51	0.51	0.78	0.38	0.00
Avail Cap(c_a), veh/h	462	0	823				0	908	909	141	2206	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.89	0.89	0.90	0.90	0.00
Uniform Delay (d), s/veh	25.5	0.0	33.1				0.0	14.9	14.9	39.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	22.6				0.0	1.8	1.8	13.6	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	10.8				0.0	6.4	6.4	1.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	0.0	55.6				0.0	16.8	16.8	53.4	0.5	0.0
LnGrp LOS	C	A	E				A	B	B	D	A	A
Approach Vol, veh/h		834						927			915	
Approach Delay, s/veh		54.1						16.8			4.7	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	9.7	51.3	29.0	61.0
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	43.0	23.0	55.0
Max Q Clear Time (g_c+I1), s	5.6	17.4	23.9	2.0
Green Ext Time (p_c), s	0.0	6.7	0.0	7.4

Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	250	301	345	281	25	159	695	406	20	1207	118
Future Volume (veh/h)	236	250	301	345	281	25	159	695	406	20	1207	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.87	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	236	250	301	345	281	25	159	695	406	20	1207	118
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	528	206	375	742	325	186	1474	646	190	1481	643
Arrive On Green	0.15	0.15	0.15	0.21	0.21	0.21	0.10	0.41	0.41	0.10	0.41	0.41
Sat Flow, veh/h	1810	3610	1409	1810	3610	1582	1810	3610	1582	1810	3610	1568
Grp Volume(v), veh/h	236	250	301	345	281	25	159	695	406	20	1207	118
Grp Sat Flow(s),veh/h/ln	1810	1805	1409	1810	1805	1582	1810	1805	1582	1810	1805	1568
Q Serve(g_s), s	15.3	7.6	14.1	22.4	8.0	1.2	10.4	16.9	24.5	1.2	35.5	5.8
Cycle Q Clear(g_c), s	15.3	7.6	14.1	22.4	8.0	1.2	10.4	16.9	24.5	1.2	35.5	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	528	206	375	742	325	186	1474	646	190	1481	643
V/C Ratio(X)	0.88	0.47	1.46	0.92	0.38	0.08	0.85	0.47	0.63	0.11	0.81	0.18
Avail Cap(c_a), veh/h	391	557	217	437	742	325	196	1474	646	190	1481	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	0.85	0.85	0.85
Uniform Delay (d), s/veh	50.1	47.0	32.9	46.6	41.1	23.7	53.0	26.0	28.3	48.6	31.3	22.6
Incr Delay (d2), s/veh	14.8	0.7	232.1	22.6	0.3	0.1	25.6	1.0	4.1	0.2	4.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	3.5	18.1	12.4	3.6	0.6	6.0	7.4	9.9	0.6	16.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	47.6	265.0	69.2	41.4	23.8	78.6	27.0	32.4	48.8	35.7	23.1
LnGrp LOS	E	D	F	E	D	C	E	C	C	D	D	C
Approach Vol, veh/h		787			651			1260			1345	
Approach Delay, s/veh		136.0			55.4			35.2			34.8	
Approach LOS		F			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	53.0	28.9	21.6	16.3	53.2	21.8	28.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	49.0	29.0	18.5	13.0	43.5	25.9	21.6
Max Q Clear Time (g_c+I1), s	10.2	26.5	24.4	16.1	12.4	37.5	17.3	10.0
Green Ext Time (p_c), s	0.0	6.7	0.5	0.7	0.0	4.0	0.4	1.4

Intersection Summary	
HCM 6th Ctrl Delay	57.9
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	53	22	8	66	141	28	961	11	46	1302	131
Future Volume (veh/h)	99	53	22	8	66	141	28	961	11	46	1302	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	53	22	8	66	141	28	961	11	46	1302	131
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	253	215	25	149	126	307	1895	828	352	1986	886
Arrive On Green	0.07	0.13	0.13	0.01	0.08	0.08	0.17	0.52	0.52	0.39	1.00	1.00
Sat Flow, veh/h	1810	1900	1610	1810	1900	1604	1810	3610	1577	1810	3610	1610
Grp Volume(v), veh/h	99	53	22	8	66	141	28	961	11	46	1302	131
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1604	1810	1805	1577	1810	1805	1610
Q Serve(g_s), s	6.5	3.0	1.0	0.5	4.0	6.7	1.6	20.7	0.3	2.0	0.0	0.0
Cycle Q Clear(g_c), s	6.5	3.0	1.0	0.5	4.0	6.7	1.6	20.7	0.3	2.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	253	215	25	149	126	307	1895	828	352	1986	886
V/C Ratio(X)	0.80	0.21	0.10	0.32	0.44	1.12	0.09	0.51	0.01	0.13	0.66	0.15
Avail Cap(c_a), veh/h	181	364	309	113	293	247	307	1895	828	352	1986	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.46	0.46
Uniform Delay (d), s/veh	55.1	46.4	24.2	58.6	52.8	28.4	42.0	18.4	9.4	30.1	0.0	0.0
Incr Delay (d2), s/veh	14.4	0.4	0.2	7.4	2.1	82.6	0.1	1.0	0.0	0.1	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	1.4	0.6	0.3	2.0	5.5	0.7	8.7	0.1	0.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	46.8	24.4	66.0	54.8	111.0	42.1	19.4	9.4	30.2	0.8	0.2
LnGrp LOS	E	D	C	E	D	F	D	B	A	C	A	A
Approach Vol, veh/h		174			215			1000			1479	
Approach Delay, s/veh		56.9			92.1			19.9			1.6	
Approach LOS		E			F			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	67.0	5.6	20.0	24.4	70.0	12.2	13.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.5	63.0	7.5	23.0	7.5	66.0	12.0	18.5
Max Q Clear Time (g_c+I1), s	14.0	22.7	2.5	5.0	3.6	2.0	8.5	8.7
Green Ext Time (p_c), s	0.0	8.6	0.0	0.2	0.0	15.7	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	361	243	150	695	175	200	662	46	85	963	247
Future Volume (veh/h)	136	361	243	150	695	175	200	662	46	85	963	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	136	361	243	150	695	175	200	662	46	85	963	247
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	1428	637	208	755	640	365	966	431	261	1089	337
Arrive On Green	0.06	0.40	0.40	0.06	0.40	0.40	0.20	0.27	0.27	0.14	0.21	0.21
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1603
Grp Volume(v), veh/h	136	361	243	150	695	175	200	662	46	85	963	247
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1603
Q Serve(g_s), s	4.6	8.1	7.2	5.0	41.7	5.7	11.9	19.7	2.1	5.1	21.6	14.6
Cycle Q Clear(g_c), s	4.6	8.1	7.2	5.0	41.7	5.7	11.9	19.7	2.1	5.1	21.6	14.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	1428	637	208	755	640	365	966	431	261	1089	337
V/C Ratio(X)	0.67	0.25	0.38	0.72	0.92	0.27	0.55	0.69	0.11	0.33	0.88	0.73
Avail Cap(c_a), veh/h	219	1543	688	298	855	725	365	966	431	261	1089	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	24.4	8.0	55.5	34.4	10.3	43.0	39.4	22.7	46.1	46.0	31.4
Incr Delay (d2), s/veh	7.0	0.1	0.4	4.7	14.1	0.2	1.7	4.0	0.5	0.7	10.5	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.5	2.4	2.4	21.8	3.3	5.5	9.3	1.1	2.3	10.3	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	24.4	8.4	60.2	48.4	10.6	44.7	43.4	23.2	46.8	56.5	44.7
LnGrp LOS	E	C	A	E	D	B	D	D	C	D	E	D
Approach Vol, veh/h		740			1020			908			1295	
Approach Delay, s/veh		26.1			43.7			42.6			53.6	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.3	36.1	11.1	51.5	28.2	29.2	10.9	51.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.4	32.1	10.2	51.3	17.3	25.2	7.5	54.0
Max Q Clear Time (g_c+I1), s	7.7	21.7	7.0	10.1	13.9	23.6	6.6	43.7
Green Ext Time (p_c), s	0.0	3.4	0.1	3.5	0.2	1.1	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	315	144	31	436	129	141	664	26	144	674	188
Future Volume (veh/h)	93	315	144	31	436	129	141	664	26	144	674	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	315	144	31	436	129	141	664	26	144	674	188
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	689	584	68	471	139	203	1023	456	332	1476	658
Arrive On Green	0.06	0.36	0.36	0.04	0.34	0.34	0.06	0.28	0.28	0.18	0.41	0.41
Sat Flow, veh/h	1810	1900	1610	1810	1404	415	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	93	315	144	31	0	565	141	664	26	144	674	188
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1819	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	6.1	15.2	7.5	2.0	0.0	35.9	4.7	19.4	1.2	8.5	16.3	9.4
Cycle Q Clear(g_c), s	6.1	15.2	7.5	2.0	0.0	35.9	4.7	19.4	1.2	8.5	16.3	9.4
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	689	584	68	0	611	203	1023	456	332	1476	658
V/C Ratio(X)	0.80	0.46	0.25	0.46	0.00	0.93	0.69	0.65	0.06	0.43	0.46	0.29
Avail Cap(c_a), veh/h	121	736	624	113	0	697	246	1023	456	332	1476	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	29.2	26.8	56.5	0.0	38.4	55.5	37.8	22.9	43.5	25.8	23.7
Incr Delay (d2), s/veh	29.7	0.5	0.2	4.7	0.0	17.0	6.4	3.2	0.2	0.9	1.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.0	2.9	1.0	0.0	18.7	2.3	9.0	0.6	3.9	7.2	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.0	29.7	27.0	61.2	0.0	55.4	61.9	41.0	23.1	44.4	26.8	24.8
LnGrp LOS	F	C	C	E	A	E	E	D	C	D	C	C
Approach Vol, veh/h		552			596			831			1006	
Approach Delay, s/veh		38.3			55.7			43.9			28.9	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	38.0	8.5	47.5	10.9	53.1	11.7	44.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	34.0	7.5	46.5	8.4	41.6	8.0	46.0
Max Q Clear Time (g_c+I1), s	10.5	21.4	4.0	17.2	6.7	18.3	8.1	37.9
Green Ext Time (p_c), s	0.2	3.7	0.0	2.5	0.1	5.5	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	508	1069	23	9	1116	194	16	40	11	310	9	483
Future Volume (veh/h)	508	1069	23	9	1116	194	16	40	11	310	9	483
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	508	1069	23	9	1116	194	16	40	11	310	9	483
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	563	2081	45	27	1312	407	44	223	61	537	816	937
Arrive On Green	0.32	0.80	0.80	0.02	0.25	0.25	0.02	0.16	0.16	0.30	0.43	0.43
Sat Flow, veh/h	3510	5225	112	1810	5187	1610	1810	1424	392	1810	1900	1581
Grp Volume(v), veh/h	508	707	385	9	1116	194	16	0	51	310	9	483
Grp Sat Flow(s),veh/h/ln	1755	1729	1880	1810	1729	1610	1810	0	1815	1810	1900	1581
Q Serve(g_s), s	16.6	8.5	8.5	0.6	24.6	12.3	1.0	0.0	2.9	17.4	0.3	3.0
Cycle Q Clear(g_c), s	16.6	8.5	8.5	0.6	24.6	12.3	1.0	0.0	2.9	17.4	0.3	3.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	563	1377	749	27	1312	407	44	0	284	537	816	937
V/C Ratio(X)	0.90	0.51	0.51	0.33	0.85	0.48	0.37	0.00	0.18	0.58	0.01	0.52
Avail Cap(c_a), veh/h	638	1377	749	113	1400	435	113	0	284	537	816	937
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	8.2	8.2	58.5	42.7	38.1	57.7	0.0	43.9	35.8	19.6	7.3
Incr Delay (d2), s/veh	10.1	0.2	0.4	6.8	5.0	0.9	5.1	0.0	1.4	1.5	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	2.2	2.5	0.3	11.0	5.0	0.5	0.0	1.4	7.9	0.2	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	8.4	8.6	65.3	47.6	38.9	62.7	0.0	45.3	37.4	19.7	9.3
LnGrp LOS	D	A	A	E	D	D	E	A	D	D	B	A
Approach Vol, veh/h		1600			1319			67			802	
Approach Delay, s/veh		21.6			46.5			49.4			20.3	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	22.8	5.8	51.8	6.9	55.5	23.3	34.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.6	18.8	7.5	46.7	7.5	42.3	21.8	32.4
Max Q Clear Time (g_c+I1), s	19.4	4.9	2.6	10.5	3.0	5.0	18.6	26.6
Green Ext Time (p_c), s	0.7	0.1	0.0	9.1	0.0	2.0	0.7	3.8

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	33.5

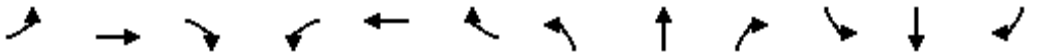
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↗		↕	
Traffic Vol, veh/h	22	454	64	14	736	42	141	0	34	0	0	93
Future Vol, veh/h	22	454	64	14	736	42	141	0	34	0	0	93
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	454	64	14	736	42	141	0	34	0	0	93

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	778	0	0	518	0	0	1362	1336	-	1315	1347	757
Stage 1	-	-	-	-	-	-	530	530	-	785	785	-
Stage 2	-	-	-	-	-	-	832	806	-	530	562	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	848	-	-	1058	-	-	~ 126	155	0	136	152	411
Stage 1	-	-	-	-	-	-	536	530	0	389	407	-
Stage 2	-	-	-	-	-	-	366	398	0	536	513	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	848	-	-	1058	-	-	~ 93	146	-	130	143	411
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 93	146	-	130	143	-
Stage 1	-	-	-	-	-	-	516	510	-	375	398	-
Stage 2	-	-	-	-	-	-	277	389	-	516	494	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	$ 359.6	16.3
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	93	-	848	-	-	1058	-	-	411
HCM Lane V/C Ratio	1.516	-	0.026	-	-	0.013	-	-	0.226
HCM Control Delay (s)	$ 359.6	0	9.4	0	-	8.4	0	-	16.3
HCM Lane LOS	F	A	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	10.9	-	0.1	-	-	0	-	-	0.9

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	255	223	86	282	20	218	107	81	4	51	7
Future Volume (veh/h)	24	255	223	86	282	20	218	107	81	4	51	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	255	223	86	282	20	218	107	81	4	51	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	130	332	279	134	343	291	289	142	378	38	481	66
Arrive On Green	0.07	0.18	0.18	0.07	0.18	0.18	0.23	0.23	0.23	0.32	0.32	0.32
Sat Flow, veh/h	1810	1859	1565	1810	1900	1610	1233	605	1610	120	1527	210
Grp Volume(v), veh/h	24	247	231	86	282	20	325	0	81	62	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1618	1810	1900	1610	1838	0	1610	1856	0	0
Q Serve(g_s), s	1.0	10.6	11.1	3.7	11.6	0.8	13.3	0.0	3.3	1.9	0.0	0.0
Cycle Q Clear(g_c), s	1.0	10.6	11.1	3.7	11.6	0.8	13.3	0.0	3.3	1.9	0.0	0.0
Prop In Lane	1.00		0.97	1.00		1.00	0.67		1.00	0.06		0.11
Lane Grp Cap(c), veh/h	130	322	289	134	343	291	432	0	378	585	0	0
V/C Ratio(X)	0.18	0.77	0.80	0.64	0.82	0.07	0.75	0.00	0.21	0.11	0.00	0.00
Avail Cap(c_a), veh/h	168	413	370	246	516	438	432	0	378	585	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.3	31.6	31.9	36.4	31.9	27.5	28.8	0.0	25.0	19.6	0.0	0.0
Incr Delay (d2), s/veh	0.7	6.5	9.2	5.1	6.5	0.1	11.5	0.0	1.3	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.0	4.9	1.8	5.8	0.3	7.0	0.0	1.4	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	38.1	41.0	41.5	38.4	27.6	40.3	0.0	26.2	20.0	0.0	0.0
LnGrp LOS	D	D	D	D	D	C	D	A	C	C	A	A
Approach Vol, veh/h		502			388			406			62	
Approach Delay, s/veh		39.4			38.5			37.5			20.0	
Approach LOS		D			D			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	10.0	18.4		29.5	9.8	18.6				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	11.0	18.5		25.5	7.5	22.0				
Max Q Clear Time (g_c+I1), s		15.3	5.7	13.1		3.9	3.0	13.6				
Green Ext Time (p_c), s		0.8	0.1	1.4		0.2	0.0	1.0				

Intersection Summary												
HCM 6th Ctrl Delay			37.7									
HCM 6th LOS			D									

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	135	336	69	277	89
Future Vol, veh/h	29	135	336	69	277	89
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	135	336	69	277	89
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9.9	10.2	14.7
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	76%
Vol Thru, %	100%	62%	0%	0%	24%
Vol Right, %	0%	38%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	224	181	29	135	366
LT Vol	0	0	29	0	277
Through Vol	224	112	0	0	89
RT Vol	0	69	0	135	0
Lane Flow Rate	224	181	29	135	366
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.331	0.254	0.055	0.209	0.543
Departure Headway (Hd)	5.315	5.046	6.797	5.581	5.343
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	670	706	523	636	670
Service Time	3.095	2.826	4.596	3.379	3.42
HCM Lane V/C Ratio	0.334	0.256	0.055	0.212	0.546
HCM Control Delay	10.7	9.6	10	9.9	14.7
HCM Lane LOS	B	A	A	A	B
HCM 95th-tile Q	1.4	1	0.2	0.8	3.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	766	28	38	1067	11	102	27	22	5	18	182
Future Volume (veh/h)	178	766	28	38	1067	11	102	27	22	5	18	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	178	766	28	38	1067	11	102	27	22	5	18	182
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	218	1151	42	329	1511	16	315	83	350	83	299	326
Arrive On Green	0.12	0.22	0.22	0.18	0.29	0.29	0.22	0.22	0.22	0.20	0.20	0.20
Sat Flow, veh/h	1810	5137	187	1810	5292	55	1445	383	1606	409	1471	1605
Grp Volume(v), veh/h	178	515	279	38	697	381	129	0	22	23	0	182
Grp Sat Flow(s),veh/h/ln	1810	1729	1866	1810	1729	1888	1828	0	1606	1880	0	1605
Q Serve(g_s), s	8.9	12.6	12.6	1.6	16.7	16.7	5.5	0.0	1.0	0.9	0.0	9.4
Cycle Q Clear(g_c), s	8.9	12.6	12.6	1.6	16.7	16.7	5.5	0.0	1.0	0.9	0.0	9.4
Prop In Lane	1.00		0.10	1.00		0.03	0.79		1.00	0.22		1.00
Lane Grp Cap(c), veh/h	218	775	418	329	988	539	399	0	350	382	0	326
V/C Ratio(X)	0.82	0.66	0.67	0.12	0.71	0.71	0.32	0.00	0.06	0.06	0.00	0.56
Avail Cap(c_a), veh/h	461	2144	1157	329	1546	844	399	0	350	382	0	326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.7	32.7	32.8	31.7	29.6	29.6	30.4	0.0	28.7	29.8	0.0	33.2
Incr Delay (d2), s/veh	7.3	1.0	1.8	0.2	0.9	1.7	2.1	0.0	0.3	0.3	0.0	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	5.3	5.8	0.7	6.9	7.6	2.6	0.0	0.4	0.4	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	33.7	34.6	31.8	30.5	31.3	32.6	0.0	29.0	30.1	0.0	39.9
LnGrp LOS	D	C	C	C	C	C	C	A	C	C	A	D
Approach Vol, veh/h		972			1116			151			205	
Approach Delay, s/veh		36.4			30.8			32.1			38.8	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.2	20.8	24.8	22.8	15.1	30.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.2	7.6	57.4	18.8	23.6	41.4
Max Q Clear Time (g_c+I1), s	7.5	3.6	14.6	11.4	10.9	18.7
Green Ext Time (p_c), s	0.5	0.0	6.1	0.4	0.4	7.7

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	750	32	46	986	5	59	3	74	7	0	43
Future Volume (veh/h)	15	750	32	46	986	5	59	3	74	7	0	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	750	32	46	986	5	59	3	74	7	0	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	1178	50	115	1429	7	135	782	762	23	0	563
Arrive On Green	0.03	0.23	0.23	0.06	0.27	0.27	0.07	0.41	0.41	0.01	0.00	0.35
Sat Flow, veh/h	1810	5101	217	1810	5326	27	1810	1900	1603	1810	0	1610
Grp Volume(v), veh/h	15	508	274	46	640	351	59	3	74	7	0	43
Grp Sat Flow(s),veh/h/ln	1810	1729	1860	1810	1729	1895	1810	1900	1603	1810	0	1610
Q Serve(g_s), s	0.5	7.5	7.6	1.4	9.5	9.5	1.8	0.1	1.4	0.2	0.0	1.0
Cycle Q Clear(g_c), s	0.5	7.5	7.6	1.4	9.5	9.5	1.8	0.1	1.4	0.2	0.0	1.0
Prop In Lane	1.00		0.12	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	798	429	115	928	508	135	782	762	23	0	563
V/C Ratio(X)	0.32	0.64	0.64	0.40	0.69	0.69	0.44	0.00	0.10	0.30	0.00	0.08
Avail Cap(c_a), veh/h	239	1149	618	242	1155	633	242	782	762	239	0	563
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.2	19.7	19.7	25.6	18.7	18.7	25.2	9.9	8.2	27.8	0.0	12.4
Incr Delay (d2), s/veh	3.8	0.8	1.6	2.2	1.3	2.3	2.2	0.0	0.3	7.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.9	3.2	0.6	3.6	4.1	0.8	0.0	0.5	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	20.6	21.3	27.8	20.0	21.0	27.4	9.9	8.5	34.8	0.0	12.6
LnGrp LOS	C	C	C	C	B	C	C	A	A	C	A	B
Approach Vol, veh/h		797			1037			136			50	
Approach Delay, s/veh		21.0			20.7			16.7			15.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	27.4	7.6	17.1	8.2	23.9	5.5	19.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	20.0	7.6	18.9	7.6	19.9	7.5	19.0
Max Q Clear Time (g_c+I1), s	2.2	3.4	3.4	9.6	3.8	3.0	2.5	11.5
Green Ext Time (p_c), s	0.0	0.2	0.0	3.4	0.0	0.1	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	212	6	392	466	140	436
Future Volume (veh/h)	212	6	392	466	140	436
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	212	6	392	466	140	436
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	249	725	618	745	565	1354
Arrive On Green	0.14	0.14	0.32	0.32	0.31	0.71
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	212	6	392	466	140	436
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	9.2	0.0	14.0	17.5	4.6	6.8
Cycle Q Clear(g_c), s	9.2	0.0	14.0	17.5	4.6	6.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	249	725	618	745	565	1354
V/C Ratio(X)	0.85	0.01	0.63	0.63	0.25	0.32
Avail Cap(c_a), veh/h	249	725	618	745	577	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	33.7	12.1	23.0	16.3	20.5	4.3
Incr Delay (d2), s/veh	23.6	0.0	0.5	0.4	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.1	6.1	8.0	1.9	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.3	12.1	23.4	16.6	20.7	4.9
LnGrp LOS	E	B	C	B	C	A
Approach Vol, veh/h	218		858			576
Approach Delay, s/veh	56.1		19.7			8.8
Approach LOS	E		B			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	31.0	32.0				63.0	17.0
Change Period (Y+Rc), s	6.0	* 6				6.0	6.0
Max Green Setting (Gmax), s	25.5	* 26				57.0	11.0
Max Q Clear Time (g_c+I1), s	16.6	19.5				8.8	11.2
Green Ext Time (p_c), s	0.3	2.4				3.1	0.0

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	6	510	0	0	0	0	791	339	13	639	0
Future Volume (veh/h)	70	6	510	0	0	0	0	791	339	13	639	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	70	6	510				0	791	339	13	639	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	517	44	498				0	587	498	0	1105	0
Arrive On Green	0.31	0.31	0.31				0.00	0.41	0.41	0.22	0.58	0.00
Sat Flow, veh/h	1673	143	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	76	0	510				0	791	339	0	639	0
Grp Sat Flow(s),veh/h/ln	1816	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	3.3	0.0	34.0				0.0	34.0	18.9	0.0	23.3	0.0
Cycle Q Clear(g_c), s	3.3	0.0	34.0				0.0	34.0	18.9	0.0	23.3	0.0
Prop In Lane	0.92		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	561	0	498				0	587	498	0	1105	0
V/C Ratio(X)	0.14	0.00	1.02				0.00	1.35	0.68	0.00	0.58	0.00
Avail Cap(c_a), veh/h	561	0	498				0	587	498	0	1105	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.84	0.84	0.00	0.86	0.00
Uniform Delay (d), s/veh	27.4	0.0	38.0				0.0	32.4	28.0	0.0	14.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	46.8				0.0	165.5	6.2	0.0	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	19.6				0.0	41.1	7.5	0.0	10.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	0.0	84.8				0.0	197.9	34.2	0.0	16.4	0.0
LnGrp LOS	C	A	F				A	F	C	A	B	A
Approach Vol, veh/h		586						1130			639	
Approach Delay, s/veh		77.4						148.8			16.4	
Approach LOS		E						F			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.0	40.0		40.0		70.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	24.0	34.0		34.0		64.0						
Max Q Clear Time (g_c+I1), s	10.3	36.0		36.0		25.3						
Green Ext Time (p_c), s	0.0	0.0		0.0		5.1						

Intersection Summary	
HCM 6th Ctrl Delay	95.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	457	89	83	17	90	165	83	513	20	233	522	393
Future Volume (veh/h)	457	89	83	17	90	165	83	513	20	233	522	393
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	457	89	83	17	90	165	83	513	20	233	522	393
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	545	472	397	47	224	200	448	1541	687	268	1181	520
Arrive On Green	0.16	0.25	0.25	0.03	0.12	0.12	0.25	0.43	0.43	0.15	0.33	0.33
Sat Flow, veh/h	3510	1859	1564	1810	1805	1610	1810	3610	1610	1810	3610	1590
Grp Volume(v), veh/h	457	86	86	17	90	165	83	513	20	233	522	393
Grp Sat Flow(s),veh/h/ln	1755	1805	1618	1810	1805	1610	1810	1805	1610	1810	1805	1590
Q Serve(g_s), s	13.9	4.1	4.6	1.0	5.1	11.0	4.0	10.4	0.8	13.8	12.5	24.3
Cycle Q Clear(g_c), s	13.9	4.1	4.6	1.0	5.1	11.0	4.0	10.4	0.8	13.8	12.5	24.3
Prop In Lane	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	545	458	411	47	224	200	448	1541	687	268	1181	520
V/C Ratio(X)	0.84	0.19	0.21	0.36	0.40	0.83	0.19	0.33	0.03	0.87	0.44	0.76
Avail Cap(c_a), veh/h	798	591	530	123	304	271	448	1541	687	428	1181	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50	0.50
Uniform Delay (d), s/veh	45.1	32.2	32.3	52.7	44.4	47.0	32.6	21.1	18.3	45.8	29.1	33.1
Incr Delay (d2), s/veh	5.3	0.2	0.3	4.7	1.2	14.0	0.2	0.6	0.1	5.8	0.6	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	1.8	1.8	0.5	2.3	5.2	1.8	4.5	0.3	6.6	5.5	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	32.4	32.6	57.4	45.6	61.0	32.8	21.6	18.4	51.6	29.7	38.2
LnGrp LOS	D	C	C	E	D	E	C	C	B	D	C	D
Approach Vol, veh/h		629			272			616			1148	
Approach Delay, s/veh		45.5			55.6			23.0			37.0	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	50.9	6.8	31.9	31.3	40.0	21.1	17.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	24.5	7.5	36.0	14.5	36.0	25.0	18.5
Max Q Clear Time (g_c+I1), s	15.8	12.4	3.0	6.6	6.0	26.3	15.9	13.0
Green Ext Time (p_c), s	0.5	2.7	0.0	1.0	0.1	3.5	1.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	51	4	115	91	75	4	513	82	62	529	10
Future Volume (veh/h)	10	51	4	115	91	75	4	513	82	62	529	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	51	4	115	91	75	4	513	82	62	529	10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	86	7	130	103	85	13	701	594	422	1106	21
Arrive On Green	0.06	0.06	0.06	0.18	0.18	0.18	0.01	0.74	0.74	0.23	0.59	0.59
Sat Flow, veh/h	287	1463	115	728	576	475	1810	1900	1610	1810	1859	35
Grp Volume(v), veh/h	65	0	0	281	0	0	4	513	82	62	0	539
Grp Sat Flow(s),veh/h/ln	1865	0	0	1778	0	0	1810	1900	1610	1810	0	1894
Q Serve(g_s), s	3.4	0.0	0.0	15.4	0.0	0.0	0.2	15.4	1.5	2.7	0.0	16.1
Cycle Q Clear(g_c), s	3.4	0.0	0.0	15.4	0.0	0.0	0.2	15.4	1.5	2.7	0.0	16.1
Prop In Lane	0.15		0.06	0.41		0.27	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	109	0	0	319	0	0	13	701	594	422	0	1126
V/C Ratio(X)	0.60	0.00	0.00	0.88	0.00	0.00	0.30	0.73	0.14	0.15	0.00	0.48
Avail Cap(c_a), veh/h	345	0	0	373	0	0	136	701	594	422	0	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.23	0.23	0.23	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.9	0.0	0.0	40.0	0.0	0.0	49.0	10.3	8.5	30.4	0.0	11.5
Incr Delay (d2), s/veh	5.1	0.0	0.0	18.9	0.0	0.0	2.9	1.6	0.1	0.2	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	8.3	0.0	0.0	0.1	3.8	0.5	1.2	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	0.0	0.0	58.9	0.0	0.0	51.9	11.9	8.6	30.6	0.0	12.9
LnGrp LOS	D	A	A	E	A	A	D	B	A	C	A	B
Approach Vol, veh/h		65			281			599			601	
Approach Delay, s/veh		51.0			58.9			11.7			14.8	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	40.9		9.8	4.7	63.5		21.9				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.6	36.9		18.5	7.5	37.0		21.0				
Max Q Clear Time (g_c+I1), s	4.7	17.4		5.4	2.2	18.1		17.4				
Green Ext Time (p_c), s	0.0	3.5		0.2	0.0	3.4		0.5				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	367	53	227	581	33	66	555	201	42	611	75
Future Volume (veh/h)	42	367	53	227	581	33	66	555	201	42	611	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	367	53	227	581	33	66	555	201	42	611	75
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	400	58	253	588	33	106	479	173	169	655	80
Arrive On Green	0.06	0.25	0.25	0.14	0.33	0.33	0.06	0.36	0.36	0.19	0.79	0.79
Sat Flow, veh/h	1810	1623	234	1810	1781	101	1810	1330	482	1810	1659	204
Grp Volume(v), veh/h	42	0	420	227	0	614	66	0	756	42	0	686
Grp Sat Flow(s),veh/h/ln	1810	0	1858	1810	0	1882	1810	0	1812	1810	0	1863
Q Serve(g_s), s	2.2	0.0	22.0	12.3	0.0	32.4	3.6	0.0	36.0	2.0	0.0	29.4
Cycle Q Clear(g_c), s	2.2	0.0	22.0	12.3	0.0	32.4	3.6	0.0	36.0	2.0	0.0	29.4
Prop In Lane	1.00		0.13	1.00		0.05	1.00		0.27	1.00		0.11
Lane Grp Cap(c), veh/h	102	0	458	253	0	621	106	0	652	169	0	735
V/C Ratio(X)	0.41	0.00	0.92	0.90	0.00	0.99	0.62	0.00	1.16	0.25	0.00	0.93
Avail Cap(c_a), veh/h	136	0	492	253	0	621	136	0	652	169	0	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.00	0.87
Uniform Delay (d), s/veh	45.6	0.0	36.7	42.3	0.0	33.3	46.0	0.0	32.0	37.7	0.0	9.5
Incr Delay (d2), s/veh	2.6	0.0	21.3	30.9	0.0	33.2	5.8	0.0	88.0	0.7	0.0	18.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	12.5	7.6	0.0	20.0	1.8	0.0	31.1	0.9	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	0.0	58.0	73.2	0.0	66.5	51.7	0.0	120.0	38.3	0.0	27.9
LnGrp LOS	D	A	E	E	A	E	D	A	F	D	A	C
Approach Vol, veh/h		462			841			822			728	
Approach Delay, s/veh		57.1			68.3			114.5			28.5	
Approach LOS		E			E			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	40.0	18.0	28.6	9.9	43.5	9.6	37.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	36.0	14.0	26.5	7.5	36.0	7.5	33.0
Max Q Clear Time (g_c+I1), s	14.0	38.0	14.3	24.0	5.6	31.4	4.2	34.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	1.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	69.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	111	77	55	159	41	87	594	84	20	589	92
Future Volume (veh/h)	87	111	77	55	159	41	87	594	84	20	589	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	111	77	55	159	41	87	594	84	20	589	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	187	120	116	255	64	610	2372	1161	54	1586	244
Arrive On Green	0.06	0.09	0.09	0.06	0.09	0.09	0.67	1.00	1.00	0.03	0.35	0.35
Sat Flow, veh/h	1810	2102	1349	1810	2847	712	1810	3610	1609	1810	4532	697
Grp Volume(v), veh/h	87	94	94	55	99	101	87	594	84	20	447	234
Grp Sat Flow(s),veh/h/ln	1810	1805	1646	1810	1805	1754	1810	1805	1609	1810	1729	1771
Q Serve(g_s), s	4.7	5.0	5.5	2.9	5.3	5.6	1.7	0.0	0.0	1.1	9.7	9.9
Cycle Q Clear(g_c), s	4.7	5.0	5.5	2.9	5.3	5.6	1.7	0.0	0.0	1.1	9.7	9.9
Prop In Lane	1.00		0.82	1.00		0.41	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	115	160	146	116	161	157	610	2372	1161	54	1210	620
V/C Ratio(X)	0.75	0.59	0.64	0.47	0.61	0.64	0.14	0.25	0.07	0.37	0.37	0.38
Avail Cap(c_a), veh/h	253	397	362	235	379	368	610	2372	1161	181	1210	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	43.8	44.0	45.1	43.9	44.0	11.1	0.0	0.0	47.6	24.3	24.3
Incr Delay (d2), s/veh	9.5	3.4	4.6	3.0	3.7	4.4	0.1	0.2	0.1	4.2	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.4	2.4	1.4	2.5	2.6	0.7	0.1	0.0	0.5	4.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	47.2	48.7	48.1	47.6	48.4	11.2	0.2	0.1	51.8	25.1	26.1
LnGrp LOS	E	D	D	D	D	D	B	A	A	D	C	C
Approach Vol, veh/h		275			255			765			701	
Approach Delay, s/veh		50.3			48.0			1.5			26.2	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	69.7	10.4	12.9	37.7	39.0	10.4	12.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	39.0	13.0	22.0	14.0	35.0	14.0	21.0
Max Q Clear Time (g_c+I1), s	3.1	2.0	4.9	7.5	3.7	11.9	6.7	7.6
Green Ext Time (p_c), s	0.0	4.9	0.0	0.8	0.1	4.6	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	52	22	431	67	89	40	493	315	73	555	101
Future Volume (veh/h)	95	52	22	431	67	89	40	493	315	73	555	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	52	22	431	67	89	40	493	315	73	555	101
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	471	109	46	475	169	142	533	2229	1111	110	867	155
Arrive On Green	0.26	0.09	0.09	0.26	0.09	0.09	0.29	0.43	0.43	0.12	0.39	0.39
Sat Flow, veh/h	1810	1254	531	1810	1900	1594	1810	5187	1602	1810	4423	790
Grp Volume(v), veh/h	95	0	74	431	67	89	40	493	315	73	432	224
Grp Sat Flow(s),veh/h/ln	1810	0	1784	1810	1900	1594	1810	1729	1602	1810	1729	1755
Q Serve(g_s), s	4.1	0.0	3.9	23.1	3.3	4.6	1.6	6.0	7.5	3.9	10.1	10.4
Cycle Q Clear(g_c), s	4.1	0.0	3.9	23.1	3.3	4.6	1.6	6.0	7.5	3.9	10.1	10.4
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	471	0	156	475	169	142	533	2229	1111	110	678	344
V/C Ratio(X)	0.20	0.00	0.48	0.91	0.40	0.63	0.08	0.22	0.28	0.66	0.64	0.65
Avail Cap(c_a), veh/h	471	0	330	695	844	708	533	2229	1111	136	678	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	0.98	0.98	0.98
Uniform Delay (d), s/veh	28.9	0.0	43.5	35.7	43.0	31.4	25.5	18.0	5.9	42.9	27.5	27.6
Incr Delay (d2), s/veh	0.2	0.0	2.2	11.8	1.5	4.5	0.1	0.2	0.5	8.3	4.4	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.8	11.5	1.6	2.3	0.7	2.4	2.4	1.9	3.9	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	0.0	45.7	47.5	44.5	35.9	25.5	18.2	6.4	51.2	32.0	36.7
LnGrp LOS	C	A	D	D	D	D	C	B	A	D	C	D
Approach Vol, veh/h		169			587			848			729	
Approach Delay, s/veh		36.4			45.4			14.2			35.3	
Approach LOS		D			D			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	47.0	30.2	12.7	33.4	23.6	30.0	12.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	19.6	38.4	18.5	7.5	19.6	12.5	44.4
Max Q Clear Time (g_c+I1), s	5.9	9.5	25.1	5.9	3.6	12.4	6.1	6.6
Green Ext Time (p_c), s	0.0	3.3	1.2	0.2	0.0	2.4	0.1	0.7

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

Intersection	
Int Delay, s/veh	0.3

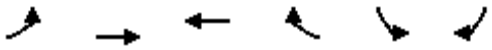
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	1406	1231	9	0	76
Future Vol, veh/h	0	1406	1231	9	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1406	1231	9	0	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	620
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*627
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*627
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	627
HCM Lane V/C Ratio	-	-	-	0.121
HCM Control Delay (s)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	509	904	1193	107	68	46
Future Volume (veh/h)	509	904	1193	107	68	46
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	509	904	1193	107	68	46
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	547	3191	1350	121	576	512
Arrive On Green	0.30	0.62	0.28	0.28	0.32	0.32
Sat Flow, veh/h	1810	5358	5000	433	1810	1610
Grp Volume(v), veh/h	509	904	854	446	68	46
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1804	1810	1610
Q Serve(g_s), s	32.8	9.7	28.4	28.4	3.2	2.4
Cycle Q Clear(g_c), s	32.8	9.7	28.4	28.4	3.2	2.4
Prop In Lane	1.00			0.24	1.00	1.00
Lane Grp Cap(c), veh/h	547	3191	967	504	576	512
V/C Ratio(X)	0.93	0.28	0.88	0.88	0.12	0.09
Avail Cap(c_a), veh/h	754	3847	1009	526	576	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	10.8	41.4	41.4	29.0	28.7
Incr Delay (d2), s/veh	14.7	0.0	9.1	15.9	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.7	3.6	13.2	14.7	1.5	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.3	10.8	50.5	57.3	29.4	29.1
LnGrp LOS	E	B	D	E	C	C
Approach Vol, veh/h		1413	1300		114	
Approach Delay, s/veh		26.8	52.8		29.3	
Approach LOS		C	D		C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	77.8	42.2	40.3	37.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	89.0	23.0	50.0	35.0
Max Q Clear Time (g_c+I1), s	11.7	5.2	34.8	30.4
Green Ext Time (p_c), s	8.1	0.3	1.5	3.2

Intersection Summary	
HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

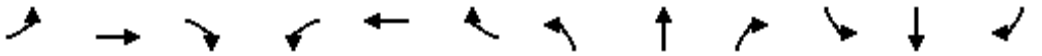
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	971	1251	99	0	49
Future Vol, veh/h	0	971	1251	99	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	971	1251	99	0	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	675
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	344
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	344
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	344
HCM Lane V/C Ratio	-	-	-	0.142
HCM Control Delay (s)	-	-	-	17.2
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2389	522	0	2185	163	0	0	0	358	0	339
Future Volume (veh/h)	0	2389	522	0	2185	163	0	0	0	358	0	339
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2389	522	0	2185	0				463	0	226
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3009	614	0	3614					801	0	357
Arrive On Green	0.00	0.70	0.70	0.00	1.00	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	4489	881	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	1879	1032	0	2185	0				463	0	226
Grp Sat Flow(s),veh/h/ln	0	1729	1741	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	39.7	48.5	0.0	0.0	0.0				12.6	0.0	14.0
Cycle Q Clear(g_c), s	0.0	39.7	48.5	0.0	0.0	0.0				12.6	0.0	14.0
Prop In Lane	0.00		0.51	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2409	1213	0	3614					801	0	357
V/C Ratio(X)	0.00	0.78	0.85	0.00	0.60					0.58	0.00	0.63
Avail Cap(c_a), veh/h	0	2499	1259	0	3749					801	0	357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.53	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.1	12.4	0.0	0.0	0.0				38.2	0.0	38.8
Incr Delay (d2), s/veh	0.0	1.6	5.6	0.0	0.1	0.0				3.0	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.7	18.0	0.0	0.0	0.0				5.9	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.7	18.0	0.0	0.1	0.0				41.3	0.0	47.1
LnGrp LOS	A	B	B	A	A					D	A	D
Approach Vol, veh/h		2911			2185	A					689	
Approach Delay, s/veh		14.6			0.1						43.2	
Approach LOS		B			A						D	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		81.1		28.9		81.1						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		79.5		21.5		79.5						
Max Q Clear Time (g_c+I1), s		50.5		16.0		2.0						
Green Ext Time (p_c), s		26.2		1.4		38.7						

Intersection Summary												
HCM 6th Ctrl Delay		12.5										
HCM 6th LOS		B										

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	2494	0	0	1857	276	490	0	252	0	0	0
Future Volume (veh/h)	253	2494	0	0	1857	276	490	0	252	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	253	2494	0	0	1857	276	568	0	168			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	277	3594	0	0	2277	335	816	0	363			
Arrive On Green	0.31	1.00	0.00	0.00	0.50	0.50	0.23	0.00	0.23			
Sat Flow, veh/h	1810	5358	0	0	4737	672	3619	0	1610			
Grp Volume(v), veh/h	253	2494	0	0	1402	731	568	0	168			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1779	1810	0	1610			
Q Serve(g_s), s	14.8	0.0	0.0	0.0	37.6	38.5	15.9	0.0	9.9			
Cycle Q Clear(g_c), s	14.8	0.0	0.0	0.0	37.6	38.5	15.9	0.0	9.9			
Prop In Lane	1.00		0.00	0.00		0.38	1.00		1.00			
Lane Grp Cap(c), veh/h	277	3594	0	0	1725	887	816	0	363			
V/C Ratio(X)	0.91	0.69	0.00	0.00	0.81	0.82	0.70	0.00	0.46			
Avail Cap(c_a), veh/h	285	3815	0	0	1858	956	816	0	363			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.51	0.51	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.5	0.0	0.0	0.0	23.2	23.5	39.1	0.0	36.8			
Incr Delay (d2), s/veh	19.3	0.3	0.0	0.0	2.7	5.6	4.9	0.0	4.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.9	0.1	0.0	0.0	15.3	16.8	7.6	0.0	4.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	0.3	0.0	0.0	25.9	29.1	44.0	0.0	41.1			
LnGrp LOS	E	A	A	A	C	C	D	A	D			
Approach Vol, veh/h		2747			2133			736				
Approach Delay, s/veh		5.5			27.0			43.4				
Approach LOS		A			C			D				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	29.3	80.7	21.3	59.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.1	80.9	17.3	59.1
Max Q Clear Time (g_c+I1), s	17.9	2.0	16.8	40.5
Green Ext Time (p_c), s	0.7	50.0	0.0	14.4

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	1029	500	628	957	0	0	0	0	0	0	94
Future Volume (veh/h)	0	1029	500	628	957	0	0	0	0	0	0	94
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	1029	500	628	957	0				0	0	94
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1862	831	665	3369	0				0	0	0
Arrive On Green	0.00	0.52	0.52	0.37	0.93	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	1029	500	628	957	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	17.4	19.6	30.3	2.2	0.0						
Cycle Q Clear(g_c), s	0.0	17.4	19.6	30.3	2.2	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	1862	831	665	3369	0						
V/C Ratio(X)	0.00	0.55	0.60	0.94	0.28	0.00						
Avail Cap(c_a), veh/h	0	1862	831	714	3369	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	14.7	15.3	27.6	0.3	0.0						
Incr Delay (d2), s/veh	0.0	1.2	3.2	20.5	0.2	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	6.9	7.4	16.2	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.9	18.5	48.1	0.5	0.0						
LnGrp LOS	A	B	B	D	A	A						
Approach Vol, veh/h		1529			1585							
Approach Delay, s/veh		16.8			19.4							
Approach LOS		B			B							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	37.6	52.4				90.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	35.5	34.5				74.5						
Max Q Clear Time (g_c+I2), s	32.3	21.6				4.2						
Green Ext Time (p_c), s	0.8	7.4				9.0						

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1458	117	0	1814	431	59	244	0	710	18	277
Future Volume (veh/h)	59	1458	117	0	1814	431	59	244	0	710	18	277
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	59	1458	117	0	1814	431	59	244	0	710	18	277
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	1731	138	0	1492	341	322	686	0	388	36	551
Arrive On Green	0.51	0.51	0.51	0.00	0.51	0.51	0.36	0.36	0.00	0.36	0.36	0.36
Sat Flow, veh/h	172	3386	270	0	3014	666	1101	1900	0	1154	99	1526
Grp Volume(v), veh/h	59	774	801	0	1094	1151	59	244	0	710	0	295
Grp Sat Flow(s),veh/h/ln	172	1805	1851	0	1805	1780	1101	1900	0	1154	0	1625
Q Serve(g_s), s	0.0	33.0	33.6	0.0	46.0	46.0	4.0	8.5	0.0	24.0	0.0	12.8
Cycle Q Clear(g_c), s	46.0	33.0	33.6	0.0	46.0	46.0	16.7	8.5	0.0	32.5	0.0	12.8
Prop In Lane	1.00		0.15	0.00		0.37	1.00		0.00	1.00		0.94
Lane Grp Cap(c), veh/h	80	923	946	0	923	910	322	686	0	388	0	587
V/C Ratio(X)	0.74	0.84	0.85	0.00	1.19	1.27	0.18	0.36	0.00	1.83	0.00	0.50
Avail Cap(c_a), veh/h	80	923	946	0	923	910	322	686	0	388	0	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	18.8	19.0	0.0	22.0	22.0	29.0	21.1	0.0	35.5	0.0	22.4
Incr Delay (d2), s/veh	45.6	9.0	9.3	0.0	94.5	128.2	1.3	1.4	0.0	383.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	14.9	15.6	0.0	41.8	49.8	1.1	3.9	0.0	49.9	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.6	27.8	28.2	0.0	116.5	150.2	30.2	22.5	0.0	418.7	0.0	23.1
LnGrp LOS	F	C	C	A	F	F	C	C	A	F	A	C
Approach Vol, veh/h		1634			2245			303			1005	
Approach Delay, s/veh		30.3			133.8			24.0			302.6	
Approach LOS		C			F			C			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	52.0	38.0	52.0	38.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	46.0	32.5	46.0	32.5
Max Q Clear Time (g_c+I1), s	48.0	34.5	48.0	18.7
Green Ext Time (p_c), s	0.0	0.0	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	127.5
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	722	1608	11	9	1220	343	11	129	8	541	91	705
Future Volume (veh/h)	722	1608	11	9	1220	343	11	129	8	541	91	705
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	722	1608	11	9	1220	343	11	129	8	541	91	705
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	498	2044	14	254	902	387	60	712	602	479	70	543
Arrive On Green	0.28	0.38	0.38	0.14	0.25	0.25	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	5315	36	1810	3610	1549	693	1900	1606	1270	187	1448
Grp Volume(v), veh/h	722	1046	573	9	1220	343	11	129	8	541	0	796
Grp Sat Flow(s),veh/h/ln	1810	1729	1893	1810	1805	1549	693	1900	1606	1270	0	1635
Q Serve(g_s), s	33.0	32.0	32.0	0.5	30.0	25.6	0.0	5.5	0.4	39.5	0.0	45.0
Cycle Q Clear(g_c), s	33.0	32.0	32.0	0.5	30.0	25.6	45.0	5.5	0.4	45.0	0.0	45.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.89
Lane Grp Cap(c), veh/h	498	1330	728	254	903	387	60	713	602	479	0	613
V/C Ratio(X)	1.45	0.79	0.79	0.04	1.35	0.89	0.18	0.18	0.01	1.13	0.00	1.30
Avail Cap(c_a), veh/h	498	1599	876	254	903	387	60	713	602	479	0	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	32.6	32.6	44.5	45.0	43.4	60.0	25.1	23.6	42.7	0.0	37.5
Incr Delay (d2), s/veh	213.9	2.2	4.0	0.1	165.6	21.0	6.6	0.6	0.0	82.1	0.0	145.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.2	13.6	15.3	0.2	34.1	12.0	0.4	2.6	0.2	25.5	0.0	42.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	257.4	34.8	36.6	44.6	210.6	64.4	66.6	25.7	23.6	124.8	0.0	183.4
LnGrp LOS	F	C	D	D	F	E	E	C	C	F	A	F
Approach Vol, veh/h		2341			1572			148			1337	
Approach Delay, s/veh		103.9			177.8			28.6			159.7	
Approach LOS		F			F			C			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	49.0	20.9	50.1	49.0	37.0	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	45.0	7.5	55.5	45.0	33.0	30.0
Max Q Clear Time (g_c+I1), s	47.0	2.5	34.0	47.0	35.0	32.0
Green Ext Time (p_c), s	0.0	0.0	12.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	137.2
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	1696	329	128	1101	69	434	236	143	62	220	93
Future Volume (veh/h)	147	1696	329	128	1101	69	434	236	143	62	220	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	1696	329	128	1101	69	434	236	143	62	220	93
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	331	1596	306	136	1289	81	452	711	599	92	332	280
Arrive On Green	0.18	0.37	0.37	0.15	0.52	0.52	0.08	0.12	0.12	0.05	0.17	0.17
Sat Flow, veh/h	1810	4354	836	1810	4982	312	1810	1900	1601	1810	1900	1602
Grp Volume(v), veh/h	147	1343	682	128	764	406	434	236	143	62	220	93
Grp Sat Flow(s),veh/h/ln	1810	1729	1731	1810	1729	1836	1810	1900	1601	1810	1900	1602
Q Serve(g_s), s	8.7	44.0	44.0	8.4	22.9	23.0	28.7	13.6	9.7	4.0	13.0	6.1
Cycle Q Clear(g_c), s	8.7	44.0	44.0	8.4	22.9	23.0	28.7	13.6	9.7	4.0	13.0	6.1
Prop In Lane	1.00		0.48	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	1268	635	136	895	475	452	711	599	92	333	280
V/C Ratio(X)	0.44	1.06	1.07	0.94	0.85	0.85	0.96	0.33	0.24	0.67	0.66	0.33
Avail Cap(c_a), veh/h	331	1268	635	136	1066	566	452	711	599	145	333	280
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.57	0.57	0.57	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	38.0	38.0	50.7	27.0	27.0	54.4	38.9	37.2	56.0	46.2	43.4
Incr Delay (d2), s/veh	0.9	42.6	57.2	42.8	3.5	6.5	25.6	0.9	0.7	8.2	9.9	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	25.7	28.3	5.1	7.5	8.4	17.2	7.1	4.2	2.1	7.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	80.6	95.2	93.5	30.5	33.5	80.1	39.8	37.8	64.2	56.1	46.5
LnGrp LOS	D	F	F	F	C	C	F	D	D	E	E	D
Approach Vol, veh/h		2172			1298			813			375	
Approach Delay, s/veh		82.8			37.7			60.9			55.1	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	48.9	13.0	48.0	34.0	25.0	26.0	35.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	41.4	9.0	44.0	30.0	21.0	16.0	37.0
Max Q Clear Time (g_c+I1), s	6.0	15.6	10.4	46.0	30.7	15.0	10.7	25.0
Green Ext Time (p_c), s	0.0	1.9	0.0	0.0	0.0	0.8	0.2	6.1

Intersection Summary	
HCM 6th Ctrl Delay	64.2
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	2185	265	82	1373	116	375	120	104	232	217	327
Future Volume (veh/h)	247	2185	265	82	1373	116	375	120	104	232	217	327
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	247	2185	0	82	1373	116	248	298	104	224	227	327
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	1949		103	1314	408	371	390	326	414	434	368
Arrive On Green	0.18	0.38	0.00	0.11	0.51	0.51	0.21	0.21	0.21	0.08	0.08	0.08
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1589	1810	1900	1610
Grp Volume(v), veh/h	247	2185	0	82	1373	116	248	298	104	224	227	327
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1589	1810	1900	1610
Q Serve(g_s), s	15.6	45.1	0.0	5.3	30.4	5.0	15.1	17.7	6.7	14.3	13.8	24.1
Cycle Q Clear(g_c), s	15.6	45.1	0.0	5.3	30.4	5.0	15.1	17.7	6.7	14.3	13.8	24.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	1949		103	1314	408	371	390	326	414	434	368
V/C Ratio(X)	0.76	1.12		0.80	1.04	0.28	0.67	0.76	0.32	0.54	0.52	0.89
Avail Cap(c_a), veh/h	344	1949		122	1314	408	371	390	326	452	475	403
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	0.69	0.69	0.69	1.00	1.00	1.00	0.55	0.55	0.55
Uniform Delay (d), s/veh	46.8	37.5	0.0	52.5	29.6	23.3	43.9	45.0	40.6	49.4	49.2	54.0
Incr Delay (d2), s/veh	9.1	61.9	0.0	18.9	33.5	0.3	9.2	13.3	2.6	0.6	0.5	12.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	29.8	0.0	2.8	13.5	1.8	7.7	9.8	2.9	7.0	7.1	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	99.3	0.0	71.4	63.1	23.6	53.1	58.3	43.1	50.0	49.7	66.1
LnGrp LOS	E	F		E	F	C	D	E	D	D	D	E
Approach Vol, veh/h		2432	A		1571			650			778	
Approach Delay, s/veh		94.9			60.6			53.9			56.7	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	28.6	10.8	49.1	31.4	25.5	34.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.8	8.1	45.1	30.0	22.8	30.4
Max Q Clear Time (g_c+I1), s	19.7	7.3	47.1	26.1	17.6	32.4
Green Ext Time (p_c), s	0.4	0.0	0.0	1.3	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	74.6
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

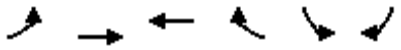
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	1862	120	80	1167	297	78	363	101	459	448	208
Future Volume (veh/h)	323	1862	120	80	1167	297	78	363	101	459	448	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	323	1862	120	80	1167	297	78	363	101	459	448	208
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	409	1805	794	102	1360	346	242	453	124	520	872	388
Arrive On Green	0.30	0.67	0.67	0.06	0.33	0.33	0.07	0.16	0.16	0.15	0.24	0.24
Sat Flow, veh/h	1810	3610	1588	1810	4115	1047	3510	2785	764	3510	3610	1604
Grp Volume(v), veh/h	323	1862	120	80	981	483	78	233	231	459	448	208
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1729	1705	1755	1805	1744	1755	1805	1604
Q Serve(g_s), s	19.7	60.0	2.5	5.2	31.8	31.8	2.5	14.9	15.3	15.4	12.9	13.6
Cycle Q Clear(g_c), s	19.7	60.0	2.5	5.2	31.8	31.8	2.5	14.9	15.3	15.4	12.9	13.6
Prop In Lane	1.00		1.00	1.00		0.61	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	409	1805	794	102	1142	563	242	293	283	520	872	388
V/C Ratio(X)	0.79	1.03	0.15	0.79	0.86	0.86	0.32	0.80	0.81	0.88	0.51	0.54
Avail Cap(c_a), veh/h	409	1805	794	113	1222	602	242	293	283	520	872	388
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	20.1	5.6	55.9	37.6	37.6	53.2	48.3	48.5	50.1	39.4	39.6
Incr Delay (d2), s/veh	1.0	16.7	0.0	20.0	4.2	8.1	0.8	19.7	22.0	16.4	2.2	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	23.9	1.1	3.0	14.0	14.4	1.1	8.3	8.4	7.9	6.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	36.8	5.6	75.9	41.8	45.6	54.0	68.0	70.5	66.5	41.5	44.9
LnGrp LOS	D	F	A	E	D	D	D	E	E	E	D	D
Approach Vol, veh/h		2305			1544			542			1115	
Approach Delay, s/veh		35.7			44.7			67.0			52.4	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.8	23.5	10.7	64.0	12.3	33.0	31.1	43.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.8	19.5	7.5	60.0	7.5	29.0	25.1	42.4
Max Q Clear Time (g_c+I1), s	17.7	17.3	7.2	62.0	4.5	15.6	21.7	33.8
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	3.1	0.3	5.8

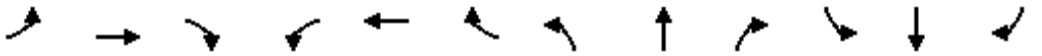
Intersection Summary	
HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	87	2579	1346	177	394	235
Future Volume (veh/h)	87	2579	1346	177	394	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	2579	1346	177	394	235
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	261	2838	1744	1056	1122	747
Arrive On Green	0.14	0.55	0.23	0.23	0.32	0.32
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	87	2579	1346	177	394	235
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	2.6	26.9	14.6	2.9	5.2	0.0
Cycle Q Clear(g_c), s	2.6	26.9	14.6	2.9	5.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	261	2838	1744	1056	1122	747
V/C Ratio(X)	0.33	0.91	0.77	0.17	0.35	0.31
Avail Cap(c_a), veh/h	261	2853	1850	1089	1122	747
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.38	0.38	1.00	1.00
Uniform Delay (d), s/veh	23.1	12.2	21.1	4.7	15.6	10.1
Incr Delay (d2), s/veh	0.2	1.5	0.8	0.0	0.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	8.4	6.1	1.9	2.0	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.3	13.7	21.8	4.8	16.5	11.2
LnGrp LOS	C	B	C	A	B	B
Approach Vol, veh/h		2666	1523		629	
Approach Delay, s/veh		14.0	19.8		14.5	
Approach LOS		B	B		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		36.8		23.2	12.7	24.2
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		33.0		19.0	7.6	21.4
Max Q Clear Time (g_c+I1), s		28.9		7.2	4.6	16.6
Green Ext Time (p_c), s		4.0		1.9	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	2007	232	314	1374	227	136	341	154	214	300	81
Future Volume (veh/h)	124	2007	232	314	1374	227	136	341	154	214	300	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	124	2007	232	314	1374	227	136	341	154	214	300	81
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	1624	724	256	2272	375	136	422	186	181	564	150
Arrive On Green	0.08	0.45	0.45	0.28	1.00	1.00	0.02	0.06	0.06	0.10	0.20	0.20
Sat Flow, veh/h	1810	3610	1608	1810	4473	739	1810	2410	1065	1810	2819	748
Grp Volume(v), veh/h	124	2007	232	314	1062	539	136	253	242	214	190	191
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1729	1754	1810	1805	1670	1810	1805	1763
Q Serve(g_s), s	8.1	54.0	11.1	17.0	0.0	0.0	9.0	16.7	17.2	12.0	11.3	11.7
Cycle Q Clear(g_c), s	8.1	54.0	11.1	17.0	0.0	0.0	9.0	16.7	17.2	12.0	11.3	11.7
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.64	1.00		0.42
Lane Grp Cap(c), veh/h	152	1625	724	256	1756	891	136	316	292	181	361	353
V/C Ratio(X)	0.82	1.24	0.32	1.22	0.60	0.61	1.00	0.80	0.83	1.18	0.53	0.54
Avail Cap(c_a), veh/h	244	1625	724	256	1756	891	136	316	292	181	361	353
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.46	0.46	0.46	0.55	0.55	0.55	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	33.0	21.2	43.0	0.0	0.0	58.5	54.5	54.7	54.0	42.9	43.1
Incr Delay (d2), s/veh	1.1	106.5	0.0	116.5	0.3	0.5	57.8	11.3	13.7	124.7	5.4	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	46.8	4.2	14.8	0.1	0.1	6.5	9.1	8.8	11.7	5.6	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	139.5	21.2	159.5	0.3	0.5	116.3	65.8	68.5	178.7	48.3	48.9
LnGrp LOS	E	F	C	F	A	A	F	E	E	F	D	D
Approach Vol, veh/h		2363			1915			631			595	
Approach Delay, s/veh		123.4			26.5			77.7			95.4	
Approach LOS		F			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	25.0	21.0	58.0	13.0	28.0	14.1	64.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	21.0	17.0	54.0	9.0	24.0	16.2	54.8
Max Q Clear Time (g_c+I1), s	14.0	19.2	19.0	56.0	11.0	13.7	10.1	2.0
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	1.6	0.1	18.1

Intersection Summary	
HCM 6th Ctrl Delay	81.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	477	2114	426	11	1160	293	161	111	15	202	198	191
Future Volume (veh/h)	477	2114	426	11	1160	293	161	111	15	202	198	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	477	2114	426	11	1160	293	161	111	15	202	198	191
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	497	2321	721	169	1100	278	420	560	74	272	743	773
Arrive On Green	0.55	0.90	0.90	0.09	0.27	0.27	0.12	0.17	0.17	0.25	0.34	0.34
Sat Flow, veh/h	1810	5187	1610	1810	4126	1042	3510	3197	424	1810	3610	1610
Grp Volume(v), veh/h	477	2114	426	11	972	481	161	62	64	202	198	191
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1710	1755	1805	1816	1810	1805	1610
Q Serve(g_s), s	30.2	27.8	7.1	0.7	32.0	32.0	5.1	3.5	3.6	12.3	4.8	4.4
Cycle Q Clear(g_c), s	30.2	27.8	7.1	0.7	32.0	32.0	5.1	3.5	3.6	12.3	4.8	4.4
Prop In Lane	1.00		1.00	1.00		0.61	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	497	2321	721	169	922	456	420	316	318	272	743	773
V/C Ratio(X)	0.96	0.91	0.59	0.06	1.05	1.05	0.38	0.20	0.20	0.74	0.27	0.25
Avail Cap(c_a), veh/h	558	2658	825	169	922	456	420	316	318	272	743	773
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	0.44	0.44	0.44	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	26.4	4.9	3.8	49.6	44.0	44.0	48.7	42.3	42.3	42.8	32.8	6.3
Incr Delay (d2), s/veh	15.8	2.2	0.4	0.2	45.0	57.2	0.6	1.4	1.4	7.3	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	2.7	1.4	0.3	19.3	20.6	2.3	1.7	1.8	5.6	2.1	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	7.2	4.2	49.8	89.0	101.2	49.3	43.7	43.8	50.1	33.4	6.8
LnGrp LOS	D	A	A	D	F	F	D	D	D	D	C	A
Approach Vol, veh/h		3017			1464			287			591	
Approach Delay, s/veh		12.3			92.7			46.9			30.5	
Approach LOS		B			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.1	25.0	15.2	57.7	18.4	28.7	36.9	36.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	21.0	7.5	61.5	10.3	24.7	37.0	32.0
Max Q Clear Time (g_c+I1), s	14.3	5.6	2.7	29.8	7.1	6.8	32.2	34.0
Green Ext Time (p_c), s	0.0	0.5	0.0	24.0	0.1	1.7	0.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	1993	170	80	1394	266	199	536	97	339	505	189
Future Volume (veh/h)	220	1993	170	80	1394	266	199	536	97	339	505	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	1993	170	80	1394	266	199	536	97	339	505	189
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	2260	945	102	1550	295	286	626	273	365	782	568
Arrive On Green	0.14	0.44	0.44	0.06	0.36	0.36	0.05	0.06	0.06	0.20	0.22	0.22
Sat Flow, veh/h	1810	5187	1585	1810	4358	831	1810	3610	1574	1810	3610	1610
Grp Volume(v), veh/h	220	1993	170	80	1106	554	199	536	97	339	505	189
Grp Sat Flow(s),veh/h/ln	1810	1729	1585	1810	1729	1731	1810	1805	1574	1810	1805	1610
Q Serve(g_s), s	14.3	42.3	1.3	5.2	36.3	36.4	13.0	17.7	7.1	22.1	15.3	0.0
Cycle Q Clear(g_c), s	14.3	42.3	1.3	5.2	36.3	36.4	13.0	17.7	7.1	22.1	15.3	0.0
Prop In Lane	1.00		1.00	1.00		0.48	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	2260	945	102	1230	615	286	626	273	365	782	568
V/C Ratio(X)	0.89	0.88	0.18	0.79	0.90	0.90	0.70	0.86	0.36	0.93	0.65	0.33
Avail Cap(c_a), veh/h	247	2278	951	113	1262	632	286	626	273	374	782	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.49	0.49	0.49	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	31.0	4.7	55.9	36.6	36.7	54.0	55.1	50.1	47.1	42.8	28.5
Incr Delay (d2), s/veh	4.2	0.4	0.0	15.0	4.7	8.8	6.2	12.5	3.1	29.1	4.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	17.3	1.0	2.8	15.9	16.7	6.8	9.7	3.2	12.8	7.3	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	31.5	4.7	70.9	41.3	45.4	60.2	67.6	53.2	76.1	46.9	30.0
LnGrp LOS	E	C	A	E	D	D	E	E	D	E	D	C
Approach Vol, veh/h		2383			1740			832			1033	
Approach Delay, s/veh		31.7			44.0			64.2			53.4	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.2	24.8	10.7	56.3	23.0	30.0	20.3	46.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	24.2	19.0	7.5	52.7	17.8	26.0	16.4	43.8
Max Q Clear Time (g_c+I1), s	24.1	19.7	7.2	44.3	15.0	17.3	16.3	38.4
Green Ext Time (p_c), s	0.1	0.0	0.0	7.3	0.1	2.7	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1249	858	7	779	77	539	442	28	160	521	125
Future Volume (veh/h)	160	1249	858	7	779	77	539	442	28	160	521	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	160	1249	858	7	779	77	539	442	28	160	521	125
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	189	1364	1007	22	946	94	869	1277	81	192	662	158
Arrive On Green	0.10	0.38	0.38	0.01	0.29	0.29	0.25	0.37	0.37	0.04	0.08	0.08
Sat Flow, veh/h	1810	3610	1610	1810	3312	327	3510	3445	218	1810	2890	690
Grp Volume(v), veh/h	160	1249	858	7	424	432	539	231	239	160	324	322
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1834	1755	1805	1858	1810	1805	1776
Q Serve(g_s), s	10.4	39.5	21.6	0.5	26.4	26.4	16.4	11.1	11.2	10.5	21.2	21.4
Cycle Q Clear(g_c), s	10.4	39.5	21.6	0.5	26.4	26.4	16.4	11.1	11.2	10.5	21.2	21.4
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.12	1.00		0.39
Lane Grp Cap(c), veh/h	189	1364	1007	22	516	524	869	669	688	192	414	407
V/C Ratio(X)	0.85	0.92	0.85	0.32	0.82	0.82	0.62	0.35	0.35	0.83	0.78	0.79
Avail Cap(c_a), veh/h	244	1384	1016	113	561	570	869	669	688	318	414	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	52.8	35.5	18.0	58.8	40.0	40.0	40.1	27.3	27.3	56.8	52.5	52.6
Incr Delay (d2), s/veh	19.2	9.7	7.0	7.0	7.9	7.8	1.4	1.4	1.4	7.7	11.6	12.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	18.9	6.3	0.3	12.7	12.9	7.2	5.1	5.2	5.5	11.6	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	45.2	25.1	65.7	47.9	47.8	41.5	28.7	28.7	64.5	64.1	64.7
LnGrp LOS	E	D	C	E	D	D	D	C	C	E	E	E
Approach Vol, veh/h		2267			863			1009			806	
Approach Delay, s/veh		39.5			48.0			35.5			64.5	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	48.5	5.5	49.3	33.7	31.5	16.5	38.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.7	29.4	7.5	46.0	23.0	27.5	16.2	37.3
Max Q Clear Time (g_c+I1), s	12.5	13.2	2.5	41.5	18.4	23.4	12.4	28.4
Green Ext Time (p_c), s	0.3	2.5	0.0	3.8	0.9	1.5	0.1	3.6

Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	135	227	717	119	361	995
Future Volume (veh/h)	135	227	717	119	361	995
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	227	717	119	361	995
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	598	274	902	403	1508	2634
Arrive On Green	0.17	0.17	0.25	0.25	0.43	0.73
Sat Flow, veh/h	3510	1610	3705	1610	3510	3705
Grp Volume(v), veh/h	135	227	717	119	361	995
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1610	1755	1805
Q Serve(g_s), s	2.7	10.9	14.9	4.8	5.2	8.2
Cycle Q Clear(g_c), s	2.7	10.9	14.9	4.8	5.2	8.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	598	274	903	403	1508	2634
V/C Ratio(X)	0.23	0.83	0.79	0.30	0.24	0.38
Avail Cap(c_a), veh/h	878	403	903	403	1508	2634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	32.0	28.1	24.3	14.5	4.0
Incr Delay (d2), s/veh	0.1	6.9	7.2	1.9	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.6	7.1	2.0	2.0	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.8	38.9	35.2	26.2	14.6	4.5
LnGrp LOS	C	D	D	C	B	A
Approach Vol, veh/h	362		836			1356
Approach Delay, s/veh	35.1		33.9			7.2
Approach LOS	D		C			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	38.4	24.0			62.4	17.6
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	28.0	20.0			52.0	20.0
Max Q Clear Time (g_c+I1), s	17.2	16.9			10.2	12.9
Green Ext Time (p_c), s	1.2	1.6			9.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	1820	170	146	1306	115	178	350	118	250	387	100
Future Volume (veh/h)	257	1820	170	146	1306	115	178	350	118	250	387	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	1820	170	146	1306	115	178	350	118	250	387	100
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1966	183	169	1488	131	295	445	148	357	573	146
Arrive On Green	0.39	0.82	0.82	0.19	0.61	0.61	0.05	0.06	0.06	0.20	0.20	0.20
Sat Flow, veh/h	1810	4820	448	1810	4845	427	1810	2646	877	1810	2827	721
Grp Volume(v), veh/h	257	1303	687	146	932	489	178	237	231	250	245	242
Grp Sat Flow(s),veh/h/ln	1810	1729	1811	1810	1729	1813	1810	1805	1718	1810	1805	1743
Q Serve(g_s), s	14.6	33.9	34.7	9.4	27.1	27.1	11.5	15.5	16.0	15.4	15.0	15.4
Cycle Q Clear(g_c), s	14.6	33.9	34.7	9.4	27.1	27.1	11.5	15.5	16.0	15.4	15.0	15.4
Prop In Lane	1.00		0.25	1.00		0.24	1.00		0.51	1.00		0.41
Lane Grp Cap(c), veh/h	351	1410	738	169	1062	557	295	304	289	357	366	353
V/C Ratio(X)	0.73	0.92	0.93	0.86	0.88	0.88	0.60	0.78	0.80	0.70	0.67	0.68
Avail Cap(c_a), veh/h	351	1527	800	169	1216	638	295	304	289	357	366	353
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	0.28	0.28	0.28	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	9.7	9.8	48.1	21.3	21.3	53.0	54.5	54.7	44.9	44.2	44.3
Incr Delay (d2), s/veh	3.2	4.3	8.0	12.4	2.1	3.9	3.2	16.5	18.9	6.0	9.4	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	4.7	5.7	4.4	7.5	8.1	5.9	8.9	8.9	7.5	7.7	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	13.9	17.8	60.5	23.4	25.1	56.2	71.0	73.6	50.9	53.6	54.6
LnGrp LOS	D	B	B	E	C	C	E	E	E	D	D	D
Approach Vol, veh/h		2247			1567			646			737	
Approach Delay, s/veh		17.8			27.4			67.8			53.0	
Approach LOS		B			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.7	24.2	15.2	52.9	23.6	28.3	27.3	40.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.6	20.2	11.2	53.0	15.5	24.3	22.0	42.2
Max Q Clear Time (g_c+I1), s	17.4	18.0	11.4	36.7	13.5	17.4	16.6	29.1
Green Ext Time (p_c), s	0.2	0.6	0.0	12.2	0.1	1.7	0.4	7.8

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	1055	250	44	620	61	111	401	43	73	556	45
Future Volume (veh/h)	75	1055	250	44	620	61	111	401	43	73	556	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	1055	250	44	620	61	111	401	43	73	556	45
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	1177	277	81	1319	130	137	883	94	267	1149	93
Arrive On Green	0.05	0.41	0.41	0.04	0.40	0.40	0.08	0.27	0.27	0.29	0.68	0.68
Sat Flow, veh/h	1810	2897	683	1810	3320	326	1810	3289	351	1810	3382	273
Grp Volume(v), veh/h	75	655	650	44	337	344	111	219	225	73	296	305
Grp Sat Flow(s),veh/h/ln	1810	1805	1776	1810	1805	1841	1810	1805	1835	1810	1805	1850
Q Serve(g_s), s	4.9	40.6	41.1	2.9	16.6	16.6	7.2	12.1	12.3	3.7	9.4	9.4
Cycle Q Clear(g_c), s	4.9	40.6	41.1	2.9	16.6	16.6	7.2	12.1	12.3	3.7	9.4	9.4
Prop In Lane	1.00		0.38	1.00		0.18	1.00		0.19	1.00		0.15
Lane Grp Cap(c), veh/h	97	733	721	81	717	732	137	484	492	267	614	629
V/C Ratio(X)	0.77	0.89	0.90	0.54	0.47	0.47	0.81	0.45	0.46	0.27	0.48	0.48
Avail Cap(c_a), veh/h	190	785	772	118	717	732	198	484	492	267	614	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.49	0.49	0.49	0.57	0.57	0.57	1.00	1.00	1.00	0.64	0.64	0.64
Uniform Delay (d), s/veh	56.1	33.2	33.4	56.1	26.8	26.8	54.6	36.6	36.6	37.4	14.2	14.2
Incr Delay (d2), s/veh	6.3	6.6	7.2	3.2	0.3	0.3	14.9	3.0	3.0	0.4	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	18.7	18.8	1.4	7.2	7.3	3.9	5.8	5.9	1.6	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	39.8	40.6	59.3	27.1	27.1	69.5	39.6	39.6	37.7	15.9	15.9
LnGrp LOS	E	D	D	E	C	C	E	D	D	D	B	B
Approach Vol, veh/h		1380			725			555			674	
Approach Delay, s/veh		41.4			29.0			45.6			18.3	
Approach LOS		D			C			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.7	36.2	9.4	52.7	13.1	44.8	10.4	51.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.8	32.2	7.8	52.2	13.1	30.9	12.6	47.4
Max Q Clear Time (g_c+I1), s	15.7	14.3	4.9	43.1	9.2	11.4	6.9	18.6
Green Ext Time (p_c), s	0.1	2.5	0.0	5.6	0.1	3.6	0.1	4.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	359	90	20	285	197	62	212	40	331	226	25
Future Volume (veh/h)	27	359	90	20	285	197	62	212	40	331	226	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	359	90	20	285	197	62	212	40	331	226	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	678	303	110	370	247	118	1157	215	362	1690	185
Arrive On Green	0.04	0.19	0.19	0.03	0.18	0.18	0.07	0.38	0.38	0.20	0.52	0.52
Sat Flow, veh/h	3510	3610	1610	3510	2056	1375	1810	3040	564	1810	3281	359
Grp Volume(v), veh/h	27	359	90	20	249	233	62	124	128	331	123	128
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1627	1810	1805	1799	1810	1805	1835
Q Serve(g_s), s	0.6	7.2	3.8	0.4	10.5	11.0	2.7	3.7	3.8	14.3	2.8	2.9
Cycle Q Clear(g_c), s	0.6	7.2	3.8	0.4	10.5	11.0	2.7	3.7	3.8	14.3	2.8	2.9
Prop In Lane	1.00		1.00	1.00		0.85	1.00		0.31	1.00		0.20
Lane Grp Cap(c), veh/h	139	678	303	110	325	293	118	687	685	362	930	945
V/C Ratio(X)	0.19	0.53	0.30	0.18	0.77	0.80	0.52	0.18	0.19	0.91	0.13	0.14
Avail Cap(c_a), veh/h	329	835	372	329	417	376	213	687	685	362	930	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	29.3	27.9	37.7	31.2	31.4	36.2	16.5	16.5	31.3	10.1	10.1
Incr Delay (d2), s/veh	0.7	0.6	0.5	0.6	4.7	6.6	3.6	0.6	0.6	27.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.1	1.5	0.2	4.9	4.7	1.3	1.6	1.6	8.7	1.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	29.9	28.5	38.3	35.9	38.0	39.7	17.1	17.1	58.4	10.4	10.4
LnGrp LOS	D	C	C	D	D	D	D	B	B	E	B	B
Approach Vol, veh/h		476			502			314			582	
Approach Delay, s/veh		30.1			37.0			21.6			37.7	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	34.5	6.5	19.0	9.2	45.2	7.2	18.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	22.0	7.5	18.5	9.4	28.6	7.5	18.5
Max Q Clear Time (g_c+I1), s	6.3	5.8	2.4	9.2	4.7	4.9	2.6	13.0
Green Ext Time (p_c), s	0.0	1.2	0.0	1.8	0.0	1.4	0.0	1.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	469	1372	407	402	1061	168	402	876	262	235	1124	223
Future Volume (veh/h)	469	1372	407	402	1061	168	402	876	262	235	1124	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	469	1372	407	402	1061	168	402	876	262	235	1124	223
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	551	1143	502	380	1206	191	302	1071	463	262	993	437
Arrive On Green	0.16	0.32	0.32	0.11	0.27	0.27	0.06	0.10	0.10	0.14	0.28	0.28
Sat Flow, veh/h	3510	3610	1584	3510	4499	711	1810	3610	1559	1810	3610	1589
Grp Volume(v), veh/h	469	1372	407	402	815	414	402	876	262	235	1124	223
Grp Sat Flow(s),veh/h/ln	1755	1805	1584	1755	1729	1752	1810	1805	1559	1810	1805	1589
Q Serve(g_s), s	15.6	38.0	18.7	13.0	27.1	27.2	20.0	28.6	19.3	15.3	33.0	14.2
Cycle Q Clear(g_c), s	15.6	38.0	18.7	13.0	27.1	27.2	20.0	28.6	19.3	15.3	33.0	14.2
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	551	1143	502	380	927	470	302	1071	463	262	993	437
V/C Ratio(X)	0.85	1.20	0.81	1.06	0.88	0.88	1.33	0.82	0.57	0.90	1.13	0.51
Avail Cap(c_a), veh/h	551	1143	502	380	971	492	302	1071	463	277	993	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.36	0.54	0.54	0.54	0.69	0.69	0.69	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	41.0	16.4	53.5	42.1	42.1	56.7	50.9	46.7	50.4	43.5	36.7
Incr Delay (d2), s/veh	4.8	93.4	3.7	50.0	5.2	9.8	164.8	4.9	3.4	28.1	72.3	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	31.4	7.1	8.4	12.2	12.9	23.6	14.6	8.5	9.0	24.5	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	134.4	20.1	103.5	47.3	51.8	221.5	55.8	50.2	78.6	115.8	40.9
LnGrp LOS	D	F	C	F	D	D	F	E	D	E	F	D
Approach Vol, veh/h		2248			1631			1540			1582	
Approach Delay, s/veh		96.9			62.3			98.1			99.7	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	39.6	17.0	42.0	24.0	37.0	22.8	36.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.4	34.6	13.0	38.0	20.0	33.0	17.3	33.7
Max Q Clear Time (g_c+I1), s	17.3	30.6	15.0	40.0	22.0	35.0	17.6	29.2
Green Ext Time (p_c), s	0.1	2.4	0.0	0.0	0.0	0.0	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	89.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	818	272	113	614	77	225	1248	118	163	1598	63
Future Volume (veh/h)	100	818	272	113	614	77	225	1248	118	163	1598	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	818	272	113	614	77	225	1248	118	163	1598	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	750	249	136	935	117	241	1941	183	190	1918	76
Arrive On Green	0.07	0.28	0.28	0.15	0.58	0.58	0.13	0.40	0.40	0.14	0.50	0.50
Sat Flow, veh/h	1810	2646	879	1810	3228	404	1810	4809	455	1810	5116	202
Grp Volume(v), veh/h	100	558	532	113	343	348	225	897	469	163	1080	581
Grp Sat Flow(s),veh/h/ln	1810	1805	1720	1810	1805	1827	1810	1729	1806	1810	1729	1860
Q Serve(g_s), s	6.5	34.0	34.0	7.3	15.5	15.6	14.8	25.1	25.1	10.6	32.1	32.2
Cycle Q Clear(g_c), s	6.5	34.0	34.0	7.3	15.5	15.6	14.8	25.1	25.1	10.6	32.1	32.2
Prop In Lane	1.00		0.51	1.00		0.22	1.00		0.25	1.00		0.11
Lane Grp Cap(c), veh/h	125	511	487	136	523	529	241	1396	729	190	1297	697
V/C Ratio(X)	0.80	1.09	1.09	0.83	0.66	0.66	0.93	0.64	0.64	0.86	0.83	0.83
Avail Cap(c_a), veh/h	151	511	487	136	523	529	241	1396	729	210	1297	697
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.40	0.40	0.40	0.79	0.79	0.79	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.1	43.0	43.0	50.3	21.2	21.2	51.5	28.8	28.8	50.8	26.9	26.9
Incr Delay (d2), s/veh	10.0	53.7	54.8	28.0	2.4	2.4	39.9	2.3	4.3	3.3	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	22.6	21.7	4.1	5.1	5.2	9.3	10.7	11.6	4.8	12.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	96.7	97.8	78.3	23.6	23.6	91.3	31.1	33.2	54.0	27.5	28.0
LnGrp LOS	E	F	F	E	C	C	F	C	C	D	C	C
Approach Vol, veh/h		1190			804			1591			1824	
Approach Delay, s/veh		94.5			31.3			40.2			30.0	
Approach LOS		F			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	52.4	13.0	38.0	20.0	49.0	12.3	38.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.6	47.1	9.0	34.0	16.0	45.0	10.0	33.0
Max Q Clear Time (g_c+I1), s	12.6	27.1	9.3	36.0	16.8	34.2	8.5	17.6
Green Ext Time (p_c), s	0.1	9.7	0.0	0.0	0.0	7.7	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	391	180	400	341	190	239	1306	412	323	1386	48
Future Volume (veh/h)	70	391	180	400	341	190	239	1306	412	323	1386	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	391	180	400	341	190	239	1306	412	323	1386	48
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	379	172	407	742	405	241	1556	475	332	1800	62
Arrive On Green	0.05	0.16	0.16	0.22	0.33	0.33	0.27	0.60	0.60	0.18	0.35	0.35
Sat Flow, veh/h	1810	2395	1086	1810	2243	1224	1810	5187	1582	1810	5143	178
Grp Volume(v), veh/h	70	293	278	400	273	258	239	1306	412	323	932	502
Grp Sat Flow(s),veh/h/ln	1810	1805	1676	1810	1805	1661	1810	1729	1582	1810	1729	1863
Q Serve(g_s), s	4.6	19.0	19.0	26.4	14.3	14.8	15.8	24.3	26.1	21.3	28.8	28.8
Cycle Q Clear(g_c), s	4.6	19.0	19.0	26.4	14.3	14.8	15.8	24.3	26.1	21.3	28.8	28.8
Prop In Lane	1.00		0.65	1.00		0.74	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	95	286	265	407	597	549	241	1556	475	332	1210	652
V/C Ratio(X)	0.73	1.03	1.05	0.98	0.46	0.47	0.99	0.84	0.87	0.97	0.77	0.77
Avail Cap(c_a), veh/h	185	286	265	407	597	549	241	1556	475	332	1210	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.76	0.76	0.76	0.36	0.36	0.36	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	50.5	50.5	46.3	31.7	31.8	43.9	21.7	22.0	48.7	34.7	34.7
Incr Delay (d2), s/veh	7.2	50.7	58.3	34.3	0.4	0.5	32.3	2.1	7.9	42.2	4.8	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	12.6	12.2	15.7	6.3	6.0	8.2	6.9	7.5	13.5	12.8	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	101.2	108.8	80.5	32.1	32.3	76.2	23.8	30.0	90.9	39.5	43.2
LnGrp LOS	E	F	F	F	C	C	E	C	C	F	D	D
Approach Vol, veh/h		641			931			1957			1757	
Approach Delay, s/veh		100.4			53.0			31.5			50.0	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	40.0	31.0	23.0	20.0	46.0	10.3	43.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	36.0	27.0	19.0	16.0	42.0	12.3	33.7
Max Q Clear Time (g_c+I1), s	20.3	28.1	28.4	21.0	17.8	30.8	6.6	16.8
Green Ext Time (p_c), s	0.0	5.7	0.0	0.0	0.0	7.0	0.1	3.1

Intersection Summary	
HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	140	118	284	77	124	92	1819	282	123	1858	52
Future Volume (veh/h)	28	140	118	284	77	124	92	1819	282	123	1858	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	140	118	284	77	124	92	1819	282	123	1858	52
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	35	174	175	288	78	320	113	2014	309	200	2558	72
Arrive On Green	0.11	0.11	0.11	0.20	0.20	0.20	0.06	0.45	0.45	0.22	0.99	0.99
Sat Flow, veh/h	314	1570	1579	1438	390	1598	1810	4517	692	1810	5183	145
Grp Volume(v), veh/h	168	0	118	361	0	124	92	1387	714	123	1239	671
Grp Sat Flow(s),veh/h/ln	1884	0	1579	1828	0	1598	1810	1729	1751	1810	1729	1870
Q Serve(g_s), s	10.4	0.0	8.6	23.6	0.0	8.1	6.0	44.6	45.7	7.4	1.9	2.0
Cycle Q Clear(g_c), s	10.4	0.0	8.6	23.6	0.0	8.1	6.0	44.6	45.7	7.4	1.9	2.0
Prop In Lane	0.17		1.00	0.79		1.00	1.00		0.40	1.00		0.08
Lane Grp Cap(c), veh/h	208	0	175	366	0	320	113	1542	781	200	1707	923
V/C Ratio(X)	0.81	0.00	0.68	0.99	0.00	0.39	0.81	0.90	0.91	0.62	0.73	0.73
Avail Cap(c_a), veh/h	290	0	243	366	0	320	113	1542	781	200	1707	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.85	0.85	0.85	0.44	0.44	0.44
Uniform Delay (d), s/veh	52.1	0.0	51.3	47.8	0.0	41.6	55.6	30.8	31.1	44.5	0.4	0.4
Incr Delay (d2), s/veh	10.8	0.0	4.5	43.5	0.0	0.8	30.6	7.6	15.0	2.5	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	3.6	15.1	0.0	3.3	3.7	19.7	22.0	3.2	0.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	0.0	55.8	91.4	0.0	42.4	86.2	38.4	46.1	47.0	1.6	2.6
LnGrp LOS	E	A	E	F	A	D	F	D	D	D	A	A
Approach Vol, veh/h		286			485			2193			2033	
Approach Delay, s/veh		60.0			78.9			42.9			4.7	
Approach LOS		E			E			D			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.2	57.5		17.3	11.5	63.2		28.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	53.5		18.5	7.5	54.0		24.0
Max Q Clear Time (g_c+I1), s	10.4	47.7		12.4	8.0	4.0		25.6
Green Ext Time (p_c), s	0.0	5.1		0.7	0.0	23.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	0	179	0	0	0	173	1890	0	0	2174	155
Future Volume (veh/h)	229	0	179	0	0	0	173	1890	0	0	2174	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	229	0	179	0	0	0	173	1890	0	0	2174	155
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	238	651	2	2	1	505	4193	0	2	2452	173
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.56	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4945	350
Grp Volume(v), veh/h	229	0	179	0	0	0	173	1890	0	0	1515	814
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1837
Q Serve(g_s), s	15.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	47.2	48.2
Cycle Q Clear(g_c), s	15.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	47.2	48.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.19
Lane Grp Cap(c), veh/h	226	238	651	2	2	1	505	4193	0	2	1715	911
V/C Ratio(X)	1.01	0.00	0.28	0.00	0.00	0.00	0.34	0.45	0.00	0.00	0.88	0.89
Avail Cap(c_a), veh/h	226	412	798	113	293	248	505	4193	0	113	1715	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.75	0.75	0.00	0.00	0.52	0.52
Uniform Delay (d), s/veh	52.5	0.0	18.9	0.0	0.0	0.0	20.5	0.0	0.0	0.0	27.1	27.4
Incr Delay (d2), s/veh	63.1	0.0	0.2	0.0	0.0	0.0	0.3	0.3	0.0	0.0	3.9	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	0.0	3.0	0.0	0.0	0.0	2.4	0.1	0.0	0.0	19.7	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.6	0.0	19.1	0.0	0.0	0.0	20.8	0.3	0.0	0.0	31.0	34.9
LnGrp LOS	F	A	B	A	A	A	C	A	A	A	C	C
Approach Vol, veh/h		408			0			2063			2329	
Approach Delay, s/veh		73.3			0.0			2.0			32.4	
Approach LOS		E						A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	101.0	0.0	19.0	37.5	63.5	19.0	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	63.0	7.5	26.0	11.0	59.5	15.0	18.5
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0	2.0	8.3	50.2	17.0	0.0
Green Ext Time (p_c), s	0.0	26.7	0.0	0.6	0.1	8.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	62	156	119	20	100	29	1862	110	94	2166	83
Future Volume (veh/h)	89	62	156	119	20	100	29	1862	110	94	2166	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	62	156	119	20	100	29	1862	110	94	2166	83
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	209	186	146	151	128	65	2588	153	278	3290	1209
Arrive On Green	0.12	0.12	0.12	0.08	0.08	0.08	0.04	0.52	0.52	0.31	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5010	295	1810	5187	1610
Grp Volume(v), veh/h	89	62	156	119	20	100	29	1284	688	94	2166	83
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1847	1810	1729	1610
Q Serve(g_s), s	5.5	3.8	11.4	7.8	1.2	7.3	1.9	34.3	34.4	4.8	0.0	0.0
Cycle Q Clear(g_c), s	5.5	3.8	11.4	7.8	1.2	7.3	1.9	34.3	34.4	4.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	211	209	186	146	151	128	65	1787	954	278	3290	1209
V/C Ratio(X)	0.42	0.30	0.84	0.82	0.13	0.78	0.44	0.72	0.72	0.34	0.66	0.07
Avail Cap(c_a), veh/h	211	278	248	196	323	274	113	1787	954	278	3290	1209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.47	0.47	0.47	0.72	0.72	0.72
Uniform Delay (d), s/veh	49.2	48.6	51.9	54.3	51.4	54.2	56.6	22.3	22.3	36.8	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.8	16.8	17.5	0.4	9.8	2.2	1.2	2.3	0.5	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.8	5.5	4.2	0.6	3.3	0.9	13.8	15.1	2.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	49.4	68.7	71.8	51.8	63.9	58.9	23.5	24.6	37.3	0.8	0.1
LnGrp LOS	D	D	E	E	D	E	E	C	C	D	A	A
Approach Vol, veh/h		307			239			2001			2343	
Approach Delay, s/veh		59.6			66.8			24.4			2.2	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	66.0	13.7	17.9	8.3	80.1	18.0	13.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.5	62.0	13.0	18.5	7.5	65.0	11.1	20.4
Max Q Clear Time (g_c+I1), s	6.8	36.4	9.8	13.4	3.9	2.0	7.5	9.3
Green Ext Time (p_c), s	0.1	16.9	0.1	0.5	0.0	35.4	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	554	620	288	14	409	284	115	1108	15	432	1660	527
Future Volume (veh/h)	554	620	288	14	409	284	115	1108	15	432	1660	527
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	554	620	288	14	409	284	115	1108	15	432	1660	527
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	573	1621	723	76	800	248	219	1328	412	490	1729	537
Arrive On Green	0.32	0.45	0.45	0.02	0.15	0.15	0.06	0.26	0.26	0.14	0.33	0.33
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	554	620	288	14	409	284	115	1108	15	432	1660	527
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	36.2	13.7	11.0	0.5	8.7	18.5	3.8	24.2	0.8	14.5	37.7	16.5
Cycle Q Clear(g_c), s	36.2	13.7	11.0	0.5	8.7	18.5	3.8	24.2	0.8	14.5	37.7	16.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	573	1621	723	76	800	248	219	1328	412	490	1729	537
V/C Ratio(X)	0.97	0.38	0.40	0.18	0.51	1.14	0.52	0.83	0.04	0.88	0.96	0.98
Avail Cap(c_a), veh/h	573	1621	723	219	800	248	219	1328	412	527	1729	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	40.4	22.0	13.0	57.6	46.6	50.7	54.5	42.2	33.5	50.6	39.2	7.2
Incr Delay (d2), s/veh	29.3	0.1	0.4	1.1	0.6	101.6	2.3	6.3	0.2	11.8	11.4	29.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.5	5.8	4.0	0.2	3.8	14.4	1.8	11.1	0.4	7.2	17.5	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.7	22.1	13.4	58.8	47.2	152.3	56.8	48.5	33.7	62.4	50.6	36.4
LnGrp LOS	E	C	B	E	D	F	E	D	C	E	D	D
Approach Vol, veh/h		1462			707			1238			2619	
Approach Delay, s/veh		38.4			89.6			49.1			49.7	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	34.7	6.6	57.9	11.5	44.0	42.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	29.5	7.5	49.0	7.5	40.0	38.0	18.5
Max Q Clear Time (g_c+I1), s	16.5	26.2	2.5	15.7	5.8	39.7	38.2	20.5
Green Ext Time (p_c), s	0.3	2.1	0.0	6.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	1501	223	50	1171	188	145	266	40	128	299	129
Future Volume (veh/h)	172	1501	223	50	1171	188	145	266	40	128	299	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	1501	223	50	1171	188	145	266	40	128	299	129
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	1630	962	86	1402	909	534	294	44	335	534	225
Arrive On Green	0.07	0.30	0.30	0.05	0.39	0.39	0.05	0.06	0.06	0.19	0.22	0.22
Sat Flow, veh/h	1810	3610	1589	1810	3610	1572	3510	1613	243	1810	2474	1043
Grp Volume(v), veh/h	172	1501	223	50	1171	188	145	0	306	128	216	212
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1805	1572	1755	0	1856	1810	1805	1712
Q Serve(g_s), s	11.3	48.2	1.9	3.2	35.2	0.0	4.8	0.0	19.7	7.4	12.8	13.3
Cycle Q Clear(g_c), s	11.3	48.2	1.9	3.2	35.2	0.0	4.8	0.0	19.7	7.4	12.8	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.61
Lane Grp Cap(c), veh/h	200	1630	962	86	1402	909	534	0	339	335	390	370
V/C Ratio(X)	0.86	0.92	0.23	0.58	0.84	0.21	0.27	0.00	0.90	0.38	0.56	0.57
Avail Cap(c_a), veh/h	208	1630	962	317	1706	1041	534	0	339	335	390	370
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.98	0.00	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	39.8	6.3	56.0	33.2	12.3	50.6	0.0	55.3	42.9	41.9	42.1
Incr Delay (d2), s/veh	3.4	1.0	0.0	6.2	3.2	0.1	0.3	0.0	29.2	0.7	5.6	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	22.4	1.9	1.6	15.8	2.4	2.2	0.0	12.6	3.4	6.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	40.8	6.4	62.2	36.4	12.5	50.9	0.0	84.5	43.6	47.5	48.4
LnGrp LOS	E	D	A	E	D	B	D	A	F	D	D	D
Approach Vol, veh/h		1896			1409			451			556	
Approach Delay, s/veh		38.3			34.1			73.7			47.0	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	25.9	9.7	58.2	22.2	29.9	17.3	50.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	21.9	21.0	49.5	7.6	25.9	13.8	56.7
Max Q Clear Time (g_c+I1), s	9.4	21.7	5.2	50.2	6.8	15.3	13.3	37.2
Green Ext Time (p_c), s	0.1	0.0	0.1	0.0	0.0	1.9	0.0	9.4

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	812	174	48	620	47	106	320	32	77	451	67
Future Volume (veh/h)	41	812	174	48	620	47	106	320	32	77	451	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	812	174	48	620	47	106	320	32	77	451	67
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	915	196	84	759	57	254	1511	150	98	703	595
Arrive On Green	0.13	0.31	0.31	0.05	0.22	0.22	0.14	0.46	0.46	0.11	0.74	0.74
Sat Flow, veh/h	1810	2955	633	1810	3397	257	1810	3312	329	1810	1900	1609
Grp Volume(v), veh/h	41	496	490	48	329	338	106	173	179	77	451	67
Grp Sat Flow(s),veh/h/ln	1810	1805	1784	1810	1805	1849	1810	1805	1836	1810	1900	1609
Q Serve(g_s), s	2.4	31.4	31.4	3.1	20.8	20.8	6.4	6.9	7.0	5.0	14.1	1.4
Cycle Q Clear(g_c), s	2.4	31.4	31.4	3.1	20.8	20.8	6.4	6.9	7.0	5.0	14.1	1.4
Prop In Lane	1.00		0.36	1.00		0.14	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	240	559	552	84	403	413	254	824	838	98	703	595
V/C Ratio(X)	0.17	0.89	0.89	0.57	0.82	0.82	0.42	0.21	0.21	0.78	0.64	0.11
Avail Cap(c_a), veh/h	240	617	609	115	618	633	254	824	838	217	703	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	46.2	39.4	39.4	56.0	44.3	44.3	47.1	19.6	19.6	52.8	11.7	10.0
Incr Delay (d2), s/veh	0.0	1.5	1.6	5.9	5.0	5.0	1.1	0.6	0.6	11.8	4.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	14.0	13.8	1.6	9.8	10.1	3.0	3.1	3.2	2.5	4.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	41.0	41.0	62.0	49.2	49.3	48.2	20.2	20.2	64.6	15.8	10.4
LnGrp LOS	D	D	D	E	D	D	D	C	C	E	B	B
Approach Vol, veh/h		1027			715			458			595	
Approach Delay, s/veh		41.2			50.1			26.7			21.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	58.8	9.6	41.1	20.9	48.4	19.9	30.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.4	41.0	7.6	41.0	11.0	44.4	7.5	41.1
Max Q Clear Time (g_c+I1), s	7.0	9.0	5.1	33.4	8.4	16.1	4.4	22.8
Green Ext Time (p_c), s	0.1	2.2	0.0	3.8	0.1	3.3	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	1067	126	585	972	179	89	246	617	99	277	95
Future Volume (veh/h)	173	1067	126	585	972	179	89	246	617	99	277	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	1067	126	585	972	179	89	246	617	99	277	95
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	202	893	105	543	1672	852	112	406	357	121	607	203
Arrive On Green	0.11	0.28	0.28	0.30	0.46	0.46	0.06	0.22	0.22	0.07	0.23	0.23
Sat Flow, veh/h	1810	3246	383	1810	3610	1607	1810	1805	1585	1810	2643	885
Grp Volume(v), veh/h	173	593	600	585	972	179	89	246	617	99	187	185
Grp Sat Flow(s),veh/h/ln	1810	1805	1824	1810	1805	1607	1810	1805	1585	1810	1805	1723
Q Serve(g_s), s	11.3	33.0	33.0	36.0	23.7	7.1	5.8	14.7	27.0	6.5	10.7	11.1
Cycle Q Clear(g_c), s	11.3	33.0	33.0	36.0	23.7	7.1	5.8	14.7	27.0	6.5	10.7	11.1
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	202	496	502	543	1672	852	112	406	357	121	414	395
V/C Ratio(X)	0.86	1.19	1.20	1.08	0.58	0.21	0.79	0.61	1.73	0.82	0.45	0.47
Avail Cap(c_a), veh/h	271	496	502	543	1672	852	157	406	357	121	414	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	43.5	43.5	42.0	23.7	14.9	55.5	41.7	46.5	55.3	39.7	39.9
Incr Delay (d2), s/veh	17.9	105.8	106.6	61.2	0.5	0.1	16.6	6.6	340.1	34.4	3.5	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	29.1	29.6	25.1	10.1	2.6	3.2	7.3	44.2	4.1	5.2	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	149.3	150.1	103.2	24.2	15.0	72.1	48.3	386.6	89.7	43.3	43.8
LnGrp LOS	E	F	F	F	C	B	E	D	F	F	D	D
Approach Vol, veh/h		1366			1736			952			471	
Approach Delay, s/veh		139.6			49.9			269.8			53.2	
Approach LOS		F			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	31.0	40.0	37.0	11.5	31.5	17.4	59.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	27.0	36.0	33.0	10.4	24.6	18.0	51.0
Max Q Clear Time (g_c+I1), s	9.5	29.0	38.0	35.0	7.8	13.1	13.3	25.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.7	0.2	8.5

Intersection Summary	
HCM 6th Ctrl Delay	123.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	1244	252	135	929	74	188	489	192	57	551	72
Future Volume (veh/h)	119	1244	252	135	929	74	188	489	192	57	551	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	1244	252	135	929	74	188	489	192	57	551	72
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	855	724	136	871	836	151	530	560	113	425	56
Arrive On Green	0.07	0.45	0.45	0.08	0.46	0.46	0.17	0.56	0.56	0.06	0.26	0.26
Sat Flow, veh/h	1810	1900	1608	1810	1900	1605	1810	1900	1574	1810	1646	215
Grp Volume(v), veh/h	119	1244	252	135	929	74	188	489	192	57	0	623
Grp Sat Flow(s),veh/h/ln	1810	1900	1608	1810	1900	1605	1810	1900	1574	1810	0	1861
Q Serve(g_s), s	7.9	54.0	12.3	8.9	55.0	0.0	10.0	28.1	0.0	3.7	0.0	31.0
Cycle Q Clear(g_c), s	7.9	54.0	12.3	8.9	55.0	0.0	10.0	28.1	0.0	3.7	0.0	31.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	121	855	724	136	871	836	151	530	560	113	0	481
V/C Ratio(X)	0.99	1.45	0.35	0.99	1.07	0.09	1.25	0.92	0.34	0.50	0.00	1.30
Avail Cap(c_a), veh/h	121	855	724	136	871	836	151	530	560	113	0	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.9	33.0	21.5	55.5	32.5	14.4	50.0	25.3	16.5	54.4	0.0	44.5
Incr Delay (d2), s/veh	77.5	211.3	0.3	75.6	49.9	0.0	151.0	22.1	1.5	3.5	0.0	148.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	74.2	4.7	6.9	36.4	1.0	10.4	12.3	2.6	1.8	0.0	33.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	133.5	244.3	21.8	131.0	82.4	14.5	201.0	47.4	18.0	58.0	0.0	192.5
LnGrp LOS	F	F	C	F	F	B	F	D	B	E	A	F
Approach Vol, veh/h		1615			1138			869			680	
Approach Delay, s/veh		201.4			83.8			74.2			181.2	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	37.5	13.0	58.0	14.0	35.0	12.0	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	33.5	9.0	54.0	10.0	31.0	8.0	55.0
Max Q Clear Time (g_c+I1), s	15.7	30.1	10.9	56.0	12.0	33.0	9.9	57.0
Green Ext Time (p_c), s	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	141.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	557	245	357	541	142	120	591	297	74	762	24
Future Volume (veh/h)	54	557	245	357	541	142	120	591	297	74	762	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	557	245	357	541	142	120	591	0	74	762	24
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	487	612	269	389	710	316	251	933		258	938	30
Arrive On Green	0.27	0.25	0.25	0.21	0.20	0.20	0.14	0.26	0.00	0.29	0.52	0.52
Sat Flow, veh/h	1810	2440	1071	1810	3610	1608	1810	3610	1610	1810	3572	112
Grp Volume(v), veh/h	54	412	390	357	541	142	120	591	0	74	385	401
Grp Sat Flow(s),veh/h/ln	1810	1805	1706	1810	1805	1608	1810	1805	1610	1810	1805	1879
Q Serve(g_s), s	2.7	26.6	26.7	23.2	17.0	9.3	7.3	17.4	0.0	3.8	21.2	21.2
Cycle Q Clear(g_c), s	2.7	26.6	26.7	23.2	17.0	9.3	7.3	17.4	0.0	3.8	21.2	21.2
Prop In Lane	1.00		0.63	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	487	453	428	389	710	316	251	933		258	474	493
V/C Ratio(X)	0.11	0.91	0.91	0.92	0.76	0.45	0.48	0.63		0.29	0.81	0.81
Avail Cap(c_a), veh/h	487	475	449	473	1621	722	251	933		258	474	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	33.0	43.6	43.7	46.1	45.6	42.5	47.7	39.5	0.0	38.1	26.1	26.1
Incr Delay (d2), s/veh	0.1	20.8	22.2	20.6	1.7	1.0	1.3	3.0	0.0	0.1	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	14.4	13.8	12.6	7.8	3.8	3.4	8.1	0.0	1.6	6.9	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	64.5	65.9	66.6	47.3	43.5	49.0	42.5	0.0	38.2	27.5	27.5
LnGrp LOS	C	E	E	E	D	D	D	D		D	C	C
Approach Vol, veh/h		856			1040			711	A		860	
Approach Delay, s/veh		63.1			53.4			43.6			28.4	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	35.0	29.8	34.1	20.6	35.5	36.3	27.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	31.0	31.4	31.6	9.5	31.5	9.1	53.9
Max Q Clear Time (g_c+I1), s	15.8	19.4	25.2	28.7	9.3	23.2	4.7	19.0
Green Ext Time (p_c), s	0.0	3.1	0.6	1.4	0.0	3.1	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Notes

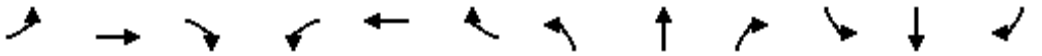
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	86	235	38	113	95	174	863	39	79	1056	140
Future Volume (veh/h)	149	86	235	38	113	95	174	863	39	79	1056	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	86	235	38	113	95	174	863	39	79	1056	140
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	334	298	121	359	277	359	2585	117	479	2355	312
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1192	1805	1610	1075	1939	1497	475	3517	159	628	3204	424
Grp Volume(v), veh/h	149	86	235	38	105	103	174	443	459	79	594	602
Grp Sat Flow(s),veh/h/ln	1192	1805	1610	1075	1805	1631	475	1805	1871	628	1805	1824
Q Serve(g_s), s	12.4	4.1	13.9	3.5	5.0	5.5	22.8	8.6	8.6	5.1	13.0	13.0
Cycle Q Clear(g_c), s	17.9	4.1	13.9	17.4	5.0	5.5	35.9	8.6	8.6	13.7	13.0	13.0
Prop In Lane	1.00		1.00	1.00		0.92	1.00		0.08	1.00		0.23
Lane Grp Cap(c), veh/h	227	334	298	121	334	302	359	1327	1375	479	1327	1340
V/C Ratio(X)	0.66	0.26	0.79	0.31	0.31	0.34	0.48	0.33	0.33	0.16	0.45	0.45
Avail Cap(c_a), veh/h	227	334	298	121	334	302	359	1327	1375	479	1327	1340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	34.9	38.9	47.2	35.3	35.5	12.3	4.7	4.7	7.1	5.2	5.2
Incr Delay (d2), s/veh	6.7	0.4	13.3	1.5	0.5	0.7	4.6	0.7	0.7	0.7	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	1.8	6.5	1.0	2.2	2.2	2.7	2.9	3.0	0.7	4.4	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	35.3	52.1	48.7	35.8	36.1	16.9	5.3	5.3	7.8	6.3	6.3
LnGrp LOS	D	D	D	D	D	D	B	A	A	A	A	A
Approach Vol, veh/h		470			246			1076			1275	
Approach Delay, s/veh		48.4			37.9			7.2			6.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	77.5	22.5	77.5	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	73.5	18.5	73.5	18.5
Max Q Clear Time (g_c+I1), s	37.9	19.9	15.7	19.4
Green Ext Time (p_c), s	10.4	0.0	12.8	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	316	1049	409	718	1249	133	313	622	668	361	738	165
Future Volume (veh/h)	316	1049	409	718	1249	133	313	622	668	361	738	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	316	1049	409	718	1249	133	313	622	668	361	738	165
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	377	1122	437	704	1900	202	323	808	679	475	780	174
Arrive On Green	0.11	0.31	0.31	0.20	0.40	0.40	0.09	0.22	0.22	0.14	0.27	0.27
Sat Flow, veh/h	3510	3662	1428	3510	4754	506	3510	3610	1589	3510	2916	652
Grp Volume(v), veh/h	316	991	467	718	909	473	313	622	668	361	457	446
Grp Sat Flow(s),veh/h/ln	1755	1729	1631	1755	1729	1802	1755	1805	1589	1755	1805	1762
Q Serve(g_s), s	10.6	33.3	33.3	24.0	25.6	25.6	10.6	19.3	25.4	11.9	29.7	29.7
Cycle Q Clear(g_c), s	10.6	33.3	33.3	24.0	25.6	25.6	10.6	19.3	25.4	11.9	29.7	29.7
Prop In Lane	1.00		0.88	1.00		0.28	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	377	1060	500	704	1382	720	323	808	679	475	483	471
V/C Ratio(X)	0.84	0.93	0.93	1.02	0.66	0.66	0.97	0.77	0.98	0.76	0.95	0.95
Avail Cap(c_a), veh/h	437	1069	504	704	1382	720	323	808	679	475	483	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	40.3	40.3	47.8	29.2	29.2	54.2	43.5	34.0	49.9	43.0	43.0
Incr Delay (d2), s/veh	12.1	14.5	24.8	39.0	1.1	2.2	41.9	7.0	30.9	7.0	29.6	30.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	16.1	16.6	14.2	10.7	11.4	6.6	9.4	13.7	5.7	17.1	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	54.8	65.1	86.8	30.4	31.4	96.1	50.5	64.9	56.9	72.6	73.1
LnGrp LOS	E	D	E	F	C	C	F	D	E	E	E	E
Approach Vol, veh/h		1774			2100			1603			1264	
Approach Delay, s/veh		59.2			49.9			65.4			68.3	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.2	30.8	28.0	40.7	15.0	36.0	16.8	51.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.2	26.8	24.0	37.0	11.0	32.0	14.9	46.1
Max Q Clear Time (g_c+I1), s	13.9	27.4	26.0	35.3	12.6	31.7	12.6	27.6
Green Ext Time (p_c), s	0.3	0.0	0.0	1.3	0.0	0.2	0.3	9.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	48	210	59	39	72	109	1135	84	115	1457	123
Future Volume (veh/h)	259	48	210	59	39	72	109	1135	84	115	1457	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	259	48	210	59	39	72	109	1135	84	115	1457	123
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	241	286	241	96	134	112	134	1762	855	294	1944	163
Arrive On Green	0.13	0.15	0.15	0.05	0.07	0.07	0.15	0.98	0.98	0.16	0.58	0.58
Sat Flow, veh/h	1810	1900	1597	1810	1900	1586	1810	3610	1576	1810	3370	283
Grp Volume(v), veh/h	259	48	210	59	39	72	109	1135	84	115	776	804
Grp Sat Flow(s),veh/h/ln	1810	1900	1597	1810	1900	1586	1810	1805	1576	1810	1805	1848
Q Serve(g_s), s	14.7	2.4	14.1	3.5	2.1	4.9	6.4	2.2	0.1	6.3	35.1	35.8
Cycle Q Clear(g_c), s	14.7	2.4	14.1	3.5	2.1	4.9	6.4	2.2	0.1	6.3	35.1	35.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	241	286	241	96	134	112	134	1762	855	294	1041	1066
V/C Ratio(X)	1.07	0.17	0.87	0.61	0.29	0.64	0.82	0.64	0.10	0.39	0.75	0.75
Avail Cap(c_a), veh/h	241	349	293	150	320	267	138	1762	855	294	1041	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	0.12	0.12	0.12
Uniform Delay (d), s/veh	47.7	40.7	45.7	51.0	48.5	49.8	46.2	0.7	0.2	41.2	17.3	17.4
Incr Delay (d2), s/veh	79.1	0.3	20.8	6.2	1.2	6.0	27.8	1.7	0.2	0.1	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	1.2	7.0	1.8	1.1	2.1	3.7	0.8	0.1	2.8	13.9	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	126.8	41.0	66.4	57.2	49.7	55.8	74.0	2.4	0.4	41.3	17.9	18.0
LnGrp LOS	F	D	E	E	D	E	E	A	A	D	B	B
Approach Vol, veh/h		517			170			1328			1695	
Approach Delay, s/veh		94.3			54.9			8.1			19.6	
Approach LOS		F			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.9	57.7	9.8	20.6	12.1	67.5	18.7	11.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	53.7	9.1	20.2	8.4	56.3	10.8	18.5
Max Q Clear Time (g_c+I1), s	8.3	4.2	5.5	16.1	8.4	37.8	16.7	6.9
Green Ext Time (p_c), s	0.1	11.8	0.0	0.4	0.0	11.2	0.0	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	2	10	0	29	1	1187	13	30	1540	26
Future Volume (veh/h)	13	0	2	10	0	29	1	1187	13	30	1540	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	0	2	10	0	29	1	1187	13	30	1540	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	0	88	142	0	88	608	1695	19	674	1816	31
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.05	0.67	0.93	0.93	0.74	1.00	1.00
Sat Flow, veh/h	1397	0	1603	1430	0	1603	1810	3657	40	1810	3632	61
Grp Volume(v), veh/h	13	0	2	10	0	29	1	586	614	30	764	802
Grp Sat Flow(s),veh/h/ln	1397	0	1603	1430	0	1603	1810	1805	1892	1810	1805	1889
Q Serve(g_s), s	1.0	0.0	0.1	0.7	0.0	1.9	0.0	7.4	7.4	0.5	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.1	0.9	0.0	1.9	0.0	7.4	7.4	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	118	0	88	142	0	88	608	837	877	674	903	944
V/C Ratio(X)	0.11	0.00	0.02	0.07	0.00	0.33	0.00	0.70	0.70	0.04	0.85	0.85
Avail Cap(c_a), veh/h	422	0	437	454	0	437	608	837	877	674	903	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	0.50	0.50	0.50
Uniform Delay (d), s/veh	51.4	0.0	49.2	49.6	0.0	50.0	12.0	2.4	2.4	8.9	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.2	0.0	2.2	0.0	4.5	4.3	0.0	5.1	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.3	0.0	0.8	0.0	2.2	2.2	0.2	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	0.0	49.3	49.8	0.0	52.2	12.0	6.9	6.7	8.9	5.1	5.0
LnGrp LOS	D	A	D	D	A	D	B	A	A	A	A	A
Approach Vol, veh/h		15			39			1201			1596	
Approach Delay, s/veh		51.5			51.6			6.8			5.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	45.0	55.0		10.0	41.0	59.0		10.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	17.0	51.0		30.0	13.0	55.0		30.0
Max Q Clear Time (g_c+I1), s	2.5	9.4		4.9	2.0	2.0		3.9
Green Ext Time (p_c), s	0.0	10.7		0.0	0.0	18.2		0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1	3	4	2	35	2	1182	13	64	1507	7
Future Volume (veh/h)	13	1	3	4	2	35	2	1182	13	64	1507	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1	3	4	2	35	2	1182	13	64	1507	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	108	22	66	138	5	80	340	2294	25	381	2395	11
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.19	0.63	0.63	0.42	1.00	1.00
Sat Flow, veh/h	1393	419	1256	1435	86	1513	1810	3656	40	1810	3685	17
Grp Volume(v), veh/h	13	0	4	4	0	37	2	583	612	64	738	776
Grp Sat Flow(s),veh/h/ln	1393	0	1674	1435	0	1600	1810	1805	1892	1810	1805	1897
Q Serve(g_s), s	1.0	0.0	0.2	0.3	0.0	2.5	0.1	19.6	19.6	2.4	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.2	0.5	0.0	2.5	0.1	19.6	19.6	2.4	0.0	0.0
Prop In Lane	1.00		0.75	1.00		0.95	1.00		0.02	1.00		0.01
Lane Grp Cap(c), veh/h	108	0	88	138	0	84	340	1132	1187	381	1173	1233
V/C Ratio(X)	0.12	0.00	0.05	0.03	0.00	0.44	0.01	0.52	0.52	0.17	0.63	0.63
Avail Cap(c_a), veh/h	275	0	289	310	0	276	340	1132	1187	381	1173	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	0.87	0.87	0.87
Uniform Delay (d), s/veh	52.2	0.0	49.5	49.7	0.0	50.5	36.3	11.3	11.3	25.8	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.1	0.0	3.5	0.0	1.5	1.5	0.2	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.1	0.0	1.1	0.0	7.8	8.2	1.0	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	0.0	49.7	49.8	0.0	54.0	36.3	12.8	12.8	26.0	2.2	2.1
LnGrp LOS	D	A	D	D	A	D	D	B	B	C	A	A
Approach Vol, veh/h		17			41			1197			1578	
Approach Delay, s/veh		52.0			53.6			12.8			3.1	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	87.2	73.0		9.8	24.7	75.5		9.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.3	69.0		19.0	7.5	71.5		19.0				
Max Q Clear Time (g_c+I1), s	14.4	21.6		5.5	2.1	2.0		4.5				
Green Ext Time (p_c), s	0.0	10.8		0.0	0.0	17.9		0.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	10	12	49	2	34	10	1102	45	58	1443	25
Future Volume (veh/h)	60	10	12	49	2	34	10	1102	45	58	1443	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	10	12	49	2	34	10	1102	45	58	1443	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	65	77	165	7	126	312	2670	109	96	2310	40
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.35	1.00	1.00	0.07	0.85	0.85
Sat Flow, veh/h	1394	786	944	1412	90	1534	1810	3531	144	1810	3631	63
Grp Volume(v), veh/h	60	0	22	49	0	36	10	563	584	58	717	751
Grp Sat Flow(s),veh/h/ln	1394	0	1730	1412	0	1624	1810	1805	1870	1810	1805	1888
Q Serve(g_s), s	4.6	0.0	1.3	3.7	0.0	2.3	0.4	0.0	0.0	3.4	14.2	14.3
Cycle Q Clear(g_c), s	6.9	0.0	1.3	5.0	0.0	2.3	0.4	0.0	0.0	3.4	14.2	14.3
Prop In Lane	1.00		0.55	1.00		0.94	1.00		0.08	1.00		0.03
Lane Grp Cap(c), veh/h	151	0	142	165	0	133	312	1365	1414	96	1149	1202
V/C Ratio(X)	0.40	0.00	0.16	0.30	0.00	0.27	0.03	0.41	0.41	0.61	0.62	0.63
Avail Cap(c_a), veh/h	290	0	315	305	0	295	312	1365	1414	214	1149	1202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.94	0.94	0.94	0.88	0.88	0.88
Uniform Delay (d), s/veh	50.7	0.0	46.9	49.3	0.0	47.4	29.9	0.0	0.0	50.0	4.2	4.2
Incr Delay (d2), s/veh	1.7	0.0	0.5	1.0	0.0	1.1	0.0	0.9	0.8	5.4	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.6	1.3	0.0	1.0	0.2	0.3	0.3	1.7	3.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	0.0	47.4	50.3	0.0	48.5	30.0	0.9	0.8	55.4	6.4	6.3
LnGrp LOS	D	A	D	D	A	D	C	A	A	E	A	A
Approach Vol, veh/h		82			85			1157			1526	
Approach Delay, s/veh		51.0			49.5			1.1			8.2	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.8	87.2		13.0	23.0	74.0		13.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	13.0	65.0		20.0	8.0	70.0		20.0
Max Q Clear Time (g_c+I1), s	5.4	2.0		8.9	2.4	16.3		7.0
Green Ext Time (p_c), s	0.1	10.5		0.1	0.0	16.1		0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1	6	8	1	4	22	1109	8	9	1409	55
Future Volume (veh/h)	53	1	6	8	1	4	22	1109	8	9	1409	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1	6	8	1	4	22	1109	8	9	1409	55
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	15	92	153	22	87	702	2973	21	28	1545	60
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.78	1.00	1.00	0.03	0.87	0.87
Sat Flow, veh/h	1415	232	1394	1412	328	1314	1810	3674	27	1810	3542	138
Grp Volume(v), veh/h	53	0	7	8	0	5	22	545	572	9	717	747
Grp Sat Flow(s),veh/h/ln	1415	0	1626	1412	0	1642	1810	1805	1895	1810	1805	1875
Q Serve(g_s), s	4.0	0.0	0.4	0.6	0.0	0.3	0.3	0.0	0.0	0.5	27.0	27.5
Cycle Q Clear(g_c), s	4.3	0.0	0.4	1.0	0.0	0.3	0.3	0.0	0.0	0.5	27.0	27.5
Prop In Lane	1.00		0.86	1.00		0.80	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	155	0	108	153	0	109	702	1461	1534	28	788	818
V/C Ratio(X)	0.34	0.00	0.06	0.05	0.00	0.05	0.03	0.37	0.37	0.33	0.91	0.91
Avail Cap(c_a), veh/h	306	0	281	304	0	284	702	1461	1534	132	788	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	0.87	0.87	0.87
Uniform Delay (d), s/veh	50.1	0.0	48.2	48.6	0.0	48.1	7.6	0.0	0.0	52.8	5.7	5.7
Incr Delay (d2), s/veh	1.3	0.0	0.2	0.1	0.0	0.2	0.0	0.6	0.6	5.8	14.8	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.2	0.2	0.0	0.1	0.1	0.3	0.3	0.3	5.8	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	0.0	48.4	48.8	0.0	48.3	7.6	0.6	0.6	58.5	20.4	20.3
LnGrp LOS	D	A	D	D	A	D	A	A	A	E	C	C
Approach Vol, veh/h		60			13			1139			1473	
Approach Delay, s/veh		51.1			48.6			0.8			20.6	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.7	93.0		11.3	46.7	52.0		11.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	71.0		19.0	31.0	48.0		19.0
Max Q Clear Time (g_c+I1), s	2.5	2.0		6.3	2.3	29.5		3.0
Green Ext Time (p_c), s	0.0	10.0		0.1	0.0	10.2		0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	5	20	70	4	111	63	1016	79	147	1360	14
Future Volume (veh/h)	12	5	20	70	4	111	63	1016	79	147	1360	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	5	20	70	4	111	63	1016	79	147	1360	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	32	130	115	5	151	447	1348	105	536	1634	17
Arrive On Green	0.06	0.10	0.10	0.06	0.10	0.10	0.25	0.40	0.40	0.20	0.30	0.30
Sat Flow, veh/h	1810	332	1329	1810	54	1510	1810	3393	264	1810	3660	38
Grp Volume(v), veh/h	12	0	25	70	0	115	63	540	555	147	670	704
Grp Sat Flow(s),veh/h/ln	1810	0	1661	1810	0	1564	1810	1805	1852	1810	1805	1893
Q Serve(g_s), s	0.7	0.0	1.5	4.1	0.0	7.9	3.0	28.3	28.3	7.6	38.1	38.2
Cycle Q Clear(g_c), s	0.7	0.0	1.5	4.1	0.0	7.9	3.0	28.3	28.3	7.6	38.1	38.2
Prop In Lane	1.00		0.80	1.00		0.97	1.00		0.14	1.00		0.02
Lane Grp Cap(c), veh/h	111	0	162	115	0	156	447	717	736	536	806	845
V/C Ratio(X)	0.11	0.00	0.15	0.61	0.00	0.74	0.14	0.75	0.75	0.27	0.83	0.83
Avail Cap(c_a), veh/h	304	0	279	306	0	264	447	717	736	536	806	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	48.8	0.0	45.5	50.2	0.0	48.1	32.3	28.5	28.5	34.1	34.7	34.7
Incr Delay (d2), s/veh	0.4	0.0	0.4	5.1	0.0	6.6	0.1	7.2	7.0	0.2	8.2	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.6	2.0	0.0	3.3	1.3	13.4	13.7	3.5	19.2	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	0.0	45.9	55.3	0.0	54.7	32.5	35.7	35.6	34.3	42.9	42.6
LnGrp LOS	D	A	D	E	A	D	C	D	D	C	D	D
Approach Vol, veh/h		37			185			1158			1521	
Approach Delay, s/veh		47.0			54.9			35.5			41.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	47.7	11.0	14.7	31.2	53.1	10.7	15.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.3	43.7	18.6	18.5	7.8	49.1	18.5	18.6
Max Q Clear Time (g_c+I1), s	9.6	30.3	6.1	3.5	5.0	40.2	2.7	9.9
Green Ext Time (p_c), s	0.1	6.0	0.1	0.1	0.0	5.7	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	380	1736	491	84	984	528	240	672	52	586	958	373
Future Volume (veh/h)	380	1736	491	84	984	528	240	672	52	586	958	373
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	380	1736	0	84	984	528	240	672	52	586	958	373
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	383	1900		106	1140	509	263	877	68	644	1324	590
Arrive On Green	0.11	0.37	0.00	0.06	0.32	0.32	0.08	0.26	0.26	0.18	0.37	0.37
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3395	263	3510	3610	1610
Grp Volume(v), veh/h	380	1736	0	84	984	528	240	357	367	586	958	373
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1853	1755	1805	1610
Q Serve(g_s), s	13.0	38.3	0.0	5.5	30.8	37.9	8.1	21.9	22.0	19.6	27.5	22.9
Cycle Q Clear(g_c), s	13.0	38.3	0.0	5.5	30.8	37.9	8.1	21.9	22.0	19.6	27.5	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	383	1900		106	1140	509	263	466	479	644	1324	590
V/C Ratio(X)	0.99	0.91		0.79	0.86	1.04	0.91	0.77	0.77	0.91	0.72	0.63
Avail Cap(c_a), veh/h	383	1900		121	1140	509	263	466	479	673	1324	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	36.2	0.0	55.7	38.6	41.0	55.1	41.1	41.2	48.0	32.8	31.3
Incr Delay (d2), s/veh	43.6	7.3	0.0	26.2	7.0	50.2	33.1	11.4	11.2	16.2	3.5	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	17.2	0.0	3.3	14.6	21.9	4.8	11.2	11.5	10.0	12.5	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.0	43.5	0.0	81.9	45.6	91.2	88.2	52.5	52.4	64.2	36.2	36.4
LnGrp LOS	F	D		F	D	F	F	D	D	E	D	D
Approach Vol, veh/h		2116	A		1596			964			1917	
Approach Delay, s/veh		53.1			62.6			61.4			44.8	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	35.0	11.0	48.0	13.0	48.0	17.1	41.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	30.0	8.0	43.0	9.0	44.0	13.1	37.9
Max Q Clear Time (g_c+I1), s	21.0	24.0	7.5	40.3	10.1	29.5	15.0	39.9
Green Ext Time (p_c), s	0.4	2.3	0.0	2.4	0.0	7.1	0.0	0.0

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	1879	2	6	1877	112	2	0	2	117	1	123
Future Volume (veh/h)	197	1879	2	6	1877	112	2	0	2	117	1	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	197	1879	2	6	1877	112	2	0	2	117	1	123
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	2414	3	244	2293	136	253	16	220	503	577	488
Arrive On Green	0.13	0.45	0.45	0.13	0.46	0.46	0.30	0.00	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	5351	6	1810	5004	298	671	53	724	1435	1900	1607
Grp Volume(v), veh/h	197	1214	667	6	1296	693	4	0	0	117	1	123
Grp Sat Flow(s),veh/h/ln	1810	1729	1899	1810	1729	1844	1447	0	0	1435	1900	1607
Q Serve(g_s), s	11.6	32.3	32.3	0.3	35.3	35.5	0.0	0.0	0.0	6.5	0.0	6.3
Cycle Q Clear(g_c), s	11.6	32.3	32.3	0.3	35.3	35.5	0.2	0.0	0.0	6.7	0.0	6.3
Prop In Lane	1.00		0.00	1.00		0.16	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	231	1560	857	244	1585	845	489	0	0	503	577	488
V/C Ratio(X)	0.85	0.78	0.78	0.02	0.82	0.82	0.01	0.00	0.00	0.23	0.00	0.25
Avail Cap(c_a), veh/h	350	1814	996	300	1719	916	489	0	0	503	577	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	25.2	25.2	40.8	25.5	25.5	26.4	0.0	0.0	28.6	26.4	28.5
Incr Delay (d2), s/veh	12.1	1.9	3.4	0.0	3.0	5.6	0.0	0.0	0.0	1.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	13.2	14.9	0.1	14.6	16.3	0.1	0.0	0.0	2.5	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	27.1	28.7	40.9	28.5	31.2	26.4	0.0	0.0	29.7	26.4	29.8
LnGrp LOS	E	C	C	D	C	C	C	A	A	C	C	C
Approach Vol, veh/h		2078			1995			4			241	
Approach Delay, s/veh		30.6			29.5			26.4			29.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	37.0	18.6	53.0	37.0	17.9	53.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	33.0	18.0	57.0	33.0	21.0	54.0
Max Q Clear Time (g_c+I1), s	2.2	2.3	34.3	8.7	13.6	37.5
Green Ext Time (p_c), s	0.0	0.0	14.7	0.7	0.3	12.3

Intersection Summary	
HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1834	178	31	1786	76	128	0	61	112	0	75
Future Volume (veh/h)	98	1834	178	31	1786	76	128	0	61	112	0	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	1834	178	31	1786	76	128	0	61	112	0	75
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	142	2446	236	74	2411	102	367	12	151	336	14	195
Arrive On Green	0.08	0.51	0.51	0.04	0.47	0.47	0.33	0.00	0.33	0.33	0.00	0.33
Sat Flow, veh/h	1810	4794	463	1810	5102	217	936	36	463	848	44	597
Grp Volume(v), veh/h	98	1320	692	31	1210	652	189	0	0	187	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1799	1810	1729	1860	1435	0	0	1489	0	0
Q Serve(g_s), s	5.2	29.6	30.0	1.6	27.8	27.9	0.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.2	29.6	30.0	1.6	27.8	27.9	9.6	0.0	0.0	8.8	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.12	0.68		0.32	0.60		0.40
Lane Grp Cap(c), veh/h	142	1764	918	74	1634	879	530	0	0	545	0	0
V/C Ratio(X)	0.69	0.75	0.75	0.42	0.74	0.74	0.36	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	351	2082	1083	314	2012	1082	530	0	0	545	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.0	19.0	19.1	45.9	21.0	21.0	25.4	0.0	0.0	25.1	0.0	0.0
Incr Delay (d2), s/veh	5.9	1.3	2.5	3.8	1.2	2.2	1.9	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	11.5	12.4	0.8	10.9	12.0	3.6	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	20.3	21.7	49.6	22.1	23.1	27.2	0.0	0.0	26.8	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		2110			1893			189			187	
Approach Delay, s/veh		22.1			22.9			27.2			26.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	36.0	8.0	54.0	36.0	11.7	50.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	32.0	17.0	59.0	32.0	19.0	57.0
Max Q Clear Time (g_c+I1), s	11.6	3.6	32.0	10.8	7.2	29.9
Green Ext Time (p_c), s	1.1	0.0	18.0	1.0	0.2	16.4

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



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1851	63	27	2001	56	25
Future Volume (veh/h)	1851	63	27	2001	56	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1851	63	27	2001	56	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2026	69	63	2395	853	759
Arrive On Green	0.39	0.39	0.07	0.92	0.47	0.47
Sat Flow, veh/h	5316	175	1810	5358	1810	1610
Grp Volume(v), veh/h	1243	671	27	2001	56	25
Grp Sat Flow(s),veh/h/ln	1729	1861	1810	1729	1810	1610
Q Serve(g_s), s	40.8	41.0	1.7	15.5	2.0	1.0
Cycle Q Clear(g_c), s	40.8	41.0	1.7	15.5	2.0	1.0
Prop In Lane		0.09	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1362	733	63	2395	853	759
V/C Ratio(X)	0.91	0.91	0.43	0.84	0.07	0.03
Avail Cap(c_a), veh/h	1383	745	211	2853	853	759
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.52	0.52	1.00	1.00
Uniform Delay (d), s/veh	34.4	34.5	54.7	3.1	17.3	17.0
Incr Delay (d2), s/veh	9.4	15.8	2.4	1.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.6	21.4	0.8	1.7	0.9	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.9	50.3	57.1	4.1	17.4	17.1
LnGrp LOS	D	D	E	A	B	B
Approach Vol, veh/h	1914			2028	81	
Approach Delay, s/veh	46.1			4.8	17.3	
Approach LOS	D			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	60.6	8.2	51.3		59.4
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	46.0	14.0	48.0		66.0
Max Q Clear Time (g_c+I1), s	4.0	3.7	43.0		17.5
Green Ext Time (p_c), s	0.2	0.0	4.3		26.5

Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	33	185	248	41	48	216	500	794	30	266	14
Future Volume (veh/h)	14	33	185	248	41	48	216	500	794	30	266	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	33	185	248	41	48	216	500	794	30	266	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	30	228	408	286	497	469	241	1618	976	53	1201	63
Arrive On Green	0.02	0.12	0.12	0.16	0.26	0.26	0.22	0.75	0.75	0.03	0.34	0.34
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3489	183
Grp Volume(v), veh/h	14	33	185	248	41	48	216	500	794	30	137	143
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1867
Q Serve(g_s), s	0.7	1.4	8.7	12.0	1.5	2.0	10.4	4.1	40.3	1.5	4.8	4.9
Cycle Q Clear(g_c), s	0.7	1.4	8.7	12.0	1.5	2.0	10.4	4.1	40.3	1.5	4.8	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	30	228	408	286	497	469	241	1618	976	53	621	642
V/C Ratio(X)	0.47	0.14	0.45	0.87	0.08	0.10	0.90	0.31	0.81	0.57	0.22	0.22
Avail Cap(c_a), veh/h	101	253	429	342	507	477	241	1618	976	121	621	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	35.5	28.3	37.0	25.1	23.3	34.4	6.8	7.2	43.1	21.0	21.0
Incr Delay (d2), s/veh	11.2	0.3	0.8	18.0	0.1	0.1	24.8	0.4	5.4	9.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7	3.4	6.6	0.7	0.7	5.7	1.4	4.7	0.8	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	35.7	29.1	55.0	25.1	23.4	59.2	7.1	12.6	52.2	21.8	21.8
LnGrp LOS	E	D	C	E	C	C	E	A	B	D	C	C
Approach Vol, veh/h		232			337			1510			310	
Approach Delay, s/veh		31.6			46.9			17.4			24.7	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	46.3	19.2	16.8	17.0	37.0	6.5	29.6
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.6	33.0	17.0	12.0	12.0	27.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	3.5	42.3	14.0	10.7	12.4	6.9	2.7	4.0
Green Ext Time (p_c), s	0.0	0.0	0.2	0.1	0.0	1.5	0.0	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	8	629	0	0	0	0	1428	153	38	657	0
Future Volume (veh/h)	102	8	629	0	0	0	0	1428	153	38	657	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	102	0	634				0	1428	153	38	657	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	322	0	573				0	1973	210	62	2487	0
Arrive On Green	0.18	0.00	0.18				0.00	0.60	0.60	0.07	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3387	350	1810	3705	0
Grp Volume(v), veh/h	102	0	634				0	778	803	38	657	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1837	1810	1805	0
Q Serve(g_s), s	4.4	0.0	16.0				0.0	27.3	28.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	16.0				0.0	27.3	28.0	1.8	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	322	0	573				0	1082	1101	62	2487	0
V/C Ratio(X)	0.32	0.00	1.11				0.00	0.72	0.73	0.62	0.26	0.00
Avail Cap(c_a), veh/h	322	0	573				0	1082	1101	101	2487	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.61	0.61	0.90	0.90	0.00
Uniform Delay (d), s/veh	32.2	0.0	37.0				0.0	12.7	12.8	41.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	70.5				0.0	2.6	2.6	8.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	11.8				0.0	10.5	11.0	0.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	107.5				0.0	15.3	15.5	50.0	0.2	0.0
LnGrp LOS	C	A	F				A	B	B	D	A	A
Approach Vol, veh/h		736						1581			695	
Approach Delay, s/veh		97.2						15.4			3.0	
Approach LOS		F						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.1	59.9		22.0		68.0
Change Period (Y+Rc), s	5.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	5.0	52.0		16.0		62.0
Max Q Clear Time (g_c+I1), s	3.8	30.0		18.0		2.0
Green Ext Time (p_c), s	0.0	12.6		0.0		5.3

Intersection Summary		
HCM 6th Ctrl Delay		32.5
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	446	100	425	331	74	50	1205	505	34	968	85
Future Volume (veh/h)	107	446	100	425	331	74	50	1205	505	34	968	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	446	100	425	331	74	50	1205	505	34	968	85
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	524	231	455	1166	516	86	1309	580	194	1526	675
Arrive On Green	0.07	0.15	0.15	0.25	0.32	0.32	0.09	0.73	0.73	0.11	0.42	0.42
Sat Flow, veh/h	1810	3610	1594	1810	3610	1598	1810	3610	1600	1810	3610	1596
Grp Volume(v), veh/h	107	446	100	425	331	74	50	1205	505	34	968	85
Grp Sat Flow(s),veh/h/ln	1810	1805	1594	1810	1805	1598	1810	1805	1600	1810	1805	1596
Q Serve(g_s), s	7.0	14.5	6.9	27.6	8.2	2.9	3.2	33.1	14.2	2.1	25.4	3.9
Cycle Q Clear(g_c), s	7.0	14.5	6.9	27.6	8.2	2.9	3.2	33.1	14.2	2.1	25.4	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	524	231	455	1166	516	86	1309	580	194	1526	675
V/C Ratio(X)	0.80	0.85	0.43	0.93	0.28	0.14	0.58	0.92	0.87	0.17	0.63	0.13
Avail Cap(c_a), veh/h	246	572	252	513	1166	516	113	1309	580	194	1526	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	0.93	0.93	0.93
Uniform Delay (d), s/veh	54.7	50.0	46.8	43.9	30.3	15.9	53.2	15.1	3.6	48.7	27.3	21.1
Incr Delay (d2), s/veh	10.5	11.0	1.3	23.0	0.1	0.1	4.8	9.8	13.3	0.4	1.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	7.3	2.8	15.2	3.6	1.5	1.5	7.9	6.4	1.0	11.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	61.0	48.0	67.0	30.4	16.0	58.0	24.9	16.9	49.1	29.2	21.5
LnGrp LOS	E	E	D	E	C	B	E	C	B	D	C	C
Approach Vol, veh/h		653			830			1760			1087	
Approach Delay, s/veh		59.7			47.8			23.5			29.2	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	47.5	34.2	21.4	9.7	54.7	12.9	42.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	43.5	34.0	19.0	7.5	43.5	16.3	36.7
Max Q Clear Time (g_c+I1), s	9.1	35.1	29.6	16.5	5.2	27.4	9.0	10.2
Green Ext Time (p_c), s	0.0	6.0	0.6	0.8	0.0	6.6	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	86	67	7	74	62	35	1374	27	85	1090	104
Future Volume (veh/h)	113	86	67	7	74	62	35	1374	27	85	1090	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	86	67	7	74	62	35	1374	27	85	1090	104
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	129	109	127	117	99	323	1880	837	376	1986	884
Arrive On Green	0.08	0.07	0.07	0.07	0.06	0.06	0.18	0.52	0.52	0.42	1.00	1.00
Sat Flow, veh/h	1810	1900	1596	1810	1900	1610	1810	3610	1607	1810	3610	1608
Grp Volume(v), veh/h	113	86	67	7	74	62	35	1374	27	85	1090	104
Grp Sat Flow(s),veh/h/ln	1810	1900	1596	1810	1900	1610	1810	1805	1607	1810	1805	1608
Q Serve(g_s), s	7.4	5.3	4.9	0.4	4.6	4.5	1.9	35.3	1.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	7.4	5.3	4.9	0.4	4.6	4.5	1.9	35.3	1.0	3.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	129	109	127	117	99	323	1880	837	376	1986	884
V/C Ratio(X)	0.81	0.67	0.62	0.06	0.63	0.63	0.11	0.73	0.03	0.23	0.55	0.12
Avail Cap(c_a), veh/h	181	364	306	127	293	248	323	1880	837	376	1986	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	54.5	54.6	54.4	52.1	55.0	55.0	41.3	22.2	14.0	28.9	0.0	0.0
Incr Delay (d2), s/veh	18.9	5.8	5.6	0.2	5.6	6.4	0.1	2.5	0.1	0.2	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	2.7	2.1	0.2	2.4	2.0	0.9	15.2	0.4	1.5	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	60.4	60.0	52.3	60.6	61.4	41.4	24.8	14.1	29.1	0.7	0.2
LnGrp LOS	E	E	E	D	E	E	D	C	B	C	A	A
Approach Vol, veh/h		266			143			1436			1279	
Approach Delay, s/veh		65.8			60.5			25.0			2.6	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.9	66.5	12.4	12.2	25.4	70.0	13.2	11.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	62.5	7.5	23.0	7.5	66.0	12.0	18.5
Max Q Clear Time (g_c+I1), s	15.6	37.3	2.4	7.3	3.9	2.0	9.4	6.6
Green Ext Time (p_c), s	0.1	12.1	0.0	0.5	0.0	11.5	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	845	232	43	626	101	245	957	127	73	853	196
Future Volume (veh/h)	315	845	232	43	626	101	245	957	127	73	853	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	315	845	232	43	626	101	245	957	127	73	853	196
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	370	1502	661	156	675	564	274	1098	483	185	1323	409
Arrive On Green	0.11	0.42	0.42	0.04	0.36	0.36	0.15	0.30	0.30	0.10	0.26	0.26
Sat Flow, veh/h	3510	3610	1590	3510	1900	1590	1810	3610	1588	1810	5187	1604
Grp Volume(v), veh/h	315	845	232	43	626	101	245	957	127	73	853	196
Grp Sat Flow(s),veh/h/ln	1755	1805	1590	1755	1900	1590	1810	1805	1588	1810	1729	1604
Q Serve(g_s), s	10.6	21.4	12.0	1.4	38.0	5.3	15.9	30.1	6.1	4.5	17.6	9.6
Cycle Q Clear(g_c), s	10.6	21.4	12.0	1.4	38.0	5.3	15.9	30.1	6.1	4.5	17.6	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	1502	661	156	675	564	274	1098	483	185	1323	409
V/C Ratio(X)	0.85	0.56	0.35	0.28	0.93	0.18	0.89	0.87	0.26	0.39	0.64	0.48
Avail Cap(c_a), veh/h	380	1579	696	219	744	623	317	1098	483	185	1323	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.8	26.7	24.0	55.5	37.2	26.6	50.0	39.5	22.3	50.4	39.9	22.4
Incr Delay (d2), s/veh	16.4	0.4	0.3	0.9	16.9	0.2	24.0	9.5	1.3	1.4	2.4	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	9.2	4.6	0.7	20.5	2.0	9.0	14.7	2.9	2.1	7.8	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.2	27.1	24.3	56.4	54.2	26.8	74.0	49.1	23.6	51.8	42.3	26.4
LnGrp LOS	E	C	C	E	D	C	E	D	C	D	D	C
Approach Vol, veh/h		1392			770			1329			1122	
Approach Delay, s/veh		36.2			50.7			51.2			40.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	40.5	9.3	53.9	22.2	34.6	16.6	46.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	36.5	7.5	52.5	21.0	23.0	13.0	47.0
Max Q Clear Time (g_c+I1), s	6.5	32.1	3.4	23.4	17.9	19.6	12.6	40.0
Green Ext Time (p_c), s	0.0	2.6	0.0	7.8	0.2	2.0	0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	485	121	80	350	136	117	708	54	204	818	123
Future Volume (veh/h)	132	485	121	80	350	136	117	708	54	204	818	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	485	121	80	350	136	117	708	54	204	818	123
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	603	511	102	377	146	201	1098	479	341	1573	691
Arrive On Green	0.08	0.32	0.32	0.06	0.29	0.29	0.06	0.30	0.30	0.19	0.44	0.44
Sat Flow, veh/h	1810	1900	1610	1810	1297	504	3510	3610	1576	1810	3610	1585
Grp Volume(v), veh/h	132	485	121	80	0	486	117	708	54	204	818	123
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1801	1755	1805	1576	1810	1805	1585
Q Serve(g_s), s	8.7	28.1	6.7	5.2	0.0	31.5	3.9	20.4	2.4	12.4	19.8	4.2
Cycle Q Clear(g_c), s	8.7	28.1	6.7	5.2	0.0	31.5	3.9	20.4	2.4	12.4	19.8	4.2
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	603	511	102	0	523	201	1098	479	341	1573	691
V/C Ratio(X)	0.88	0.80	0.24	0.79	0.00	0.93	0.58	0.64	0.11	0.60	0.52	0.18
Avail Cap(c_a), veh/h	151	633	537	127	0	576	263	1098	479	341	1573	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	37.5	30.2	55.9	0.0	41.4	55.2	36.1	20.4	44.5	24.7	11.2
Incr Delay (d2), s/veh	39.6	7.2	0.2	22.3	0.0	20.7	2.7	2.9	0.5	2.8	1.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	14.1	2.6	3.0	0.0	16.8	1.8	9.4	1.2	5.8	8.7	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.9	44.7	30.5	78.2	0.0	62.1	57.9	39.1	20.9	47.3	25.9	11.7
LnGrp LOS	F	D	C	E	A	E	E	D	C	D	C	B
Approach Vol, veh/h		738			566			879			1145	
Approach Delay, s/veh		51.2			64.3			40.4			28.2	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	40.5	10.7	42.1	10.9	56.3	14.0	38.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.1	36.5	8.4	40.0	9.0	46.6	10.0	38.4
Max Q Clear Time (g_c+I1), s	11.4	22.4	7.2	30.1	5.9	21.8	10.7	33.5
Green Ext Time (p_c), s	0.2	4.3	0.0	2.5	0.1	6.7	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	473	1377	21	26	1336	370	12	34	15	260	45	679
Future Volume (veh/h)	473	1377	21	26	1336	370	12	34	15	260	45	679
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	473	1377	21	26	1336	370	12	34	15	260	45	679
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	538	1655	25	238	1519	471	214	215	95	448	575	727
Arrive On Green	0.31	0.63	0.63	0.13	0.29	0.29	0.12	0.17	0.17	0.25	0.30	0.30
Sat Flow, veh/h	3510	5261	80	1810	5187	1610	1810	1242	548	1810	1900	1587
Grp Volume(v), veh/h	473	905	493	26	1336	370	12	0	49	260	45	679
Grp Sat Flow(s),veh/h/ln	1755	1729	1884	1810	1729	1610	1810	0	1790	1810	1900	1587
Q Serve(g_s), s	15.4	24.4	24.4	1.5	29.4	25.3	0.7	0.0	2.8	15.2	2.0	30.0
Cycle Q Clear(g_c), s	15.4	24.4	24.4	1.5	29.4	25.3	0.7	0.0	2.8	15.2	2.0	30.0
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	538	1088	593	238	1519	471	214	0	310	448	575	727
V/C Ratio(X)	0.88	0.83	0.83	0.11	0.88	0.78	0.06	0.00	0.16	0.58	0.08	0.93
Avail Cap(c_a), veh/h	702	1519	827	238	1565	486	214	0	310	448	575	727
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.45	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	19.8	19.8	45.9	40.4	39.0	47.0	0.0	42.2	39.7	29.9	30.9
Incr Delay (d2), s/veh	4.9	1.3	2.4	0.2	6.0	8.1	0.1	0.0	1.1	1.9	0.3	20.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	6.4	7.2	0.7	13.3	11.0	0.3	0.0	1.3	7.0	1.0	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	21.1	22.2	46.1	46.4	47.0	47.1	0.0	43.2	41.6	30.2	51.6
LnGrp LOS	D	C	C	D	D	D	D	A	D	D	C	D
Approach Vol, veh/h		1871			1732			61			984	
Approach Delay, s/veh		27.6			46.5			44.0			48.0	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.7	24.8	19.8	41.8	18.2	40.3	22.4	39.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	20.8	7.5	52.7	7.5	36.3	24.0	36.2
Max Q Clear Time (g_c+I1), s	17.2	4.8	3.5	26.4	2.7	32.0	17.4	31.4
Green Ext Time (p_c), s	0.4	0.1	0.0	11.3	0.0	1.4	1.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	27.6

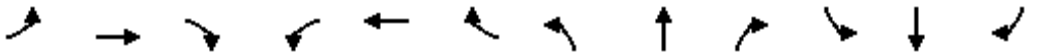
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↗		↕	
Traffic Vol, veh/h	110	867	69	25	561	0	79	0	29	0	0	92
Future Vol, veh/h	110	867	69	25	561	0	79	0	29	0	0	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	110	867	69	25	561	0	79	0	29	0	0	92

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	561	0	0	936	0	0	1779	1733	-	1733	1767	561
Stage 1	-	-	-	-	-	-	1122	1122	-	611	611	-
Stage 2	-	-	-	-	-	-	657	611	-	1122	1156	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	1020	-	-	740	-	-	~ 65	89	0	70	85	531
Stage 1	-	-	-	-	-	-	252	284	0	484	487	-
Stage 2	-	-	-	-	-	-	457	487	0	252	273	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1020	-	-	740	-	-	~ 43	65	-	56	62	531
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 43	65	-	56	62	-
Stage 1	-	-	-	-	-	-	195	219	-	374	463	-
Stage 2	-	-	-	-	-	-	359	463	-	195	211	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.4	$ 600.7	13.2
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	43	-	1020	-	-	740	-	-	531
HCM Lane V/C Ratio	1.837	-	0.108	-	-	0.034	-	-	0.173
HCM Control Delay (s)	$ 600.7	0	9	0	-	10	0	-	13.2
HCM Lane LOS	F	A	A	A	-	B	A	-	B
HCM 95th %tile Q(veh)	8.1	-	0.4	-	-	0.1	-	-	0.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	339	95	92	242	11	96	57	102	15	46	7
Future Volume (veh/h)	9	339	95	92	242	11	96	57	102	15	46	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	339	95	92	242	11	96	57	102	15	46	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	472	130	149	447	379	307	182	423	105	323	49
Arrive On Green	0.02	0.17	0.17	0.08	0.24	0.24	0.27	0.27	0.27	0.26	0.26	0.26
Sat Flow, veh/h	1810	2792	771	1810	1900	1610	1156	686	1590	407	1248	190
Grp Volume(v), veh/h	9	217	217	92	242	11	153	0	102	68	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1758	1810	1900	1610	1842	0	1590	1845	0	0
Q Serve(g_s), s	0.4	8.1	8.3	3.5	8.0	0.4	4.8	0.0	3.6	2.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	8.1	8.3	3.5	8.0	0.4	4.8	0.0	3.6	2.0	0.0	0.0
Prop In Lane	1.00		0.44	1.00		1.00	0.63		1.00	0.22		0.10
Lane Grp Cap(c), veh/h	29	305	297	149	447	379	490	0	423	478	0	0
V/C Ratio(X)	0.31	0.71	0.73	0.62	0.54	0.03	0.31	0.00	0.24	0.14	0.00	0.00
Avail Cap(c_a), veh/h	190	467	455	203	505	428	490	0	423	478	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.8	28.0	28.1	31.7	23.9	21.0	21.0	0.0	20.6	20.4	0.0	0.0
Incr Delay (d2), s/veh	5.9	3.1	3.4	4.1	1.0	0.0	1.7	0.0	1.3	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.6	3.6	1.7	3.5	0.1	2.2	0.0	1.4	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	31.1	31.6	35.9	25.0	21.1	22.7	0.0	21.9	21.0	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	A
Approach Vol, veh/h		443			345			255			68	
Approach Delay, s/veh		31.5			27.7			22.4			21.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	9.9	16.1		22.5	5.1	20.8				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	8.0	18.5		18.5	7.5	19.0				
Max Q Clear Time (g_c+I1), s		6.8	5.5	10.3		4.0	2.4	10.0				
Green Ext Time (p_c), s		0.9	0.0	1.6		0.2	0.0	0.9				

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

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	132	155	31	185	143
Future Vol, veh/h	40	132	155	31	185	143
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	40	132	155	31	185	143
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9.1	8.7	12.4
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	56%
Vol Thru, %	100%	62%	0%	0%	44%
Vol Right, %	0%	38%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	103	83	40	132	328
LT Vol	0	0	40	0	185
Through Vol	103	52	0	0	143
RT Vol	0	31	0	132	0
Lane Flow Rate	103	83	40	132	328
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.151	0.115	0.07	0.185	0.462
Departure Headway (Hd)	5.257	4.992	6.258	5.047	5.072
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	679	714	570	708	708
Service Time	3.014	2.749	4.016	2.805	3.122
HCM Lane V/C Ratio	0.152	0.116	0.07	0.186	0.463
HCM Control Delay	9	8.4	9.5	9	12.4
HCM Lane LOS	A	A	A	A	B
HCM 95th-tile Q	0.5	0.4	0.2	0.7	2.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1390	82	39	1017	6	68	13	29	10	20	205
Future Volume (veh/h)	111	1390	82	39	1017	6	68	13	29	10	20	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	111	1390	82	39	1017	6	68	13	29	10	20	205
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	1659	98	77	1188	7	494	94	515	106	212	273
Arrive On Green	0.30	0.66	0.66	0.04	0.22	0.22	0.32	0.32	0.32	0.17	0.17	0.17
Sat Flow, veh/h	1810	5001	295	1810	5321	31	1531	293	1595	623	1246	1607
Grp Volume(v), veh/h	111	961	511	39	661	362	81	0	29	30	0	205
Grp Sat Flow(s),veh/h/ln	1810	1729	1838	1810	1729	1894	1823	0	1595	1869	0	1607
Q Serve(g_s), s	5.9	25.3	25.3	2.5	22.0	22.0	3.8	0.0	1.5	1.6	0.0	14.6
Cycle Q Clear(g_c), s	5.9	25.3	25.3	2.5	22.0	22.0	3.8	0.0	1.5	1.6	0.0	14.6
Prop In Lane	1.00		0.16	1.00		0.02	0.84		1.00	0.33		1.00
Lane Grp Cap(c), veh/h	273	1147	610	77	772	423	588	0	515	318	0	273
V/C Ratio(X)	0.41	0.84	0.84	0.51	0.86	0.86	0.14	0.00	0.06	0.09	0.00	0.75
Avail Cap(c_a), veh/h	513	1591	846	118	836	458	588	0	515	318	0	273
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.6	17.8	17.8	56.2	44.7	44.7	28.8	0.0	28.0	42.0	0.0	47.4
Incr Delay (d2), s/veh	1.0	3.0	5.4	4.8	7.8	13.3	0.5	0.0	0.2	0.6	0.0	17.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.4	7.2	1.3	10.2	11.8	1.7	0.0	0.6	0.8	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	20.7	23.2	61.0	52.5	58.0	29.3	0.0	28.2	42.6	0.0	64.5
LnGrp LOS	D	C	C	E	D	E	C	A	C	D	A	E
Approach Vol, veh/h		1583			1062			110			235	
Approach Delay, s/veh		22.8			54.7			29.0			61.7	
Approach LOS		C			D			C			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	42.7	9.1	43.8	24.4	22.1	30.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.6	7.8	55.2	20.4	34.0	29.0
Max Q Clear Time (g_c+I1), s	5.8	4.5	27.3	16.6	7.9	24.0
Green Ext Time (p_c), s	0.4	0.0	12.5	0.3	0.3	2.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1319	80	170	985	20	44	2	101	13	3	21
Future Volume (veh/h)	35	1319	80	170	985	20	44	2	101	13	3	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1319	80	170	985	20	44	2	101	13	3	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	1939	118	213	2402	49	97	536	642	39	51	359
Arrive On Green	0.05	0.39	0.39	0.12	0.46	0.46	0.05	0.28	0.28	0.02	0.25	0.25
Sat Flow, veh/h	1810	4996	303	1810	5233	106	1810	1900	1605	1810	205	1436
Grp Volume(v), veh/h	35	913	486	170	651	354	44	2	101	13	0	24
Grp Sat Flow(s),veh/h/ln	1810	1729	1841	1810	1729	1881	1810	1900	1605	1810	0	1641
Q Serve(g_s), s	1.6	18.4	18.4	7.7	10.5	10.5	2.0	0.1	0.4	0.6	0.0	0.9
Cycle Q Clear(g_c), s	1.6	18.4	18.4	7.7	10.5	10.5	2.0	0.1	0.4	0.6	0.0	0.9
Prop In Lane	1.00		0.16	1.00		0.06	1.00		1.00	1.00		0.88
Lane Grp Cap(c), veh/h	84	1342	714	213	1588	864	97	536	642	39	0	411
V/C Ratio(X)	0.42	0.68	0.68	0.80	0.41	0.41	0.45	0.00	0.16	0.33	0.00	0.06
Avail Cap(c_a), veh/h	164	2101	1118	517	2777	1510	172	536	642	164	0	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	21.3	21.3	36.1	15.1	15.1	38.5	21.7	8.7	40.4	0.0	23.9
Incr Delay (d2), s/veh	3.2	0.6	1.1	6.8	0.2	0.3	3.3	0.0	0.5	4.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	7.2	7.7	3.7	3.9	4.3	1.0	0.0	0.9	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	22.0	22.5	42.9	15.3	15.4	41.8	21.7	9.2	45.2	0.0	24.2
LnGrp LOS	D	C	C	D	B	B	D	C	A	D	A	C
Approach Vol, veh/h		1434			1175			147			37	
Approach Delay, s/veh		22.6			19.3			19.2			31.6	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	27.7	13.9	36.6	8.5	25.0	7.9	42.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	21.4	24.0	51.0	8.0	21.0	7.6	67.4
Max Q Clear Time (g_c+I1), s	2.6	2.4	9.7	20.4	4.0	2.9	3.6	12.5
Green Ext Time (p_c), s	0.0	0.3	0.4	12.2	0.0	0.1	0.0	8.5

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	251	25	510	568	106	333
Future Volume (veh/h)	251	25	510	568	106	333
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	251	25	510	568	106	333
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	301	391	1023	1135	138	1298
Arrive On Green	0.17	0.17	0.54	0.54	0.08	0.68
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	251	25	510	568	106	333
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	10.7	1.0	13.5	12.9	4.6	5.4
Cycle Q Clear(g_c), s	10.7	1.0	13.5	12.9	4.6	5.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	301	391	1023	1135	138	1298
V/C Ratio(X)	0.83	0.06	0.50	0.50	0.77	0.26
Avail Cap(c_a), veh/h	543	606	1023	1135	328	1298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	32.3	23.3	11.6	5.4	36.3	4.9
Incr Delay (d2), s/veh	6.0	0.1	0.2	0.1	8.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.4	5.2	6.5	2.3	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.2	23.4	11.8	5.5	44.9	5.3
LnGrp LOS	D	C	B	A	D	A
Approach Vol, veh/h	276		1078			439
Approach Delay, s/veh	36.9		8.5			14.9
Approach LOS	D		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.6	49.1			60.7	19.3
Change Period (Y+Rc), s	5.5	6.0			6.0	6.0
Max Green Setting (Gmax), s	14.5	24.0			44.0	24.0
Max Q Clear Time (g_c+I1), s	10.6	15.5			7.4	12.7
Green Ext Time (p_c), s	0.1	3.6			2.2	0.6

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	0	710	0	0	0	0	938	455	12	571	0
Future Volume (veh/h)	135	0	710	0	0	0	0	938	455	12	571	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	135	0	710				0	938	455	12	571	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	559	0	498				0	587	498	0	1105	0
Arrive On Green	0.31	0.00	0.31				0.00	0.31	0.31	0.22	0.58	0.00
Sat Flow, veh/h	1810	0	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	135	0	710				0	938	455	0	571	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	6.1	0.0	34.0				0.0	34.0	29.9	0.0	19.8	0.0
Cycle Q Clear(g_c), s	6.1	0.0	34.0				0.0	34.0	29.9	0.0	19.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	559	0	498				0	587	498	0	1105	0
V/C Ratio(X)	0.24	0.00	1.43				0.00	1.60	0.91	0.00	0.52	0.00
Avail Cap(c_a), veh/h	559	0	498				0	587	498	0	1105	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.77	0.77	0.00	0.90	0.00
Uniform Delay (d), s/veh	28.4	0.0	38.0				0.0	38.0	36.6	0.0	13.8	0.0
Incr Delay (d2), s/veh	0.2	0.0	203.4				0.0	274.9	19.7	0.0	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	41.2				0.0	60.3	14.3	0.0	8.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	0.0	241.4				0.0	312.9	56.3	0.0	15.3	0.0
LnGrp LOS	C	A	F				A	F	E	A	B	A
Approach Vol, veh/h		845						1393			571	
Approach Delay, s/veh		207.4						229.1			15.3	
Approach LOS		F						F			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	30.0	40.0	40.0	70.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	34.0	34.0	64.0
Max Q Clear Time (g_c+I1), s	10.0	36.0	36.0	21.8
Green Ext Time (p_c), s	0.0	0.0	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	179.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	606	145	199	69	111	273	164	513	76	201	621	459
Future Volume (veh/h)	606	145	199	69	111	273	164	513	76	201	621	459
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	606	145	199	69	111	273	164	513	76	201	621	459
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	701	563	501	101	304	271	420	1288	574	235	919	409
Arrive On Green	0.20	0.31	0.31	0.06	0.17	0.17	0.23	0.36	0.36	0.13	0.25	0.25
Sat Flow, veh/h	3510	1805	1607	1810	1805	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	606	145	199	69	111	273	164	513	76	201	621	459
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1810	1805	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	18.4	6.6	10.7	4.1	6.0	18.5	8.4	11.7	3.5	12.0	17.0	28.0
Cycle Q Clear(g_c), s	18.4	6.6	10.7	4.1	6.0	18.5	8.4	11.7	3.5	12.0	17.0	28.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	701	563	501	101	304	271	420	1288	574	235	919	409
V/C Ratio(X)	0.86	0.26	0.40	0.68	0.37	1.01	0.39	0.40	0.13	0.86	0.68	1.12
Avail Cap(c_a), veh/h	925	586	522	194	304	271	420	1288	574	378	919	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.32	0.32	0.32
Uniform Delay (d), s/veh	42.6	28.3	29.7	51.0	40.5	45.8	35.7	26.5	23.9	46.8	36.9	41.0
Incr Delay (d2), s/veh	6.8	0.2	0.5	7.8	0.7	56.8	0.6	0.9	0.5	3.6	1.3	65.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	2.9	4.2	2.1	2.7	11.6	3.8	5.2	1.4	5.6	7.6	18.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	28.5	30.2	58.8	41.3	102.5	36.3	27.5	24.4	50.5	38.2	106.4
LnGrp LOS	D	C	C	E	D	F	D	C	C	D	D	F
Approach Vol, veh/h		950			453			753			1281	
Approach Delay, s/veh		42.2			80.9			29.1			64.6	
Approach LOS		D			F			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	43.2	10.1	38.3	29.5	32.0	26.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	23.5	11.8	35.7	18.5	28.0	29.0	18.5
Max Q Clear Time (g_c+I1), s	14.0	13.7	6.1	12.7	10.4	30.0	20.4	20.5
Green Ext Time (p_c), s	0.4	2.6	0.1	2.1	0.3	0.0	1.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	86	23	181	60	113	10	824	246	99	859	15
Future Volume (veh/h)	11	86	23	181	60	113	10	824	246	99	859	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	86	23	181	60	113	10	824	246	99	859	15
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	14	108	29	193	64	121	30	954	809	121	1028	18
Arrive On Green	0.08	0.08	0.08	0.22	0.22	0.22	0.03	1.00	1.00	0.07	0.55	0.55
Sat Flow, veh/h	168	1310	350	897	297	560	1810	1900	1610	1810	1862	33
Grp Volume(v), veh/h	120	0	0	354	0	0	10	824	246	99	0	874
Grp Sat Flow(s),veh/h/ln	1829	0	0	1754	0	0	1810	1900	1610	1810	0	1894
Q Serve(g_s), s	7.7	0.0	0.0	23.8	0.0	0.0	0.6	0.0	0.0	6.5	0.0	46.0
Cycle Q Clear(g_c), s	7.7	0.0	0.0	23.8	0.0	0.0	0.6	0.0	0.0	6.5	0.0	46.0
Prop In Lane	0.09		0.19	0.51		0.32	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	151	0	0	378	0	0	30	954	809	121	0	1046
V/C Ratio(X)	0.80	0.00	0.00	0.94	0.00	0.00	0.33	0.86	0.30	0.82	0.00	0.84
Avail Cap(c_a), veh/h	282	0	0	380	0	0	113	954	809	121	0	1046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.1	0.0	0.0	46.3	0.0	0.0	57.4	0.0	0.0	55.3	0.0	22.3
Incr Delay (d2), s/veh	9.2	0.0	0.0	30.4	0.0	0.0	0.6	1.1	0.1	34.4	0.0	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	13.5	0.0	0.0	0.3	0.3	0.0	4.1	0.0	21.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	0.0	0.0	76.7	0.0	0.0	58.0	1.1	0.1	89.7	0.0	30.2
LnGrp LOS	E	A	A	E	A	A	E	A	A	F	A	C
Approach Vol, veh/h		120			354			1080			973	
Approach Delay, s/veh		63.3			76.7			1.4			36.3	
Approach LOS		E			E			A			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	64.3		13.9	6.0	70.3		29.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	51.5		18.5	7.5	52.0		26.0
Max Q Clear Time (g_c+I1), s	9.5	2.0		9.7	2.6	48.0		25.8
Green Ext Time (p_c), s	0.0	9.0		0.3	0.0	2.2		0.0

Intersection Summary		
HCM 6th Ctrl Delay		28.3
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	653	81	245	449	109	105	802	263	93	854	97
Future Volume (veh/h)	154	653	81	245	449	109	105	802	263	93	854	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	653	81	245	449	109	105	802	263	93	854	97
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	145	482	60	196	469	114	113	545	179	121	677	77
Arrive On Green	0.08	0.29	0.29	0.11	0.32	0.32	0.06	0.40	0.40	0.13	0.81	0.81
Sat Flow, veh/h	1810	1652	205	1810	1469	357	1810	1361	446	1810	1675	190
Grp Volume(v), veh/h	154	0	734	245	0	558	105	0	1065	93	0	951
Grp Sat Flow(s),veh/h/ln	1810	0	1857	1810	0	1826	1810	0	1808	1810	0	1866
Q Serve(g_s), s	9.6	0.0	35.0	13.0	0.0	35.9	6.9	0.0	48.0	6.0	0.0	48.5
Cycle Q Clear(g_c), s	9.6	0.0	35.0	13.0	0.0	35.9	6.9	0.0	48.0	6.0	0.0	48.5
Prop In Lane	1.00		0.11	1.00		0.20	1.00		0.25	1.00		0.10
Lane Grp Cap(c), veh/h	145	0	542	196	0	583	113	0	723	121	0	754
V/C Ratio(X)	1.06	0.00	1.36	1.25	0.00	0.96	0.93	0.00	1.47	0.77	0.00	1.26
Avail Cap(c_a), veh/h	145	0	542	196	0	593	113	0	723	121	0	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.43	0.00	0.43
Uniform Delay (d), s/veh	55.2	0.0	42.5	53.5	0.0	40.0	56.0	0.0	36.0	51.1	0.0	11.5
Incr Delay (d2), s/veh	91.1	0.0	171.6	147.4	0.0	26.2	62.4	0.0	220.3	12.4	0.0	122.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.0	41.7	13.9	0.0	20.2	5.1	0.0	64.9	3.0	0.0	30.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	146.3	0.0	214.1	200.9	0.0	66.2	118.4	0.0	256.3	63.5	0.0	133.8
LnGrp LOS	F	A	F	F	A	E	F	A	F	E	A	F
Approach Vol, veh/h		888			803			1170			1044	
Approach Delay, s/veh		202.3			107.3			243.9			127.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	52.0	17.0	39.0	11.5	52.5	13.6	42.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	48.0	13.0	35.0	7.5	48.5	9.0	39.0
Max Q Clear Time (g_c+I1), s	10.0	50.0	15.0	37.0	8.9	50.5	11.6	37.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	175.3
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	230	138	64	170	81	108	834	98	121	829	114
Future Volume (veh/h)	126	230	138	64	170	81	108	834	98	121	829	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	126	230	138	64	170	81	108	834	98	121	829	114
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	158	304	174	93	248	113	469	2143	1026	149	1917	262
Arrive On Green	0.09	0.14	0.14	0.05	0.10	0.10	0.52	1.00	1.00	0.08	0.42	0.42
Sat Flow, veh/h	1810	2184	1251	1810	2400	1090	1810	3610	1589	1810	4602	629
Grp Volume(v), veh/h	126	188	180	64	126	125	108	834	98	121	622	321
Grp Sat Flow(s),veh/h/ln	1810	1805	1629	1810	1805	1685	1810	1805	1589	1810	1729	1773
Q Serve(g_s), s	8.2	12.0	12.8	4.2	8.1	8.6	3.9	0.0	0.0	7.9	15.3	15.5
Cycle Q Clear(g_c), s	8.2	12.0	12.8	4.2	8.1	8.6	3.9	0.0	0.0	7.9	15.3	15.5
Prop In Lane	1.00		0.77	1.00		0.65	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	158	251	227	93	186	174	469	2143	1026	149	1441	739
V/C Ratio(X)	0.80	0.75	0.79	0.69	0.68	0.72	0.23	0.39	0.10	0.81	0.43	0.44
Avail Cap(c_a), veh/h	290	406	367	214	331	309	469	2143	1026	302	1441	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	49.6	50.0	56.0	51.9	52.1	22.3	0.0	0.0	54.1	24.9	24.9
Incr Delay (d2), s/veh	8.8	4.4	6.1	8.7	4.2	5.5	0.2	0.5	0.2	10.0	0.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	5.7	5.6	2.1	3.9	3.9	1.6	0.1	0.0	4.0	6.5	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	54.1	56.1	64.6	56.1	57.6	22.6	0.5	0.2	64.1	25.8	26.8
LnGrp LOS	E	D	E	E	E	E	C	A	A	E	C	C
Approach Vol, veh/h		494			315			1040			1064	
Approach Delay, s/veh		57.0			58.4			2.8			30.5	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	75.2	10.2	20.7	35.1	54.0	14.5	16.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	42.8	14.2	27.0	12.8	50.0	19.2	22.0
Max Q Clear Time (g_c+I1), s	9.9	2.0	6.2	14.8	5.9	17.5	10.2	10.6
Green Ext Time (p_c), s	0.2	7.5	0.1	1.7	0.1	7.4	0.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	52	23	443	67	72	38	804	575	109	719	110
Future Volume (veh/h)	90	52	23	443	67	72	38	804	575	109	719	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	52	23	443	67	72	38	804	575	109	719	110
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	84	37	480	513	429	454	1275	822	520	1280	194
Arrive On Green	0.06	0.07	0.07	0.27	0.27	0.27	0.25	0.25	0.25	0.09	0.09	0.09
Sat Flow, veh/h	1810	1230	544	1810	1900	1587	1810	5187	1606	1810	4530	686
Grp Volume(v), veh/h	90	0	75	443	67	72	38	804	575	109	547	282
Grp Sat Flow(s),veh/h/ln	1810	0	1775	1810	1900	1587	1810	1729	1606	1810	1729	1758
Q Serve(g_s), s	5.9	0.0	4.9	28.6	3.2	2.1	1.9	16.6	0.8	6.7	18.2	18.4
Cycle Q Clear(g_c), s	5.9	0.0	4.9	28.6	3.2	2.1	1.9	16.6	0.8	6.7	18.2	18.4
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	114	0	121	480	513	429	454	1275	822	520	977	496
V/C Ratio(X)	0.79	0.00	0.62	0.92	0.13	0.17	0.08	0.63	0.70	0.21	0.56	0.57
Avail Cap(c_a), veh/h	220	0	274	663	758	633	454	1275	822	520	977	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74	0.95	0.95	0.95
Uniform Delay (d), s/veh	55.4	0.0	54.4	42.9	33.1	8.9	34.4	40.4	22.3	41.7	47.3	47.4
Incr Delay (d2), s/veh	11.3	0.0	5.1	15.1	0.1	0.2	0.1	1.8	3.7	0.2	2.2	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	2.4	14.7	1.5	1.6	0.9	7.3	12.8	3.2	8.7	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	0.0	59.4	58.0	33.2	9.1	34.5	42.1	26.0	41.9	49.5	51.8
LnGrp LOS	E	A	E	E	C	A	C	D	C	D	D	D
Approach Vol, veh/h		165			582			1417			938	
Approach Delay, s/veh		63.4			49.1			35.4			49.3	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	38.5	33.5	35.8	12.2	34.1	37.9	11.6	36.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.6	29.5	44.0	18.5	7.6	33.9	14.6	47.9
Max Q Clear Time (g_c+I1), s	8.7	18.6	30.6	6.9	3.9	20.4	7.9	5.2
Green Ext Time (p_c), s	0.1	5.8	1.2	0.2	0.0	4.6	0.1	0.6

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

Intersection	
Int Delay, s/veh	1.4

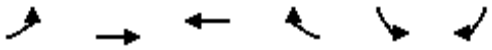
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1715	1442	2	0	281
Future Vol, veh/h	0	1715	1442	2	0	281
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1715	1442	2	0	281

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	722
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*583
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*583
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	583
HCM Lane V/C Ratio	-	-	-	0.482
HCM Control Delay (s)	-	-	-	16.8
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	2.6

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	289	1382	1317	49	209	130
Future Volume (veh/h)	289	1382	1317	49	209	130
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	289	1382	1317	49	209	130
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	324	2615	1497	56	777	691
Arrive On Green	0.18	0.50	0.10	0.10	0.43	0.43
Sat Flow, veh/h	1810	5358	5303	191	1810	1610
Grp Volume(v), veh/h	289	1382	887	479	209	130
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1865	1810	1610
Q Serve(g_s), s	18.7	21.6	30.4	30.4	8.9	6.0
Cycle Q Clear(g_c), s	18.7	21.6	30.4	30.4	8.9	6.0
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	324	2615	1009	544	777	691
V/C Ratio(X)	0.89	0.53	0.88	0.88	0.27	0.19
Avail Cap(c_a), veh/h	558	3328	1037	560	777	691
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	20.1	52.1	52.1	22.1	21.3
Incr Delay (d2), s/veh	9.4	0.2	8.7	14.7	0.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	8.6	15.4	17.5	4.0	6.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.5	20.3	60.8	66.8	23.0	21.9
LnGrp LOS	E	C	E	E	C	C
Approach Vol, veh/h		1671	1366		339	
Approach Delay, s/veh		26.7	62.9		22.5	
Approach LOS		C	E		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			64.5		55.5	25.5	39.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			77.0		35.0	37.0	36.0
Max Q Clear Time (g_c+I1), s			23.6		10.9	20.7	32.4
Green Ext Time (p_c), s			15.0		1.0	0.8	2.6

Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.4

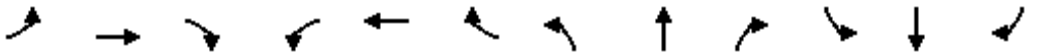
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	1600	1252	38	0	111
Future Vol, veh/h	0	1600	1252	38	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1600	1252	38	0	111

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	645
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*627
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*627
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	627
HCM Lane V/C Ratio	-	-	-	0.177
HCM Control Delay (s)	-	-	-	12
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1577	506	0	3392	261	0	0	0	316	0	275
Future Volume (veh/h)	0	1577	506	0	3392	261	0	0	0	316	0	275
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1577	506	0	3392	0				402	0	183
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2490	784	0	3305					1072	0	477
Arrive On Green	0.00	0.64	0.64	0.00	1.00	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	4078	1230	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	1392	691	0	3392	0				402	0	183
Grp Sat Flow(s),veh/h/ln	0	1729	1679	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	29.3	30.4	0.0	0.0	0.0				10.6	0.0	10.8
Cycle Q Clear(g_c), s	0.0	29.3	30.4	0.0	0.0	0.0				10.6	0.0	10.8
Prop In Lane	0.00		0.73	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2204	1070	0	3305					1072	0	477
V/C Ratio(X)	0.00	0.63	0.65	0.00	1.03					0.38	0.00	0.38
Avail Cap(c_a), veh/h	0	2277	1105	0	3415					1072	0	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.12	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.2	13.4	0.0	0.0	0.0				33.4	0.0	33.5
Incr Delay (d2), s/veh	0.0	0.5	1.3	0.0	13.9	0.0				1.0	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.9	11.2	0.0	4.3	0.0				4.8	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.8	14.7	0.0	13.9	0.0				34.4	0.0	35.9
LnGrp LOS	A	B	B	A	F					C	A	D
Approach Vol, veh/h		2083			3392	A					585	
Approach Delay, s/veh		14.1			13.9						34.9	
Approach LOS		B			B						C	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		78.8		41.2		78.8						
Change Period (Y+Rc), s		4.0		4.0		4.0						
Max Green Setting (Gmax), s		79.0		33.0		79.0						
Max Q Clear Time (g_c+I1), s		32.4		12.8		2.0						
Green Ext Time (p_c), s		26.7		2.0		71.2						

Intersection Summary												
HCM 6th Ctrl Delay		16.0										
HCM 6th LOS		B										

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1824	0	0	2803	117	850	1	163	0	0	0
Future Volume (veh/h)	69	1824	0	0	2803	117	850	1	163	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	69	1824	0	0	2803	117	901	0	109			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	95	3363	0	0	2874	118	1031	0	459			
Arrive On Green	0.10	1.00	0.00	0.00	0.56	0.56	0.29	0.00	0.29			
Sat Flow, veh/h	1810	5358	0	0	5281	210	3619	0	1610			
Grp Volume(v), veh/h	69	1824	0	0	1885	1035	901	0	109			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1862	1810	0	1610			
Q Serve(g_s), s	4.4	0.0	0.0	0.0	62.9	65.8	28.4	0.0	6.2			
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.0	62.9	65.8	28.4	0.0	6.2			
Prop In Lane	1.00		0.00	0.00		0.11	1.00		1.00			
Lane Grp Cap(c), veh/h	95	3363	0	0	1945	1047	1031	0	459			
V/C Ratio(X)	0.73	0.54	0.00	0.00	0.97	0.99	0.87	0.00	0.24			
Avail Cap(c_a), veh/h	118	3428	0	0	1945	1047	1031	0	459			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.75	0.75	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.9	0.0	0.0	0.0	25.2	25.9	40.8	0.0	32.9			
Incr Delay (d2), s/veh	12.1	0.1	0.0	0.0	13.8	24.9	10.2	0.0	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	27.9	34.5	14.0	0.0	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	0.1	0.0	0.0	39.0	50.8	51.1	0.0	34.1			
LnGrp LOS	E	A	A	A	D	D	D	A	C			
Approach Vol, veh/h		1893			2920			1010				
Approach Delay, s/veh		2.5			43.2			49.2				
Approach LOS		A			D			D				

Timer - Assigned Phs	2	4		7	8
Phs Duration (G+Y+Rc), s	38.2	81.8		10.3	71.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0
Max Green Setting (Gmax), s	32.7	79.3		7.8	67.5
Max Q Clear Time (g_c+I1), s	30.4	2.0		6.4	67.8
Green Ext Time (p_c), s	1.0	26.8		0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	376	183	490	2075	0	0	0	0	0	0	423
Future Volume (veh/h)	0	376	183	490	2075	0	0	0	0	0	0	423
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	376	183	490	2075	0				0	0	423
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2372	1058	439	3404	0				0	0	0
Arrive On Green	0.00	0.66	0.66	0.24	0.94	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	376	183	490	2075	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	4.2	4.6	25.5	8.1	0.0						
Cycle Q Clear(g_c), s	0.0	4.2	4.6	25.5	8.1	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2372	1058	439	3404	0						
V/C Ratio(X)	0.00	0.16	0.17	1.12	0.61	0.00						
Avail Cap(c_a), veh/h	0	2372	1058	439	3404	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	6.9	7.0	39.8	0.4	0.0						
Incr Delay (d2), s/veh	0.0	0.1	0.4	78.1	0.8	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	1.5	1.6	20.7	0.4	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.0	7.3	117.8	1.2	0.0						
LnGrp LOS	A	A	A	F	A	A						
Approach Vol, veh/h		559			2565							
Approach Delay, s/veh		7.1			23.5							
Approach LOS		A			C							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	30.0	75.0				105.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	25.5	34.0				64.0						
Max Q Clear Time (g_c+I1), s	27.5	6.6				10.1						
Green Ext Time (p_c), s	0.0	3.2				32.6						

Intersection Summary												
HCM 6th Ctrl Delay			20.6									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1016	103	0	2303	777	327	487	0	103	19	273
Future Volume (veh/h)	24	1016	103	0	2303	777	327	487	0	103	19	273
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	24	1016	103	0	2303	777	327	487	0	103	19	273
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	2049	208	0	1666	532	192	516	0	87	29	413
Arrive On Green	0.62	0.62	0.62	0.00	0.62	0.62	0.27	0.27	0.00	0.27	0.27	0.27
Sat Flow, veh/h	74	3309	335	0	2787	859	1104	1900	0	923	106	1520
Grp Volume(v), veh/h	24	554	565	0	1501	1579	327	487	0	103	0	292
Grp Sat Flow(s),veh/h/ln	74	1805	1840	0	1805	1745	1104	1900	0	923	0	1626
Q Serve(g_s), s	0.0	17.7	17.7	0.0	65.0	65.0	11.8	26.4	0.0	2.1	0.0	16.7
Cycle Q Clear(g_c), s	65.0	17.7	17.7	0.0	65.0	65.0	28.5	26.4	0.0	28.5	0.0	16.7
Prop In Lane	1.00		0.18	0.00		0.49	1.00		0.00	1.00		0.93
Lane Grp Cap(c), veh/h	69	1117	1139	0	1117	1081	192	516	0	87	0	441
V/C Ratio(X)	0.35	0.50	0.50	0.00	1.34	1.46	1.70	0.94	0.00	1.18	0.00	0.66
Avail Cap(c_a), veh/h	69	1117	1139	0	1117	1081	192	516	0	87	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.5	11.0	11.0	0.0	20.0	20.0	48.7	37.5	0.0	52.3	0.0	34.0
Incr Delay (d2), s/veh	13.5	1.6	1.5	0.0	160.4	213.0	336.7	28.0	0.0	152.5	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.1	7.2	0.0	73.9	87.2	23.0	16.0	0.0	6.0	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	12.6	12.5	0.0	180.4	233.0	385.4	65.4	0.0	204.7	0.0	37.6
LnGrp LOS	E	B	B	A	F	F	F	E	A	F	A	D
Approach Vol, veh/h		1143			3080			814			395	
Approach Delay, s/veh		13.7			207.3			194.0			81.2	
Approach LOS		B			F			F			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	71.0	34.0	71.0	34.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	65.0	28.5	65.0	28.5
Max Q Clear Time (g_c+I1), s	67.0	30.5	67.0	30.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	155.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	685	843	17	7	1766	376	22	312	17	276	59	786
Future Volume (veh/h)	685	843	17	7	1766	376	22	312	17	276	59	786
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	685	843	17	7	1766	376	22	312	17	276	59	786
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	437	2944	59	22	1203	537	60	618	523	265	37	492
Arrive On Green	0.24	0.56	0.56	0.01	0.33	0.33	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	5231	105	1810	3610	1610	662	1900	1609	1068	114	1513
Grp Volume(v), veh/h	685	557	303	7	1766	376	22	312	17	276	0	845
Grp Sat Flow(s),veh/h/ln	1810	1729	1878	1810	1805	1610	662	1900	1609	1068	0	1626
Q Serve(g_s), s	29.0	10.1	10.1	0.5	40.0	24.4	0.0	15.9	0.9	23.1	0.0	39.0
Cycle Q Clear(g_c), s	29.0	10.1	10.1	0.5	40.0	24.4	39.0	15.9	0.9	39.0	0.0	39.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		0.93
Lane Grp Cap(c), veh/h	437	1946	1057	22	1203	537	60	618	523	265	0	528
V/C Ratio(X)	1.57	0.29	0.29	0.32	1.47	0.70	0.37	0.51	0.03	1.04	0.00	1.60
Avail Cap(c_a), veh/h	437	1946	1057	113	1203	537	60	618	523	265	0	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.5	13.7	13.7	58.8	40.0	34.8	60.0	32.7	27.6	51.1	0.0	40.5
Incr Delay (d2), s/veh	265.8	0.1	0.1	8.1	215.0	4.0	16.4	2.9	0.1	66.1	0.0	278.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	45.2	3.9	4.3	0.3	53.4	10.1	0.9	7.8	0.4	12.9	0.0	56.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	311.3	13.7	13.8	66.8	255.0	38.8	76.4	35.6	27.7	117.1	0.0	318.8
LnGrp LOS	F	B	B	E	F	D	E	D	C	F	A	F
Approach Vol, veh/h		1545			2149			351			1121	
Approach Delay, s/veh		145.7			216.6			37.8			269.2	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	43.0	5.5	71.5	43.0	33.0	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	39.0	7.5	61.5	39.0	29.0	40.0
Max Q Clear Time (g_c+I1), s	41.0	2.5	12.1	41.0	31.0	42.0
Green Ext Time (p_c), s	0.0	0.0	6.8	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	194.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	765	349	85	1662	58	324	120	77	46	169	121
Future Volume (veh/h)	61	765	349	85	1662	58	324	120	77	46	169	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	765	349	85	1662	58	324	120	77	46	169	121
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	965	436	225	1809	63	524	671	566	201	332	278
Arrive On Green	0.05	0.28	0.28	0.25	0.70	0.70	0.10	0.12	0.12	0.11	0.17	0.17
Sat Flow, veh/h	1810	3472	1569	1810	5146	180	1810	1900	1601	1810	1900	1588
Grp Volume(v), veh/h	61	762	352	85	1117	603	324	120	77	46	169	121
Grp Sat Flow(s),veh/h/ln	1810	1729	1584	1810	1729	1867	1810	1900	1601	1810	1900	1588
Q Serve(g_s), s	4.0	24.5	24.8	4.7	32.5	32.5	20.7	6.8	5.2	2.8	9.7	8.2
Cycle Q Clear(g_c), s	4.0	24.5	24.8	4.7	32.5	32.5	20.7	6.8	5.2	2.8	9.7	8.2
Prop In Lane	1.00		0.99	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	961	440	225	1215	656	524	671	566	201	333	278
V/C Ratio(X)	0.66	0.79	0.80	0.38	0.92	0.92	0.62	0.18	0.14	0.23	0.51	0.44
Avail Cap(c_a), veh/h	121	1176	539	225	1297	700	524	671	566	201	333	278
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.29	0.29	0.29	0.69	0.69	0.69	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	40.1	40.2	41.2	16.4	16.4	47.9	37.3	36.6	48.6	44.8	44.2
Incr Delay (d2), s/veh	8.3	3.1	7.0	0.3	3.5	6.1	1.5	0.4	0.3	0.6	5.5	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	10.8	10.5	2.0	7.1	8.1	10.3	3.4	2.2	1.3	5.1	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	43.3	47.2	41.5	19.9	22.5	49.4	37.7	36.9	49.2	50.3	49.1
LnGrp LOS	E	D	D	D	B	C	D	D	D	D	D	D
Approach Vol, veh/h		1175			1805			521			336	
Approach Delay, s/veh		45.5			21.7			44.9			49.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	46.4	18.9	37.3	38.7	25.0	10.1	46.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.6	42.4	12.2	40.8	30.0	21.0	8.0	45.0
Max Q Clear Time (g_c+I1), s	6.0	8.8	6.7	26.8	22.7	11.7	6.0	34.5
Green Ext Time (p_c), s	0.0	0.9	0.1	6.5	0.6	0.9	0.0	7.6

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1132	330	94	2246	81	375	85	117	75	77	155
Future Volume (veh/h)	178	1132	330	94	2246	81	375	85	117	75	77	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	178	1132	0	94	2246	81	436	0	117	75	77	155
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	1521		468	2274	706	728	0	324	206	217	184
Arrive On Green	0.11	0.29	0.00	0.34	0.58	0.58	0.20	0.00	0.20	0.19	0.19	0.19
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	3619	0	1610	1810	1900	1610
Grp Volume(v), veh/h	178	1132	0	94	2246	81	436	0	117	75	77	155
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	0	1610	1810	1900	1610
Q Serve(g_s), s	11.6	23.7	0.0	4.4	51.1	2.7	13.1	0.0	7.5	4.3	4.2	11.1
Cycle Q Clear(g_c), s	11.6	23.7	0.0	4.4	51.1	2.7	13.1	0.0	7.5	4.3	4.2	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	1521		468	2274	706	728	0	324	206	217	184
V/C Ratio(X)	0.87	0.74		0.20	0.99	0.11	0.60	0.00	0.36	0.36	0.36	0.84
Avail Cap(c_a), veh/h	211	2326		468	2274	706	728	0	324	279	293	248
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	0.00	0.49	0.49	0.49	1.00	0.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	52.3	38.3	0.0	30.6	24.7	14.6	43.5	0.0	41.3	44.8	44.7	47.5
Incr Delay (d2), s/veh	29.3	0.7	0.0	0.1	10.6	0.0	3.6	0.0	3.1	1.0	0.9	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	10.1	0.0	1.9	20.0	1.0	6.3	0.0	3.3	2.0	2.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.6	39.1	0.0	30.7	35.3	14.7	47.2	0.0	44.4	45.8	45.7	63.9
LnGrp LOS	F	D		C	D	B	D	A	D	D	D	E
Approach Vol, veh/h		1310	A		2421			553			307	
Approach Delay, s/veh		44.9			34.4			46.6			54.9	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	28.1	35.0	39.2	17.7	17.6	56.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.9	12.8	53.8	18.5	14.0	52.6
Max Q Clear Time (g_c+I1), s	15.1	6.4	25.7	13.1	13.6	53.1
Green Ext Time (p_c), s	0.8	0.1	9.5	0.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

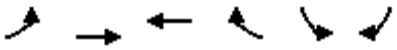
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	656	85	127	2059	229	73	356	23	179	273	158
Future Volume (veh/h)	174	656	85	127	2059	229	73	356	23	179	273	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	656	85	127	2059	229	73	356	23	179	273	158
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	1750	769	155	2168	238	435	551	35	479	623	277
Arrive On Green	0.11	0.48	0.48	0.09	0.46	0.46	0.12	0.16	0.16	0.14	0.17	0.17
Sat Flow, veh/h	1810	3610	1587	1810	4740	521	3510	3444	222	3510	3610	1607
Grp Volume(v), veh/h	174	656	85	127	1495	793	73	186	193	179	273	158
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1729	1803	1755	1805	1860	1755	1805	1607
Q Serve(g_s), s	11.3	13.7	2.2	8.3	49.6	51.1	2.2	11.6	11.7	5.6	8.1	10.8
Cycle Q Clear(g_c), s	11.3	13.7	2.2	8.3	49.6	51.1	2.2	11.6	11.7	5.6	8.1	10.8
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	204	1750	769	155	1582	825	435	289	298	479	623	277
V/C Ratio(X)	0.85	0.37	0.11	0.82	0.95	0.96	0.17	0.64	0.65	0.37	0.44	0.57
Avail Cap(c_a), veh/h	312	1790	787	244	1585	827	435	289	298	479	623	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.16	0.16	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	19.5	6.7	54.0	31.1	31.5	47.0	47.2	47.2	47.2	44.4	45.6
Incr Delay (d2), s/veh	9.9	0.1	0.0	2.0	2.6	6.0	0.2	10.6	10.5	0.5	2.2	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	5.8	1.3	3.9	20.6	22.9	1.0	6.0	6.3	2.5	3.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.1	19.6	6.7	56.0	33.7	37.5	47.2	57.8	57.7	47.6	46.7	53.8
LnGrp LOS	E	B	A	E	C	D	D	E	E	D	D	D
Approach Vol, veh/h		915			2415			452			610	
Approach Delay, s/veh		26.5			36.1			56.0			48.8	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	23.2	14.3	62.2	18.9	24.7	17.5	58.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.1	19.2	16.2	59.5	7.6	20.7	20.7	55.0
Max Q Clear Time (g_c+I1), s	7.6	13.7	10.3	15.7	4.2	12.8	13.3	53.1
Green Ext Time (p_c), s	0.1	1.0	0.1	5.6	0.0	1.4	0.3	1.8

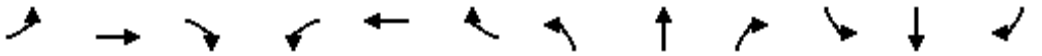
Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	218	1112	2424	160	156	120
Future Volume (veh/h)	218	1112	2424	160	156	120
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	218	1112	2424	160	156	120
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	245	3595	2719	1231	844	605
Arrive On Green	0.27	1.00	0.52	0.52	0.24	0.24
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	218	1112	2424	160	156	120
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	13.9	0.0	50.1	3.1	4.2	6.0
Cycle Q Clear(g_c), s	13.9	0.0	50.1	3.1	4.2	6.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	245	3595	2719	1231	844	605
V/C Ratio(X)	0.89	0.31	0.89	0.13	0.18	0.20
Avail Cap(c_a), veh/h	362	3977	2766	1246	844	605
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	25.5	3.7	36.2	25.3
Incr Delay (d2), s/veh	14.5	0.0	0.4	0.0	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	19.8	2.3	1.9	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.4	0.0	25.9	3.7	36.7	26.0
LnGrp LOS	E	A	C	A	D	C
Approach Vol, veh/h		1330	2584		276	
Approach Delay, s/veh		9.4	24.5		32.1	
Approach LOS		A	C		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			87.2		32.8	20.3	66.9
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			92.0		20.0	24.0	64.0
Max Q Clear Time (g_c+I1), s			2.0		8.0	15.9	52.1
Green Ext Time (p_c), s			11.0		0.7	0.4	10.8

Intersection Summary		
HCM 6th Ctrl Delay		20.2
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	809	69	212	2135	126	175	346	102	190	207	77
Future Volume (veh/h)	26	809	69	212	2135	126	175	346	102	190	207	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	809	69	212	2135	126	175	346	102	190	207	77
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	938	413	378	2177	128	402	764	222	219	457	165
Arrive On Green	0.03	0.26	0.26	0.42	0.87	0.87	0.07	0.09	0.09	0.12	0.18	0.18
Sat Flow, veh/h	1810	3610	1589	1810	5006	294	1810	2758	801	1810	2598	936
Grp Volume(v), veh/h	26	809	69	212	1470	791	175	225	223	190	142	142
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1729	1842	1810	1805	1754	1810	1805	1730
Q Serve(g_s), s	1.7	25.7	4.0	10.7	44.5	47.4	11.1	14.2	14.5	12.4	8.4	8.9
Cycle Q Clear(g_c), s	1.7	25.7	4.0	10.7	44.5	47.4	11.1	14.2	14.5	12.4	8.4	8.9
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.46	1.00		0.54
Lane Grp Cap(c), veh/h	61	938	413	378	1504	801	402	500	486	219	317	304
V/C Ratio(X)	0.42	0.86	0.17	0.56	0.98	0.99	0.44	0.45	0.46	0.87	0.45	0.47
Avail Cap(c_a), veh/h	115	1071	472	378	1510	804	402	500	486	271	317	304
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.11	0.11	0.11	0.29	0.29	0.29	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	42.4	34.4	30.7	7.3	7.5	48.4	45.8	46.0	51.8	44.2	44.4
Incr Delay (d2), s/veh	4.2	6.1	0.2	0.2	4.0	7.8	0.2	0.8	0.9	21.1	4.5	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	12.2	1.6	4.0	3.8	5.0	5.4	7.0	7.0	6.9	4.2	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	48.5	34.5	31.0	11.3	15.3	48.6	46.7	46.9	72.9	48.7	49.5
LnGrp LOS	E	D	C	C	B	B	D	D	D	E	D	D
Approach Vol, veh/h		904			2473			623			474	
Approach Delay, s/veh		47.8			14.3			47.3			58.7	
Approach LOS		D			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	37.2	29.1	35.2	30.7	25.1	8.1	56.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	26.0	24.4	35.6	22.9	21.1	7.6	52.4
Max Q Clear Time (g_c+I1), s	14.4	16.5	12.7	27.7	13.1	10.9	3.7	49.4
Green Ext Time (p_c), s	0.2	1.8	0.4	3.5	0.3	1.1	0.0	2.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	384	1110	221	18	1994	97	469	66	7	93	53	129
Future Volume (veh/h)	384	1110	221	18	1994	97	469	66	7	93	53	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	384	1110	221	18	1994	97	469	66	7	93	53	129
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	362	1438	447	509	1816	88	439	670	70	190	662	617
Arrive On Green	0.40	0.55	0.55	0.28	0.36	0.36	0.13	0.20	0.20	0.11	0.18	0.18
Sat Flow, veh/h	1810	5187	1610	1810	5068	246	3510	3294	344	1810	3610	1610
Grp Volume(v), veh/h	384	1110	221	18	1359	732	469	36	37	93	53	129
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1856	1755	1805	1833	1810	1805	1610
Q Serve(g_s), s	24.0	20.0	10.1	0.9	43.0	43.0	15.0	1.9	2.0	5.8	1.5	4.1
Cycle Q Clear(g_c), s	24.0	20.0	10.1	0.9	43.0	43.0	15.0	1.9	2.0	5.8	1.5	4.1
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	362	1438	447	509	1239	665	439	367	373	190	662	617
V/C Ratio(X)	1.06	0.77	0.49	0.04	1.10	1.10	1.07	0.10	0.10	0.49	0.08	0.21
Avail Cap(c_a), veh/h	362	2572	798	509	1239	665	439	367	373	190	662	617
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	36.0	23.8	21.6	31.3	38.5	38.5	52.5	38.8	38.9	50.7	40.6	11.6
Incr Delay (d2), s/veh	63.7	0.9	0.8	0.0	56.2	65.9	62.5	0.5	0.5	1.8	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	6.0	3.3	0.4	27.5	31.3	10.4	0.9	1.0	2.7	0.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.7	24.6	22.4	31.4	94.7	104.4	115.0	39.4	39.4	52.4	40.8	12.3
LnGrp LOS	F	C	C	C	F	F	F	D	D	D	D	B
Approach Vol, veh/h		1715			2109			542			275	
Approach Delay, s/veh		41.2			97.5			104.8			31.4	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	28.4	37.7	37.3	19.0	26.0	28.0	47.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.6	24.4	7.5	59.5	15.0	22.0	24.0	43.0
Max Q Clear Time (g_c+I1), s	17.8	4.0	2.9	22.0	17.0	6.1	26.0	45.0
Green Ext Time (p_c), s	0.1	0.3	0.0	11.3	0.0	0.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	73.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	871	54	27	2175	281	213	445	40	234	280	203
Future Volume (veh/h)	165	871	54	27	2175	281	213	445	40	234	280	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	165	871	54	27	2175	281	213	445	40	234	280	203
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	178	1216	586	583	2133	270	237	626	279	247	647	441
Arrive On Green	0.10	0.23	0.23	0.32	0.46	0.46	0.26	0.35	0.35	0.14	0.18	0.18
Sat Flow, veh/h	1810	5187	1602	1810	4653	588	1810	3610	1607	1810	3610	1580
Grp Volume(v), veh/h	165	871	54	27	1604	852	213	445	40	234	280	203
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1729	1783	1810	1805	1607	1810	1805	1580
Q Serve(g_s), s	10.9	18.5	0.0	1.2	55.0	55.0	13.6	12.8	2.1	15.4	8.3	0.7
Cycle Q Clear(g_c), s	10.9	18.5	0.0	1.2	55.0	55.0	13.6	12.8	2.1	15.4	8.3	0.7
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	1216	586	583	1585	817	237	626	279	247	647	441
V/C Ratio(X)	0.93	0.72	0.09	0.05	1.01	1.04	0.90	0.71	0.14	0.95	0.43	0.46
Avail Cap(c_a), veh/h	178	2563	1002	583	1585	817	237	626	279	247	647	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.18	0.18	0.18	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	42.3	25.0	28.0	32.5	32.5	43.5	36.6	33.1	51.4	43.8	35.8
Incr Delay (d2), s/veh	28.6	0.4	0.0	0.0	12.8	26.0	29.8	5.8	0.9	42.5	2.1	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	7.9	1.0	0.5	25.0	28.8	7.2	5.3	0.9	9.9	3.9	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.3	42.6	25.0	28.0	45.3	58.5	73.3	42.4	34.0	93.9	45.9	39.3
LnGrp LOS	F	D	C	C	F	F	E	D	C	F	D	D
Approach Vol, veh/h		1090			2483			698			717	
Approach Delay, s/veh		47.8			49.6			51.4			59.7	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	24.8	42.7	32.1	19.7	25.5	15.8	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.4	20.8	7.5	59.3	15.7	21.5	11.8	55.0
Max Q Clear Time (g_c+I1), s	17.4	14.8	3.2	20.5	15.6	10.3	12.9	57.0
Green Ext Time (p_c), s	0.0	1.5	0.0	7.6	0.0	1.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	562	420	15	1024	113	839	557	8	71	284	88
Future Volume (veh/h)	133	562	420	15	1024	113	839	557	8	71	284	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	133	562	420	15	1024	113	839	557	8	71	284	88
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	759	775	384	1094	121	951	1269	18	174	471	143
Arrive On Green	0.09	0.21	0.21	0.21	0.33	0.33	0.27	0.35	0.35	0.13	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	3274	361	3510	3643	52	1810	2719	824
Grp Volume(v), veh/h	133	562	420	15	564	573	839	276	289	71	186	186
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1830	1755	1805	1890	1810	1805	1739
Q Serve(g_s), s	8.7	17.5	0.0	0.8	36.3	36.4	27.5	14.1	14.1	4.3	11.1	11.5
Cycle Q Clear(g_c), s	8.7	17.5	0.0	0.8	36.3	36.4	27.5	14.1	14.1	4.3	11.1	11.5
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.03	1.00		0.47
Lane Grp Cap(c), veh/h	159	759	775	384	603	612	951	629	658	174	313	301
V/C Ratio(X)	0.83	0.74	0.54	0.04	0.94	0.94	0.88	0.44	0.44	0.41	0.60	0.62
Avail Cap(c_a), veh/h	166	1339	1033	384	617	625	951	629	658	174	313	301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.46	0.46	0.46	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	53.9	44.3	21.8	37.6	38.7	38.7	41.9	30.1	30.1	49.2	42.4	42.6
Incr Delay (d2), s/veh	28.5	1.4	0.6	0.0	12.1	12.1	9.7	2.2	2.1	1.4	7.7	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	7.9	8.3	0.4	17.9	18.1	13.1	6.5	6.8	2.0	5.4	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.3	45.8	22.4	37.6	50.8	50.8	51.6	32.3	32.2	50.7	50.1	51.2
LnGrp LOS	F	D	C	D	D	D	D	C	C	D	D	D
Approach Vol, veh/h		1115			1152			1404			443	
Approach Delay, s/veh		41.3			50.7			43.8			50.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	45.8	29.4	29.2	36.5	24.8	14.6	44.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.3	41.8	7.5	44.5	31.2	20.8	11.0	41.0
Max Q Clear Time (g_c+I1), s	10.3	16.1	2.8	19.5	29.5	13.5	10.7	38.4
Green Ext Time (p_c), s	0.0	3.6	0.0	5.8	0.7	1.3	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	197	406	719	148	183	737
Future Volume (veh/h)	197	406	719	148	183	737
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	197	406	719	148	183	737
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	843	386	1408	627	878	2455
Arrive On Green	0.24	0.24	0.39	0.39	0.25	0.68
Sat Flow, veh/h	3510	1610	3705	1608	3510	3705
Grp Volume(v), veh/h	197	406	719	148	183	737
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1608	1755	1805
Q Serve(g_s), s	4.5	24.0	15.2	6.2	4.1	8.2
Cycle Q Clear(g_c), s	4.5	24.0	15.2	6.2	4.1	8.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	843	386	1408	627	878	2455
V/C Ratio(X)	0.23	1.05	0.51	0.24	0.21	0.30
Avail Cap(c_a), veh/h	843	386	1408	627	878	2455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	38.0	23.2	20.5	29.7	6.4
Incr Delay (d2), s/veh	0.1	44.5	1.3	0.9	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	14.0	6.6	2.4	1.7	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.7	82.5	24.6	21.4	29.8	6.7
LnGrp LOS	C	F	C	C	C	A
Approach Vol, veh/h	603		867			920
Approach Delay, s/veh	65.6		24.0			11.3
Approach LOS	E		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	39.0	43.0			72.0	28.0
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	25.0	39.0			68.0	24.0
Max Q Clear Time (g_c+I1), s	6.1	17.2			10.2	26.0
Green Ext Time (p_c), s	0.5	5.7			6.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	912	96	91	2112	79	130	268	70	136	224	104
Future Volume (veh/h)	107	912	96	91	2112	79	130	268	70	136	224	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	912	96	91	2112	79	130	268	70	136	224	104
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	2100	220	117	2219	83	328	767	196	163	434	194
Arrive On Green	0.15	0.88	0.88	0.04	0.29	0.29	0.36	0.54	0.54	0.09	0.18	0.18
Sat Flow, veh/h	1810	4759	499	1810	5129	191	1810	2834	725	1810	2410	1076
Grp Volume(v), veh/h	107	662	346	91	1422	769	130	169	169	136	166	162
Grp Sat Flow(s),veh/h/ln	1810	1729	1800	1810	1729	1862	1810	1805	1754	1810	1805	1681
Q Serve(g_s), s	6.9	4.4	4.4	6.0	48.4	48.7	6.4	6.3	6.6	8.9	9.9	10.5
Cycle Q Clear(g_c), s	6.9	4.4	4.4	6.0	48.4	48.7	6.4	6.3	6.6	8.9	9.9	10.5
Prop In Lane	1.00		0.28	1.00		0.10	1.00		0.41	1.00		0.64
Lane Grp Cap(c), veh/h	132	1526	794	117	1496	806	328	489	475	163	325	303
V/C Ratio(X)	0.81	0.43	0.44	0.78	0.95	0.96	0.40	0.35	0.36	0.83	0.51	0.54
Avail Cap(c_a), veh/h	262	1526	794	317	1498	807	328	489	475	204	325	303
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.09	0.09	0.09	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	4.2	4.2	56.6	41.3	41.5	33.4	21.5	21.6	53.7	44.4	44.7
Incr Delay (d2), s/veh	9.9	0.2	0.3	1.1	1.8	3.4	0.7	1.7	1.9	20.6	5.6	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	1.2	1.3	2.8	21.7	23.9	2.7	2.7	2.7	5.0	5.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	4.4	4.5	57.6	43.1	44.9	34.1	23.2	23.4	74.3	50.0	51.3
LnGrp LOS	E	A	A	E	D	D	C	C	C	E	D	D
Approach Vol, veh/h		1115			2282			468			464	
Approach Delay, s/veh		9.8			44.3			26.3			57.6	
Approach LOS		A			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	36.5	11.7	56.9	25.7	25.6	12.8	55.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.5	21.1	21.0	48.4	13.0	21.6	17.4	52.0
Max Q Clear Time (g_c+I1), s	10.9	8.6	8.0	6.4	8.4	12.5	8.9	50.7
Green Ext Time (p_c), s	0.1	1.5	0.2	8.4	0.1	1.3	0.1	1.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	507	126	41	1017	64	152	491	69	110	407	53
Future Volume (veh/h)	57	507	126	41	1017	64	152	491	69	110	407	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	507	126	41	1017	64	152	491	69	110	407	53
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	633	156	295	1155	73	474	797	111	417	705	91
Arrive On Green	0.05	0.22	0.22	0.16	0.34	0.34	0.26	0.25	0.25	0.46	0.44	0.44
Sat Flow, veh/h	1810	2854	705	1810	3448	217	1810	3167	443	1810	3206	415
Grp Volume(v), veh/h	57	319	314	41	532	549	152	279	281	110	228	232
Grp Sat Flow(s),veh/h/ln	1810	1805	1755	1810	1805	1860	1810	1805	1805	1810	1805	1816
Q Serve(g_s), s	3.7	20.1	20.3	2.3	33.4	33.4	8.1	16.4	16.6	4.5	11.4	11.5
Cycle Q Clear(g_c), s	3.7	20.1	20.3	2.3	33.4	33.4	8.1	16.4	16.6	4.5	11.4	11.5
Prop In Lane	1.00		0.40	1.00		0.12	1.00		0.25	1.00		0.23
Lane Grp Cap(c), veh/h	90	400	389	295	605	623	474	454	454	417	397	399
V/C Ratio(X)	0.63	0.80	0.81	0.14	0.88	0.88	0.32	0.61	0.62	0.26	0.57	0.58
Avail Cap(c_a), veh/h	205	764	743	295	677	698	474	454	454	417	397	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.35	0.35	0.35	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	56.0	44.2	44.2	43.0	37.6	37.6	35.7	39.7	39.8	26.1	29.4	29.4
Incr Delay (d2), s/veh	6.7	3.4	3.7	0.1	4.7	4.6	0.4	6.1	6.2	0.3	5.3	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	9.3	9.2	1.1	15.3	15.8	3.7	8.0	8.1	1.9	4.7	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.7	47.6	47.9	43.1	42.3	42.2	36.1	45.8	46.0	26.4	34.7	34.9
LnGrp LOS	E	D	D	D	D	D	D	D	D	C	C	C
Approach Vol, veh/h		690			1122			712			570	
Approach Delay, s/veh		49.0			42.3			43.8			33.2	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	34.2	23.5	30.6	35.4	30.4	10.0	44.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.3	30.2	7.8	50.8	19.0	26.4	13.6	45.0
Max Q Clear Time (g_c+I1), s	10.5	18.6	4.3	22.3	10.1	13.5	5.7	35.4
Green Ext Time (p_c), s	0.2	2.7	0.0	4.3	0.2	2.2	0.1	4.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	262	82	26	456	490	53	297	27	293	371	32
Future Volume (veh/h)	76	262	82	26	456	490	53	297	27	293	371	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.88	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	262	82	26	456	490	53	297	27	293	371	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	216	442	193	769	505	445	236	675	61	533	1238	106
Arrive On Green	0.06	0.12	0.12	0.22	0.28	0.28	0.13	0.20	0.20	0.29	0.37	0.37
Sat Flow, veh/h	3510	3610	1573	3510	1805	1588	1810	3309	297	1810	3364	289
Grp Volume(v), veh/h	76	262	82	26	456	490	53	160	164	293	198	205
Grp Sat Flow(s),veh/h/ln	1755	1805	1573	1755	1805	1588	1810	1805	1800	1810	1805	1848
Q Serve(g_s), s	2.1	6.9	4.8	0.6	24.3	28.0	2.6	7.8	8.0	13.6	7.8	7.9
Cycle Q Clear(g_c), s	2.1	6.9	4.8	0.6	24.3	28.0	2.6	7.8	8.0	13.6	7.8	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.16
Lane Grp Cap(c), veh/h	216	442	193	769	505	445	236	368	367	533	664	680
V/C Ratio(X)	0.35	0.59	0.43	0.03	0.90	1.10	0.22	0.44	0.45	0.55	0.30	0.30
Avail Cap(c_a), veh/h	267	1011	440	769	505	445	236	368	367	533	664	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	41.5	40.6	30.7	34.7	36.0	38.9	34.8	34.8	29.7	22.4	22.5
Incr Delay (d2), s/veh	1.0	1.3	1.5	0.0	14.5	66.7	0.5	3.7	3.9	1.2	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.1	1.9	0.2	12.5	18.8	1.2	3.8	3.9	6.0	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	42.8	42.1	30.7	49.1	102.7	39.4	38.5	38.7	30.9	23.6	23.6
LnGrp LOS	D	D	D	C	D	F	D	D	D	C	C	C
Approach Vol, veh/h		420			972			377			696	
Approach Delay, s/veh		43.2			75.7			38.7			26.7	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	24.4	25.9	16.2	17.0	40.8	10.2	32.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	28.0	20.4	7.6	28.0	11.6	36.8	7.6	28.0
Max Q Clear Time (g_c+I1), s	15.6	10.0	2.6	8.9	4.6	9.9	4.1	30.0
Green Ext Time (p_c), s	0.7	1.3	0.0	1.8	0.0	2.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	749	181	252	1626	176	501	1050	233	267	800	290
Future Volume (veh/h)	173	749	181	252	1626	176	501	1050	233	267	800	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	749	181	252	1626	176	501	1050	233	267	800	290
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1050	466	310	1504	162	452	1194	521	283	857	380
Arrive On Green	0.06	0.29	0.29	0.09	0.32	0.32	0.33	0.44	0.44	0.16	0.24	0.24
Sat Flow, veh/h	3510	3610	1600	3510	4750	513	1810	3610	1575	1810	3610	1598
Grp Volume(v), veh/h	173	749	181	252	1183	619	501	1050	233	267	800	290
Grp Sat Flow(s),veh/h/ln	1755	1805	1600	1755	1729	1805	1810	1805	1575	1810	1805	1598
Q Serve(g_s), s	5.8	22.3	10.9	8.5	38.0	38.0	30.0	31.9	9.5	17.5	26.0	16.9
Cycle Q Clear(g_c), s	5.8	22.3	10.9	8.5	38.0	38.0	30.0	31.9	9.5	17.5	26.0	16.9
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1050	466	310	1095	572	452	1194	521	283	857	380
V/C Ratio(X)	0.79	0.71	0.39	0.81	1.08	1.08	1.11	0.88	0.45	0.94	0.93	0.76
Avail Cap(c_a), veh/h	219	1050	466	348	1095	572	452	1194	521	283	857	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.33	0.33	0.33	0.45	0.45	0.45	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	38.1	34.0	53.7	41.0	41.0	40.0	31.4	15.3	50.1	44.8	29.4
Incr Delay (d2), s/veh	15.5	2.0	0.5	4.5	42.3	48.0	62.6	4.6	1.3	38.1	18.2	13.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	10.1	4.3	3.9	22.4	24.2	20.3	13.4	3.3	10.9	13.7	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	40.1	34.5	58.2	83.3	89.0	102.7	36.0	16.6	88.1	63.0	43.0
LnGrp LOS	E	D	C	E	F	F	F	D	B	F	E	D
Approach Vol, veh/h		1103			2054			1784			1357	
Approach Delay, s/veh		44.0			81.9			52.2			63.7	
Approach LOS		D			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	43.7	14.6	38.9	34.0	32.5	11.5	42.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.8	39.7	11.9	33.6	30.0	28.5	7.5	38.0
Max Q Clear Time (g_c+I1), s	9.5	33.9	10.5	24.3	32.0	28.0	7.8	40.0
Green Ext Time (p_c), s	0.0	3.7	0.1	3.9	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	62.9
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	498	200	174	806	124	299	1562	225	98	1121	100
Future Volume (veh/h)	94	498	200	174	806	124	299	1562	225	98	1121	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	498	200	174	806	124	299	1562	225	98	1121	100
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	566	226	227	895	138	327	1867	268	195	1624	145
Arrive On Green	0.06	0.23	0.23	0.13	0.29	0.29	0.18	0.41	0.41	0.04	0.11	0.11
Sat Flow, veh/h	1810	2516	1005	1810	3134	482	1810	4572	657	1810	4845	432
Grp Volume(v), veh/h	94	356	342	174	464	466	299	1180	607	98	800	421
Grp Sat Flow(s),veh/h/ln	1810	1805	1716	1810	1805	1811	1810	1729	1771	1810	1729	1819
Q Serve(g_s), s	6.1	22.9	23.1	11.2	29.7	29.7	19.5	36.8	37.0	6.4	26.7	26.8
Cycle Q Clear(g_c), s	6.1	22.9	23.1	11.2	29.7	29.7	19.5	36.8	37.0	6.4	26.7	26.8
Prop In Lane	1.00		0.59	1.00		0.27	1.00		0.37	1.00		0.24
Lane Grp Cap(c), veh/h	118	406	386	227	516	517	327	1412	723	195	1159	610
V/C Ratio(X)	0.80	0.88	0.88	0.77	0.90	0.90	0.91	0.84	0.84	0.50	0.69	0.69
Avail Cap(c_a), veh/h	124	451	429	227	554	555	362	1412	723	195	1159	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.79	0.79	0.79	0.45	0.45	0.45	1.00	1.00	1.00	0.49	0.49	0.49
Uniform Delay (d), s/veh	55.3	44.9	45.0	50.8	41.2	41.2	48.2	31.9	31.9	54.7	47.4	47.4
Incr Delay (d2), s/veh	23.8	13.5	14.9	6.9	8.8	8.8	25.6	6.0	11.2	1.0	1.7	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	11.7	11.4	5.5	14.4	14.4	11.1	16.3	17.8	3.1	12.7	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.2	58.4	59.8	57.7	50.1	50.0	73.8	37.9	43.2	55.7	49.0	50.5
LnGrp LOS	E	E	E	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		792			1104			2086			1319	
Approach Delay, s/veh		61.5			51.3			44.6			50.0	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	53.0	19.1	31.0	25.7	44.2	11.8	38.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	49.0	15.0	30.0	24.0	35.0	8.2	36.8
Max Q Clear Time (g_c+I1), s	8.4	39.0	13.2	25.1	21.5	28.8	8.1	31.7
Green Ext Time (p_c), s	0.0	7.6	0.1	1.9	0.2	3.9	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	379	160	414	549	169	252	1498	391	189	1012	116
Future Volume (veh/h)	72	379	160	414	549	169	252	1498	391	189	1012	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	379	160	414	549	169	252	1498	391	189	1012	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	412	171	441	965	296	274	1651	505	250	1434	164
Arrive On Green	0.05	0.17	0.17	0.24	0.36	0.36	0.30	0.64	0.64	0.14	0.30	0.30
Sat Flow, veh/h	1810	2472	1027	1810	2701	828	1810	5187	1587	1810	4705	538
Grp Volume(v), veh/h	72	275	264	414	366	352	252	1498	391	189	743	385
Grp Sat Flow(s),veh/h/ln	1810	1805	1694	1810	1805	1724	1810	1729	1587	1810	1729	1785
Q Serve(g_s), s	4.7	18.0	18.4	26.9	19.6	19.8	16.1	29.8	21.2	12.1	22.8	22.9
Cycle Q Clear(g_c), s	4.7	18.0	18.4	26.9	19.6	19.8	16.1	29.8	21.2	12.1	22.8	22.9
Prop In Lane	1.00		0.61	1.00		0.48	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	96	301	282	441	645	616	274	1651	505	250	1054	544
V/C Ratio(X)	0.75	0.91	0.93	0.94	0.57	0.57	0.92	0.91	0.77	0.76	0.71	0.71
Avail Cap(c_a), veh/h	172	301	282	467	645	616	283	1651	505	250	1054	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.77	0.77	0.77	0.15	0.15	0.15	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	49.2	49.4	44.5	31.1	31.1	41.1	20.3	18.7	49.8	36.9	37.0
Incr Delay (d2), s/veh	9.6	27.7	33.1	22.0	0.9	1.0	7.6	1.5	1.8	12.5	4.0	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	10.4	10.4	14.7	8.7	8.4	6.7	7.7	5.1	6.3	10.2	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	76.9	82.4	66.5	32.0	32.1	48.7	21.8	20.5	62.3	40.9	44.5
LnGrp LOS	E	E	F	E	C	C	D	C	C	E	D	D
Approach Vol, veh/h		611			1132			2141			1317	
Approach Delay, s/veh		77.9			44.7			24.7			45.0	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.6	42.2	33.2	24.0	22.2	40.6	10.4	46.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.8	38.2	31.0	20.0	18.8	34.2	11.4	39.6
Max Q Clear Time (g_c+I1), s	11.1	31.8	28.9	20.4	18.1	24.9	6.7	21.8
Green Ext Time (p_c), s	0.0	5.1	0.3	0.0	0.1	4.9	0.0	4.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	158	98	255	135	162	106	1975	317	84	1682	4
Future Volume (veh/h)	24	158	98	255	135	162	106	1975	317	84	1682	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	158	98	255	135	162	106	1975	317	84	1682	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	192	187	251	133	329	131	1978	311	185	2506	6
Arrive On Green	0.12	0.12	0.12	0.21	0.21	0.21	0.07	0.44	0.44	0.14	0.62	0.62
Sat Flow, veh/h	249	1639	1602	1203	637	1581	1810	4503	709	1810	5343	13
Grp Volume(v), veh/h	182	0	98	390	0	162	106	1508	784	84	1089	597
Grp Sat Flow(s),veh/h/ln	1888	0	1602	1840	0	1581	1810	1729	1754	1810	1729	1897
Q Serve(g_s), s	11.3	0.0	6.9	25.0	0.0	10.8	6.9	52.0	52.7	5.1	24.5	24.5
Cycle Q Clear(g_c), s	11.3	0.0	6.9	25.0	0.0	10.8	6.9	52.0	52.7	5.1	24.5	24.5
Prop In Lane	0.13		1.00	0.65		1.00	1.00		0.40	1.00		0.01
Lane Grp Cap(c), veh/h	221	0	187	383	0	329	131	1519	770	185	1622	890
V/C Ratio(X)	0.82	0.00	0.52	1.02	0.00	0.49	0.81	0.99	1.02	0.45	0.67	0.67
Avail Cap(c_a), veh/h	291	0	247	383	0	329	155	1519	770	185	1622	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.81	0.81	0.81	0.53	0.53	0.53
Uniform Delay (d), s/veh	51.8	0.0	49.8	47.5	0.0	41.9	54.8	33.5	33.7	48.8	16.6	16.6
Incr Delay (d2), s/veh	13.5	0.0	2.3	50.5	0.0	1.1	19.3	19.2	33.8	0.9	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	2.9	16.7	0.0	4.3	3.9	25.1	28.9	2.3	8.4	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	0.0	52.1	98.0	0.0	43.0	74.1	52.6	67.5	49.7	17.8	18.7
LnGrp LOS	E	A	D	F	A	D	E	D	F	D	B	B
Approach Vol, veh/h		280			552			2398			1770	
Approach Delay, s/veh		60.7			81.8			58.4			19.6	
Approach LOS		E			F			E			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.3	56.7		18.0	12.7	60.3		29.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.3	52.7		18.5	10.3	50.2		25.0
Max Q Clear Time (g_c+I1), s	11.1	54.7		13.3	8.9	26.5		27.0
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	13.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	0	42	0	0	0	132	2456	0	0	1867	106
Future Volume (veh/h)	95	0	42	0	0	0	132	2456	0	0	1867	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	0	42	0	0	0	132	2456	0	0	1867	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	125	611	2	2	1	567	2939	0	484	2616	148
Arrive On Green	0.07	0.00	0.07	0.00	0.00	0.00	0.63	1.00	0.00	0.00	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	5022	284
Grp Volume(v), veh/h	95	0	42	0	0	0	132	2456	0	0	1284	689
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1849
Q Serve(g_s), s	6.2	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	34.0	34.1
Cycle Q Clear(g_c), s	6.2	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	34.0	34.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.15
Lane Grp Cap(c), veh/h	119	125	611	2	2	1	567	2939	0	484	1801	963
V/C Ratio(X)	0.80	0.00	0.07	0.00	0.00	0.00	0.23	0.84	0.00	0.00	0.71	0.72
Avail Cap(c_a), veh/h	151	333	786	113	293	248	567	2939	0	484	1801	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.59	0.59
Uniform Delay (d), s/veh	55.3	0.0	18.9	0.0	0.0	0.0	16.1	0.0	0.0	0.0	21.9	22.0
Incr Delay (d2), s/veh	20.5	0.0	0.0	0.0	0.0	0.0	0.1	1.4	0.0	0.0	1.4	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.7	0.0	0.0	0.0	1.5	0.4	0.0	0.0	13.7	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.7	0.0	19.0	0.0	0.0	0.0	16.2	1.4	0.0	0.0	23.4	24.7
LnGrp LOS	E	A	B	A	A	A	B	A	A	A	C	C
Approach Vol, veh/h		137			0			2588			1973	
Approach Delay, s/veh		58.3			0.0			2.1			23.8	
Approach LOS		E						A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	72.0	0.0	11.9	41.6	66.5	11.9	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	68.0	7.5	21.0	13.0	62.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	10.0	2.0	0.0	2.0	5.8	36.1	8.2	0.0
Green Ext Time (p_c), s	0.0	43.6	0.0	0.1	0.2	17.2	0.0	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	7	69	52	90	65	139	2525	89	136	1696	89
Future Volume (veh/h)	48	7	69	52	90	65	139	2525	89	136	1696	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	7	69	52	90	65	139	2525	89	136	1696	89
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	109	98	95	127	107	460	3421	120	160	2589	879
Arrive On Green	0.05	0.06	0.06	0.05	0.07	0.07	0.25	0.66	0.66	0.18	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5145	180	1810	5187	1610
Grp Volume(v), veh/h	48	7	69	52	90	65	139	1691	923	136	1696	89
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1867	1810	1729	1610
Q Serve(g_s), s	3.1	0.4	5.0	3.4	5.6	3.9	7.4	38.5	39.3	8.7	0.2	0.0
Cycle Q Clear(g_c), s	3.1	0.4	5.0	3.4	5.6	3.9	7.4	38.5	39.3	8.7	0.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	84	109	98	95	127	107	460	2299	1241	160	2589	879
V/C Ratio(X)	0.57	0.06	0.71	0.55	0.71	0.61	0.30	0.74	0.74	0.85	0.66	0.10
Avail Cap(c_a), veh/h	115	280	250	115	295	250	460	2299	1241	172	2589	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.84	0.84	0.84
Uniform Delay (d), s/veh	56.0	53.2	55.3	55.4	54.9	37.8	36.1	13.2	13.3	48.6	0.1	0.0
Incr Delay (d2), s/veh	5.9	0.2	9.0	4.8	7.1	5.4	0.0	0.2	0.4	25.7	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.2	2.3	1.7	2.9	2.1	3.3	13.8	15.3	4.8	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	53.4	64.3	60.2	62.0	43.2	36.2	13.4	13.7	74.3	1.2	0.2
LnGrp LOS	E	D	E	E	E	D	D	B	B	E	A	A
Approach Vol, veh/h		124			207			2753			1921	
Approach Delay, s/veh		62.8			55.7			14.6			6.3	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	83.8	10.3	11.3	34.5	63.9	9.6	12.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.4	66.4	7.6	18.6	17.9	59.9	7.6	18.6
Max Q Clear Time (g_c+I1), s	10.7	41.3	5.4	7.0	9.4	2.2	5.1	7.6
Green Ext Time (p_c), s	0.0	21.4	0.0	0.2	0.2	22.4	0.0	0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	255	131	4	761	568	433	1807	38	246	1033	518
Future Volume (veh/h)	432	255	131	4	761	568	433	1807	38	246	1033	518
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	432	255	131	4	761	568	433	1807	38	246	1033	518
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	392	1628	726	26	1254	389	485	1729	537	263	1402	435
Arrive On Green	0.22	0.45	0.45	0.01	0.24	0.24	0.14	0.33	0.33	0.08	0.27	0.27
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	432	255	131	4	761	568	433	1807	38	246	1033	518
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	26.0	5.0	5.8	0.1	15.6	29.0	14.6	40.0	1.7	8.4	21.8	19.8
Cycle Q Clear(g_c), s	26.0	5.0	5.8	0.1	15.6	29.0	14.6	40.0	1.7	8.4	21.8	19.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	1628	726	26	1254	389	485	1729	537	263	1402	435
V/C Ratio(X)	1.10	0.16	0.18	0.16	0.61	1.46	0.89	1.05	0.07	0.93	0.74	1.19
Avail Cap(c_a), veh/h	392	1628	726	219	1254	389	486	1729	537	263	1402	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	47.0	19.5	19.7	59.2	40.4	45.5	50.9	40.0	21.6	55.2	39.9	16.4
Incr Delay (d2), s/veh	75.9	0.0	0.1	2.8	0.8	220.6	18.6	34.5	0.3	32.7	2.8	102.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.9	2.1	2.2	0.1	6.8	35.3	7.6	22.2	0.8	4.9	9.6	19.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	122.9	19.5	19.8	62.0	41.3	266.1	69.5	74.5	21.8	87.9	42.7	119.0
LnGrp LOS	F	B	B	E	D	F	E	F	C	F	D	F
Approach Vol, veh/h		818			1333			2278			1797	
Approach Delay, s/veh		74.1			137.2			72.7			70.9	
Approach LOS		E			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	44.0	4.9	58.1	20.6	36.4	30.0	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	40.0	7.5	47.5	16.6	32.4	26.0	29.0
Max Q Clear Time (g_c+I1), s	10.4	42.0	2.1	7.8	16.6	23.8	28.0	31.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	5.5	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		86.1
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	1072	95	27	1670	216	162	192	29	190	137	187
Future Volume (veh/h)	131	1072	95	27	1670	216	162	192	29	190	137	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	131	1072	95	27	1670	216	162	192	29	190	137	187
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	1218	634	433	1788	1004	218	256	39	235	411	364
Arrive On Green	0.16	0.67	0.67	0.24	0.50	0.50	0.12	0.32	0.32	0.13	0.23	0.23
Sat Flow, veh/h	1810	3610	1583	1810	3610	1606	3510	1601	242	1810	1805	1600
Grp Volume(v), veh/h	131	1072	95	27	1670	216	162	0	221	190	137	187
Grp Sat Flow(s),veh/h/ln	1810	1805	1583	1810	1805	1606	1755	0	1843	1810	1805	1600
Q Serve(g_s), s	8.5	28.5	1.0	1.4	52.1	2.1	5.3	0.0	12.9	12.3	7.6	12.3
Cycle Q Clear(g_c), s	8.5	28.5	1.0	1.4	52.1	2.1	5.3	0.0	12.9	12.3	7.6	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	148	1218	634	433	1788	1004	218	0	295	235	411	364
V/C Ratio(X)	0.89	0.88	0.15	0.06	0.93	0.22	0.74	0.00	0.75	0.81	0.33	0.51
Avail Cap(c_a), veh/h	148	1889	928	433	1820	1019	298	0	295	235	411	364
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	0.93	0.00	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	17.6	4.3	35.2	28.4	3.5	51.6	0.0	38.6	50.8	38.7	40.5
Incr Delay (d2), s/veh	31.1	2.1	0.1	0.1	9.4	0.1	6.0	0.0	15.0	18.8	2.2	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	7.0	0.4	0.6	24.0	0.9	2.4	0.0	6.2	6.8	3.6	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.8	19.7	4.4	35.3	37.9	3.6	57.7	0.0	53.7	69.6	40.9	45.6
LnGrp LOS	F	B	A	D	D	A	E	A	D	E	D	D
Approach Vol, veh/h		1298			1913			383			514	
Approach Delay, s/veh		24.7			33.9			55.4			53.2	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	23.2	32.7	44.5	11.4	31.3	13.8	63.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.5	19.2	7.5	62.8	10.2	23.5	9.8	60.5
Max Q Clear Time (g_c+I1), s	4.3	14.9	3.4	30.5	7.3	14.3	10.5	54.1
Green Ext Time (p_c), s	0.0	0.4	0.0	10.0	0.1	1.3	0.0	5.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	614	138	30	814	47	211	438	30	56	267	108
Future Volume (veh/h)	101	614	138	30	814	47	211	438	30	56	267	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	614	138	30	814	47	211	438	30	56	267	108
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	720	161	136	876	51	242	1198	82	351	780	660
Arrive On Green	0.07	0.25	0.25	0.08	0.25	0.25	0.13	0.35	0.35	0.39	0.82	0.82
Sat Flow, veh/h	1810	2911	653	1810	3468	200	1810	3424	234	1810	1900	1608
Grp Volume(v), veh/h	101	380	372	30	424	437	211	230	238	56	267	108
Grp Sat Flow(s),veh/h/ln	1810	1805	1758	1810	1805	1863	1810	1805	1852	1810	1900	1608
Q Serve(g_s), s	6.6	24.1	24.2	1.9	27.5	27.5	13.7	11.4	11.5	2.4	4.2	1.3
Cycle Q Clear(g_c), s	6.6	24.1	24.2	1.9	27.5	27.5	13.7	11.4	11.5	2.4	4.2	1.3
Prop In Lane	1.00		0.37	1.00		0.11	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	126	446	435	136	456	471	242	632	648	351	780	660
V/C Ratio(X)	0.80	0.85	0.86	0.22	0.93	0.93	0.87	0.36	0.37	0.16	0.34	0.16
Avail Cap(c_a), veh/h	196	548	533	136	466	481	347	632	648	351	780	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.47	0.47	0.47	0.71	0.71	0.71	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	55.0	43.1	43.1	52.2	43.8	43.8	51.0	29.1	29.1	30.3	6.7	3.8
Incr Delay (d2), s/veh	6.0	5.3	5.6	0.6	19.5	19.1	15.5	1.6	1.6	0.2	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	11.4	11.1	0.9	14.7	15.1	7.2	5.2	5.4	1.1	1.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	48.3	48.7	52.8	63.3	62.9	66.4	30.7	30.7	30.5	7.8	4.3
LnGrp LOS	E	D	D	D	E	E	E	C	C	C	A	A
Approach Vol, veh/h		853			891			679			431	
Approach Delay, s/veh		50.0			62.7			41.8			9.9	
Approach LOS		D			E			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.3	46.0	13.0	33.7	20.0	53.3	12.4	34.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	42.0	7.6	36.4	23.0	37.0	13.0	31.0
Max Q Clear Time (g_c+I1), s	11.4	13.5	3.9	26.2	15.7	6.2	8.6	29.5
Green Ext Time (p_c), s	0.1	2.9	0.0	3.5	0.3	2.0	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	46.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	880	112	757	1017	131	164	276	512	74	313	132
Future Volume (veh/h)	79	880	112	757	1017	131	164	276	512	74	313	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	79	880	112	757	1017	131	164	276	512	74	313	132
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	803	102	648	1994	975	151	370	330	97	435	180
Arrive On Green	0.06	0.25	0.25	0.36	0.55	0.55	0.08	0.20	0.20	0.05	0.17	0.17
Sat Flow, veh/h	1810	3210	409	1810	3610	1609	1810	1805	1608	1810	2487	1026
Grp Volume(v), veh/h	79	495	497	757	1017	131	164	276	512	74	225	220
Grp Sat Flow(s),veh/h/ln	1810	1805	1814	1810	1805	1609	1810	1805	1608	1810	1805	1709
Q Serve(g_s), s	5.2	30.0	30.0	43.0	21.1	4.2	10.0	17.2	24.6	4.8	14.1	14.6
Cycle Q Clear(g_c), s	5.2	30.0	30.0	43.0	21.1	4.2	10.0	17.2	24.6	4.8	14.1	14.6
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	101	451	453	648	1994	975	151	370	330	97	316	299
V/C Ratio(X)	0.78	1.10	1.10	1.17	0.51	0.13	1.09	0.75	1.55	0.77	0.71	0.73
Avail Cap(c_a), veh/h	178	451	453	648	1994	975	151	370	330	113	316	299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	45.0	45.0	38.5	16.7	10.1	55.0	44.8	47.7	56.1	46.7	46.9
Incr Delay (d2), s/veh	12.2	71.1	71.0	91.3	0.2	0.1	98.6	12.9	263.7	22.9	12.9	14.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	22.2	22.3	35.1	8.6	1.5	8.7	9.0	33.9	2.8	7.5	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.1	116.1	116.0	129.8	16.9	10.2	153.6	57.6	311.4	79.0	59.5	61.7
LnGrp LOS	E	F	F	F	B	B	F	E	F	E	E	E
Approach Vol, veh/h		1071			1905			952			519	
Approach Delay, s/veh		112.5			61.3			210.6			63.2	
Approach LOS		F			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	28.6	47.0	34.0	14.0	25.0	10.7	70.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	23.5	43.0	30.0	10.0	21.0	11.8	61.2
Max Q Clear Time (g_c+I1), s	6.8	26.6	45.0	32.0	12.0	16.6	7.2	23.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.1	0.1	9.9

Intersection Summary	
HCM 6th Ctrl Delay	105.9
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	777	256	129	1397	45	272	549	172	52	268	166
Future Volume (veh/h)	83	777	256	129	1397	45	272	549	172	52	268	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	777	256	129	1397	45	272	549	172	52	268	166
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	834	707	200	934	868	204	511	602	87	222	138
Arrive On Green	0.06	0.44	0.44	0.11	0.49	0.49	0.11	0.27	0.27	0.05	0.20	0.20
Sat Flow, veh/h	1810	1900	1610	1810	1900	1609	1810	1900	1576	1810	1087	674
Grp Volume(v), veh/h	83	777	256	129	1397	45	272	549	172	52	0	434
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1609	1810	1900	1576	1810	0	1761
Q Serve(g_s), s	5.4	46.6	12.7	8.2	59.0	1.6	13.5	32.3	1.2	3.4	0.0	24.5
Cycle Q Clear(g_c), s	5.4	46.6	12.7	8.2	59.0	1.6	13.5	32.3	1.2	3.4	0.0	24.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	105	834	707	200	934	868	204	511	602	87	0	360
V/C Ratio(X)	0.79	0.93	0.36	0.64	1.50	0.05	1.33	1.07	0.29	0.60	0.00	1.21
Avail Cap(c_a), veh/h	113	904	766	200	934	868	204	511	602	113	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.8	31.9	22.5	51.1	30.5	13.1	53.2	43.9	15.4	56.0	0.0	47.8
Incr Delay (d2), s/veh	28.8	15.3	0.3	6.9	228.6	0.0	179.3	61.3	1.2	6.4	0.0	116.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	24.3	4.9	4.1	85.1	0.6	16.3	23.7	2.7	1.7	0.0	22.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.6	47.2	22.8	58.0	259.1	13.1	232.6	105.2	16.6	62.4	0.0	164.3
LnGrp LOS	F	D	C	E	F	B	F	F	B	E	A	F
Approach Vol, veh/h		1116			1571			993			486	
Approach Delay, s/veh		44.4			235.6			124.7			153.4	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	36.3	17.3	56.7	17.5	28.5	11.0	63.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	30.0	9.4	57.1	13.0	24.5	7.5	59.0
Max Q Clear Time (g_c+I1), s	5.4	34.3	10.2	48.6	15.5	26.5	7.4	61.0
Green Ext Time (p_c), s	0.0	0.0	0.0	4.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	148.3
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	455	192	294	587	127	197	732	434	130	610	49
Future Volume (veh/h)	68	455	192	294	587	127	197	732	434	130	610	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	455	192	294	587	127	197	732	0	130	610	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	332	529	222	324	755	336	405	1396		157	844	68
Arrive On Green	0.18	0.21	0.21	0.18	0.21	0.21	0.22	0.39	0.00	0.09	0.25	0.25
Sat Flow, veh/h	1810	2478	1037	1810	3610	1608	1810	3610	1610	1810	3378	271
Grp Volume(v), veh/h	68	330	317	294	587	127	197	732	0	130	325	334
Grp Sat Flow(s),veh/h/ln	1810	1805	1710	1810	1805	1608	1810	1805	1610	1810	1805	1844
Q Serve(g_s), s	3.8	21.1	21.4	19.1	18.4	6.6	11.4	18.7	0.0	8.5	19.8	19.9
Cycle Q Clear(g_c), s	3.8	21.1	21.4	19.1	18.4	6.6	11.4	18.7	0.0	8.5	19.8	19.9
Prop In Lane	1.00		0.61	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	332	386	365	324	755	336	405	1396		157	451	461
V/C Ratio(X)	0.20	0.86	0.87	0.91	0.78	0.38	0.49	0.52		0.83	0.72	0.72
Avail Cap(c_a), veh/h	332	451	427	392	1384	616	405	1396		211	451	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	45.4	45.5	48.3	44.8	26.4	40.6	28.3	0.0	53.9	41.2	41.2
Incr Delay (d2), s/veh	0.2	10.1	11.5	21.6	1.8	0.7	0.9	1.4	0.0	17.6	9.6	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.5	10.2	10.5	8.4	2.6	5.2	8.3	0.0	4.6	10.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	55.5	57.0	69.9	46.6	27.1	41.5	29.7	0.0	71.5	50.8	50.7
LnGrp LOS	D	E	E	E	D	C	D	C		E	D	D
Approach Vol, veh/h		715			1008			929	A		789	
Approach Delay, s/veh		54.8			50.9			32.2			54.2	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	50.4	25.5	29.6	30.9	34.0	26.0	29.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	34.0	26.0	30.0	18.0	30.0	10.0	46.0
Max Q Clear Time (g_c+I1), s	10.5	20.7	21.1	23.4	13.4	21.9	5.8	20.4
Green Ext Time (p_c), s	0.1	4.2	0.4	2.2	0.2	2.6	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D

Notes

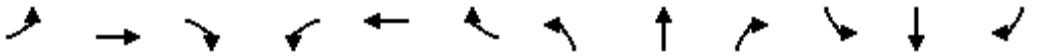
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	369	115	44	283	193	173	995	61	247	768	148
Future Volume (veh/h)	100	369	115	44	283	193	173	995	61	247	768	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	369	115	44	283	193	173	995	61	247	768	148
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	615	188	164	471	310	435	2402	147	379	2093	403
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	928	2691	824	921	2059	1355	619	3455	212	543	3011	580
Grp Volume(v), veh/h	100	245	239	44	247	229	173	520	536	247	460	456
Grp Sat Flow(s),veh/h/ln	928	1805	1710	921	1805	1609	619	1805	1862	543	1805	1786
Q Serve(g_s), s	10.5	12.7	13.1	4.7	12.8	13.5	16.7	12.9	12.9	37.5	11.0	11.0
Cycle Q Clear(g_c), s	24.0	12.7	13.1	17.9	12.8	13.5	27.6	12.9	12.9	50.5	11.0	11.0
Prop In Lane	1.00		0.48	1.00		0.84	1.00		0.11	1.00		0.32
Lane Grp Cap(c), veh/h	162	413	391	164	413	368	435	1255	1294	379	1255	1242
V/C Ratio(X)	0.62	0.59	0.61	0.27	0.60	0.62	0.40	0.41	0.41	0.65	0.37	0.37
Avail Cap(c_a), veh/h	162	413	391	164	413	368	435	1255	1294	379	1255	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	36.2	36.3	44.3	36.2	36.4	12.2	6.8	6.8	17.7	6.5	6.5
Incr Delay (d2), s/veh	7.0	2.3	2.8	0.9	2.4	3.3	2.7	1.0	1.0	8.4	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	5.8	5.7	1.1	5.9	5.6	2.5	4.7	4.9	5.2	4.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	38.5	39.1	45.2	38.6	39.7	14.9	7.9	7.8	26.1	7.4	7.4
LnGrp LOS	D	D	D	D	D	D	B	A	A	C	A	A
Approach Vol, veh/h		584			520			1229			1163	
Approach Delay, s/veh		41.5			39.6			8.8			11.4	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	77.0	28.0	77.0	28.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	73.0	24.0	73.0	24.0
Max Q Clear Time (g_c+I1), s	29.6	26.0	52.5	19.9
Green Ext Time (p_c), s	11.7	0.0	9.2	1.2

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	978	393	734	1311	168	516	595	529	184	479	167
Future Volume (veh/h)	226	978	393	734	1311	168	516	595	529	184	479	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	226	978	393	734	1311	168	516	595	529	184	479	167
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	565	1029	413	787	1616	207	559	1040	822	244	516	178
Arrive On Green	0.16	0.28	0.28	0.22	0.35	0.35	0.16	0.29	0.29	0.07	0.20	0.20
Sat Flow, veh/h	3510	3620	1454	3510	4649	596	3510	3610	1600	3510	2600	899
Grp Volume(v), veh/h	226	934	437	734	975	504	516	595	529	184	331	315
Grp Sat Flow(s),veh/h/ln	1755	1729	1616	1755	1729	1787	1755	1805	1600	1755	1805	1694
Q Serve(g_s), s	6.9	31.6	31.7	24.5	30.6	30.6	17.3	16.8	6.1	6.1	21.5	21.8
Cycle Q Clear(g_c), s	6.9	31.6	31.7	24.5	30.6	30.6	17.3	16.8	6.1	6.1	21.5	21.8
Prop In Lane	1.00		0.90	1.00		0.33	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	565	983	459	787	1202	621	559	1040	822	244	358	336
V/C Ratio(X)	0.40	0.95	0.95	0.93	0.81	0.81	0.92	0.57	0.64	0.75	0.92	0.94
Avail Cap(c_a), veh/h	565	985	460	803	1381	714	559	1040	822	341	358	336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	41.9	41.9	45.4	35.4	35.4	49.5	36.2	9.9	54.6	47.0	47.1
Incr Delay (d2), s/veh	0.5	18.0	29.8	17.4	3.3	6.3	21.3	2.3	3.9	5.9	31.8	35.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	15.8	16.3	12.5	13.3	14.3	9.2	7.7	6.9	2.9	12.8	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	59.9	71.8	62.8	38.7	41.7	70.7	38.5	13.8	60.5	78.8	82.4
LnGrp LOS	D	E	E	E	D	D	E	D	B	E	E	F
Approach Vol, veh/h		1597			2213			1640			830	
Approach Delay, s/veh		61.1			47.4			40.7			76.1	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	38.4	30.8	37.9	23.0	27.7	23.2	45.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	31.1	27.3	34.0	19.0	23.7	13.6	47.7
Max Q Clear Time (g_c+I1), s	8.1	18.8	26.5	33.7	19.3	23.8	8.9	32.6
Green Ext Time (p_c), s	0.2	5.0	0.3	0.3	0.0	0.0	0.3	8.9

Intersection Summary	
HCM 6th Ctrl Delay	52.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	401	193	331	83	130	91	348	1301	206	112	1034	197
Future Volume (veh/h)	401	193	331	83	130	91	348	1301	206	112	1034	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	401	193	331	83	130	91	348	1301	206	112	1034	197
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	220	351	290	107	231	195	362	1697	851	255	1244	236
Arrive On Green	0.12	0.18	0.18	0.06	0.12	0.12	0.20	0.47	0.47	0.14	0.41	0.41
Sat Flow, veh/h	1810	1900	1574	1810	1900	1602	1810	3610	1608	1810	3026	575
Grp Volume(v), veh/h	401	193	331	83	130	91	348	1301	206	112	616	615
Grp Sat Flow(s),veh/h/ln	1810	1900	1574	1810	1900	1602	1810	1805	1608	1810	1805	1796
Q Serve(g_s), s	13.4	10.1	20.3	5.0	7.1	4.4	21.0	32.8	3.6	6.2	33.6	33.8
Cycle Q Clear(g_c), s	13.4	10.1	20.3	5.0	7.1	4.4	21.0	32.8	3.6	6.2	33.6	33.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	220	351	290	107	231	195	362	1697	851	255	742	738
V/C Ratio(X)	1.82	0.55	1.14	0.78	0.56	0.47	0.96	0.77	0.24	0.44	0.83	0.83
Avail Cap(c_a), veh/h	220	351	290	191	320	269	362	1697	851	255	742	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73	0.27	0.27	0.27
Uniform Delay (d), s/veh	48.3	40.7	44.8	51.1	45.6	25.8	43.6	24.2	5.1	43.3	29.0	29.0
Incr Delay (d2), s/veh	385.9	1.8	96.0	11.5	2.1	1.7	30.7	2.5	0.5	0.3	3.1	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.6	4.9	15.6	2.6	3.5	2.4	12.4	14.1	1.5	2.8	14.7	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	434.2	42.5	140.9	62.6	47.7	27.5	74.3	26.6	5.6	43.6	32.0	32.2
LnGrp LOS	F	D	F	E	D	C	E	C	A	D	C	C
Approach Vol, veh/h		925			304			1855			1343	
Approach Delay, s/veh		247.5			45.7			33.2			33.1	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	55.7	10.5	24.3	26.0	49.2	17.4	17.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.4	51.7	11.6	20.3	22.0	40.1	13.4	18.5
Max Q Clear Time (g_c+I1), s	9.2	34.8	7.0	22.3	23.0	35.8	15.4	9.1
Green Ext Time (p_c), s	0.0	9.6	0.1	0.0	0.0	2.9	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	78.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	5	21	0	40	4	1819	12	14	1445	9
Future Volume (veh/h)	24	0	5	21	0	40	4	1819	12	14	1445	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	0	5	21	0	40	4	1819	12	14	1445	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	0	109	159	0	109	13	1938	13	533	2996	19
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.01	1.00	1.00	0.59	1.00	1.00
Sat Flow, veh/h	1375	0	1589	1415	0	1589	1810	3676	24	1810	3677	23
Grp Volume(v), veh/h	24	0	5	21	0	40	4	892	939	14	709	745
Grp Sat Flow(s),veh/h/ln	1375	0	1589	1415	0	1589	1810	1805	1895	1810	1805	1895
Q Serve(g_s), s	1.9	0.0	0.3	1.5	0.0	2.6	0.2	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	0.3	1.9	0.0	2.6	0.2	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	127	0	109	159	0	109	13	952	999	533	1471	1544
V/C Ratio(X)	0.19	0.00	0.05	0.13	0.00	0.37	0.30	0.94	0.94	0.03	0.48	0.48
Avail Cap(c_a), veh/h	267	0	272	303	0	272	125	952	999	533	1471	1544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.45	0.45	0.45
Uniform Delay (d), s/veh	51.1	0.0	47.8	48.7	0.0	48.9	53.9	0.0	0.0	16.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.2	0.4	0.0	2.0	9.5	14.4	14.2	0.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.1	0.6	0.0	1.1	0.1	3.8	3.9	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	0.0	48.0	49.1	0.0	51.0	63.4	14.4	14.2	16.0	0.5	0.5
LnGrp LOS	D	A	D	D	A	D	E	B	B	B	A	A
Approach Vol, veh/h		29			61			1835			1468	
Approach Delay, s/veh		51.1			50.3			14.4			0.6	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	62.0		11.6	4.8	93.6		11.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	2.3	58.0		18.8	7.6	71.6		18.8
Max Q Clear Time (g_c+I1), s	2.4	2.0		6.5	2.2	2.0		4.6
Green Ext Time (p_c), s	0.0	25.6		0.0	0.0	16.4		0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	0	10	0	56	12	1805	4	18	1511	9
Future Volume (veh/h)	2	0	0	10	0	56	12	1805	4	18	1511	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	0	0	10	0	56	12	1805	4	18	1511	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	141	0	170	0	116	35	1814	4	590	2933	17
Arrive On Green	0.07	0.00	0.00	0.07	0.00	0.07	0.04	0.98	0.98	0.65	1.00	1.00
Sat Flow, veh/h	1345	1900	0	1405	0	1571	1810	3695	8	1810	3678	22
Grp Volume(v), veh/h	2	0	0	10	0	56	12	881	928	18	741	779
Grp Sat Flow(s),veh/h/ln	1345	1900	0	1405	0	1571	1810	1805	1898	1810	1805	1895
Q Serve(g_s), s	0.2	0.0	0.0	0.7	0.0	3.8	0.7	41.8	43.1	0.4	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.7	0.0	3.8	0.7	41.8	43.1	0.4	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	119	141	0	170	0	116	35	886	932	590	1439	1511
V/C Ratio(X)	0.02	0.00	0.00	0.06	0.00	0.48	0.34	0.99	1.00	0.03	0.52	0.52
Avail Cap(c_a), veh/h	423	570	0	487	0	471	329	886	932	590	1439	1511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.75	0.75	0.75	0.88	0.88	0.88
Uniform Delay (d), s/veh	50.8	0.0	0.0	47.5	0.0	48.9	52.2	0.9	0.9	13.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	3.1	4.2	25.0	24.5	0.0	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	1.6	0.4	6.5	6.8	0.2	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	0.0	0.0	47.6	0.0	52.0	56.3	25.8	25.4	13.0	1.2	1.1
LnGrp LOS	D	A	A	D	A	D	E	C	C	B	A	A
Approach Vol, veh/h		2			66			1821			1538	
Approach Delay, s/veh		50.8			51.3			25.8			1.3	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	58.0		12.1	6.1	91.7		12.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	11.0	54.0		33.0	20.0	45.0		33.0
Max Q Clear Time (g_c+I1), s	2.4	45.1		5.9	2.7	2.0		5.8
Green Ext Time (p_c), s	0.0	7.2		0.0	0.0	16.2		0.3

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	5	7	77	11	35	9	1712	40	33	1443	64
Future Volume (veh/h)	81	5	7	77	11	35	9	1712	40	33	1443	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	5	7	77	11	35	9	1712	40	33	1443	64
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	176	76	106	206	42	134	246	2332	54	249	2282	101
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.27	1.00	1.00	0.28	1.00	1.00
Sat Flow, veh/h	1375	714	999	1417	398	1266	1810	3603	84	1810	3515	155
Grp Volume(v), veh/h	81	0	12	77	0	46	9	855	897	33	739	768
Grp Sat Flow(s),veh/h/ln	1375	0	1713	1417	0	1664	1810	1805	1882	1810	1805	1866
Q Serve(g_s), s	6.3	0.0	0.7	5.7	0.0	2.8	0.4	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	9.1	0.0	0.7	6.4	0.0	2.8	0.4	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		0.58	1.00		0.76	1.00		0.04	1.00		0.08
Lane Grp Cap(c), veh/h	176	0	181	206	0	176	246	1168	1218	249	1172	1211
V/C Ratio(X)	0.46	0.00	0.07	0.37	0.00	0.26	0.04	0.73	0.74	0.13	0.63	0.63
Avail Cap(c_a), veh/h	268	0	296	301	0	287	246	1168	1218	249	1172	1211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.60	0.60	0.60	0.87	0.87	0.87
Uniform Delay (d), s/veh	49.4	0.0	44.3	47.2	0.0	45.2	34.7	0.0	0.0	34.9	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.2	1.1	0.0	0.8	0.0	2.5	2.4	0.2	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.3	2.1	0.0	1.2	0.2	0.8	0.8	0.7	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	0.0	44.4	48.3	0.0	46.0	34.8	2.5	2.4	35.1	2.3	2.2
LnGrp LOS	D	A	D	D	A	D	C	A	A	D	A	A
Approach Vol, veh/h		93			123			1761			1540	
Approach Delay, s/veh		50.4			47.4			2.6			2.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.2	75.2		15.6	19.0	75.4		15.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.8	71.2		19.0	7.6	71.4		19.0
Max Q Clear Time (g_c+I1), s	3.5	2.0		11.1	2.4	2.0		8.4
Green Ext Time (p_c), s	0.0	25.0		0.1	0.0	17.9		0.3

Intersection Summary		
HCM 6th Ctrl Delay	5.6	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	8	7	47	3	29	22	1420	23	20	1337	105
Future Volume (veh/h)	331	8	7	47	3	29	22	1420	23	20	1337	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	331	8	7	47	3	29	22	1420	23	20	1337	105
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	421	252	220	438	41	398	56	1453	24	399	1993	156
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.03	0.40	0.40	0.44	1.00	1.00
Sat Flow, veh/h	1392	932	816	1413	152	1473	1810	3633	59	1810	3381	265
Grp Volume(v), veh/h	331	0	15	47	0	32	22	705	738	20	711	731
Grp Sat Flow(s),veh/h/ln	1392	0	1748	1413	0	1625	1810	1805	1887	1810	1805	1841
Q Serve(g_s), s	25.5	0.0	0.7	2.8	0.0	1.6	1.3	42.3	42.4	0.7	0.0	0.0
Cycle Q Clear(g_c), s	27.2	0.0	0.7	3.5	0.0	1.6	1.3	42.3	42.4	0.7	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.91	1.00		0.03	1.00		0.14
Lane Grp Cap(c), veh/h	421	0	472	438	0	439	56	722	755	399	1064	1085
V/C Ratio(X)	0.79	0.00	0.03	0.11	0.00	0.07	0.39	0.98	0.98	0.05	0.67	0.67
Avail Cap(c_a), veh/h	488	0	556	506	0	517	125	722	755	399	1064	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.26	0.26	0.26	0.85	0.85	0.85
Uniform Delay (d), s/veh	40.0	0.0	29.5	30.8	0.0	29.9	52.3	32.5	32.5	24.1	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	0.0	0.1	0.0	0.1	1.1	12.4	12.3	0.0	2.8	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	0.0	0.3	1.0	0.0	0.6	0.6	20.3	21.3	0.3	0.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	0.0	29.6	30.9	0.0	29.9	53.4	44.9	44.8	24.2	2.8	2.9
LnGrp LOS	D	A	C	C	A	C	D	D	D	C	A	A
Approach Vol, veh/h		346			79			1465			1462	
Approach Delay, s/veh		46.4			30.5			44.9			3.1	
Approach LOS		D			C			D			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	28.3	48.0		33.7	7.4	68.8		33.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	19.3	44.0		35.0	7.6	55.4		35.0
Max Q Clear Time (g_c+I1), s	2.7	44.4		29.2	3.3	2.0		5.5
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	15.7		0.3

Intersection Summary	
HCM 6th Ctrl Delay	26.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	86	38	150	2	230	65	1136	297	217	942	247
Future Volume (veh/h)	114	86	38	150	2	230	65	1136	297	217	942	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.62	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	86	38	150	2	230	65	1136	297	217	942	247
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	147	200	88	183	2	181	392	1352	349	197	1044	273
Arrive On Green	0.08	0.16	0.16	0.10	0.18	0.18	0.22	0.48	0.48	0.15	0.50	0.50
Sat Flow, veh/h	1810	1222	540	1810	9	987	1810	2814	726	1810	2801	732
Grp Volume(v), veh/h	114	0	124	150	0	232	65	724	709	217	606	583
Grp Sat Flow(s),veh/h/ln	1810	0	1762	1810	0	996	1810	1805	1735	1810	1805	1728
Q Serve(g_s), s	6.8	0.0	7.0	8.9	0.0	20.2	3.2	38.2	39.5	12.0	33.7	33.9
Cycle Q Clear(g_c), s	6.8	0.0	7.0	8.9	0.0	20.2	3.2	38.2	39.5	12.0	33.7	33.9
Prop In Lane	1.00		0.31	1.00		0.99	1.00		0.42	1.00		0.42
Lane Grp Cap(c), veh/h	147	0	288	183	0	183	392	867	834	197	673	644
V/C Ratio(X)	0.77	0.00	0.43	0.82	0.00	1.27	0.17	0.83	0.85	1.10	0.90	0.90
Avail Cap(c_a), veh/h	304	0	296	304	0	183	392	867	834	197	673	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.72	0.72	0.72
Uniform Delay (d), s/veh	49.5	0.0	41.4	48.4	0.0	44.9	35.0	24.8	25.1	47.0	25.9	26.0
Incr Delay (d2), s/veh	8.3	0.0	1.0	8.6	0.0	157.2	0.2	9.3	10.6	83.5	13.5	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.1	4.5	0.0	12.9	1.4	17.9	18.0	9.7	15.2	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	0.0	42.4	57.1	0.0	202.1	35.2	34.1	35.7	130.6	39.3	40.3
LnGrp LOS	E	A	D	E	A	F	D	C	D	F	D	D
Approach Vol, veh/h		238			382			1498			1406	
Approach Delay, s/veh		49.8			145.2			34.9			53.8	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	56.9	15.1	22.0	27.9	45.0	13.0	24.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	45.0	18.5	18.5	16.0	41.0	18.5	18.5
Max Q Clear Time (g_c+I1), s	11.0	41.5	10.9	9.0	5.2	35.9	8.8	22.2
Green Ext Time (p_c), s	0.0	2.7	0.2	0.4	0.1	3.2	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	55.4
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	815	239	76	1943	823	535	1037	98	503	642	460
Future Volume (veh/h)	307	815	239	76	1943	823	535	1037	98	503	642	460
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	307	815	0	76	1943	823	535	1037	98	503	642	460
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	2184		98	1444	644	503	917	87	410	896	400
Arrive On Green	0.08	0.42	0.00	0.05	0.40	0.40	0.14	0.28	0.28	0.12	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3333	315	3510	3610	1610
Grp Volume(v), veh/h	307	815	0	76	1943	823	535	561	574	503	642	460
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1843	1755	1805	1610
Q Serve(g_s), s	9.0	13.0	0.0	5.0	48.0	48.0	17.2	33.0	33.0	14.0	19.5	29.8
Cycle Q Clear(g_c), s	9.0	13.0	0.0	5.0	48.0	48.0	17.2	33.0	33.0	14.0	19.5	29.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	263	2184		98	1444	644	503	496	507	410	896	400
V/C Ratio(X)	1.17	0.37		0.78	1.35	1.28	1.06	1.13	1.13	1.23	0.72	1.15
Avail Cap(c_a), veh/h	263	2184		178	1444	644	503	496	507	410	896	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	23.9	0.0	56.1	36.0	36.0	51.4	43.5	43.5	53.0	41.2	45.1
Incr Delay (d2), s/veh	107.9	0.1	0.0	12.5	160.2	136.8	58.0	81.5	81.5	122.5	4.9	92.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	5.3	0.0	2.6	52.7	42.8	11.6	25.8	26.3	13.1	9.3	22.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	163.4	24.0	0.0	68.5	196.2	172.8	109.4	125.0	125.0	175.5	46.1	137.9
LnGrp LOS	F	C		E	F	F	F	F	F	F	D	F
Approach Vol, veh/h		1122	A		2842			1670			1605	
Approach Delay, s/veh		62.1			186.0			120.0			113.0	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	37.0	10.5	54.5	21.2	33.8	13.0	52.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	33.0	11.8	45.2	17.2	29.8	9.0	48.0
Max Q Clear Time (g_c+I1), s	16.0	35.0	7.0	15.0	19.2	31.8	11.0	50.0
Green Ext Time (p_c), s	0.0	0.0	0.1	6.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	135.4
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1590	7	0	1996	226	11	2	2	139	2	80
Future Volume (veh/h)	105	1590	7	0	1996	226	11	2	2	139	2	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1590	7	0	1996	226	11	2	2	139	2	80
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	3528	16	2	2575	288	324	59	49	443	487	412
Arrive On Green	0.08	0.66	0.66	0.00	0.55	0.55	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	5330	23	1810	4717	528	1014	231	192	1433	1900	1608
Grp Volume(v), veh/h	105	1032	565	0	1457	765	15	0	0	139	2	80
Grp Sat Flow(s),veh/h/ln	1810	1729	1896	1810	1729	1787	1437	0	0	1433	1900	1608
Q Serve(g_s), s	5.6	14.0	14.0	0.0	32.3	33.2	0.0	0.0	0.0	7.0	0.1	3.8
Cycle Q Clear(g_c), s	5.6	14.0	14.0	0.0	32.3	33.2	0.6	0.0	0.0	7.6	0.1	3.8
Prop In Lane	1.00		0.01	1.00		0.30	0.73		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	136	2289	1255	2	1888	975	432	0	0	443	487	412
V/C Ratio(X)	0.77	0.45	0.45	0.00	0.77	0.78	0.03	0.00	0.00	0.31	0.00	0.19
Avail Cap(c_a), veh/h	445	2675	1466	139	2090	1080	432	0	0	443	487	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	8.0	8.0	0.0	17.4	17.6	27.2	0.0	0.0	29.8	27.0	28.4
Incr Delay (d2), s/veh	9.0	0.1	0.3	0.0	1.7	3.5	0.1	0.0	0.0	1.8	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.7	5.2	0.0	12.3	13.6	0.3	0.0	0.0	2.9	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	8.1	8.2	0.0	19.1	21.1	27.4	0.0	0.0	31.6	27.0	29.5
LnGrp LOS	D	A	A	A	B	C	C	A	A	C	C	C
Approach Vol, veh/h		1702			2222			15			221	
Approach Delay, s/veh		10.9			19.8			27.4			30.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	29.0	0.0	68.6	29.0	11.3	57.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	7.5	75.5	25.0	24.0	59.0
Max Q Clear Time (g_c+I1), s	2.6	0.0	16.0	9.6	7.6	35.2
Green Ext Time (p_c), s	0.0	0.0	18.0	0.5	0.2	18.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1473	141	60	1896	46	196	0	85	86	0	126
Future Volume (veh/h)	100	1473	141	60	1896	46	196	0	85	86	0	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	1473	141	60	1896	46	196	0	85	86	0	126
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	131	2474	237	110	2615	63	331	8	117	221	23	274
Arrive On Green	0.07	0.51	0.51	0.06	0.50	0.50	0.29	0.00	0.29	0.29	0.00	0.29
Sat Flow, veh/h	1810	4812	461	1810	5206	126	903	26	403	565	78	943
Grp Volume(v), veh/h	100	1058	556	60	1259	683	281	0	0	212	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1815	1810	1729	1874	1331	0	0	1586	0	0
Q Serve(g_s), s	4.8	19.1	19.2	2.9	25.5	25.5	7.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.8	19.1	19.2	2.9	25.5	25.5	17.3	0.0	0.0	9.3	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.07	0.70		0.30	0.41		0.59
Lane Grp Cap(c), veh/h	131	1778	933	110	1737	941	456	0	0	518	0	0
V/C Ratio(X)	0.76	0.60	0.60	0.55	0.72	0.73	0.62	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	547	2128	1117	547	2128	1153	456	0	0	518	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.7	15.2	15.2	40.8	17.4	17.4	28.7	0.0	0.0	25.7	0.0	0.0
Incr Delay (d2), s/veh	8.8	0.3	0.6	4.2	1.0	1.8	6.1	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	7.1	7.5	1.4	9.6	10.6	6.0	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	15.5	15.8	45.0	18.4	19.2	34.8	0.0	0.0	28.1	0.0	0.0
LnGrp LOS	D	B	B	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		1714			2002			281			212	
Approach Delay, s/veh		17.6			19.5			34.8			28.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	30.0	9.4	49.9	30.0	10.5	48.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	27.0	55.0	26.0	27.0	55.0
Max Q Clear Time (g_c+I1), s	19.3	4.9	21.2	11.3	6.8	27.5
Green Ext Time (p_c), s	0.9	0.1	15.5	1.1	0.2	17.4

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1682	72	9	1885	115	34
Future Volume (veh/h)	1682	72	9	1885	115	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1682	72	9	1885	115	34
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1887	81	27	2171	932	829
Arrive On Green	0.37	0.37	0.03	0.84	0.51	0.51
Sat Flow, veh/h	5271	218	1810	5358	1810	1610
Grp Volume(v), veh/h	1140	614	9	1885	115	34
Grp Sat Flow(s),veh/h/ln	1729	1860	1810	1729	1810	1610
Q Serve(g_s), s	37.2	37.2	0.6	26.0	4.0	1.3
Cycle Q Clear(g_c), s	37.2	37.2	0.6	26.0	4.0	1.3
Prop In Lane		0.12	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1280	688	27	2171	932	829
V/C Ratio(X)	0.89	0.89	0.33	0.87	0.12	0.04
Avail Cap(c_a), veh/h	1280	688	467	2983	932	829
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.49	0.49	1.00	1.00
Uniform Delay (d), s/veh	35.5	35.5	57.6	7.8	15.1	14.4
Incr Delay (d2), s/veh	8.2	13.9	3.4	1.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	19.3	0.3	3.5	1.7	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.7	49.5	61.0	8.9	15.4	14.5
LnGrp LOS	D	D	E	A	B	B
Approach Vol, veh/h	1754			1894	149	
Approach Delay, s/veh	45.7			9.2	15.2	
Approach LOS	D			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	65.8	5.8	48.4		54.2
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	43.0	31.0	34.0		69.0
Max Q Clear Time (g_c+I1), s	6.0	2.6	39.2		28.0
Green Ext Time (p_c), s	0.4	0.0	0.0		22.2

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	37	250	272	19	52	131	304	434	35	466	4
Future Volume (veh/h)	7	37	250	272	19	52	131	304	434	35	466	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	37	250	272	19	52	131	304	434	35	466	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	127	252	314	440	425	162	1743	1057	59	1560	13
Arrive On Green	0.01	0.07	0.07	0.17	0.23	0.23	0.15	0.81	0.81	0.03	0.43	0.43
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3668	31
Grp Volume(v), veh/h	7	37	250	272	19	52	131	304	434	35	229	241
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1894
Q Serve(g_s), s	0.3	1.7	6.0	13.2	0.7	2.2	6.3	1.7	5.7	1.7	7.5	7.5
Cycle Q Clear(g_c), s	0.3	1.7	6.0	13.2	0.7	2.2	6.3	1.7	5.7	1.7	7.5	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	16	127	252	314	440	425	162	1743	1057	59	768	806
V/C Ratio(X)	0.43	0.29	0.99	0.87	0.04	0.12	0.81	0.17	0.41	0.60	0.30	0.30
Avail Cap(c_a), veh/h	101	127	252	462	507	482	241	1743	1057	101	768	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	40.0	37.9	36.2	26.8	25.2	37.5	4.7	2.4	43.0	17.0	17.0
Incr Delay (d2), s/veh	17.3	1.3	54.5	11.0	0.0	0.1	10.3	0.2	1.0	9.3	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	9.2	6.7	0.3	0.8	3.1	0.6	1.3	0.9	3.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	41.2	92.4	47.2	26.9	25.3	47.8	4.9	3.4	52.3	18.0	18.0
LnGrp LOS	E	D	F	D	C	C	D	A	A	D	B	B
Approach Vol, veh/h		294			343			869			505	
Approach Delay, s/veh		85.2			42.8			10.6			20.4	
Approach LOS		F			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	49.5	20.6	12.0	13.1	44.3	5.8	26.8
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	34.0	23.0	6.0	12.0	27.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	3.7	7.7	15.2	8.0	8.3	9.5	2.3	4.2
Green Ext Time (p_c), s	0.0	3.8	0.5	0.0	0.1	2.6	0.0	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	3	795	0	0	0	0	784	134	81	910	0
Future Volume (veh/h)	44	3	795	0	0	0	0	784	134	81	910	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	44	0	797				0	784	134	81	910	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	462	0	823				0	1536	263	104	2206	0
Arrive On Green	0.26	0.00	0.26				0.00	0.50	0.50	0.11	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3178	527	1810	3705	0
Grp Volume(v), veh/h	44	0	797				0	459	459	81	910	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1805	1810	1805	0
Q Serve(g_s), s	1.7	0.0	22.0				0.0	15.4	15.4	3.9	0.0	0.0
Cycle Q Clear(g_c), s	1.7	0.0	22.0				0.0	15.4	15.4	3.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.29	1.00		0.00
Lane Grp Cap(c), veh/h	462	0	823				0	899	900	104	2206	0
V/C Ratio(X)	0.10	0.00	0.97				0.00	0.51	0.51	0.78	0.41	0.00
Avail Cap(c_a), veh/h	462	0	823				0	899	900	141	2206	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.85	0.85	0.87	0.87	0.00
Uniform Delay (d), s/veh	25.6	0.0	33.1				0.0	15.2	15.2	39.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	23.8				0.0	1.8	1.8	15.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	11.0				0.0	6.4	6.4	2.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	0.0	57.0				0.0	16.9	16.9	55.0	0.5	0.0
LnGrp LOS	C	A	E				A	B	B	D	A	A
Approach Vol, veh/h		841						918			991	
Approach Delay, s/veh		55.3						16.9			5.0	
Approach LOS		E						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	10.2	50.8	29.0	61.0
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	43.0	23.0	55.0
Max Q Clear Time (g_c+I1), s	5.9	17.4	24.0	2.0
Green Ext Time (p_c), s	0.0	6.6	0.0	8.2

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	285	335	454	357	27	197	724	532	22	1254	119
Future Volume (veh/h)	239	285	335	454	357	27	197	724	532	22	1254	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	239	285	335	454	357	27	197	724	532	22	1254	119
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	271	528	206	437	861	377	196	1474	646	127	1337	579
Arrive On Green	0.15	0.15	0.15	0.24	0.24	0.24	0.11	0.41	0.41	0.07	0.37	0.37
Sat Flow, veh/h	1810	3610	1409	1810	3610	1583	1810	3610	1582	1810	3610	1563
Grp Volume(v), veh/h	239	285	335	454	357	27	197	724	532	22	1254	119
Grp Sat Flow(s),veh/h/ln	1810	1805	1409	1810	1805	1583	1810	1805	1582	1810	1805	1563
Q Serve(g_s), s	15.5	8.8	14.0	29.0	10.0	1.3	13.0	17.8	36.0	1.4	40.2	6.2
Cycle Q Clear(g_c), s	15.5	8.8	14.0	29.0	10.0	1.3	13.0	17.8	36.0	1.4	40.2	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	528	206	437	861	377	196	1474	646	127	1337	579
V/C Ratio(X)	0.88	0.54	1.62	1.04	0.41	0.07	1.00	0.49	0.82	0.17	0.94	0.21
Avail Cap(c_a), veh/h	391	557	217	437	861	377	196	1474	646	127	1337	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.83	0.83	0.83
Uniform Delay (d), s/veh	50.0	47.5	32.4	45.5	38.6	23.8	53.5	26.3	31.6	52.5	36.5	25.7
Incr Delay (d2), s/veh	15.2	0.9	302.2	53.3	0.3	0.1	60.9	1.0	9.9	0.5	11.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	4.0	22.1	19.4	4.5	0.6	9.2	7.8	15.3	0.6	19.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	48.4	334.6	98.8	38.9	23.9	114.4	27.3	41.6	53.0	48.3	26.4
LnGrp LOS	E	D	F	F	D	C	F	C	D	D	D	C
Approach Vol, veh/h		859			838			1453			1395	
Approach Delay, s/veh		164.7			70.9			44.3			46.5	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	53.0	33.0	21.6	17.0	48.4	22.0	32.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	49.0	29.0	18.5	13.0	43.5	25.9	21.6
Max Q Clear Time (g_c+I1), s	10.4	38.0	31.0	16.0	15.0	42.2	17.5	12.0
Green Ext Time (p_c), s	0.0	5.3	0.0	0.9	0.0	1.0	0.4	1.6

Intersection Summary	
HCM 6th Ctrl Delay	72.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	59	22	10	72	164	30	1084	14	56	1434	139
Future Volume (veh/h)	100	59	22	10	72	164	30	1084	14	56	1434	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	59	22	10	72	164	30	1084	14	56	1434	139
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	255	216	30	155	131	300	1895	828	345	1986	886
Arrive On Green	0.07	0.13	0.13	0.02	0.08	0.08	0.17	0.52	0.52	0.38	1.00	1.00
Sat Flow, veh/h	1810	1900	1610	1810	1900	1604	1810	3610	1577	1810	3610	1610
Grp Volume(v), veh/h	100	59	22	10	72	164	30	1084	14	56	1434	139
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1604	1810	1805	1577	1810	1805	1610
Q Serve(g_s), s	6.5	3.3	1.1	0.7	4.3	7.1	1.7	24.5	0.4	2.4	0.0	0.0
Cycle Q Clear(g_c), s	6.5	3.3	1.1	0.7	4.3	7.1	1.7	24.5	0.4	2.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	255	216	30	155	131	300	1895	828	345	1986	886
V/C Ratio(X)	0.80	0.23	0.10	0.33	0.46	1.25	0.10	0.57	0.02	0.16	0.72	0.16
Avail Cap(c_a), veh/h	181	364	309	113	293	247	300	1895	828	345	1986	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.21	0.21	0.21
Uniform Delay (d), s/veh	55.0	46.4	24.4	58.4	52.6	28.5	42.4	19.3	9.3	30.8	0.0	0.0
Incr Delay (d2), s/veh	14.8	0.5	0.2	6.4	2.1	139.2	0.1	1.3	0.0	0.0	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	1.6	0.6	0.4	2.2	7.8	0.8	10.3	0.2	1.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.8	46.9	24.6	64.7	54.7	167.7	42.6	20.6	9.3	30.8	0.5	0.1
LnGrp LOS	E	D	C	E	D	F	D	C	A	C	A	A
Approach Vol, veh/h		181			246			1128			1629	
Approach Delay, s/veh		56.8			130.5			21.1			1.5	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	67.0	6.0	20.1	23.9	70.0	12.3	13.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.5	63.0	7.5	23.0	7.5	66.0	12.0	18.5
Max Q Clear Time (g_c+I1), s	4.4	26.5	2.7	5.3	3.7	2.0	8.5	9.1
Green Ext Time (p_c), s	0.0	10.0	0.0	0.3	0.0	18.8	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	463	236	160	864	199	222	722	54	101	996	312
Future Volume (veh/h)	172	463	236	160	864	199	222	722	54	101	996	312
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	463	236	160	864	199	222	722	54	101	996	312
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1626	725	218	855	725	261	966	431	157	1089	337
Arrive On Green	0.06	0.45	0.45	0.06	0.45	0.45	0.14	0.27	0.27	0.09	0.21	0.21
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1603
Grp Volume(v), veh/h	172	463	236	160	864	199	222	722	54	101	996	312
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1603
Q Serve(g_s), s	5.8	9.7	7.0	5.4	54.0	6.7	14.4	22.0	2.5	6.5	22.5	19.2
Cycle Q Clear(g_c), s	5.8	9.7	7.0	5.4	54.0	6.7	14.4	22.0	2.5	6.5	22.5	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1626	725	218	855	725	261	966	431	157	1089	337
V/C Ratio(X)	0.78	0.28	0.33	0.73	1.01	0.27	0.85	0.75	0.13	0.64	0.91	0.93
Avail Cap(c_a), veh/h	219	1626	725	298	855	725	261	966	431	157	1089	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	20.8	8.1	55.3	33.0	10.8	50.1	40.2	22.6	53.0	46.3	32.5
Incr Delay (d2), s/veh	16.8	0.1	0.3	5.9	33.4	0.2	22.6	5.3	0.6	8.7	13.2	33.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	4.1	4.0	2.6	31.9	0.0	8.1	10.4	1.3	3.3	11.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	20.9	8.3	61.2	66.4	11.0	72.7	45.5	23.2	61.7	59.5	66.1
LnGrp LOS	E	C	A	E	F	B	E	D	C	E	E	E
Approach Vol, veh/h		871			1223			998			1409	
Approach Delay, s/veh		27.6			56.7			50.4			61.1	
Approach LOS		C			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	36.1	11.5	58.0	21.3	29.2	11.5	58.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.4	32.1	10.2	51.3	17.3	25.2	7.5	54.0
Max Q Clear Time (g_c+I1), s	9.5	24.0	7.4	11.7	16.4	24.5	7.8	56.0
Green Ext Time (p_c), s	0.0	3.2	0.1	4.3	0.1	0.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	329	72	40	463	161	113	731	34	182	687	190
Future Volume (veh/h)	94	329	72	40	463	161	113	731	34	182	687	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	329	72	40	463	161	113	731	34	182	687	190
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	733	622	78	489	170	200	1023	456	279	1374	613
Arrive On Green	0.06	0.39	0.39	0.04	0.36	0.36	0.06	0.28	0.28	0.15	0.38	0.38
Sat Flow, veh/h	1810	1900	1610	1810	1342	467	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	94	329	72	40	0	624	113	731	34	182	687	190
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1809	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	6.1	15.4	3.4	2.6	0.0	40.2	3.8	21.8	1.6	11.3	17.5	9.9
Cycle Q Clear(g_c), s	6.1	15.4	3.4	2.6	0.0	40.2	3.8	21.8	1.6	11.3	17.5	9.9
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	733	622	78	0	659	200	1023	456	279	1374	613
V/C Ratio(X)	0.80	0.45	0.12	0.51	0.00	0.95	0.56	0.71	0.07	0.65	0.50	0.31
Avail Cap(c_a), veh/h	121	736	624	113	0	693	246	1023	456	279	1374	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	27.4	23.7	56.2	0.0	37.0	55.1	38.6	22.6	47.7	28.4	26.1
Incr Delay (d2), s/veh	30.0	0.4	0.1	5.2	0.0	21.7	2.5	4.3	0.3	5.3	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	7.1	1.3	1.3	0.0	21.4	1.7	10.2	0.8	5.5	7.8	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.4	27.8	23.8	61.4	0.0	58.7	57.6	42.9	22.9	53.0	29.7	27.4
LnGrp LOS	F	C	C	E	A	E	E	D	C	D	C	C
Approach Vol, veh/h		495			664			878			1059	
Approach Delay, s/veh		38.1			58.9			44.0			33.3	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	38.0	9.2	50.3	10.8	49.7	11.8	47.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	34.0	7.5	46.5	8.4	41.6	8.0	46.0
Max Q Clear Time (g_c+I1), s	13.3	23.8	4.6	17.4	5.8	19.5	8.1	42.2
Green Ext Time (p_c), s	0.1	3.7	0.0	2.3	0.1	5.6	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	606	1068	24	7	1283	137	17	41	7	147	9	592
Future Volume (veh/h)	606	1068	24	7	1283	137	17	41	7	147	9	592
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	606	1068	24	7	1283	137	17	41	7	147	9	592
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	638	2283	51	22	1389	431	46	246	42	471	745	912
Arrive On Green	0.36	0.87	0.87	0.01	0.18	0.18	0.03	0.16	0.16	0.26	0.39	0.39
Sat Flow, veh/h	3510	5220	117	1810	5187	1610	1810	1573	269	1810	1900	1581
Grp Volume(v), veh/h	606	707	385	7	1283	137	17	0	48	147	9	592
Grp Sat Flow(s),veh/h/ln	1755	1729	1879	1810	1729	1610	1810	0	1842	1810	1900	1581
Q Serve(g_s), s	20.1	5.2	5.2	0.5	29.2	8.9	1.1	0.0	2.7	7.8	0.3	4.2
Cycle Q Clear(g_c), s	20.1	5.2	5.2	0.5	29.2	8.9	1.1	0.0	2.7	7.8	0.3	4.2
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	638	1512	822	22	1389	431	46	0	289	471	745	912
V/C Ratio(X)	0.95	0.47	0.47	0.32	0.92	0.32	0.37	0.00	0.17	0.31	0.01	0.65
Avail Cap(c_a), veh/h	638	1512	822	113	1400	435	113	0	289	471	745	912
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	4.6	4.6	59.0	48.0	39.7	57.6	0.0	43.8	35.7	22.3	8.9
Incr Delay (d2), s/veh	19.8	0.2	0.3	8.1	10.4	0.4	5.0	0.0	1.2	0.4	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	1.3	1.5	0.3	14.4	3.7	0.6	0.0	1.3	3.5	0.2	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	4.7	4.9	67.1	58.4	40.1	62.5	0.0	45.1	36.1	22.3	12.5
LnGrp LOS	E	A	A	E	E	D	E	A	D	D	C	B
Approach Vol, veh/h		1698			1427			65			748	
Approach Delay, s/veh		23.6			56.7			49.6			17.3	
Approach LOS		C			E			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.3	22.8	5.5	56.5	7.0	51.0	25.8	36.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	31.3	18.8	7.5	46.7	7.5	42.3	21.8	32.4
Max Q Clear Time (g_c+I1), s	19.8	4.7	2.5	7.2	3.1	6.2	22.1	31.2
Green Ext Time (p_c), s	0.4	0.1	0.0	9.2	0.0	2.6	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	86.2

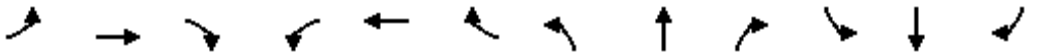
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	31	559	61	10	873	59	141	0	36	0	0	132
Future Vol, veh/h	31	559	61	10	873	59	141	0	36	0	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	31	559	61	10	873	59	141	0	36	0	0	132

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	932	0	0	620	0	0	1641	1604	-	1575	1605	903
Stage 1	-	-	-	-	-	-	652	652	-	923	923	-
Stage 2	-	-	-	-	-	-	989	952	-	652	682	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	743	-	-	970	-	-	~ 81	107	0	90	106	339
Stage 1	-	-	-	-	-	-	460	467	0	326	351	-
Stage 2	-	-	-	-	-	-	300	341	0	460	453	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	743	-	-	970	-	-	~ 46	98	-	84	97	339
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 46	98	-	84	97	-
Stage 1	-	-	-	-	-	-	431	437	-	305	343	-
Stage 2	-	-	-	-	-	-	179	333	-	431	424	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	$ 1117	22.2
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	46	-	743	-	-	970	-	-	339
HCM Lane V/C Ratio	3.065	-	0.042	-	-	0.01	-	-	0.389
HCM Control Delay (s)	$ 1117	0	10.1	0	-	8.8	0	-	22.2
HCM Lane LOS	F	A	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	15.3	-	0.1	-	-	0	-	-	1.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	258	222	107	282	22	219	106	101	4	44	7
Future Volume (veh/h)	24	258	222	107	282	22	219	106	101	4	44	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	258	222	107	282	22	219	106	101	4	44	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	334	277	142	343	290	289	140	376	42	464	74
Arrive On Green	0.08	0.18	0.18	0.08	0.18	0.18	0.23	0.23	0.23	0.31	0.31	0.31
Sat Flow, veh/h	1810	1873	1553	1810	1900	1610	1239	599	1610	135	1481	236
Grp Volume(v), veh/h	24	248	232	107	282	22	325	0	101	55	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1621	1810	1900	1610	1838	0	1610	1851	0	0
Q Serve(g_s), s	1.0	10.7	11.2	4.7	11.6	0.9	13.4	0.0	4.2	1.7	0.0	0.0
Cycle Q Clear(g_c), s	1.0	10.7	11.2	4.7	11.6	0.9	13.4	0.0	4.2	1.7	0.0	0.0
Prop In Lane	1.00		0.96	1.00		1.00	0.67		1.00	0.07		0.13
Lane Grp Cap(c), veh/h	139	322	289	142	343	290	429	0	376	580	0	0
V/C Ratio(X)	0.17	0.77	0.80	0.75	0.82	0.08	0.76	0.00	0.27	0.09	0.00	0.00
Avail Cap(c_a), veh/h	167	410	368	244	513	435	429	0	376	580	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.2	31.9	32.1	36.8	32.1	27.7	29.1	0.0	25.5	19.8	0.0	0.0
Incr Delay (d2), s/veh	0.6	6.7	9.5	7.9	6.6	0.1	11.8	0.0	1.8	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.1	5.0	2.4	5.8	0.4	7.1	0.0	1.7	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	38.6	41.5	44.6	38.7	27.8	40.9	0.0	27.3	20.1	0.0	0.0
LnGrp LOS	D	D	D	D	D	C	D	A	C	C	A	A
Approach Vol, veh/h		504			411			426			55	
Approach Delay, s/veh		39.8			39.7			37.7			20.1	
Approach LOS		D			D			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	10.4	18.5		29.5	10.2	18.7				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	11.0	18.5		25.5	7.5	22.0				
Max Q Clear Time (g_c+I1), s		15.4	6.7	13.2		3.7	3.0	13.6				
Green Ext Time (p_c), s		0.8	0.1	1.4		0.2	0.0	1.0				

Intersection Summary												
HCM 6th Ctrl Delay			38.3									
HCM 6th LOS			D									

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	155	353	68	297	74
Future Vol, veh/h	25	155	353	68	297	74
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	155	353	68	297	74
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.3	10.6	15.3
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	80%
Vol Thru, %	100%	63%	0%	0%	20%
Vol Right, %	0%	37%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	235	186	25	155	371
LT Vol	0	0	25	0	297
Through Vol	235	118	0	0	74
RT Vol	0	68	0	155	0
Lane Flow Rate	235	186	25	155	371
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.358	0.269	0.048	0.247	0.558
Departure Headway (Hd)	5.479	5.22	6.958	5.74	5.525
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	661	693	517	628	657
Service Time	3.179	2.92	4.673	3.455	3.525
HCM Lane V/C Ratio	0.356	0.268	0.048	0.247	0.565
HCM Control Delay	11.2	9.8	10	10.3	15.3
HCM Lane LOS	B	A	A	B	C
HCM 95th-tile Q	1.6	1.1	0.2	1	3.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	829	25	39	1192	12	100	27	22	5	18	167
Future Volume (veh/h)	189	829	25	39	1192	12	100	27	22	5	18	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	189	829	25	39	1192	12	100	27	22	5	18	167
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	1219	37	358	1628	16	300	81	334	79	285	311
Arrive On Green	0.13	0.24	0.24	0.20	0.31	0.31	0.21	0.21	0.21	0.19	0.19	0.19
Sat Flow, veh/h	1810	5174	156	1810	5293	53	1439	389	1606	409	1471	1605
Grp Volume(v), veh/h	189	554	300	39	779	425	127	0	22	23	0	167
Grp Sat Flow(s),veh/h/ln	1810	1729	1872	1810	1729	1889	1828	0	1606	1880	0	1605
Q Serve(g_s), s	9.9	14.1	14.2	1.7	19.5	19.5	5.7	0.0	1.1	1.0	0.0	9.1
Cycle Q Clear(g_c), s	9.9	14.1	14.2	1.7	19.5	19.5	5.7	0.0	1.1	1.0	0.0	9.1
Prop In Lane	1.00		0.08	1.00		0.03	0.79		1.00	0.22		1.00
Lane Grp Cap(c), veh/h	228	815	441	358	1063	581	381	0	334	364	0	311
V/C Ratio(X)	0.83	0.68	0.68	0.11	0.73	0.73	0.33	0.00	0.07	0.06	0.00	0.54
Avail Cap(c_a), veh/h	440	2045	1107	358	1475	806	381	0	334	364	0	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.4	33.7	33.8	31.9	30.0	30.0	32.7	0.0	30.8	31.9	0.0	35.2
Incr Delay (d2), s/veh	7.6	1.0	1.9	0.1	1.2	2.2	2.4	0.0	0.4	0.3	0.0	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	5.9	6.6	0.8	8.1	9.0	2.8	0.0	0.4	0.5	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	34.8	35.6	32.1	31.2	32.2	35.0	0.0	31.2	32.3	0.0	41.7
LnGrp LOS	D	C	D	C	C	C	D	A	C	C	A	D
Approach Vol, veh/h		1043			1243			149			190	
Approach Delay, s/veh		37.6			31.6			34.5			40.6	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.2	23.2	26.9	22.8	16.2	33.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.2	7.6	57.4	18.8	23.6	41.4
Max Q Clear Time (g_c+I1), s	7.7	3.7	16.2	11.1	11.9	21.5
Green Ext Time (p_c), s	0.5	0.0	6.7	0.4	0.4	8.3

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	810	37	58	1089	6	71	3	92	7	0	44
Future Volume (veh/h)	16	810	37	58	1089	6	71	3	92	7	0	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	810	37	58	1089	6	71	3	92	7	0	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	1214	55	132	1481	8	147	770	766	23	0	542
Arrive On Green	0.03	0.24	0.24	0.07	0.28	0.28	0.08	0.41	0.41	0.01	0.00	0.34
Sat Flow, veh/h	1810	5084	232	1810	5323	29	1810	1900	1603	1810	0	1610
Grp Volume(v), veh/h	16	550	297	58	707	388	71	3	92	7	0	44
Grp Sat Flow(s),veh/h/ln	1810	1729	1858	1810	1729	1895	1810	1900	1603	1810	0	1610
Q Serve(g_s), s	0.5	8.5	8.6	1.8	11.0	11.0	2.2	0.1	1.9	0.2	0.0	1.1
Cycle Q Clear(g_c), s	0.5	8.5	8.6	1.8	11.0	11.0	2.2	0.1	1.9	0.2	0.0	1.1
Prop In Lane	1.00		0.12	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	826	444	132	962	527	147	770	766	23	0	542
V/C Ratio(X)	0.27	0.67	0.67	0.44	0.74	0.74	0.48	0.00	0.12	0.30	0.00	0.08
Avail Cap(c_a), veh/h	229	1105	594	233	1111	609	233	770	766	229	0	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.9	20.4	20.4	26.3	19.4	19.4	26.0	10.5	8.6	28.9	0.0	13.4
Incr Delay (d2), s/veh	2.3	0.9	1.8	2.3	2.2	4.0	2.4	0.0	0.3	7.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.3	3.6	0.8	4.3	5.0	1.0	0.0	0.6	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	21.3	22.1	28.6	21.6	23.3	28.4	10.5	8.9	36.0	0.0	13.7
LnGrp LOS	C	C	C	C	C	C	C	B	A	D	A	B
Approach Vol, veh/h		863			1153			166			51	
Approach Delay, s/veh		21.8			22.5			17.3			16.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	28.0	8.3	18.1	8.8	23.9	6.0	20.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	20.0	7.6	18.9	7.6	19.9	7.5	19.0
Max Q Clear Time (g_c+I1), s	2.2	3.9	3.8	10.6	4.2	3.1	2.5	13.0
Green Ext Time (p_c), s	0.0	0.2	0.0	3.5	0.0	0.1	0.0	3.4

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	212	7	452	496	155	511
Future Volume (veh/h)	212	7	452	496	155	511
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	212	7	452	496	155	511
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	249	725	618	745	565	1354
Arrive On Green	0.14	0.14	0.32	0.32	0.31	0.71
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	212	7	452	496	155	511
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	9.2	0.0	16.9	19.1	5.2	8.5
Cycle Q Clear(g_c), s	9.2	0.0	16.9	19.1	5.2	8.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	249	725	618	745	565	1354
V/C Ratio(X)	0.85	0.01	0.73	0.67	0.27	0.38
Avail Cap(c_a), veh/h	249	725	618	745	577	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	33.7	12.2	23.9	16.7	20.7	4.5
Incr Delay (d2), s/veh	23.6	0.0	0.7	0.4	0.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.1	7.3	8.8	2.1	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.3	12.2	24.6	17.1	20.9	5.3
LnGrp LOS	E	B	C	B	C	A
Approach Vol, veh/h	219		948			666
Approach Delay, s/veh	55.9		20.7			9.0
Approach LOS	E		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	31.0	32.0				63.0	17.0
Change Period (Y+Rc), s	6.0	* 6				6.0	6.0
Max Green Setting (Gmax), s	25.0	* 26				57.0	11.0
Max Q Clear Time (g_c+I1), s	11.2	21.1				10.5	11.2
Green Ext Time (p_c), s	0.4	2.1				3.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	7	583	0	0	0	0	877	398	16	711	0
Future Volume (veh/h)	75	7	583	0	0	0	0	877	398	16	711	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	75	7	583				0	877	398	16	711	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	514	48	498				0	587	498	0	1105	0
Arrive On Green	0.31	0.31	0.31				0.00	0.41	0.41	0.22	0.58	0.00
Sat Flow, veh/h	1662	155	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	82	0	583				0	877	398	0	711	0
Grp Sat Flow(s),veh/h/ln	1817	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	3.6	0.0	34.0				0.0	34.0	23.9	0.0	27.5	0.0
Cycle Q Clear(g_c), s	3.6	0.0	34.0				0.0	34.0	23.9	0.0	27.5	0.0
Prop In Lane	0.91		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	562	0	498				0	587	498	0	1105	0
V/C Ratio(X)	0.15	0.00	1.17				0.00	1.49	0.80	0.00	0.64	0.00
Avail Cap(c_a), veh/h	562	0	498				0	587	498	0	1105	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.77	0.77	0.00	0.84	0.00
Uniform Delay (d), s/veh	27.5	0.0	38.0				0.0	32.4	29.4	0.0	15.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	96.8				0.0	228.9	10.0	0.0	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	26.5				0.0	51.5	9.8	0.0	12.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	0.0	134.8				0.0	261.3	39.4	0.0	17.8	0.0
LnGrp LOS	C	A	F				A	F	D	A	B	A
Approach Vol, veh/h		665						1275			711	
Approach Delay, s/veh		121.6						192.1			17.8	
Approach LOS		F						F			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	30.0	40.0	40.0	70.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	34.0	34.0	64.0
Max Q Clear Time (g_c+I1), s	10.0	36.0	36.0	29.5
Green Ext Time (p_c), s	0.0	0.0	0.0	5.8

Intersection Summary	
HCM 6th Ctrl Delay	127.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	562	109	91	21	122	214	97	507	21	279	505	508
Future Volume (veh/h)	562	109	91	21	122	214	97	507	21	279	505	508
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	562	109	91	21	122	214	97	507	21	279	505	508
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	647	596	456	55	275	245	329	1245	555	314	1214	535
Arrive On Green	0.18	0.31	0.31	0.03	0.15	0.15	0.18	0.34	0.34	0.17	0.34	0.34
Sat Flow, veh/h	3510	1946	1491	1810	1805	1610	1810	3610	1610	1810	3610	1590
Grp Volume(v), veh/h	562	100	100	21	122	214	97	507	21	279	505	508
Grp Sat Flow(s),veh/h/ln	1755	1805	1632	1810	1805	1610	1810	1805	1610	1810	1805	1590
Q Serve(g_s), s	17.1	4.5	5.0	1.3	6.8	14.3	5.1	11.8	1.0	16.6	11.9	34.3
Cycle Q Clear(g_c), s	17.1	4.5	5.0	1.3	6.8	14.3	5.1	11.8	1.0	16.6	11.9	34.3
Prop In Lane	1.00		0.91	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	647	553	500	55	275	245	329	1245	555	314	1214	535
V/C Ratio(X)	0.87	0.18	0.20	0.39	0.44	0.87	0.29	0.41	0.04	0.89	0.42	0.95
Avail Cap(c_a), veh/h	798	591	534	123	304	271	329	1245	555	428	1214	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.32	0.32	0.32
Uniform Delay (d), s/veh	43.6	28.0	28.2	52.3	42.4	45.6	38.9	27.5	23.9	44.4	28.2	35.6
Incr Delay (d2), s/veh	8.6	0.2	0.2	4.4	1.1	24.0	0.5	1.0	0.1	6.0	0.3	13.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	2.0	2.0	0.6	3.1	7.3	2.3	5.2	0.4	7.9	5.2	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	28.2	28.4	56.7	43.5	69.6	39.4	28.5	24.0	50.4	28.5	48.6
LnGrp LOS	D	C	C	E	D	E	D	C	C	D	C	D
Approach Vol, veh/h		762			357			625			1292	
Approach Delay, s/veh		45.9			59.9			30.0			41.1	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	41.9	7.3	37.7	24.0	41.0	24.3	20.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	24.5	7.5	36.0	13.5	37.0	25.0	18.5
Max Q Clear Time (g_c+I1), s	19.6	13.8	3.3	7.0	7.1	36.3	19.1	16.3
Green Ext Time (p_c), s	0.5	2.5	0.0	1.2	0.1	0.4	1.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	57	4	138	102	89	4	506	102	77	533	10
Future Volume (veh/h)	10	57	4	138	102	89	4	506	102	77	533	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	57	4	138	102	89	4	506	102	77	533	10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	90	6	151	112	98	13	701	594	376	1058	20
Arrive On Green	0.06	0.06	0.06	0.20	0.20	0.20	0.01	0.74	0.74	0.21	0.57	0.57
Sat Flow, veh/h	263	1500	105	745	551	481	1810	1900	1610	1810	1859	35
Grp Volume(v), veh/h	71	0	0	329	0	0	4	506	102	77	0	543
Grp Sat Flow(s),veh/h/ln	1868	0	0	1776	0	0	1810	1900	1610	1810	0	1894
Q Serve(g_s), s	3.7	0.0	0.0	18.1	0.0	0.0	0.2	14.9	1.9	3.5	0.0	17.3
Cycle Q Clear(g_c), s	3.7	0.0	0.0	18.1	0.0	0.0	0.2	14.9	1.9	3.5	0.0	17.3
Prop In Lane	0.14		0.06	0.42		0.27	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	113	0	0	361	0	0	13	701	594	376	0	1078
V/C Ratio(X)	0.63	0.00	0.00	0.91	0.00	0.00	0.30	0.72	0.17	0.20	0.00	0.50
Avail Cap(c_a), veh/h	346	0	0	373	0	0	136	701	594	376	0	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.9	0.0	0.0	39.0	0.0	0.0	49.0	10.2	8.5	32.8	0.0	13.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	25.7	0.0	0.0	1.1	0.6	0.1	0.3	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	10.3	0.0	0.0	0.1	3.6	0.6	1.6	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	0.0	0.0	64.7	0.0	0.0	50.1	10.8	8.6	33.0	0.0	14.7
LnGrp LOS	D	A	A	E	A	A	D	B	A	C	A	B
Approach Vol, veh/h		71			329			612			620	
Approach Delay, s/veh		51.6			64.7			10.7			17.0	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.8	40.9		10.0	4.7	60.9		24.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	36.9		18.5	7.5	37.0		21.0
Max Q Clear Time (g_c+I1), s	5.5	16.9		5.7	2.2	19.3		20.1
Green Ext Time (p_c), s	0.0	3.5		0.2	0.0	3.4		0.2

Intersection Summary		
HCM 6th Ctrl Delay	25.7	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	480	55	286	742	43	69	566	266	56	611	76
Future Volume (veh/h)	43	480	55	286	742	43	69	566	266	56	611	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	480	55	286	742	43	69	566	266	56	611	76
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	444	51	253	587	34	108	440	207	136	622	77
Arrive On Green	0.08	0.26	0.26	0.14	0.33	0.33	0.06	0.36	0.36	0.15	0.75	0.75
Sat Flow, veh/h	1810	1674	192	1810	1778	103	1810	1221	574	1810	1657	206
Grp Volume(v), veh/h	43	0	535	286	0	785	69	0	832	56	0	687
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1810	0	1881	1810	0	1795	1810	0	1863
Q Serve(g_s), s	2.3	0.0	26.5	14.0	0.0	33.0	3.7	0.0	36.0	2.8	0.0	35.1
Cycle Q Clear(g_c), s	2.3	0.0	26.5	14.0	0.0	33.0	3.7	0.0	36.0	2.8	0.0	35.1
Prop In Lane	1.00		0.10	1.00		0.05	1.00		0.32	1.00		0.11
Lane Grp Cap(c), veh/h	136	0	494	253	0	621	108	0	646	136	0	699
V/C Ratio(X)	0.32	0.00	1.08	1.13	0.00	1.26	0.64	0.00	1.29	0.41	0.00	0.98
Avail Cap(c_a), veh/h	136	0	494	253	0	621	136	0	646	136	0	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.85	0.00	0.85
Uniform Delay (d), s/veh	43.8	0.0	36.8	43.0	0.0	33.5	46.0	0.0	32.0	40.5	0.0	12.2
Incr Delay (d2), s/veh	1.3	0.0	64.5	95.7	0.0	131.5	6.5	0.0	140.9	1.7	0.0	27.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	20.6	12.9	0.0	37.2	1.9	0.0	40.3	1.3	0.0	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	0.0	101.2	138.7	0.0	165.0	52.5	0.0	172.9	42.2	0.0	39.6
LnGrp LOS	D	A	F	F	A	F	D	A	F	D	A	D
Approach Vol, veh/h		578			1071			901			743	
Approach Delay, s/veh		97.1			158.0			163.7			39.8	
Approach LOS		F			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	40.0	18.0	30.5	10.0	41.5	11.5	37.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	36.0	14.0	26.5	7.5	36.0	7.5	33.0
Max Q Clear Time (g_c+I1), s	4.3	38.0	16.0	28.5	5.7	37.1	4.3	35.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	122.2
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	125	80	54	179	50	87	642	96	25	627	98
Future Volume (veh/h)	88	125	80	54	179	50	87	642	96	25	627	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	125	80	54	179	50	87	642	96	25	627	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	203	121	124	275	74	593	2320	1145	63	1585	245
Arrive On Green	0.06	0.09	0.09	0.07	0.10	0.10	0.66	1.00	1.00	0.04	0.35	0.35
Sat Flow, veh/h	1810	2167	1295	1810	2794	756	1810	3610	1609	1810	4530	699
Grp Volume(v), veh/h	88	103	102	54	114	115	87	642	96	25	477	248
Grp Sat Flow(s),veh/h/ln	1810	1805	1657	1810	1805	1745	1810	1805	1609	1810	1729	1771
Q Serve(g_s), s	4.8	5.5	6.0	2.9	6.1	6.4	1.8	0.0	0.0	1.4	10.4	10.6
Cycle Q Clear(g_c), s	4.8	5.5	6.0	2.9	6.1	6.4	1.8	0.0	0.0	1.4	10.4	10.6
Prop In Lane	1.00		0.78	1.00		0.43	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	116	169	155	124	177	172	593	2320	1145	63	1210	620
V/C Ratio(X)	0.76	0.61	0.66	0.44	0.64	0.67	0.15	0.28	0.08	0.39	0.39	0.40
Avail Cap(c_a), veh/h	253	397	365	235	379	367	593	2320	1145	181	1210	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	43.5	43.8	44.7	43.4	43.5	11.9	0.0	0.0	47.2	24.5	24.6
Incr Delay (d2), s/veh	9.8	3.5	4.7	2.4	3.8	4.5	0.1	0.3	0.1	3.9	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.6	2.6	1.4	2.9	3.0	0.7	0.1	0.0	0.7	4.4	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	47.0	48.4	47.1	47.2	48.1	12.0	0.3	0.1	51.1	25.5	26.5
LnGrp LOS	E	D	D	D	D	D	B	A	A	D	C	C
Approach Vol, veh/h		293			283			825			750	
Approach Delay, s/veh		50.2			47.5			1.5			26.7	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	68.3	10.8	13.4	36.8	39.0	10.4	13.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	39.0	13.0	22.0	14.0	35.0	14.0	21.0
Max Q Clear Time (g_c+I1), s	3.4	2.0	4.9	8.0	3.8	12.6	6.8	8.4
Green Ext Time (p_c), s	0.0	5.4	0.0	0.9	0.1	4.9	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	59	28	528	76	95	47	519	356	74	569	105
Future Volume (veh/h)	106	59	28	528	76	95	47	519	356	74	569	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	106	59	28	528	76	95	47	519	356	74	569	105
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	560	105	50	569	175	147	438	1957	1110	110	865	157
Arrive On Green	0.31	0.09	0.09	0.31	0.09	0.09	0.24	0.38	0.38	0.12	0.39	0.39
Sat Flow, veh/h	1810	1204	571	1810	1900	1594	1810	5187	1601	1810	4412	800
Grp Volume(v), veh/h	106	0	87	528	76	95	47	519	356	74	444	230
Grp Sat Flow(s),veh/h/ln	1810	0	1776	1810	1900	1594	1810	1729	1601	1810	1729	1754
Q Serve(g_s), s	4.3	0.0	4.7	28.2	3.8	4.9	2.0	6.9	8.8	3.9	10.5	10.8
Cycle Q Clear(g_c), s	4.3	0.0	4.7	28.2	3.8	4.9	2.0	6.9	8.8	3.9	10.5	10.8
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	560	0	155	569	175	147	438	1957	1110	110	678	344
V/C Ratio(X)	0.19	0.00	0.56	0.93	0.43	0.65	0.11	0.27	0.32	0.67	0.65	0.67
Avail Cap(c_a), veh/h	560	0	328	695	844	708	438	1957	1110	136	678	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	0.98	0.98	0.98
Uniform Delay (d), s/veh	25.3	0.0	43.8	33.2	42.9	31.3	29.5	21.5	6.1	42.9	27.6	27.7
Incr Delay (d2), s/veh	0.2	0.0	3.2	16.7	1.7	4.7	0.1	0.3	0.6	8.8	4.8	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	2.2	14.7	1.8	2.4	0.9	2.8	2.8	1.9	4.1	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	0.0	47.0	49.9	44.6	35.9	29.6	21.8	6.7	51.7	32.4	37.5
LnGrp LOS	C	A	D	D	D	D	C	C	A	D	C	D
Approach Vol, veh/h		193			699			922			748	
Approach Delay, s/veh		35.2			47.4			16.4			35.9	
Approach LOS		D			D			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	41.7	35.5	12.7	28.2	23.6	34.9	13.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	19.6	38.4	18.5	7.5	19.6	12.5	44.4
Max Q Clear Time (g_c+I1), s	6.3	10.8	30.2	6.7	4.0	12.8	6.3	6.9
Green Ext Time (p_c), s	0.0	3.2	1.2	0.3	0.0	2.4	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

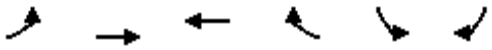
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1236	1401	5	0	12
Future Vol, veh/h	0	1236	1401	5	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1236	1401	5	0	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	703
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*583
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*583
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	583
HCM Lane V/C Ratio	-	-	-	0.021
HCM Control Delay (s)	-	-	-	11.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	187	1056	1391	46	10	14
Future Volume (veh/h)	187	1056	1391	46	10	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	187	1056	1391	46	10	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	221	2387	1569	52	856	762
Arrive On Green	0.12	0.46	0.30	0.30	0.47	0.47
Sat Flow, veh/h	1810	5358	5321	170	1810	1610
Grp Volume(v), veh/h	187	1056	934	503	10	14
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1862	1810	1610
Q Serve(g_s), s	12.1	16.6	30.9	30.9	0.4	0.6
Cycle Q Clear(g_c), s	12.1	16.6	30.9	30.9	0.4	0.6
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	221	2387	1054	568	856	762
V/C Ratio(X)	0.85	0.44	0.89	0.89	0.01	0.02
Avail Cap(c_a), veh/h	754	3977	1095	590	856	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	22.0	39.7	39.7	16.7	16.8
Incr Delay (d2), s/veh	8.6	0.1	8.7	14.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	6.7	14.3	16.3	0.2	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.2	22.1	48.5	54.5	16.8	16.8
LnGrp LOS	E	C	D	D	B	B
Approach Vol, veh/h		1243	1437		24	
Approach Delay, s/veh		27.8	50.6		16.8	
Approach LOS		C	D		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	59.2	60.8	18.7	40.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	92.0	20.0	50.0	38.0
Max Q Clear Time (g_c+I1), s	18.6	2.6	14.1	32.9
Green Ext Time (p_c), s	10.1	0.0	0.5	3.7

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.5

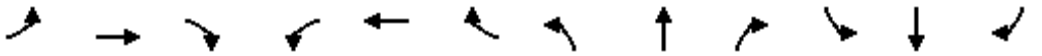
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	1031	1412	46	9	25
Future Vol, veh/h	34	1031	1412	46	9	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	70	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	1031	1412	46	9	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1458	0	-	0	1915	729
Stage 1	-	-	-	-	1435	-
Stage 2	-	-	-	-	480	-
Critical Hdwy	5.3	-	-	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	3.1	-	-	-	3.8	3.9
Pot Cap-1 Maneuver	238	-	-	-	*220	317
Stage 1	-	-	-	-	*132	-
Stage 2	-	-	-	-	*712	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	238	-	-	-	*188	317
Mov Cap-2 Maneuver	-	-	-	-	*188	-
Stage 1	-	-	-	-	*113	-
Stage 2	-	-	-	-	*712	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	238	-	-	-	188	317
HCM Lane V/C Ratio	0.143	-	-	-	0.048	0.079
HCM Control Delay (s)	22.6	-	-	-	25.1	17.3
HCM Lane LOS	C	-	-	-	D	C
HCM 95th %tile Q(veh)	0.5	-	-	-	0.1	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2775	559	0	2598	186	0	0	0	413	0	344
Future Volume (veh/h)	0	2775	559	0	2598	186	0	0	0	413	0	344
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2775	559	0	2598	0				520	0	229
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3154	596	0	3734					718	0	319
Arrive On Green	0.00	0.72	0.72	0.00	1.00	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	4552	828	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	2152	1182	0	2598	0				520	0	229
Grp Sat Flow(s),veh/h/ln	0	1729	1751	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	50.8	64.1	0.0	0.0	0.0				14.8	0.0	14.6
Cycle Q Clear(g_c), s	0.0	50.8	64.1	0.0	0.0	0.0				14.8	0.0	14.6
Prop In Lane	0.00		0.47	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2489	1261	0	3734					718	0	319
V/C Ratio(X)	0.00	0.86	0.94	0.00	0.70					0.72	0.00	0.72
Avail Cap(c_a), veh/h	0	2499	1265	0	3749					718	0	319
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.25	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.4	13.3	0.0	0.0	0.0				41.3	0.0	41.2
Incr Delay (d2), s/veh	0.0	3.4	13.2	0.0	0.1	0.0				6.3	0.0	13.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.4	25.3	0.0	0.0	0.0				7.2	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.8	26.4	0.0	0.1	0.0				47.6	0.0	54.2
LnGrp LOS	A	B	C	A	A					D	A	D
Approach Vol, veh/h		3334			2598	A					749	
Approach Delay, s/veh		19.0			0.1						49.6	
Approach LOS		B			A						D	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		83.7		26.3		83.7						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		79.5		21.5		79.5						
Max Q Clear Time (g_c+I1), s		66.1		16.8		2.0						
Green Ext Time (p_c), s		13.1		1.3		52.9						

Intersection Summary												
HCM 6th Ctrl Delay			15.1									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	2932	0	0	2273	303	511	0	272	0	0	0
Future Volume (veh/h)	256	2932	0	0	2273	303	511	0	272	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	256	2932	0	0	2273	303	596	0	181			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	280	3787	0	0	2483	323	681	0	303			
Arrive On Green	0.31	1.00	0.00	0.00	0.53	0.53	0.19	0.00	0.19			
Sat Flow, veh/h	1810	5358	0	0	4816	604	3619	0	1610			
Grp Volume(v), veh/h	256	2932	0	0	1677	899	596	0	181			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1791	1810	0	1610			
Q Serve(g_s), s	15.0	0.0	0.0	0.0	48.2	51.6	17.6	0.0	11.3			
Cycle Q Clear(g_c), s	15.0	0.0	0.0	0.0	48.2	51.6	17.6	0.0	11.3			
Prop In Lane	1.00		0.00	0.00		0.34	1.00		1.00			
Lane Grp Cap(c), veh/h	280	3787	0	0	1848	957	681	0	303			
V/C Ratio(X)	0.91	0.77	0.00	0.00	0.91	0.94	0.88	0.00	0.60			
Avail Cap(c_a), veh/h	285	3815	0	0	1858	962	681	0	303			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.31	0.31	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.3	0.0	0.0	0.0	23.1	23.9	43.4	0.0	40.8			
Incr Delay (d2), s/veh	13.4	0.3	0.0	0.0	6.9	16.3	14.7	0.0	8.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.5	0.1	0.0	0.0	20.3	24.8	9.2	0.0	5.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	0.3	0.0	0.0	30.1	40.2	58.1	0.0	49.3			
LnGrp LOS	D	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		3188			2576			777				
Approach Delay, s/veh		4.4			33.6			56.1				
Approach LOS		A			C			E				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	25.2	84.8	21.5	63.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.1	80.9	17.3	59.1
Max Q Clear Time (g_c+I1), s	19.6	2.0	17.0	53.6
Green Ext Time (p_c), s	0.2	63.6	0.0	5.2

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	1198	637	600	1107	0	0	0	0	0	0	95
Future Volume (veh/h)	0	1198	637	600	1107	0	0	0	0	0	0	95
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	1198	637	600	1107	0				0	0	95
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1911	853	640	3369	0				0	0	0
Arrive On Green	0.00	0.53	0.53	0.35	0.93	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	1198	637	600	1107	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	21.0	27.7	28.8	2.7	0.0						
Cycle Q Clear(g_c), s	0.0	21.0	27.7	28.8	2.7	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	1911	853	640	3369	0						
V/C Ratio(X)	0.00	0.63	0.75	0.94	0.33	0.00						
Avail Cap(c_a), veh/h	0	1911	853	714	3369	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	14.9	16.5	28.1	0.3	0.0						
Incr Delay (d2), s/veh	0.0	1.6	5.9	18.8	0.3	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	8.4	10.8	15.3	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.5	22.4	46.9	0.5	0.0						
LnGrp LOS	A	B	C	D	A	A						
Approach Vol, veh/h		1835			1707							
Approach Delay, s/veh		18.5			16.9							
Approach LOS		B			B							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	16.3	53.7				90.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	35.5	34.5				74.5						
Max Q Clear Time (g_c+I1), s	30.8	29.7				4.7						
Green Ext Time (p_c), s	1.0	3.8				11.2						

Intersection Summary			
HCM 6th Ctrl Delay		17.7	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1583	137	0	1838	567	60	313	0	922	24	347
Future Volume (veh/h)	77	1583	137	0	1838	567	60	313	0	922	24	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	77	1583	137	0	1838	567	60	313	0	922	24	347
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	1720	148	0	1407	412	257	686	0	335	38	549
Arrive On Green	0.51	0.51	0.51	0.00	0.51	0.51	0.36	0.36	0.00	0.36	0.36	0.36
Sat Flow, veh/h	147	3364	289	0	2848	807	1027	1900	0	1083	105	1521
Grp Volume(v), veh/h	77	843	877	0	1172	1233	60	313	0	922	0	371
Grp Sat Flow(s),veh/h/ln	147	1805	1848	0	1805	1755	1027	1900	0	1083	0	1626
Q Serve(g_s), s	0.0	38.5	39.7	0.0	46.0	46.0	4.6	11.3	0.0	21.2	0.0	17.0
Cycle Q Clear(g_c), s	46.0	38.5	39.7	0.0	46.0	46.0	21.6	11.3	0.0	32.5	0.0	17.0
Prop In Lane	1.00		0.16	0.00		0.46	1.00		0.00	1.00		0.94
Lane Grp Cap(c), veh/h	80	923	945	0	923	897	257	686	0	335	0	587
V/C Ratio(X)	0.96	0.91	0.93	0.00	1.27	1.38	0.23	0.46	0.00	2.75	0.00	0.63
Avail Cap(c_a), veh/h	80	923	945	0	923	897	257	686	0	335	0	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	20.2	20.5	0.0	22.0	22.0	32.7	22.0	0.0	36.9	0.0	23.8
Incr Delay (d2), s/veh	90.6	14.9	16.4	0.0	130.1	175.9	2.1	2.2	0.0	797.9	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	18.6	19.9	0.0	50.9	60.9	1.3	5.3	0.0	81.6	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	135.6	35.1	36.9	0.0	152.1	197.9	34.9	24.2	0.0	834.9	0.0	26.0
LnGrp LOS	F	D	D	A	F	F	C	C	A	F	A	C
Approach Vol, veh/h		1797			2405			373			1293	
Approach Delay, s/veh		40.3			175.6			25.9			602.8	
Approach LOS		D			F			C			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	52.0	38.0	52.0	38.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	46.0	32.5	46.0	32.5
Max Q Clear Time (g_c+I1), s	48.0	34.5	48.0	23.6
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	218.8
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	958	1762	11	9	1343	421	13	160	8	697	114	962
Future Volume (veh/h)	958	1762	11	9	1343	421	13	160	8	697	114	962
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	958	1762	11	9	1343	421	13	160	8	697	114	962
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	498	2177	14	209	902	387	60	712	602	452	65	548
Arrive On Green	0.28	0.41	0.41	0.12	0.25	0.25	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	5319	33	1810	3610	1549	533	1900	1606	1235	173	1460
Grp Volume(v), veh/h	958	1145	628	9	1343	421	13	160	8	697	0	1076
Grp Sat Flow(s),veh/h/ln	1810	1729	1894	1810	1805	1549	533	1900	1606	1235	0	1633
Q Serve(g_s), s	33.0	35.1	35.1	0.5	30.0	30.0	0.0	6.9	0.4	38.1	0.0	45.0
Cycle Q Clear(g_c), s	33.0	35.1	35.1	0.5	30.0	30.0	45.0	6.9	0.4	45.0	0.0	45.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.89
Lane Grp Cap(c), veh/h	498	1416	775	209	903	387	60	713	602	452	0	612
V/C Ratio(X)	1.93	0.81	0.81	0.04	1.49	1.09	0.22	0.22	0.01	1.54	0.00	1.76
Avail Cap(c_a), veh/h	498	1599	876	209	903	387	60	713	602	452	0	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	31.3	31.3	47.2	45.0	45.0	60.0	25.6	23.6	43.5	0.0	37.5
Incr Delay (d2), s/veh	423.7	2.9	5.2	0.1	225.6	71.2	8.1	0.7	0.0	254.4	0.0	347.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.2	15.0	16.9	0.2	41.6	19.1	0.5	3.3	0.2	45.7	0.0	76.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	467.2	34.2	36.5	47.2	270.6	116.2	68.1	26.3	23.6	297.9	0.0	384.9
LnGrp LOS	F	C	D	D	F	F	E	C	C	F	A	F
Approach Vol, veh/h		2731			1773			181			1773	
Approach Delay, s/veh		186.6			232.8			29.2			350.7	
Approach LOS		F			F			C			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	49.0	17.9	53.1	49.0	37.0	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	45.0	7.5	55.5	45.0	33.0	30.0
Max Q Clear Time (g_c+I1), s	47.0	2.5	37.1	47.0	35.0	32.0
Green Ext Time (p_c), s	0.0	0.0	12.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	239.9
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	1878	439	144	1212	70	561	262	148	63	260	109
Future Volume (veh/h)	174	1878	439	144	1212	70	561	262	148	63	260	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	1878	439	144	1212	70	561	262	148	63	260	109
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	302	1543	350	136	1378	80	452	710	599	93	332	280
Arrive On Green	0.17	0.37	0.37	0.15	0.55	0.55	0.08	0.12	0.12	0.05	0.17	0.17
Sat Flow, veh/h	1810	4209	956	1810	5009	289	1810	1900	1601	1810	1900	1602
Grp Volume(v), veh/h	174	1533	784	144	837	445	561	262	148	63	260	109
Grp Sat Flow(s),veh/h/ln	1810	1729	1707	1810	1729	1840	1810	1900	1601	1810	1900	1602
Q Serve(g_s), s	10.6	44.0	44.0	9.0	25.3	25.3	30.0	15.2	10.0	4.1	15.7	7.2
Cycle Q Clear(g_c), s	10.6	44.0	44.0	9.0	25.3	25.3	30.0	15.2	10.0	4.1	15.7	7.2
Prop In Lane	1.00		0.56	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	1268	626	136	951	506	452	710	599	93	333	280
V/C Ratio(X)	0.58	1.21	1.25	1.06	0.88	0.88	1.24	0.37	0.25	0.68	0.78	0.39
Avail Cap(c_a), veh/h	302	1268	626	136	1066	567	452	710	599	145	333	280
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.46	0.46	0.46	0.48	0.48	0.48	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	38.0	38.0	51.0	25.3	25.3	55.1	39.6	37.3	56.0	47.3	43.8
Incr Delay (d2), s/veh	2.7	101.6	126.6	69.4	3.9	7.0	117.1	0.7	0.5	8.4	16.6	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	36.1	40.0	6.4	8.0	8.9	29.3	7.9	4.4	2.1	8.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	139.6	164.6	120.4	29.2	32.3	172.2	40.3	37.8	64.4	63.9	47.8
LnGrp LOS	D	F	F	F	C	C	F	D	D	E	E	D
Approach Vol, veh/h		2491			1426			971			432	
Approach Delay, s/veh		141.1			39.4			116.1			59.9	
Approach LOS		F			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	48.9	13.0	48.0	34.0	25.0	24.0	37.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	41.4	9.0	44.0	30.0	21.0	16.0	37.0
Max Q Clear Time (g_c+I1), s	6.1	17.2	11.0	46.0	32.0	17.7	12.6	27.3
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.0	0.6	0.1	5.7

Intersection Summary	
HCM 6th Ctrl Delay	102.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	2367	368	109	1376	123	446	144	107	246	299	397
Future Volume (veh/h)	308	2367	368	109	1376	123	446	144	107	246	299	397
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	308	2367	0	109	1376	123	295	355	107	246	299	397
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	385	2291		122	1536	477	314	329	275	333	350	297
Arrive On Green	0.21	0.44	0.00	0.13	0.59	0.59	0.17	0.17	0.17	0.06	0.06	0.06
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1589	1810	1900	1610
Grp Volume(v), veh/h	308	2367	0	109	1376	123	295	355	107	246	299	397
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1589	1810	1900	1610
Q Serve(g_s), s	19.4	53.0	0.0	7.1	27.6	4.4	19.3	20.8	7.2	16.0	18.7	22.1
Cycle Q Clear(g_c), s	19.4	53.0	0.0	7.1	27.6	4.4	19.3	20.8	7.2	16.0	18.7	22.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	385	2291		122	1536	477	314	329	275	333	350	297
V/C Ratio(X)	0.80	1.03		0.89	0.90	0.26	0.94	1.08	0.39	0.74	0.85	1.34
Avail Cap(c_a), veh/h	385	2291		122	1656	514	314	329	275	333	350	297
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	0.69	0.69	0.69	1.00	1.00	1.00	0.35	0.35	0.35
Uniform Delay (d), s/veh	44.8	33.5	0.0	51.5	22.9	18.1	49.0	49.6	44.0	53.5	54.8	56.4
Incr Delay (d2), s/veh	11.3	28.0	0.0	38.9	4.6	0.2	37.7	71.9	4.1	3.1	7.3	160.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	27.4	0.0	4.3	8.3	1.6	12.0	16.4	3.1	8.1	10.3	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	61.5	0.0	90.4	27.5	18.3	86.7	121.5	48.1	56.6	62.1	216.8
LnGrp LOS	E	F		F	C	B	F	F	D	E	E	F
Approach Vol, veh/h		2675	A		1608			757			942	
Approach Delay, s/veh		60.9			31.1			97.6			125.8	
Approach LOS		E			C			F			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.8	12.1	57.0	26.1	29.6	39.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.8	8.1	53.0	22.1	22.8	38.3
Max Q Clear Time (g_c+I1), s	22.8	9.1	55.0	24.1	21.4	29.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.2	5.9

Intersection Summary	
HCM 6th Ctrl Delay	67.7
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

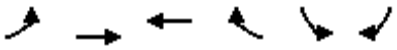
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	2089	126	90	1279	341	79	378	112	546	505	229
Future Volume (veh/h)	345	2089	126	90	1279	341	79	378	112	546	505	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	345	2089	126	90	1279	341	79	378	112	546	505	229
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	392	1805	794	113	1408	375	220	445	130	497	872	388
Arrive On Green	0.29	0.67	0.67	0.06	0.35	0.35	0.06	0.16	0.16	0.14	0.24	0.24
Sat Flow, veh/h	1810	3610	1588	1810	4072	1084	3510	2741	801	3510	3610	1604
Grp Volume(v), veh/h	345	2089	126	90	1086	534	79	247	243	546	505	229
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1729	1698	1755	1805	1736	1755	1805	1604
Q Serve(g_s), s	21.8	60.0	2.6	5.9	35.9	36.0	2.6	15.9	16.3	17.0	14.8	15.2
Cycle Q Clear(g_c), s	21.8	60.0	2.6	5.9	35.9	36.0	2.6	15.9	16.3	17.0	14.8	15.2
Prop In Lane	1.00		1.00	1.00		0.64	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	392	1805	794	113	1196	587	220	293	282	497	872	388
V/C Ratio(X)	0.88	1.16	0.16	0.80	0.91	0.91	0.36	0.84	0.86	1.10	0.58	0.59
Avail Cap(c_a), veh/h	392	1805	794	113	1222	600	220	293	282	497	872	388
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.56	0.56	0.56	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	20.1	5.9	55.5	37.4	37.5	53.9	48.8	48.9	51.5	40.1	40.2
Incr Delay (d2), s/veh	2.4	71.5	0.0	19.5	6.0	11.2	1.0	24.4	27.4	69.6	2.8	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	37.6	1.2	3.3	16.0	16.6	1.2	9.1	9.2	12.3	6.9	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	91.6	5.9	75.0	43.4	48.6	54.9	73.2	76.4	121.1	42.9	46.7
LnGrp LOS	D	F	A	E	D	D	D	E	E	F	D	D
Approach Vol, veh/h		2560			1710			569			1280	
Approach Delay, s/veh		80.9			46.7			72.0			76.9	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	23.5	11.5	64.0	11.5	33.0	30.0	45.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	19.5	7.5	60.0	7.5	29.0	25.1	42.4
Max Q Clear Time (g_c+I1), s	19.0	18.3	7.9	62.0	4.6	17.2	23.8	38.0
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	3.3	0.2	3.5

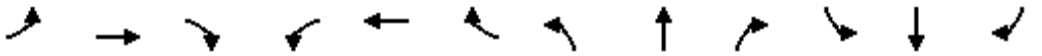
Intersection Summary	
HCM 6th Ctrl Delay	69.7
HCM 6th LOS	E



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	2780	1346	180	413	270
Future Volume (veh/h)	88	2780	1346	180	413	270
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	2780	1346	180	413	270
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	266	2853	1744	1051	1112	747
Arrive On Green	0.15	0.55	0.23	0.23	0.32	0.32
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	88	2780	1346	180	413	270
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	2.6	31.2	14.6	2.9	5.5	0.0
Cycle Q Clear(g_c), s	2.6	31.2	14.6	2.9	5.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	266	2853	1744	1051	1112	747
V/C Ratio(X)	0.33	0.97	0.77	0.17	0.37	0.36
Avail Cap(c_a), veh/h	266	2853	1850	1084	1112	747
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	0.15	0.15	0.25	0.25	1.00	1.00
Uniform Delay (d), s/veh	22.9	13.1	21.1	4.8	15.9	10.4
Incr Delay (d2), s/veh	0.1	2.8	0.5	0.0	1.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.9	6.1	2.0	2.1	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.1	15.9	21.6	4.8	16.8	11.7
LnGrp LOS	C	B	C	A	B	B
Approach Vol, veh/h		2868	1526		683	
Approach Delay, s/veh		16.1	19.6		14.8	
Approach LOS		B	B		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		37.0		23.0	12.8	24.2
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		33.0		19.0	7.6	21.4
Max Q Clear Time (g_c+I1), s		33.2		7.5	4.6	16.6
Green Ext Time (p_c), s		0.0		2.0	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	2289	269	381	1521	256	157	396	189	249	352	86
Future Volume (veh/h)	131	2289	269	381	1521	256	157	396	189	249	352	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	131	2289	269	381	1521	256	157	396	189	249	352	86
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	1624	724	256	2248	377	136	413	194	181	576	139
Arrive On Green	0.09	0.45	0.45	0.28	1.00	1.00	0.02	0.06	0.06	0.10	0.20	0.20
Sat Flow, veh/h	1810	3610	1608	1810	4461	749	1810	2357	1108	1810	2882	695
Grp Volume(v), veh/h	131	2289	269	381	1178	599	157	302	283	249	219	219
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1729	1752	1810	1805	1660	1810	1805	1772
Q Serve(g_s), s	8.5	54.0	13.3	17.0	0.0	0.0	9.0	20.0	20.4	12.0	13.2	13.6
Cycle Q Clear(g_c), s	8.5	54.0	13.3	17.0	0.0	0.0	9.0	20.0	20.4	12.0	13.2	13.6
Prop In Lane	1.00		1.00	1.00		0.43	1.00		0.67	1.00		0.39
Lane Grp Cap(c), veh/h	159	1625	724	256	1742	883	136	316	291	181	361	354
V/C Ratio(X)	0.82	1.41	0.37	1.49	0.68	0.68	1.16	0.96	0.97	1.38	0.61	0.62
Avail Cap(c_a), veh/h	244	1625	724	256	1742	883	136	316	291	181	361	354
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.22	0.22	0.22	0.12	0.12	0.12	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.8	33.0	21.8	43.0	0.0	0.0	58.5	56.1	56.3	54.0	43.7	43.8
Incr Delay (d2), s/veh	1.3	184.4	0.0	223.4	0.2	0.5	80.8	9.8	13.3	200.0	7.4	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	64.4	5.0	22.4	0.1	0.1	7.4	10.6	10.2	15.5	6.7	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	217.4	21.8	266.4	0.2	0.5	139.3	65.9	69.5	254.0	51.1	51.7
LnGrp LOS	E	F	C	F	A	A	F	E	E	F	D	D
Approach Vol, veh/h		2689			2158			742			687	
Approach Delay, s/veh		189.9			47.3			82.8			124.8	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	25.0	21.0	58.0	13.0	28.0	14.5	64.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	21.0	17.0	54.0	9.0	24.0	16.2	54.8
Max Q Clear Time (g_c+I1), s	14.0	22.4	19.0	56.0	11.0	15.6	10.5	2.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.7	0.1	21.6

Intersection Summary	
HCM 6th Ctrl Delay	121.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	646	2157	462	12	1106	378	163	134	16	232	236	238
Future Volume (veh/h)	646	2157	462	12	1106	378	163	134	16	232	236	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	646	2157	462	12	1106	378	163	134	16	232	236	238
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	558	2350	729	221	1018	348	301	568	67	211	743	828
Arrive On Green	0.62	0.91	0.91	0.12	0.27	0.27	0.09	0.17	0.17	0.19	0.34	0.34
Sat Flow, veh/h	1810	5187	1610	1810	3816	1304	3510	3248	382	1810	3610	1610
Grp Volume(v), veh/h	646	2157	462	12	1002	482	163	74	76	232	236	238
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1662	1755	1805	1825	1810	1805	1610
Q Serve(g_s), s	37.0	27.9	7.6	0.7	32.0	32.0	5.3	4.2	4.3	14.0	5.8	5.8
Cycle Q Clear(g_c), s	37.0	27.9	7.6	0.7	32.0	32.0	5.3	4.2	4.3	14.0	5.8	5.8
Prop In Lane	1.00		1.00	1.00		0.78	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	558	2350	729	221	922	443	301	316	319	211	743	828
V/C Ratio(X)	1.16	0.92	0.63	0.05	1.09	1.09	0.54	0.23	0.24	1.10	0.32	0.29
Avail Cap(c_a), veh/h	558	2658	825	221	922	443	301	316	319	211	743	828
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	0.32	0.32	0.32	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	23.0	4.4	3.4	46.6	44.0	44.0	52.6	42.6	42.6	48.3	33.2	6.0
Incr Delay (d2), s/veh	77.9	1.8	0.4	0.1	56.1	68.3	2.0	1.7	1.8	51.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.2	2.4	1.4	0.3	20.7	21.4	2.4	2.0	2.1	8.8	2.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.9	6.2	3.9	46.7	100.1	112.3	54.5	44.3	44.4	100.2	33.3	6.1
LnGrp LOS	F	A	A	D	F	F	D	D	D	F	C	A
Approach Vol, veh/h		3265			1496			313			706	
Approach Delay, s/veh		24.6			103.6			49.7			46.1	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	25.0	18.6	58.4	14.3	28.7	41.0	36.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	21.0	7.5	61.5	10.3	24.7	37.0	32.0
Max Q Clear Time (g_c+I1), s	16.0	6.3	2.7	29.9	7.3	7.8	39.0	34.0
Green Ext Time (p_c), s	0.0	0.6	0.0	24.5	0.1	2.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	2314	178	88	1615	304	204	543	103	382	511	206
Future Volume (veh/h)	241	2314	178	88	1615	304	204	543	103	382	511	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	2314	178	88	1615	304	204	543	103	382	511	206
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	2285	937	111	1596	298	268	572	249	374	782	569
Arrive On Green	0.14	0.44	0.44	0.06	0.36	0.36	0.05	0.05	0.05	0.21	0.22	0.22
Sat Flow, veh/h	1810	5187	1585	1810	4374	818	1810	3610	1572	1810	3610	1610
Grp Volume(v), veh/h	241	2314	178	88	1274	645	204	543	103	382	511	206
Grp Sat Flow(s),veh/h/ln	1810	1729	1585	1810	1729	1733	1810	1805	1572	1810	1805	1610
Q Serve(g_s), s	15.9	52.9	1.4	5.8	43.8	43.8	13.4	18.0	7.6	24.8	15.5	0.0
Cycle Q Clear(g_c), s	15.9	52.9	1.4	5.8	43.8	43.8	13.4	18.0	7.6	24.8	15.5	0.0
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	2285	937	111	1262	633	268	572	249	374	782	569
V/C Ratio(X)	0.97	1.01	0.19	0.79	1.01	1.02	0.76	0.95	0.41	1.02	0.65	0.36
Avail Cap(c_a), veh/h	247	2285	937	113	1262	633	268	572	249	374	782	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.29	0.29	0.29	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	33.6	4.8	55.6	38.1	38.1	55.0	56.4	51.5	47.6	42.9	28.8
Incr Delay (d2), s/veh	11.8	9.3	0.0	10.7	16.1	24.1	10.2	24.2	4.2	52.1	4.2	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	23.4	1.1	3.0	21.0	22.4	7.3	10.7	3.4	16.5	7.4	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	42.8	4.8	66.2	54.2	62.2	65.1	80.6	55.7	99.7	47.1	30.6
LnGrp LOS	E	F	A	E	F	F	E	F	E	F	D	C
Approach Vol, veh/h		2733			2007			850			1099	
Approach Delay, s/veh		42.2			57.3			73.9			62.3	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.8	23.0	11.3	56.9	21.8	30.0	20.4	47.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	24.8	19.0	7.5	52.7	17.8	26.0	16.4	43.8
Max Q Clear Time (g_c+I1), s	26.8	20.0	7.8	54.9	15.4	17.5	17.9	45.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	2.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1278	877	7	738	78	569	447	28	180	574	154
Future Volume (veh/h)	178	1278	877	7	738	78	569	447	28	180	574	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	178	1278	877	7	738	78	569	447	28	180	574	154
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	1372	1007	22	915	97	861	1231	77	213	645	173
Arrive On Green	0.11	0.38	0.38	0.01	0.28	0.28	0.25	0.36	0.36	0.04	0.08	0.08
Sat Flow, veh/h	1810	3610	1610	1810	3288	347	3510	3448	215	1810	2816	753
Grp Volume(v), veh/h	178	1278	877	7	405	411	569	233	242	180	367	361
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1830	1755	1805	1858	1810	1805	1764
Q Serve(g_s), s	11.6	40.8	24.3	0.5	25.1	25.1	17.5	11.5	11.5	11.9	24.2	24.3
Cycle Q Clear(g_c), s	11.6	40.8	24.3	0.5	25.1	25.1	17.5	11.5	11.5	11.9	24.2	24.3
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.12	1.00		0.43
Lane Grp Cap(c), veh/h	206	1372	1007	22	502	509	861	644	663	213	414	404
V/C Ratio(X)	0.86	0.93	0.87	0.32	0.81	0.81	0.66	0.36	0.36	0.85	0.89	0.89
Avail Cap(c_a), veh/h	244	1384	1012	113	561	569	861	644	663	318	414	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	52.2	35.7	18.5	58.8	40.3	40.3	40.8	28.5	28.5	56.6	53.9	54.0
Incr Delay (d2), s/veh	23.0	11.5	8.3	7.0	6.8	6.7	1.9	1.6	1.5	10.5	20.0	20.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	19.8	7.6	0.3	12.0	12.2	7.8	5.3	5.4	6.4	14.1	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.2	47.2	26.8	65.8	47.1	47.1	42.7	30.1	30.1	67.1	73.9	74.8
LnGrp LOS	E	D	C	E	D	D	D	C	C	E	E	E
Approach Vol, veh/h		2333			823			1044			908	
Approach Delay, s/veh		41.7			47.2			36.9			72.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.1	46.8	5.5	49.6	33.4	31.5	17.7	37.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.1	29.4	7.5	46.0	23.0	27.5	16.2	37.3
Max Q Clear Time (g_c+I1), s	13.9	13.5	2.5	42.8	19.5	26.3	13.6	27.1
Green Ext Time (p_c), s	0.3	2.5	0.0	2.8	0.8	0.6	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	175	221	852	153	362	1193	
Future Volume (veh/h)	175	221	852	153	362	1193	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	175	221	852	153	362	1193	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	590	271	902	403	1517	2643	
Arrive On Green	0.17	0.17	0.25	0.25	0.43	0.73	
Sat Flow, veh/h	3510	1610	3705	1610	3510	3705	
Grp Volume(v), veh/h	175	221	852	153	362	1193	
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1610	1755	1805	
Q Serve(g_s), s	3.5	10.6	18.5	6.3	5.2	10.6	
Cycle Q Clear(g_c), s	3.5	10.6	18.5	6.3	5.2	10.6	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	590	271	903	403	1517	2643	
V/C Ratio(X)	0.30	0.82	0.94	0.38	0.24	0.45	
Avail Cap(c_a), veh/h	878	403	903	403	1517	2643	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.72	0.72	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	29.1	32.1	29.5	24.9	14.4	4.3	
Incr Delay (d2), s/veh	0.2	5.8	19.1	2.7	0.1	0.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.5	4.4	10.1	2.6	2.0	2.9	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	29.3	37.9	48.6	27.6	14.5	4.9	
LnGrp LOS	C	D	D	C	B	A	
Approach Vol, veh/h	396		1005			1555	
Approach Delay, s/veh	34.1		45.4			7.1	
Approach LOS	C		D			A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	38.6	24.0			62.6	17.4
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	28.6	20.0			52.0	20.0
Max Q Clear Time (g_c+I1), s	17.2	20.5			12.6	12.6
Green Ext Time (p_c), s	1.2	0.0			11.7	0.9

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	2131	189	159	1522	129	203	373	130	287	418	119
Future Volume (veh/h)	295	2131	189	159	1522	129	203	373	130	287	418	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	295	2131	189	159	1522	129	203	373	130	287	418	119
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	348	2141	188	169	1666	141	234	441	151	296	559	157
Arrive On Green	0.38	0.88	0.88	0.12	0.46	0.46	0.04	0.06	0.06	0.16	0.20	0.20
Sat Flow, veh/h	1810	4848	425	1810	4863	412	1810	2620	899	1810	2760	777
Grp Volume(v), veh/h	295	1513	807	159	1082	569	203	255	248	287	272	265
Grp Sat Flow(s),veh/h/ln	1810	1729	1815	1810	1729	1817	1810	1805	1713	1810	1805	1731
Q Serve(g_s), s	17.9	49.1	53.0	10.5	35.0	35.1	13.4	16.8	17.2	18.9	17.0	17.3
Cycle Q Clear(g_c), s	17.9	49.1	53.0	10.5	35.0	35.1	13.4	16.8	17.2	18.9	17.0	17.3
Prop In Lane	1.00		0.23	1.00		0.23	1.00		0.52	1.00		0.45
Lane Grp Cap(c), veh/h	348	1527	802	169	1185	622	234	304	288	296	366	351
V/C Ratio(X)	0.85	0.99	1.01	0.94	0.91	0.91	0.87	0.84	0.86	0.97	0.74	0.76
Avail Cap(c_a), veh/h	348	1527	802	169	1216	639	234	304	288	296	366	351
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.11	0.11	0.11	0.09	0.09	0.09	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	6.8	7.0	52.2	31.0	31.0	56.4	55.1	55.3	49.9	44.9	45.1
Incr Delay (d2), s/veh	2.3	5.7	12.1	10.1	1.2	2.2	25.2	21.3	24.5	44.3	12.8	14.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	3.9	5.6	5.1	13.4	14.3	8.2	10.0	9.9	12.2	8.9	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	12.5	19.1	62.3	32.2	33.2	81.6	76.4	79.7	94.2	57.8	59.2
LnGrp LOS	D	B	F	E	C	C	F	E	E	F	E	E
Approach Vol, veh/h		2615			1810			706			824	
Approach Delay, s/veh		17.4			35.1			79.1			70.9	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	24.2	15.2	57.0	19.5	28.3	27.1	45.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.6	20.2	11.2	53.0	15.5	24.3	22.0	42.2
Max Q Clear Time (g_c+I1), s	20.9	19.2	12.5	55.0	15.4	19.3	19.9	37.1
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	1.5	0.2	4.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1035	285	46	560	63	127	465	45	75	643	51
Future Volume (veh/h)	85	1035	285	46	560	63	127	465	45	75	643	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	1035	285	46	560	63	127	465	45	75	643	51
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	108	1148	314	83	1295	145	154	892	86	258	1103	87
Arrive On Green	0.06	0.41	0.41	0.05	0.40	0.40	0.09	0.27	0.27	0.29	0.65	0.65
Sat Flow, veh/h	1810	2800	766	1810	3271	367	1810	3325	321	1810	3387	268
Grp Volume(v), veh/h	85	665	655	46	308	315	127	252	258	75	342	352
Grp Sat Flow(s),veh/h/ln	1810	1805	1761	1810	1805	1834	1810	1805	1841	1810	1805	1851
Q Serve(g_s), s	5.6	41.3	41.9	3.0	14.9	15.0	8.3	14.2	14.3	3.9	12.8	12.8
Cycle Q Clear(g_c), s	5.6	41.3	41.9	3.0	14.9	15.0	8.3	14.2	14.3	3.9	12.8	12.8
Prop In Lane	1.00		0.44	1.00		0.20	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	108	740	722	83	715	726	154	484	494	258	588	603
V/C Ratio(X)	0.79	0.90	0.91	0.56	0.43	0.43	0.82	0.52	0.52	0.29	0.58	0.58
Avail Cap(c_a), veh/h	190	785	766	118	715	726	198	484	494	258	588	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.46	0.46	0.46	0.56	0.56	0.56	1.00	1.00	1.00	0.52	0.52	0.52
Uniform Delay (d), s/veh	55.7	33.1	33.2	56.1	26.4	26.4	54.0	37.3	37.4	38.2	16.3	16.3
Incr Delay (d2), s/veh	5.7	6.6	7.4	3.2	0.2	0.2	19.4	3.9	3.9	0.3	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	19.0	19.0	1.4	6.5	6.6	4.6	6.8	7.0	1.7	4.2	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	39.7	40.6	59.3	26.6	26.7	73.4	41.3	41.3	38.5	18.5	18.5
LnGrp LOS	E	D	D	E	C	C	E	D	D	D	B	B
Approach Vol, veh/h		1405			669			637			769	
Approach Delay, s/veh		41.4			28.9			47.7			20.4	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	36.2	9.5	53.2	14.2	43.1	11.2	51.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.8	32.2	7.8	52.2	13.1	30.9	12.6	47.4
Max Q Clear Time (g_c+I1), s	15.9	16.3	5.0	43.9	10.3	14.8	7.6	17.0
Green Ext Time (p_c), s	0.1	2.7	0.0	5.3	0.1	3.9	0.1	4.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	382	96	17	312	198	82	267	51	362	248	27
Future Volume (veh/h)	27	382	96	17	312	198	82	267	51	362	248	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	382	96	17	312	198	82	267	51	362	248	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	717	320	97	397	245	133	1134	213	362	1645	177
Arrive On Green	0.04	0.20	0.20	0.03	0.19	0.19	0.07	0.37	0.37	0.20	0.50	0.50
Sat Flow, veh/h	3510	3610	1610	3510	2129	1315	1810	3032	571	1810	3286	354
Grp Volume(v), veh/h	27	382	96	17	263	247	82	157	161	362	135	140
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1639	1810	1805	1797	1810	1805	1836
Q Serve(g_s), s	0.6	7.6	4.1	0.4	11.1	11.5	3.5	4.8	4.9	16.0	3.2	3.3
Cycle Q Clear(g_c), s	0.6	7.6	4.1	0.4	11.1	11.5	3.5	4.8	4.9	16.0	3.2	3.3
Prop In Lane	1.00		1.00	1.00		0.80	1.00		0.32	1.00		0.19
Lane Grp Cap(c), veh/h	139	717	320	97	337	306	133	675	672	362	904	919
V/C Ratio(X)	0.19	0.53	0.30	0.18	0.78	0.81	0.62	0.23	0.24	1.00	0.15	0.15
Avail Cap(c_a), veh/h	329	835	372	329	417	379	213	675	672	362	904	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	28.7	27.3	38.0	31.0	31.2	36.0	17.2	17.2	32.0	10.8	10.8
Incr Delay (d2), s/veh	0.7	0.6	0.5	0.6	5.0	6.7	4.6	0.8	0.8	47.4	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.2	1.6	0.2	5.1	5.0	1.7	2.0	2.1	11.5	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	29.3	27.8	38.6	36.0	37.9	40.6	18.0	18.1	79.4	11.1	11.1
LnGrp LOS	D	C	C	D	D	D	D	B	B	F	B	B
Approach Vol, veh/h		505			527			400			637	
Approach Delay, s/veh		29.5			37.0			22.6			49.9	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	33.9	6.2	19.9	9.9	44.0	7.2	18.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	22.0	7.5	18.5	9.4	28.6	7.5	18.5
Max Q Clear Time (g_c+I1), s	13.0	6.9	2.4	9.6	5.5	5.3	2.6	13.5
Green Ext Time (p_c), s	0.0	1.6	0.0	1.9	0.0	1.5	0.0	1.4

Intersection Summary		
HCM 6th Ctrl Delay		36.4
HCM 6th LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	501	1629	477	493	1211	185	470	987	326	274	1288	241
Future Volume (veh/h)	501	1629	477	493	1211	185	470	987	326	274	1288	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	501	1629	477	493	1211	185	470	987	326	274	1288	241
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	507	1143	502	380	1269	194	302	1041	449	277	993	437
Arrive On Green	0.14	0.32	0.32	0.11	0.28	0.28	0.06	0.10	0.10	0.15	0.28	0.28
Sat Flow, veh/h	3510	3610	1584	3510	4523	691	1810	3610	1558	1810	3610	1589
Grp Volume(v), veh/h	501	1629	477	493	926	470	470	987	326	274	1288	241
Grp Sat Flow(s),veh/h/ln	1755	1805	1584	1755	1729	1756	1810	1805	1558	1810	1805	1589
Q Serve(g_s), s	17.1	38.0	23.3	13.0	31.6	31.6	20.0	32.6	24.4	18.1	33.0	15.6
Cycle Q Clear(g_c), s	17.1	38.0	23.3	13.0	31.6	31.6	20.0	32.6	24.4	18.1	33.0	15.6
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	507	1143	502	380	970	493	302	1041	449	277	993	437
V/C Ratio(X)	0.99	1.42	0.95	1.30	0.95	0.95	1.56	0.95	0.73	0.99	1.30	0.55
Avail Cap(c_a), veh/h	507	1143	502	380	971	493	302	1041	449	277	993	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.44	0.44	0.44	0.51	0.51	0.51	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	41.0	17.4	53.5	42.4	42.4	56.7	53.4	49.7	50.7	43.5	37.2
Incr Delay (d2), s/veh	9.5	191.7	4.7	141.9	10.4	17.0	259.5	11.0	5.2	50.4	141.3	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	47.1	8.9	13.2	14.7	15.9	31.5	17.4	10.9	12.1	34.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	232.7	22.1	195.4	52.8	59.4	316.2	64.4	54.9	101.1	184.8	42.1
LnGrp LOS	E	F	C	F	D	E	F	E	D	F	F	D
Approach Vol, veh/h		2607			1889			1783			1803	
Approach Delay, s/veh		161.1			91.7			129.0			153.0	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	38.6	17.0	42.0	24.0	37.0	21.3	37.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.4	34.6	13.0	38.0	20.0	33.0	17.3	33.7
Max Q Clear Time (g_c+I1), s	20.1	34.6	15.0	40.0	22.0	35.0	19.1	33.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1

Intersection Summary		
HCM 6th Ctrl Delay		136.0
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	804	308	136	563	79	254	1473	142	177	1909	64
Future Volume (veh/h)	101	804	308	136	563	79	254	1473	142	177	1909	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	804	308	136	563	79	254	1473	142	177	1909	64
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	719	275	136	919	129	241	1899	183	204	1932	65
Arrive On Green	0.07	0.28	0.28	0.15	0.58	0.58	0.13	0.40	0.40	0.11	0.38	0.38
Sat Flow, veh/h	1810	2536	970	1810	3180	445	1810	4800	463	1810	5151	172
Grp Volume(v), veh/h	101	572	540	136	319	323	254	1061	554	177	1281	692
Grp Sat Flow(s),veh/h/ln	1810	1805	1701	1810	1805	1820	1810	1729	1804	1810	1729	1865
Q Serve(g_s), s	6.6	34.0	34.0	9.0	13.8	13.9	16.0	32.1	32.1	11.5	44.1	44.3
Cycle Q Clear(g_c), s	6.6	34.0	34.0	9.0	13.8	13.9	16.0	32.1	32.1	11.5	44.1	44.3
Prop In Lane	1.00		0.57	1.00		0.24	1.00		0.26	1.00		0.09
Lane Grp Cap(c), veh/h	126	511	482	136	521	526	241	1368	714	204	1297	700
V/C Ratio(X)	0.80	1.12	1.12	1.00	0.61	0.61	1.05	0.78	0.78	0.87	0.99	0.99
Avail Cap(c_a), veh/h	151	511	482	136	521	526	241	1368	714	210	1297	700
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	0.81	0.81	0.81	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.0	43.0	43.0	51.0	20.9	21.0	52.0	31.6	31.6	52.4	37.2	37.3
Incr Delay (d2), s/veh	9.9	64.0	65.5	70.1	1.7	1.7	72.5	4.4	8.1	3.7	5.2	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	24.1	22.9	6.4	4.6	4.7	12.1	14.0	15.4	5.4	19.2	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	107.0	108.5	121.1	22.6	22.7	124.5	36.0	39.7	56.1	42.4	45.4
LnGrp LOS	E	F	F	F	C	C	F	D	D	E	D	D
Approach Vol, veh/h		1213			778			1869			2150	
Approach Delay, s/veh		104.2			39.9			49.1			44.5	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	51.5	13.0	38.0	20.0	49.0	12.3	38.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.5	47.1	9.0	34.0	16.0	45.0	10.0	33.0
Max Q Clear Time (g_c+I1), s	13.5	34.1	11.0	36.0	18.0	46.3	8.6	15.9
Green Ext Time (p_c), s	0.0	8.6	0.0	0.0	0.0	0.0	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	57.4
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	423	206	441	356	222	266	1580	456	382	1690	56
Future Volume (veh/h)	84	423	206	441	356	222	266	1580	456	382	1690	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	423	206	441	356	222	266	1580	456	382	1690	56
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	371	179	407	694	424	241	1556	475	332	1803	60
Arrive On Green	0.06	0.16	0.16	0.22	0.32	0.32	0.27	0.60	0.60	0.18	0.35	0.35
Sat Flow, veh/h	1810	2344	1128	1810	2140	1309	1810	5187	1582	1810	5152	171
Grp Volume(v), veh/h	84	325	304	441	299	279	266	1580	456	382	1134	612
Grp Sat Flow(s),veh/h/ln	1810	1805	1667	1810	1805	1644	1810	1729	1582	1810	1729	1865
Q Serve(g_s), s	5.5	19.0	19.0	27.0	16.1	16.6	16.0	36.0	32.7	22.0	38.1	38.1
Cycle Q Clear(g_c), s	5.5	19.0	19.0	27.0	16.1	16.6	16.0	36.0	32.7	22.0	38.1	38.1
Prop In Lane	1.00		0.68	1.00		0.80	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	107	286	264	407	585	533	241	1556	475	332	1210	653
V/C Ratio(X)	0.78	1.14	1.15	1.08	0.51	0.52	1.10	1.02	0.96	1.15	0.94	0.94
Avail Cap(c_a), veh/h	185	286	264	407	585	533	241	1556	475	332	1210	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.73	0.73	0.73	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	50.5	50.5	46.5	32.9	33.0	44.0	24.0	23.3	49.0	37.7	37.7
Incr Delay (d2), s/veh	8.7	87.5	95.6	62.6	0.5	0.7	52.5	11.2	6.2	97.1	14.6	22.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	15.5	14.9	19.1	7.1	6.7	9.7	11.4	9.0	18.8	18.3	21.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	138.0	146.1	109.1	33.4	33.7	96.5	35.2	29.5	146.1	52.3	60.6
LnGrp LOS	E	F	F	F	C	C	F	F	C	F	D	E
Approach Vol, veh/h		713			1019			2302			2128	
Approach Delay, s/veh		132.8			66.2			41.1			71.5	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	40.0	31.0	23.0	20.0	46.0	11.1	42.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	36.0	27.0	19.0	16.0	42.0	12.3	33.7
Max Q Clear Time (g_c+I1), s	24.0	38.0	29.0	21.0	18.0	40.1	7.5	18.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.6	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay	66.4
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	142	131	325	79	134	107	2177	315	130	2224	58
Future Volume (veh/h)	29	142	131	325	79	134	107	2177	315	130	2224	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	142	131	325	79	134	107	2177	315	130	2224	58
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	176	177	294	71	320	113	2040	287	196	2555	66
Arrive On Green	0.11	0.11	0.11	0.20	0.20	0.20	0.06	0.45	0.45	0.22	0.98	0.98
Sat Flow, veh/h	320	1565	1579	1469	357	1598	1810	4576	644	1810	5195	135
Grp Volume(v), veh/h	171	0	131	404	0	134	107	1630	862	130	1478	804
Grp Sat Flow(s),veh/h/ln	1884	0	1579	1827	0	1598	1810	1729	1762	1810	1729	1872
Q Serve(g_s), s	10.6	0.0	9.6	24.0	0.0	8.8	7.1	53.5	53.5	7.9	5.7	5.9
Cycle Q Clear(g_c), s	10.6	0.0	9.6	24.0	0.0	8.8	7.1	53.5	53.5	7.9	5.7	5.9
Prop In Lane	0.17		1.00	0.80		1.00	1.00		0.37	1.00		0.07
Lane Grp Cap(c), veh/h	212	0	177	365	0	320	113	1542	785	196	1701	921
V/C Ratio(X)	0.81	0.00	0.74	1.11	0.00	0.42	0.95	1.06	1.10	0.66	0.87	0.87
Avail Cap(c_a), veh/h	290	0	243	365	0	320	113	1542	785	196	1701	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.11	0.11	0.11
Uniform Delay (d), s/veh	52.0	0.0	51.6	48.0	0.0	41.9	56.0	33.3	33.3	45.0	0.5	0.5
Incr Delay (d2), s/veh	11.3	0.0	7.4	78.8	0.0	0.9	58.0	37.3	58.6	0.9	0.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	4.2	18.9	0.0	3.6	5.0	29.7	34.9	3.3	0.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	0.0	59.0	126.8	0.0	42.8	114.1	70.5	91.9	45.9	1.3	2.0
LnGrp LOS	E	A	E	F	A	D	F	F	F	D	A	A
Approach Vol, veh/h		302			538			2599			2412	
Approach Delay, s/veh		61.4			105.9			79.4			3.9	
Approach LOS		E			F			E			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	57.5		17.5	11.5	63.0		28.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	53.5		18.5	7.5	54.0		24.0
Max Q Clear Time (g_c+I1), s	9.9	55.5		12.6	9.1	7.9		26.0
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	29.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	0	192	0	0	0	186	2267	0	0	2600	169
Future Volume (veh/h)	249	0	192	0	0	0	186	2267	0	0	2600	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	249	0	192	0	0	0	186	2267	0	0	2600	169
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	238	651	2	2	1	505	4193	0	2	2470	158
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.56	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4982	318
Grp Volume(v), veh/h	249	0	192	0	0	0	186	2267	0	0	1791	978
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1843
Q Serve(g_s), s	15.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0	59.5	59.5
Cycle Q Clear(g_c), s	15.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0	59.5	59.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.17
Lane Grp Cap(c), veh/h	226	238	651	2	2	1	505	4193	0	2	1715	914
V/C Ratio(X)	1.10	0.00	0.30	0.00	0.00	0.00	0.37	0.54	0.00	0.00	1.04	1.07
Avail Cap(c_a), veh/h	226	412	798	113	293	248	505	4193	0	113	1715	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.58	0.58	0.00	0.00	0.20	0.20
Uniform Delay (d), s/veh	52.5	0.0	19.1	0.0	0.0	0.0	20.6	0.0	0.0	0.0	30.3	30.3
Incr Delay (d2), s/veh	89.4	0.0	0.2	0.0	0.0	0.0	0.3	0.3	0.0	0.0	24.1	36.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	0.0	3.3	0.0	0.0	0.0	2.6	0.1	0.0	0.0	29.4	34.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	141.9	0.0	19.3	0.0	0.0	0.0	20.9	0.3	0.0	0.0	54.4	67.1
LnGrp LOS	F	A	B	A	A	A	C	A	A	A	F	F
Approach Vol, veh/h		441			0			2453			2769	
Approach Delay, s/veh		88.6			0.0			1.9			58.9	
Approach LOS		F						A			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	101.0	0.0	19.0	37.5	63.5	19.0	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	63.0	7.5	26.0	11.0	59.5	15.0	18.5
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0	2.0	8.9	61.5	17.0	0.0
Green Ext Time (p_c), s	0.0	36.6	0.0	0.6	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	79	169	160	27	139	29	2193	138	125	2542	97
Future Volume (veh/h)	109	79	169	160	27	139	29	2193	138	125	2542	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	79	169	160	27	139	29	2193	138	125	2542	97
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	223	199	187	198	167	65	2578	161	222	3130	1170
Arrive On Green	0.12	0.12	0.12	0.10	0.10	0.10	0.04	0.52	0.52	0.25	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	4990	312	1810	5187	1610
Grp Volume(v), veh/h	109	79	169	160	27	139	29	1515	816	125	2542	97
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1844	1810	1729	1610
Q Serve(g_s), s	6.7	4.8	12.3	10.4	1.5	10.2	1.9	45.2	46.1	7.3	0.0	0.0
Cycle Q Clear(g_c), s	6.7	4.8	12.3	10.4	1.5	10.2	1.9	45.2	46.1	7.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	223	223	199	187	198	167	65	1787	953	222	3130	1170
V/C Ratio(X)	0.49	0.35	0.85	0.86	0.14	0.83	0.44	0.85	0.86	0.56	0.81	0.08
Avail Cap(c_a), veh/h	223	278	248	196	323	274	113	1787	953	222	3130	1170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.10	0.10	0.10	0.56	0.56	0.56
Uniform Delay (d), s/veh	49.1	48.2	51.5	52.9	48.9	52.7	56.6	24.9	25.2	42.4	0.0	0.0
Incr Delay (d2), s/veh	1.7	1.0	19.6	28.3	0.3	10.5	0.5	0.6	1.1	1.8	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.2	6.1	6.2	0.8	4.6	0.9	18.0	19.7	3.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	49.1	71.1	81.2	49.2	63.3	57.1	25.5	26.3	44.2	1.4	0.1
LnGrp LOS	D	D	E	F	D	E	E	C	C	D	A	A
Approach Vol, veh/h		357			326			2360			2764	
Approach Delay, s/veh		60.0			70.9			26.2			3.3	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	66.0	16.4	18.8	8.3	76.4	18.8	16.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.5	62.0	13.0	18.5	7.5	65.0	11.1	20.4
Max Q Clear Time (g_c+I1), s	9.3	48.1	12.4	14.3	3.9	2.0	8.7	12.2
Green Ext Time (p_c), s	0.0	11.9	0.0	0.5	0.0	45.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	647	825	344	19	554	377	139	1259	20	561	1868	614
Future Volume (veh/h)	647	825	344	19	554	377	139	1259	20	561	1868	614
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	647	825	344	19	554	377	139	1259	20	561	1868	614
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	573	1601	714	96	800	248	219	1275	396	527	1729	537
Arrive On Green	0.32	0.44	0.44	0.03	0.15	0.15	0.06	0.25	0.25	0.15	0.33	0.33
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	647	825	344	19	554	377	139	1259	20	561	1868	614
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	38.0	19.8	13.9	0.6	12.1	18.5	4.6	29.0	1.1	18.0	40.0	17.0
Cycle Q Clear(g_c), s	38.0	19.8	13.9	0.6	12.1	18.5	4.6	29.0	1.1	18.0	40.0	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	573	1601	714	96	800	248	219	1275	396	527	1729	537
V/C Ratio(X)	1.13	0.52	0.48	0.20	0.69	1.52	0.63	0.99	0.05	1.07	1.08	1.14
Avail Cap(c_a), veh/h	573	1601	714	219	800	248	219	1275	396	527	1729	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.55	0.55	0.55
Uniform Delay (d), s/veh	41.0	24.1	13.9	57.1	48.1	50.8	54.9	45.1	34.6	51.0	40.0	7.2
Incr Delay (d2), s/veh	78.4	0.3	0.5	1.0	2.6	253.0	5.8	22.4	0.2	48.1	42.7	77.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.2	8.4	5.1	0.3	5.4	24.9	2.2	15.0	0.5	11.4	23.5	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	119.4	24.4	14.4	58.1	50.6	303.8	60.7	67.4	34.8	99.1	82.7	84.3
LnGrp LOS	F	C	B	E	D	F	E	E	C	F	F	F
Approach Vol, veh/h		1816			950			1418			3043	
Approach Delay, s/veh		56.4			151.2			66.3			86.1	
Approach LOS		E			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	33.5	7.3	57.2	11.5	44.0	42.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	29.5	7.5	49.0	7.5	40.0	38.0	18.5
Max Q Clear Time (g_c+I1), s	20.0	31.0	2.6	21.8	6.6	42.0	40.0	20.5
Green Ext Time (p_c), s	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	83.3
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1846	235	63	1401	239	147	280	49	163	329	140
Future Volume (veh/h)	188	1846	235	63	1401	239	147	280	49	163	329	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	188	1846	235	63	1401	239	147	280	49	163	329	140
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1819	955	93	1589	901	336	287	50	234	536	224
Arrive On Green	0.08	0.34	0.34	0.05	0.44	0.44	0.03	0.06	0.06	0.13	0.22	0.22
Sat Flow, veh/h	1810	3610	1589	1810	3610	1574	3510	1574	276	1810	2482	1036
Grp Volume(v), veh/h	188	1846	235	63	1401	239	147	0	329	163	237	232
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1805	1574	1755	0	1850	1810	1805	1714
Q Serve(g_s), s	12.4	60.5	2.2	4.1	42.6	0.0	4.9	0.0	21.3	10.3	14.3	14.7
Cycle Q Clear(g_c), s	12.4	60.5	2.2	4.1	42.6	0.0	4.9	0.0	21.3	10.3	14.3	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.60
Lane Grp Cap(c), veh/h	208	1819	955	93	1589	901	336	0	338	234	390	370
V/C Ratio(X)	0.90	1.01	0.25	0.68	0.88	0.27	0.44	0.00	0.97	0.70	0.61	0.63
Avail Cap(c_a), veh/h	208	1819	955	317	1706	952	336	0	338	234	390	370
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.97	0.00	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	39.7	6.9	56.0	30.7	13.1	54.9	0.0	56.1	50.0	42.5	42.7
Incr Delay (d2), s/veh	5.5	10.5	0.0	8.4	5.5	0.2	0.9	0.0	42.2	8.8	6.9	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	30.3	2.1	2.1	19.3	3.3	2.3	0.0	14.6	5.3	7.1	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	50.3	6.9	64.4	36.3	13.2	55.8	0.0	98.3	58.8	49.4	50.4
LnGrp LOS	E	F	A	E	D	B	E	A	F	E	D	D
Approach Vol, veh/h		2269			1703			476			632	
Approach Delay, s/veh		46.6			34.1			85.2			52.2	
Approach LOS		D			C			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	25.9	10.1	64.5	15.5	29.9	17.8	56.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	21.9	21.0	49.5	7.6	25.9	13.8	56.7
Max Q Clear Time (g_c+I1), s	12.3	23.3	6.1	62.5	6.9	16.7	14.4	44.6
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	1.9	0.0	8.2

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	829	177	55	573	49	107	363	39	94	533	74
Future Volume (veh/h)	42	829	177	55	573	49	107	363	39	94	533	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	829	177	55	573	49	107	363	39	94	533	74
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	275	928	198	89	707	60	242	1443	154	117	703	595
Arrive On Green	0.15	0.31	0.31	0.05	0.21	0.21	0.13	0.44	0.44	0.13	0.74	0.74
Sat Flow, veh/h	1810	2958	631	1810	3361	287	1810	3286	351	1810	1900	1609
Grp Volume(v), veh/h	42	506	500	55	307	315	107	198	204	94	533	74
Grp Sat Flow(s),veh/h/ln	1810	1805	1784	1810	1805	1843	1810	1805	1832	1810	1900	1609
Q Serve(g_s), s	2.4	32.1	32.1	3.6	19.4	19.5	6.5	8.3	8.4	6.1	19.9	1.6
Cycle Q Clear(g_c), s	2.4	32.1	32.1	3.6	19.4	19.5	6.5	8.3	8.4	6.1	19.9	1.6
Prop In Lane	1.00		0.35	1.00		0.16	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	275	566	560	89	380	388	242	792	804	117	703	595
V/C Ratio(X)	0.15	0.89	0.89	0.62	0.81	0.81	0.44	0.25	0.25	0.80	0.76	0.12
Avail Cap(c_a), veh/h	275	617	610	115	618	631	242	792	804	217	703	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	44.1	39.3	39.3	56.0	45.1	45.1	47.8	21.2	21.2	51.5	12.4	10.0
Incr Delay (d2), s/veh	0.0	1.7	1.7	6.9	4.1	4.1	1.3	0.8	0.8	10.4	6.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	14.3	14.2	1.8	9.1	9.3	3.0	3.7	3.8	2.9	5.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	40.9	41.0	62.8	49.2	49.2	49.1	22.0	22.0	61.9	19.1	10.4
LnGrp LOS	D	D	D	E	D	D	D	C	C	E	B	B
Approach Vol, veh/h		1048			677			509			701	
Approach Delay, s/veh		41.1			50.3			27.7			23.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	56.7	9.9	41.6	20.1	48.4	22.3	29.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.4	41.0	7.6	41.0	11.0	44.4	7.5	41.1
Max Q Clear Time (g_c+I1), s	8.1	10.4	5.6	34.1	8.5	21.9	4.4	21.5
Green Ext Time (p_c), s	0.1	2.5	0.0	3.6	0.1	3.8	0.0	3.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	1165	134	771	1020	211	101	299	836	122	329	96
Future Volume (veh/h)	176	1165	134	771	1020	211	101	299	836	122	329	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	1165	134	771	1020	211	101	299	836	122	329	96
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	896	103	543	1666	849	126	406	357	121	612	176
Arrive On Green	0.11	0.28	0.28	0.30	0.46	0.46	0.07	0.22	0.22	0.07	0.22	0.22
Sat Flow, veh/h	1810	3257	374	1810	3610	1607	1810	1805	1585	1810	2756	790
Grp Volume(v), veh/h	176	644	655	771	1020	211	101	299	836	122	213	212
Grp Sat Flow(s),veh/h/ln	1810	1805	1826	1810	1805	1607	1810	1805	1585	1810	1805	1742
Q Serve(g_s), s	11.5	33.0	33.0	36.0	25.4	8.6	6.6	18.5	27.0	8.0	12.5	12.9
Cycle Q Clear(g_c), s	11.5	33.0	33.0	36.0	25.4	8.6	6.6	18.5	27.0	8.0	12.5	12.9
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	205	496	502	543	1666	849	126	406	357	121	401	387
V/C Ratio(X)	0.86	1.30	1.30	1.42	0.61	0.25	0.80	0.74	2.34	1.01	0.53	0.55
Avail Cap(c_a), veh/h	271	496	502	543	1666	849	157	406	357	121	401	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	43.5	43.5	42.0	24.2	15.4	55.0	43.2	46.5	56.0	41.2	41.3
Incr Delay (d2), s/veh	18.4	148.4	150.6	199.7	0.7	0.2	20.9	11.3	613.5	85.0	5.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	35.0	35.7	46.0	10.9	3.1	3.7	9.5	71.3	6.5	6.1	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	191.9	194.1	241.7	24.9	15.5	75.9	54.5	660.0	141.0	46.2	46.8
LnGrp LOS	E	F	F	F	C	B	E	D	F	F	D	D
Approach Vol, veh/h		1475			2002			1236			547	
Approach Delay, s/veh		178.4			107.4			465.8			67.5	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	31.0	40.0	37.0	12.3	30.7	17.6	59.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	27.0	36.0	33.0	10.4	24.6	18.0	51.0
Max Q Clear Time (g_c+I1), s	10.0	29.0	38.0	35.0	8.6	14.9	13.5	27.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.8	0.2	8.9

Intersection Summary	
HCM 6th Ctrl Delay	207.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1572	267	158	1162	85	201	520	221	71	644	94
Future Volume (veh/h)	146	1572	267	158	1162	85	201	520	221	71	644	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	146	1572	267	158	1162	85	201	520	221	71	644	94
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	855	724	136	871	836	151	530	560	113	419	61
Arrive On Green	0.07	0.45	0.45	0.08	0.46	0.46	0.17	0.56	0.56	0.06	0.26	0.26
Sat Flow, veh/h	1810	1900	1608	1810	1900	1605	1810	1900	1574	1810	1620	237
Grp Volume(v), veh/h	146	1572	267	158	1162	85	201	520	221	71	0	738
Grp Sat Flow(s),veh/h/ln	1810	1900	1608	1810	1900	1605	1810	1900	1574	1810	0	1857
Q Serve(g_s), s	8.0	54.0	13.1	9.0	55.0	0.0	10.0	32.0	0.0	4.6	0.0	31.0
Cycle Q Clear(g_c), s	8.0	54.0	13.1	9.0	55.0	0.0	10.0	32.0	0.0	4.6	0.0	31.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	121	855	724	136	871	836	151	530	560	113	0	480
V/C Ratio(X)	1.21	1.84	0.37	1.16	1.33	0.10	1.33	0.98	0.39	0.63	0.00	1.54
Avail Cap(c_a), veh/h	121	855	724	136	871	836	151	530	560	113	0	480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	33.0	21.8	55.5	32.5	14.5	50.0	26.2	16.7	54.9	0.0	44.5
Incr Delay (d2), s/veh	149.1	381.9	0.3	128.1	158.3	0.1	181.7	30.7	1.7	10.5	0.0	252.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	114.7	5.0	8.9	62.7	1.2	11.7	14.8	3.0	2.4	0.0	47.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	205.1	414.9	22.1	183.6	190.8	14.6	231.7	56.9	18.4	65.4	0.0	297.1
LnGrp LOS	F	F	C	F	F	B	F	E	B	E	A	F
Approach Vol, veh/h		1985			1405			942			809	
Approach Delay, s/veh		346.7			179.3			85.2			276.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	37.5	13.0	58.0	14.0	35.0	12.0	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	33.5	9.0	54.0	10.0	31.0	8.0	55.0
Max Q Clear Time (g_c+I1), s	10.0	34.0	11.0	56.0	12.0	33.0	10.0	57.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	242.0
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	595	248	425	511	169	121	650	357	91	849	24
Future Volume (veh/h)	55	595	248	425	511	169	121	650	357	91	849	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	595	248	425	511	169	121	650	0	91	849	24
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	578	640	266	451	677	302	176	933		183	941	27
Arrive On Green	0.32	0.26	0.26	0.25	0.19	0.19	0.10	0.26	0.00	0.20	0.52	0.52
Sat Flow, veh/h	1810	2484	1034	1810	3610	1608	1810	3610	1610	1810	3585	101
Grp Volume(v), veh/h	55	432	411	425	511	169	121	650	0	91	427	446
Grp Sat Flow(s),veh/h/ln	1810	1805	1712	1810	1805	1608	1810	1805	1610	1810	1805	1881
Q Serve(g_s), s	2.6	28.0	28.1	27.6	16.1	11.5	7.8	19.5	0.0	5.4	25.6	25.6
Cycle Q Clear(g_c), s	2.6	28.0	28.1	27.6	16.1	11.5	7.8	19.5	0.0	5.4	25.6	25.6
Prop In Lane	1.00		0.60	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	578	465	441	451	677	302	176	933		183	474	494
V/C Ratio(X)	0.10	0.93	0.93	0.94	0.75	0.56	0.69	0.70		0.50	0.90	0.90
Avail Cap(c_a), veh/h	578	475	451	473	1621	722	176	933		183	474	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	28.7	43.5	43.5	44.2	46.1	44.2	52.4	40.3	0.0	45.1	27.1	27.1
Incr Delay (d2), s/veh	0.1	24.6	25.8	26.7	1.7	1.6	9.7	3.8	0.0	0.2	3.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	15.6	15.0	15.6	7.4	4.7	4.0	9.1	0.0	2.3	8.5	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	68.1	69.3	70.9	47.9	45.9	62.1	44.1	0.0	45.3	30.1	30.0
LnGrp LOS	C	E	E	E	D	D	E	D		D	C	C
Approach Vol, veh/h		898			1105			771	A		964	
Approach Delay, s/veh		66.3			56.4			46.9			31.5	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	35.0	33.9	34.9	15.6	35.5	42.3	26.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	31.0	31.4	31.6	9.5	31.5	9.1	53.9
Max Q Clear Time (g_c+I1), s	7.4	21.5	29.6	30.1	9.8	27.6	4.6	18.1
Green Ext Time (p_c), s	0.0	3.0	0.3	0.8	0.0	1.9	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D

Notes

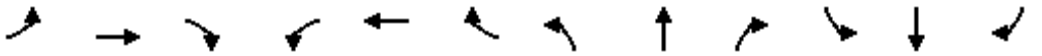
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	88	255	39	119	96	188	951	40	79	1164	169
Future Volume (veh/h)	172	88	255	39	119	96	188	951	40	79	1164	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	88	255	39	119	96	188	951	40	79	1164	169
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	334	298	105	365	272	314	2594	109	440	2326	337
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1185	1805	1610	1054	1972	1468	417	3530	148	577	3165	458
Grp Volume(v), veh/h	172	88	255	39	108	107	188	486	505	79	662	671
Grp Sat Flow(s),veh/h/ln	1185	1805	1610	1054	1805	1636	417	1805	1873	577	1805	1818
Q Serve(g_s), s	12.8	4.2	15.3	3.2	5.2	5.7	34.5	9.8	9.8	5.8	15.4	15.5
Cycle Q Clear(g_c), s	18.5	4.2	15.3	18.5	5.2	5.7	50.0	9.8	9.8	15.5	15.4	15.5
Prop In Lane	1.00		1.00	1.00		0.90	1.00		0.08	1.00		0.25
Lane Grp Cap(c), veh/h	224	334	298	105	334	303	314	1327	1377	440	1327	1336
V/C Ratio(X)	0.77	0.26	0.86	0.37	0.32	0.35	0.60	0.37	0.37	0.18	0.50	0.50
Avail Cap(c_a), veh/h	224	334	298	105	334	303	314	1327	1377	440	1327	1336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	34.9	39.5	48.6	35.3	35.5	16.1	4.8	4.8	7.6	5.5	5.6
Incr Delay (d2), s/veh	14.9	0.4	21.0	2.2	0.6	0.7	8.2	0.8	0.8	0.9	1.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	1.9	7.7	1.0	2.3	2.3	3.7	3.3	3.4	0.8	5.2	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	35.3	60.5	50.8	35.9	36.2	24.2	5.6	5.6	8.5	6.9	6.9
LnGrp LOS	E	D	E	D	D	D	C	A	A	A	A	A
Approach Vol, veh/h		515			254			1179			1412	
Approach Delay, s/veh		55.8			38.3			8.6			7.0	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	77.5	22.5	77.5	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	73.5	18.5	73.5	18.5
Max Q Clear Time (g_c+I1), s	52.0	20.5	17.5	20.5
Green Ext Time (p_c), s	10.0	0.0	15.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	373	1279	461	697	1452	128	353	627	709	410	748	196
Future Volume (veh/h)	373	1279	461	697	1452	128	353	627	709	410	748	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	373	1279	461	697	1452	128	353	627	709	410	748	196
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	427	1158	416	702	1875	165	322	806	677	474	750	197
Arrive On Green	0.12	0.31	0.31	0.20	0.39	0.39	0.09	0.22	0.22	0.14	0.27	0.27
Sat Flow, veh/h	3510	3757	1348	3510	4848	427	3510	3610	1589	3510	2812	737
Grp Volume(v), veh/h	373	1177	563	697	1036	544	353	627	709	410	480	464
Grp Sat Flow(s),veh/h/ln	1755	1729	1646	1755	1729	1817	1755	1805	1589	1755	1805	1744
Q Serve(g_s), s	12.5	37.0	37.0	23.8	31.5	31.5	11.0	19.6	26.8	13.7	31.9	31.9
Cycle Q Clear(g_c), s	12.5	37.0	37.0	23.8	31.5	31.5	11.0	19.6	26.8	13.7	31.9	31.9
Prop In Lane	1.00		0.82	1.00		0.24	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	427	1066	508	702	1337	703	322	806	677	474	481	465
V/C Ratio(X)	0.87	1.10	1.11	0.99	0.77	0.77	1.10	0.78	1.05	0.87	1.00	1.00
Avail Cap(c_a), veh/h	436	1066	508	702	1337	703	322	806	677	474	481	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	41.5	41.5	47.9	32.2	32.2	54.5	43.8	34.5	50.8	44.0	44.0
Incr Delay (d2), s/veh	17.3	60.6	73.3	32.1	2.9	5.4	78.7	7.3	47.7	15.3	40.4	41.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	24.5	25.1	13.5	13.5	14.7	8.4	9.5	17.4	7.0	19.5	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.1	102.1	114.8	80.0	35.1	37.6	133.2	51.1	82.2	66.2	84.3	85.1
LnGrp LOS	E	F	F	E	D	D	F	D	F	E	F	F
Approach Vol, veh/h		2113			2277			1689			1354	
Approach Delay, s/veh		99.6			49.4			81.3			79.1	
Approach LOS		F			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.2	30.8	28.0	41.0	15.0	36.0	18.6	50.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.2	26.8	24.0	37.0	11.0	32.0	14.9	46.1
Max Q Clear Time (g_c+I1), s	15.7	28.8	25.8	39.0	13.0	33.9	14.5	33.5
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	0.0	0.1	8.3

Intersection Summary	
HCM 6th Ctrl Delay	76.4
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	49	217	60	40	77	117	1239	85	121	1524	145
Future Volume (veh/h)	304	49	217	60	40	77	117	1239	85	121	1524	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	304	49	217	60	40	77	117	1239	85	121	1524	145
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	294	247	97	140	117	138	1762	855	286	1900	179
Arrive On Green	0.13	0.15	0.15	0.05	0.07	0.07	0.15	0.98	0.98	0.16	0.57	0.57
Sat Flow, veh/h	1810	1900	1598	1810	1900	1586	1810	3610	1576	1810	3333	314
Grp Volume(v), veh/h	304	49	217	60	40	77	117	1239	85	121	819	850
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1586	1810	1805	1576	1810	1805	1842
Q Serve(g_s), s	14.8	2.5	14.6	3.6	2.2	5.2	6.9	2.8	0.1	6.6	39.3	40.5
Cycle Q Clear(g_c), s	14.8	2.5	14.6	3.6	2.2	5.2	6.9	2.8	0.1	6.6	39.3	40.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	243	294	247	97	140	117	138	1762	855	286	1029	1050
V/C Ratio(X)	1.25	0.17	0.88	0.62	0.29	0.66	0.85	0.70	0.10	0.42	0.80	0.81
Avail Cap(c_a), veh/h	243	349	293	150	320	267	138	1762	855	286	1029	1050
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.09	0.09	0.09
Uniform Delay (d), s/veh	47.6	40.3	45.5	51.0	48.2	49.6	46.0	0.7	0.2	41.8	18.6	18.9
Incr Delay (d2), s/veh	141.8	0.3	22.2	6.3	1.1	6.2	33.5	2.2	0.2	0.1	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.2	1.2	7.3	1.8	1.1	2.3	4.2	0.9	0.1	3.0	15.5	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	189.4	40.6	67.6	57.3	49.3	55.8	79.5	2.9	0.4	41.8	19.2	19.5
LnGrp LOS	F	D	E	E	D	E	E	A	A	D	B	B
Approach Vol, veh/h		570			177			1441			1790	
Approach Delay, s/veh		130.3			54.8			8.9			20.9	
Approach LOS		F			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	57.7	9.9	21.0	12.4	66.7	18.8	12.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	53.7	9.1	20.2	8.4	56.3	10.8	18.5
Max Q Clear Time (g_c+I1), s	9.6	4.8	5.6	16.6	8.9	42.5	16.8	7.2
Green Ext Time (p_c), s	0.1	13.5	0.0	0.3	0.0	9.7	0.0	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	2	10	0	29	1	1291	13	30	1614	21
Future Volume (veh/h)	11	0	2	10	0	29	1	1291	13	30	1614	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	0	2	10	0	29	1	1291	13	30	1614	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	117	0	87	141	0	87	609	1697	17	675	1824	24
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.05	0.67	0.93	0.93	0.75	1.00	1.00
Sat Flow, veh/h	1396	0	1603	1430	0	1603	1810	3660	37	1810	3649	47
Grp Volume(v), veh/h	11	0	2	10	0	29	1	636	668	30	798	837
Grp Sat Flow(s),veh/h/ln	1396	0	1603	1430	0	1603	1810	1805	1892	1810	1805	1891
Q Serve(g_s), s	0.8	0.0	0.1	0.7	0.0	1.9	0.0	9.6	9.6	0.5	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.1	0.9	0.0	1.9	0.0	9.6	9.6	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	117	0	87	141	0	87	609	837	877	675	903	946
V/C Ratio(X)	0.09	0.00	0.02	0.07	0.00	0.33	0.00	0.76	0.76	0.04	0.88	0.89
Avail Cap(c_a), veh/h	422	0	437	454	0	437	609	837	877	675	903	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	0.42	0.42	0.42
Uniform Delay (d), s/veh	51.4	0.0	49.3	49.7	0.0	50.1	11.9	2.5	2.5	8.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.2	0.0	2.2	0.0	5.8	5.6	0.0	5.7	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.3	0.0	0.8	0.0	2.6	2.6	0.2	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	0.0	49.4	49.9	0.0	52.4	11.9	8.3	8.1	8.8	5.7	5.6
LnGrp LOS	D	A	D	D	A	D	B	A	A	A	A	A
Approach Vol, veh/h		13			39			1305			1665	
Approach Delay, s/veh		51.4			51.7			8.2			5.7	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	45.0	55.0		10.0	41.0	59.0		10.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	17.0	51.0		30.0	13.0	55.0		30.0
Max Q Clear Time (g_c+I1), s	2.5	11.6		4.8	2.0	2.0		3.9
Green Ext Time (p_c), s	0.0	12.1		0.0	0.0	19.9		0.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1	3	4	2	33	2	1289	13	60	1585	7
Future Volume (veh/h)	13	1	3	4	2	33	2	1289	13	60	1585	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1	3	4	2	33	2	1289	13	60	1585	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	22	65	137	5	79	342	2296	23	383	2396	11
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.19	0.63	0.63	0.42	1.00	1.00
Sat Flow, veh/h	1395	419	1256	1435	91	1509	1810	3660	37	1810	3686	16
Grp Volume(v), veh/h	13	0	4	4	0	35	2	635	667	60	776	816
Grp Sat Flow(s),veh/h/ln	1395	0	1674	1435	0	1600	1810	1805	1892	1810	1805	1897
Q Serve(g_s), s	1.0	0.0	0.2	0.3	0.0	2.3	0.1	22.3	22.3	2.3	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.2	0.5	0.0	2.3	0.1	22.3	22.3	2.3	0.0	0.0
Prop In Lane	1.00		0.75	1.00		0.94	1.00		0.02	1.00		0.01
Lane Grp Cap(c), veh/h	109	0	87	137	0	83	342	1132	1187	383	1173	1233
V/C Ratio(X)	0.12	0.00	0.05	0.03	0.00	0.42	0.01	0.56	0.56	0.16	0.66	0.66
Avail Cap(c_a), veh/h	277	0	289	310	0	276	342	1132	1187	383	1173	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	0.85	0.85	0.85
Uniform Delay (d), s/veh	52.1	0.0	49.5	49.8	0.0	50.5	36.2	11.8	11.8	25.7	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.1	0.0	3.3	0.0	1.8	1.7	0.2	2.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.1	0.0	1.0	0.0	8.9	9.3	1.0	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	0.0	49.7	49.9	0.0	53.8	36.2	13.6	13.5	25.8	2.5	2.4
LnGrp LOS	D	A	D	D	A	D	D	B	B	C	A	A
Approach Vol, veh/h		17			39			1304			1652	
Approach Delay, s/veh		51.9			53.4			13.6			3.3	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	87.3	73.0		9.7	24.8	75.5		9.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	69.0		19.0	7.5	71.5		19.0				
Max Q Clear Time (g_c+I1), s	4.3	24.3		5.3	2.1	2.0		4.3				
Green Ext Time (p_c), s	0.0	12.4		0.0	0.0	20.0		0.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	14	15	64	3	44	10	1187	60	76	1513	20
Future Volume (veh/h)	72	14	15	64	3	44	10	1187	60	76	1513	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	14	15	64	3	44	10	1187	60	76	1513	20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	82	88	181	10	149	284	2570	130	104	2321	31
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.31	1.00	1.00	0.08	0.85	0.85
Sat Flow, veh/h	1380	839	899	1403	104	1522	1810	3492	176	1810	3648	48
Grp Volume(v), veh/h	72	0	29	64	0	47	10	613	634	76	748	785
Grp Sat Flow(s),veh/h/ln	1380	0	1738	1403	0	1626	1810	1805	1864	1810	1805	1891
Q Serve(g_s), s	5.6	0.0	1.7	4.8	0.0	3.0	0.4	0.0	0.0	4.5	15.6	15.7
Cycle Q Clear(g_c), s	8.6	0.0	1.7	6.5	0.0	3.0	0.4	0.0	0.0	4.5	15.6	15.7
Prop In Lane	1.00		0.52	1.00		0.94	1.00		0.09	1.00		0.03
Lane Grp Cap(c), veh/h	163	0	170	181	0	159	284	1328	1371	104	1149	1203
V/C Ratio(X)	0.44	0.00	0.17	0.35	0.00	0.30	0.04	0.46	0.46	0.73	0.65	0.65
Avail Cap(c_a), veh/h	279	0	316	299	0	296	284	1328	1371	214	1149	1203
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	0.86	0.86	0.86
Uniform Delay (d), s/veh	50.1	0.0	45.5	48.5	0.0	46.1	32.0	0.0	0.0	50.0	4.3	4.3
Incr Delay (d2), s/veh	1.9	0.0	0.5	1.2	0.0	1.0	0.0	1.1	1.0	8.2	2.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.8	1.7	0.0	1.2	0.2	0.4	0.4	2.3	3.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	0.0	46.0	49.7	0.0	47.1	32.0	1.1	1.0	58.2	6.7	6.7
LnGrp LOS	D	A	D	D	A	D	C	A	A	E	A	A
Approach Vol, veh/h		101			111			1257			1609	
Approach Delay, s/veh		50.3			48.6			1.3			9.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	84.9		14.7	21.3	74.0		14.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	13.0	65.0		20.0	8.0	70.0		20.0				
Max Q Clear Time (g_c+I1), s	10.5	2.0		10.6	2.4	17.7		8.5				
Green Ext Time (p_c), s	0.1	12.2		0.2	0.0	17.4		0.3				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1	6	8	1	4	22	1214	8	9	1502	50
Future Volume (veh/h)	51	1	6	8	1	4	22	1214	8	9	1502	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	1	6	8	1	4	22	1214	8	9	1502	50
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	15	92	153	22	87	703	2977	20	28	1556	52
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.78	1.00	1.00	0.03	0.87	0.87
Sat Flow, veh/h	1415	232	1394	1412	328	1314	1810	3676	24	1810	3565	118
Grp Volume(v), veh/h	51	0	7	8	0	5	22	596	626	9	759	793
Grp Sat Flow(s),veh/h/ln	1415	0	1626	1412	0	1642	1810	1805	1896	1810	1805	1878
Q Serve(g_s), s	3.9	0.0	0.4	0.6	0.0	0.3	0.3	0.0	0.0	0.5	37.0	38.0
Cycle Q Clear(g_c), s	4.2	0.0	0.4	1.0	0.0	0.3	0.3	0.0	0.0	0.5	37.0	38.0
Prop In Lane	1.00		0.86	1.00		0.80	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	155	0	107	153	0	108	703	1461	1535	28	788	820
V/C Ratio(X)	0.33	0.00	0.07	0.05	0.00	0.05	0.03	0.41	0.41	0.33	0.96	0.97
Avail Cap(c_a), veh/h	306	0	281	304	0	284	703	1461	1535	132	788	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.83	0.83	0.83	0.85	0.85	0.85
Uniform Delay (d), s/veh	50.1	0.0	48.2	48.7	0.0	48.1	7.5	0.0	0.0	52.8	6.3	6.4
Incr Delay (d2), s/veh	1.2	0.0	0.3	0.1	0.0	0.2	0.0	0.7	0.7	5.6	22.0	22.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.2	0.2	0.0	0.1	0.1	0.3	0.3	0.3	7.5	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	0.0	48.4	48.8	0.0	48.3	7.5	0.7	0.7	58.4	28.3	28.5
LnGrp LOS	D	A	D	D	A	D	A	A	A	E	C	C
Approach Vol, veh/h		58			13			1244			1561	
Approach Delay, s/veh		51.0			48.6			0.8			28.6	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.7	93.1		11.3	46.7	52.0		11.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	71.0		19.0	31.0	48.0		19.0
Max Q Clear Time (g_c+I1), s	2.5	2.0		6.2	2.3	40.0		3.0
Green Ext Time (p_c), s	0.0	11.7		0.1	0.0	5.8		0.0

Intersection Summary		
HCM 6th Ctrl Delay	17.1	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	5	20	71	4	112	64	1122	80	148	1458	9
Future Volume (veh/h)	10	5	20	71	4	112	64	1122	80	148	1458	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	5	20	71	4	112	64	1122	80	148	1458	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	33	130	115	5	152	446	1358	97	535	1642	10
Arrive On Green	0.06	0.10	0.10	0.06	0.10	0.10	0.25	0.40	0.40	0.20	0.30	0.30
Sat Flow, veh/h	1810	332	1329	1810	54	1510	1810	3417	243	1810	3678	23
Grp Volume(v), veh/h	10	0	25	71	0	116	64	592	610	148	715	752
Grp Sat Flow(s),veh/h/ln	1810	0	1661	1810	0	1564	1810	1805	1856	1810	1805	1896
Q Serve(g_s), s	0.6	0.0	1.5	4.2	0.0	7.9	3.0	32.4	32.4	7.6	41.6	41.6
Cycle Q Clear(g_c), s	0.6	0.0	1.5	4.2	0.0	7.9	3.0	32.4	32.4	7.6	41.6	41.6
Prop In Lane	1.00		0.80	1.00		0.97	1.00		0.13	1.00		0.01
Lane Grp Cap(c), veh/h	111	0	163	115	0	157	446	717	737	535	806	846
V/C Ratio(X)	0.09	0.00	0.15	0.62	0.00	0.74	0.14	0.83	0.83	0.28	0.89	0.89
Avail Cap(c_a), veh/h	304	0	279	306	0	265	446	717	737	535	806	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	48.7	0.0	45.4	50.2	0.0	48.1	32.4	29.7	29.8	34.1	35.9	35.9
Incr Delay (d2), s/veh	0.3	0.0	0.4	5.3	0.0	6.6	0.1	10.5	10.3	0.2	11.4	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.6	2.1	0.0	3.4	1.4	15.8	16.2	3.5	21.5	22.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	45.8	55.5	0.0	54.7	32.5	40.2	40.1	34.3	47.3	46.9
LnGrp LOS	D	A	D	E	A	D	C	D	D	C	D	D
Approach Vol, veh/h		35			187			1266			1615	
Approach Delay, s/veh		46.8			55.0			39.8			45.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	47.7	11.0	14.8	31.1	53.1	10.7	15.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.3	43.7	18.6	18.5	7.8	49.1	18.5	18.6
Max Q Clear Time (g_c+I1), s	9.6	34.4	6.2	3.5	5.0	43.6	2.6	9.9
Green Ext Time (p_c), s	0.1	5.2	0.1	0.1	0.0	4.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	383	2014	552	113	1117	670	242	790	68	717	1138	373
Future Volume (veh/h)	383	2014	552	113	1117	670	242	790	68	717	1138	373
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	383	2014	0	113	1117	670	242	790	68	717	1138	373
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	383	1859		121	1140	509	263	841	72	673	1324	590
Arrive On Green	0.11	0.36	0.00	0.07	0.32	0.32	0.08	0.25	0.25	0.19	0.37	0.37
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3363	289	3510	3610	1610
Grp Volume(v), veh/h	383	2014	0	113	1117	670	242	424	434	717	1138	373
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1848	1755	1805	1610
Q Serve(g_s), s	13.1	43.0	0.0	7.5	36.8	37.9	8.2	27.6	27.6	23.0	35.0	22.9
Cycle Q Clear(g_c), s	13.1	43.0	0.0	7.5	36.8	37.9	8.2	27.6	27.6	23.0	35.0	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	383	1859		121	1140	509	263	451	462	673	1324	590
V/C Ratio(X)	1.00	1.08		0.94	0.98	1.32	0.92	0.94	0.94	1.07	0.86	0.63
Avail Cap(c_a), veh/h	383	1859		121	1140	509	263	451	462	673	1324	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	38.5	0.0	55.7	40.7	41.0	55.1	44.1	44.1	48.5	35.1	31.3
Incr Delay (d2), s/veh	45.8	47.5	0.0	62.4	21.8	156.3	34.7	29.6	29.2	53.5	7.5	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	26.0	0.0	5.5	19.6	36.9	4.9	16.0	16.3	15.0	16.5	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.3	86.0	0.0	118.1	62.5	197.3	89.9	73.7	73.3	102.0	42.6	36.4
LnGrp LOS	F	F		F	E	F	F	E	E	F	D	D
Approach Vol, veh/h		2397	A		1900			1100			2228	
Approach Delay, s/veh		88.1			113.3			77.1			60.7	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	34.0	12.0	47.0	13.0	48.0	17.1	41.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	30.0	8.0	43.0	9.0	44.0	13.1	37.9
Max Q Clear Time (g_c+I1), s	15.1	29.6	9.5	45.0	10.2	37.0	15.1	39.9
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	4.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	84.8
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	2198	2	6	2055	109	2	0	2	117	1	124
Future Volume (veh/h)	199	2198	2	6	2055	109	2	0	2	117	1	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	2198	2	6	2055	109	2	0	2	117	1	124
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	2530	2	198	2289	121	257	15	225	511	591	500
Arrive On Green	0.13	0.47	0.47	0.11	0.45	0.45	0.31	0.00	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	5352	5	1810	5041	266	673	50	723	1435	1900	1607
Grp Volume(v), veh/h	199	1420	780	6	1407	757	4	0	0	117	1	124
Grp Sat Flow(s),veh/h/ln	1810	1729	1899	1810	1729	1850	1445	0	0	1435	1900	1607
Q Serve(g_s), s	12.1	41.3	41.3	0.3	42.1	42.5	0.0	0.0	0.0	6.6	0.0	6.5
Cycle Q Clear(g_c), s	12.1	41.3	41.3	0.3	42.1	42.5	0.2	0.0	0.0	6.8	0.0	6.5
Prop In Lane	1.00		0.00	1.00		0.14	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	231	1635	898	198	1570	840	498	0	0	511	591	500
V/C Ratio(X)	0.86	0.87	0.87	0.03	0.90	0.90	0.01	0.00	0.00	0.23	0.00	0.25
Avail Cap(c_a), veh/h	338	1691	929	290	1599	855	498	0	0	511	591	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	26.5	26.5	44.8	28.2	28.4	26.7	0.0	0.0	29.0	26.7	28.9
Incr Delay (d2), s/veh	13.9	5.0	8.7	0.1	7.0	12.5	0.0	0.0	0.0	1.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	17.5	20.1	0.2	18.3	21.1	0.1	0.0	0.0	2.5	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	31.5	35.2	44.8	35.2	40.9	26.8	0.0	0.0	30.0	26.7	30.1
LnGrp LOS	E	C	D	D	D	D	C	A	A	C	C	C
Approach Vol, veh/h		2399			2170			4			242	
Approach Delay, s/veh		35.3			37.2			26.8			30.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	39.0	16.3	57.2	39.0	18.4	55.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	35.0	18.0	55.0	35.0	21.0	52.0
Max Q Clear Time (g_c+I1), s	2.2	2.3	43.3	8.8	14.1	44.5
Green Ext Time (p_c), s	0.0	0.0	9.8	0.7	0.3	6.5

Intersection Summary	
HCM 6th Ctrl Delay	35.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	2123	233	43	1912	104	160	0	85	154	0	89
Future Volume (veh/h)	118	2123	233	43	1912	104	160	0	85	154	0	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	118	2123	233	43	1912	104	160	0	85	154	0	89
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	2537	274	86	2424	131	325	12	149	320	12	160
Arrive On Green	0.10	0.54	0.54	0.05	0.48	0.48	0.30	0.00	0.30	0.30	0.00	0.30
Sat Flow, veh/h	1810	4735	511	1810	5035	273	887	39	491	872	41	528
Grp Volume(v), veh/h	118	1541	815	43	1312	704	245	0	0	243	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1788	1810	1729	1850	1417	0	0	1441	0	0
Q Serve(g_s), s	6.6	39.4	41.0	2.4	33.5	33.7	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.6	39.4	41.0	2.4	33.5	33.7	15.2	0.0	0.0	14.6	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.15	0.65		0.35	0.63		0.37
Lane Grp Cap(c), veh/h	184	1853	958	86	1665	891	486	0	0	492	0	0
V/C Ratio(X)	0.64	0.83	0.85	0.50	0.79	0.79	0.50	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	326	1932	999	291	1867	999	486	0	0	492	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.6	20.5	20.9	49.1	22.9	22.9	30.8	0.0	0.0	30.6	0.0	0.0
Incr Delay (d2), s/veh	3.7	3.1	6.9	4.4	2.1	3.9	3.7	0.0	0.0	3.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	15.7	17.9	1.2	13.5	15.0	5.7	0.0	0.0	5.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	23.7	27.8	53.5	25.0	26.9	34.6	0.0	0.0	34.2	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	A	C	A	A
Approach Vol, veh/h		2474			2059			245			243	
Approach Delay, s/veh		26.2			26.2			34.6			34.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	36.0	9.0	60.6	36.0	14.8	54.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	32.0	17.0	59.0	32.0	19.0	57.0
Max Q Clear Time (g_c+I1), s	17.2	4.4	43.0	16.6	8.6	35.7
Green Ext Time (p_c), s	1.3	0.0	13.5	1.3	0.2	15.2

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2204	64	27	2210	56	25
Future Volume (veh/h)	2204	64	27	2210	56	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2204	64	27	2210	56	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2321	67	63	2679	754	671
Arrive On Green	0.45	0.45	0.07	1.00	0.42	0.42
Sat Flow, veh/h	5347	150	1810	5358	1810	1610
Grp Volume(v), veh/h	1470	798	27	2210	56	25
Grp Sat Flow(s),veh/h/ln	1729	1867	1810	1729	1810	1610
Q Serve(g_s), s	48.9	49.4	1.7	0.0	2.2	1.1
Cycle Q Clear(g_c), s	48.9	49.4	1.7	0.0	2.2	1.1
Prop In Lane		0.08	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1551	838	63	2679	754	671
V/C Ratio(X)	0.95	0.95	0.43	0.82	0.07	0.04
Avail Cap(c_a), veh/h	1556	840	211	3112	754	671
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.41	0.41	1.00	1.00
Uniform Delay (d), s/veh	31.7	31.9	54.7	0.0	21.1	20.7
Incr Delay (d2), s/veh	12.5	20.4	1.9	0.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.5	26.3	0.8	0.2	1.0	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.3	52.3	56.6	0.7	21.2	20.8
LnGrp LOS	D	D	E	A	C	C
Approach Vol, veh/h	2268			2237	81	
Approach Delay, s/veh	47.1			1.4	21.1	
Approach LOS	D			A	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	54.0	8.2	57.8		66.0
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	14.0	54.0		72.0
Max Q Clear Time (g_c+I1), s	4.2	3.7	51.4		2.0
Green Ext Time (p_c), s	0.2	0.0	2.4		37.7

Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	38	208	292	49	61	234	589	812	33	285	15
Future Volume (veh/h)	17	38	208	292	49	61	234	589	812	33	285	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	38	208	292	49	61	234	589	812	33	285	15
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	35	250	426	327	557	522	241	1488	955	56	1082	57
Arrive On Green	0.02	0.13	0.13	0.18	0.29	0.29	0.22	0.69	0.69	0.03	0.31	0.31
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3489	183
Grp Volume(v), veh/h	17	38	208	292	49	61	234	589	812	33	147	153
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1867
Q Serve(g_s), s	0.8	1.6	9.8	14.2	1.7	2.4	11.5	6.3	37.1	1.6	5.5	5.5
Cycle Q Clear(g_c), s	0.8	1.6	9.8	14.2	1.7	2.4	11.5	6.3	37.1	1.6	5.5	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	35	250	426	327	557	522	241	1488	955	56	560	579
V/C Ratio(X)	0.49	0.15	0.49	0.89	0.09	0.12	0.97	0.40	0.85	0.58	0.26	0.26
Avail Cap(c_a), veh/h	101	253	429	342	557	522	241	1488	955	121	560	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	34.6	27.9	36.0	23.1	21.4	34.8	9.2	9.8	43.0	23.3	23.3
Incr Delay (d2), s/veh	10.2	0.3	0.9	23.8	0.1	0.1	37.9	0.5	6.2	9.2	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	3.8	8.3	0.8	0.9	7.0	2.1	5.9	0.9	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	34.9	28.8	59.8	23.2	21.5	72.7	9.7	16.0	52.2	24.5	24.4
LnGrp LOS	D	C	C	E	C	C	E	A	B	D	C	C
Approach Vol, veh/h		263			402			1635			333	
Approach Delay, s/veh		31.3			49.5			21.9			27.2	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	43.1	21.3	17.8	17.0	33.9	6.7	32.4
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.8	33.0	17.0	12.0	12.0	27.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	13.6	39.1	16.2	11.8	13.5	7.5	2.8	4.4
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	1.6	0.0	0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	8	616	0	0	0	0	1557	163	39	744	0
Future Volume (veh/h)	104	8	616	0	0	0	0	1557	163	39	744	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	104	0	621				0	1557	163	39	744	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	322	0	573				0	1977	205	63	2487	0
Arrive On Green	0.18	0.00	0.18				0.00	0.60	0.60	0.07	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3396	342	1810	3705	0
Grp Volume(v), veh/h	104	0	621				0	844	876	39	744	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1838	1810	1805	0
Q Serve(g_s), s	4.5	0.0	16.0				0.0	31.7	32.9	1.9	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	16.0				0.0	31.7	32.9	1.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	322	0	573				0	1081	1101	63	2487	0
V/C Ratio(X)	0.32	0.00	1.08				0.00	0.78	0.80	0.62	0.30	0.00
Avail Cap(c_a), veh/h	322	0	573				0	1081	1101	101	2487	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.38	0.38	0.86	0.86	0.00
Uniform Delay (d), s/veh	32.3	0.0	37.0				0.0	13.6	13.8	41.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	62.6				0.0	2.2	2.4	8.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	11.1				0.0	12.0	12.7	1.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	0.0	99.6				0.0	15.8	16.2	49.7	0.3	0.0
LnGrp LOS	C	A	F				A	B	B	D	A	A
Approach Vol, veh/h		725						1720			783	
Approach Delay, s/veh		90.0						16.0			2.7	
Approach LOS		F						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	8.1	59.9	22.0	68.0
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	52.0	16.0	62.0
Max Q Clear Time (g_c+I1), s	3.9	34.9	18.0	2.0
Green Ext Time (p_c), s	0.0	11.7	0.0	6.3

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	583	118	549	420	95	49	1299	642	43	1047	90
Future Volume (veh/h)	127	583	118	549	420	95	49	1299	642	43	1047	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	127	583	118	549	420	95	49	1299	642	43	1047	90
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	572	253	513	1285	569	85	1309	580	113	1365	603
Arrive On Green	0.09	0.16	0.16	0.28	0.36	0.36	0.09	0.73	0.73	0.06	0.38	0.38
Sat Flow, veh/h	1810	3610	1595	1810	3610	1599	1810	3610	1600	1810	3610	1595
Grp Volume(v), veh/h	127	583	118	549	420	95	49	1299	642	43	1047	90
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1805	1599	1810	1805	1600	1810	1805	1595
Q Serve(g_s), s	8.3	19.0	8.1	34.0	10.2	3.9	3.1	42.4	19.6	2.7	30.5	4.5
Cycle Q Clear(g_c), s	8.3	19.0	8.1	34.0	10.2	3.9	3.1	42.4	19.6	2.7	30.5	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	572	253	513	1285	569	85	1309	580	113	1365	603
V/C Ratio(X)	0.82	1.02	0.47	1.07	0.33	0.17	0.58	0.99	1.11	0.38	0.77	0.15
Avail Cap(c_a), veh/h	246	572	253	513	1285	569	113	1309	580	113	1365	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.64	0.64	0.64	0.92	0.92	0.92
Uniform Delay (d), s/veh	54.0	50.5	45.9	43.0	28.2	16.9	53.2	16.3	3.4	54.0	32.7	24.6
Incr Delay (d2), s/veh	11.3	42.8	1.3	60.0	0.1	0.1	3.9	18.2	63.8	1.9	3.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	11.9	3.3	23.6	4.4	1.9	1.5	11.1	15.2	1.3	13.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	93.3	47.2	103.0	28.3	17.0	57.1	34.6	67.1	55.9	36.5	25.1
LnGrp LOS	E	F	D	F	C	B	E	C	F	E	D	C
Approach Vol, veh/h		828			1064			1990			1180	
Approach Delay, s/veh		82.4			65.9			45.6			36.4	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	47.5	38.0	23.0	9.6	49.4	14.3	46.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	43.5	34.0	19.0	7.5	43.5	16.3	36.7
Max Q Clear Time (g_c+I1), s	14.7	44.4	36.0	21.0	5.1	32.5	10.3	12.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.7	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	112	79	9	90	79	37	1520	36	111	1246	106
Future Volume (veh/h)	128	112	79	9	90	79	37	1520	36	111	1246	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	112	79	9	90	79	37	1520	36	111	1246	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	156	131	135	135	115	290	1880	837	342	1986	884
Arrive On Green	0.09	0.08	0.08	0.07	0.07	0.07	0.16	0.52	0.52	0.38	1.00	1.00
Sat Flow, veh/h	1810	1900	1598	1810	1900	1610	1810	3610	1607	1810	3610	1608
Grp Volume(v), veh/h	128	112	79	9	90	79	37	1520	36	111	1246	106
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1610	1810	1805	1607	1810	1805	1608
Q Serve(g_s), s	8.4	6.9	5.7	0.6	5.5	5.8	2.1	41.8	1.3	5.2	0.0	0.0
Cycle Q Clear(g_c), s	8.4	6.9	5.7	0.6	5.5	5.8	2.1	41.8	1.3	5.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	156	131	135	135	115	290	1880	837	342	1986	884
V/C Ratio(X)	0.83	0.72	0.60	0.07	0.67	0.69	0.13	0.81	0.04	0.32	0.63	0.12
Avail Cap(c_a), veh/h	181	364	306	135	293	248	290	1880	837	342	1986	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.45
Uniform Delay (d), s/veh	54.0	53.7	53.2	51.6	54.3	54.4	43.2	23.8	14.1	31.9	0.0	0.0
Incr Delay (d2), s/veh	23.3	6.1	4.4	0.2	5.5	7.1	0.2	3.9	0.1	0.2	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	3.6	2.5	0.3	2.9	0.2	1.0	18.2	0.5	2.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.3	59.8	57.6	51.8	59.8	61.6	43.4	27.7	14.2	32.1	0.7	0.1
LnGrp LOS	E	E	E	D	E	E	D	C	B	C	A	A
Approach Vol, veh/h		319			178			1593			1463	
Approach Delay, s/veh		66.3			60.2			27.7			3.0	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	66.5	13.0	13.8	23.2	70.0	14.3	12.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	62.5	7.5	23.0	7.5	66.0	12.0	18.5
Max Q Clear Time (g_c+I1), s	7.7	43.8	2.6	8.9	4.1	2.0	10.4	7.8
Green Ext Time (p_c), s	0.1	11.4	0.0	0.7	0.0	14.4	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	398	1081	264	50	813	118	240	992	144	84	943	250
Future Volume (veh/h)	398	1081	264	50	813	118	240	992	144	84	943	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	398	1081	264	50	813	118	240	992	144	84	943	250
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	380	1634	720	166	744	623	269	1098	483	113	1131	349
Arrive On Green	0.11	0.45	0.45	0.05	0.39	0.39	0.15	0.30	0.30	0.06	0.22	0.22
Sat Flow, veh/h	3510	3610	1590	3510	1900	1590	1810	3610	1588	1810	5187	1603
Grp Volume(v), veh/h	398	1081	264	50	813	118	240	992	144	84	943	250
Grp Sat Flow(s),veh/h/ln	1755	1805	1590	1755	1900	1590	1810	1805	1588	1810	1729	1603
Q Serve(g_s), s	13.0	28.1	13.1	1.7	47.0	5.9	15.6	31.6	7.0	5.5	20.9	13.5
Cycle Q Clear(g_c), s	13.0	28.1	13.1	1.7	47.0	5.9	15.6	31.6	7.0	5.5	20.9	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	1634	720	166	744	623	269	1098	483	113	1131	349
V/C Ratio(X)	1.05	0.66	0.37	0.30	1.09	0.19	0.89	0.90	0.30	0.74	0.83	0.72
Avail Cap(c_a), veh/h	380	1634	720	219	744	623	317	1098	483	113	1131	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	25.7	21.6	55.2	36.5	24.0	50.1	40.1	22.3	55.3	44.8	26.2
Incr Delay (d2), s/veh	58.8	1.0	0.3	1.0	61.1	0.1	23.2	12.0	1.6	22.9	7.3	11.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	12.1	4.9	0.8	33.9	2.2	8.8	15.7	2.8	3.2	9.7	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.3	26.7	21.9	56.2	97.6	24.1	73.4	52.1	23.9	78.2	52.1	38.0
LnGrp LOS	F	C	C	E	F	C	E	D	C	E	D	D
Approach Vol, veh/h		1743			981			1376			1277	
Approach Delay, s/veh		45.5			86.6			52.8			51.1	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	40.5	9.7	58.3	21.8	30.2	17.0	51.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	36.5	7.5	52.5	21.0	23.0	13.0	47.0
Max Q Clear Time (g_c+I1), s	7.5	33.6	3.7	30.1	17.6	22.9	15.0	49.0
Green Ext Time (p_c), s	0.0	1.9	0.0	9.5	0.2	0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.2
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	525	86	104	380	177	37	717	68	254	912	124
Future Volume (veh/h)	134	525	86	104	380	177	37	717	68	254	912	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	134	525	86	104	380	177	37	717	68	254	912	124
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	633	537	127	390	182	145	1098	479	288	1523	669
Arrive On Green	0.08	0.33	0.33	0.07	0.32	0.32	0.04	0.30	0.30	0.16	0.42	0.42
Sat Flow, veh/h	1810	1900	1610	1810	1220	568	3510	3610	1576	1810	3610	1585
Grp Volume(v), veh/h	134	525	86	104	0	557	37	717	68	254	912	124
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1788	1755	1805	1576	1810	1805	1585
Q Serve(g_s), s	8.8	30.5	4.5	6.8	0.0	36.9	1.2	20.7	3.0	16.5	23.4	4.4
Cycle Q Clear(g_c), s	8.8	30.5	4.5	6.8	0.0	36.9	1.2	20.7	3.0	16.5	23.4	4.4
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	633	537	127	0	572	145	1098	479	288	1523	669
V/C Ratio(X)	0.89	0.83	0.16	0.82	0.00	0.97	0.25	0.65	0.14	0.88	0.60	0.19
Avail Cap(c_a), veh/h	151	633	537	127	0	572	263	1098	479	288	1523	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	36.8	28.2	55.1	0.0	40.3	55.7	36.3	19.6	49.3	26.8	11.9
Incr Delay (d2), s/veh	42.5	9.0	0.1	33.2	0.0	30.9	0.9	3.0	0.6	25.6	1.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	15.6	1.8	4.3	0.0	20.9	0.6	9.5	1.5	9.5	10.4	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.0	45.9	28.3	88.3	0.0	71.2	56.6	39.3	20.2	75.0	28.6	12.5
LnGrp LOS	F	D	C	F	A	E	E	D	C	E	C	B
Approach Vol, veh/h		745			661			822			1290	
Approach Delay, s/veh		53.0			73.9			38.5			36.2	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	40.5	12.4	44.0	9.0	54.6	14.0	42.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.1	36.5	8.4	40.0	9.0	46.6	10.0	38.4
Max Q Clear Time (g_c+I1), s	10.8	22.7	8.8	32.5	3.2	25.4	10.8	38.9
Green Ext Time (p_c), s	0.1	4.4	0.0	2.2	0.0	7.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	585	1615	22	21	1404	199	12	34	14	202	46	819
Future Volume (veh/h)	585	1615	22	21	1404	199	12	34	14	202	46	819
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	585	1615	22	21	1404	199	12	34	14	202	46	819
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	638	1866	25	223	1534	476	157	220	91	391	575	773
Arrive On Green	0.36	0.71	0.71	0.16	0.39	0.39	0.09	0.17	0.17	0.22	0.30	0.30
Sat Flow, veh/h	3510	5271	72	1810	5187	1610	1810	1272	524	1810	1900	1587
Grp Volume(v), veh/h	585	1059	578	21	1404	199	12	0	48	202	46	819
Grp Sat Flow(s),veh/h/ln	1755	1729	1885	1810	1729	1610	1810	0	1795	1810	1900	1587
Q Serve(g_s), s	19.1	27.7	27.7	1.2	30.8	10.8	0.7	0.0	2.7	11.8	2.1	36.3
Cycle Q Clear(g_c), s	19.1	27.7	27.7	1.2	30.8	10.8	0.7	0.0	2.7	11.8	2.1	36.3
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	638	1224	668	223	1534	476	157	0	311	391	575	773
V/C Ratio(X)	0.92	0.87	0.87	0.09	0.92	0.42	0.08	0.00	0.15	0.52	0.08	1.06
Avail Cap(c_a), veh/h	702	1519	828	223	1565	486	157	0	311	391	575	773
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.37	0.37	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	15.4	15.4	44.5	35.0	28.9	50.4	0.0	42.1	41.5	29.9	30.8
Incr Delay (d2), s/veh	7.1	1.8	3.2	0.2	8.7	0.6	0.2	0.0	1.1	1.2	0.3	49.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	5.7	6.5	0.5	13.2	4.0	0.3	0.0	1.3	5.4	1.0	22.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	17.1	18.6	44.6	43.6	29.5	50.6	0.0	43.2	42.7	30.2	80.3
LnGrp LOS	D	B	B	D	D	C	D	A	D	D	C	F
Approach Vol, veh/h		2222			1624			60			1067	
Approach Delay, s/veh		24.7			41.9			44.7			71.0	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	24.8	18.8	46.5	14.4	40.3	25.8	39.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	20.8	7.5	52.7	7.5	36.3	24.0	36.2
Max Q Clear Time (g_c+I1), s	13.8	4.7	3.2	29.7	2.7	38.3	21.1	32.8
Green Ext Time (p_c), s	0.4	0.1	0.0	12.8	0.0	0.0	0.7	2.7

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

Intersection	
Int Delay, s/veh	101.6

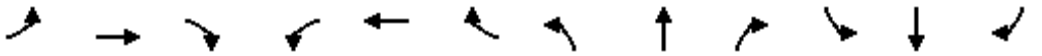
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	156	1079	68	29	703	0	75	0	29	0	0	131
Future Vol, veh/h	156	1079	68	29	703	0	75	0	29	0	0	131
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	156	1079	68	29	703	0	75	0	29	0	0	131

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	703	0	0	1147	0	0	2252	2186	-	2186	2220	703
Stage 1	-	-	-	-	-	-	1425	1425	-	761	761	-
Stage 2	-	-	-	-	-	-	827	761	-	1425	1459	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	904	-	-	616	-	-	~ 30	46	0	33	44	441
Stage 1	-	-	-	-	-	-	170	203	0	401	417	-
Stage 2	-	-	-	-	-	-	369	417	0	170	196	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	904	-	-	616	-	-	~ 12	22	-	19	21	441
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	22	-	19	21	-
Stage 1	-	-	-	-	-	-	87	104	-	206	385	-
Stage 2	-	-	-	-	-	-	239	385	-	87	101	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.4	$ 2982.6	16.6
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	12	-	904	-	-	616	-	-	441
HCM Lane V/C Ratio	6.25	-	0.173	-	-	0.047	-	-	0.297
HCM Control Delay (s)	$ 2982.6	0	9.8	0	-	11.1	0	-	16.6
HCM Lane LOS	F	A	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	10.5	-	0.6	-	-	0.1	-	-	1.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	340	94	118	246	13	92	49	130	18	43	7
Future Volume (veh/h)	9	340	94	118	246	13	92	49	130	18	43	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	340	94	118	246	13	92	49	130	18	43	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	472	129	159	457	387	317	169	420	125	299	49
Arrive On Green	0.02	0.17	0.17	0.09	0.24	0.24	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	2801	763	1810	1900	1610	1201	639	1589	487	1164	190
Grp Volume(v), veh/h	9	217	217	118	246	13	141	0	130	68	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1759	1810	1900	1610	1840	0	1589	1842	0	0
Q Serve(g_s), s	0.4	8.2	8.4	4.6	8.1	0.4	4.4	0.0	4.7	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.4	8.2	8.4	4.6	8.1	0.4	4.4	0.0	4.7	2.1	0.0	0.0
Prop In Lane	1.00		0.43	1.00		1.00	0.65		1.00	0.26		0.10
Lane Grp Cap(c), veh/h	29	304	297	159	457	387	486	0	420	473	0	0
V/C Ratio(X)	0.31	0.71	0.73	0.74	0.54	0.03	0.29	0.00	0.31	0.14	0.00	0.00
Avail Cap(c_a), veh/h	189	464	452	201	502	425	486	0	420	473	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.0	28.3	28.4	32.0	23.8	20.9	21.1	0.0	21.2	20.6	0.0	0.0
Incr Delay (d2), s/veh	5.9	3.1	3.5	10.4	1.0	0.0	1.5	0.0	1.9	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.7	3.7	2.4	3.6	0.2	2.0	0.0	1.9	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	31.4	31.8	42.4	24.8	21.0	22.6	0.0	23.1	21.3	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	A
Approach Vol, veh/h		443			377			271			68	
Approach Delay, s/veh		31.8			30.2			22.9			21.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	10.3	16.1		22.5	5.2	21.3				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	8.0	18.5		18.5	7.5	19.0				
Max Q Clear Time (g_c+I1), s		6.7	6.6	10.4		4.1	2.4	10.1				
Green Ext Time (p_c), s		0.9	0.0	1.6		0.2	0.0	0.9				

Intersection Summary												
HCM 6th Ctrl Delay			28.6									
HCM 6th LOS			C									

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	160	152	26	220	167
Future Vol, veh/h	39	160	152	26	220	167
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	39	160	152	26	220	167
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9.5	8.9	14.5
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	57%
Vol Thru, %	100%	66%	0%	0%	43%
Vol Right, %	0%	34%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	77	39	160	387
LT Vol	0	0	39	0	220
Through Vol	101	51	0	0	167
RT Vol	0	26	0	160	0
Lane Flow Rate	101	77	39	160	387
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.152	0.11	0.069	0.231	0.553
Departure Headway (Hd)	5.403	5.163	6.4	5.189	5.145
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	659	688	557	686	697
Service Time	3.18	2.94	4.172	2.96	3.208
HCM Lane V/C Ratio	0.153	0.112	0.07	0.233	0.555
HCM Control Delay	9.2	8.6	9.7	9.5	14.5
HCM Lane LOS	A	A	A	A	B
HCM 95th-tile Q	0.5	0.4	0.2	0.9	3.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	1581	85	40	1138	6	76	13	33	11	21	228
Future Volume (veh/h)	99	1581	85	40	1138	6	76	13	33	11	21	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	1581	85	40	1138	6	76	13	33	11	21	228
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	1829	98	78	1477	8	451	77	462	109	208	273
Arrive On Green	0.26	0.73	0.73	0.04	0.28	0.28	0.29	0.29	0.29	0.17	0.17	0.17
Sat Flow, veh/h	1810	5031	270	1810	5325	28	1556	266	1594	642	1226	1607
Grp Volume(v), veh/h	99	1086	580	40	739	405	89	0	33	32	0	228
Grp Sat Flow(s),veh/h/ln	1810	1729	1844	1810	1729	1895	1822	0	1594	1868	0	1607
Q Serve(g_s), s	5.5	27.7	27.7	2.6	23.6	23.6	4.4	0.0	1.8	1.7	0.0	16.5
Cycle Q Clear(g_c), s	5.5	27.7	27.7	2.6	23.6	23.6	4.4	0.0	1.8	1.7	0.0	16.5
Prop In Lane	1.00		0.15	1.00		0.01	0.85		1.00	0.34		1.00
Lane Grp Cap(c), veh/h	234	1257	670	78	959	525	529	0	462	318	0	273
V/C Ratio(X)	0.42	0.86	0.86	0.51	0.77	0.77	0.17	0.00	0.07	0.10	0.00	0.83
Avail Cap(c_a), veh/h	274	1591	848	118	1291	707	529	0	462	318	0	273
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.8	14.2	14.2	56.2	39.9	39.9	31.8	0.0	30.9	42.1	0.0	48.2
Incr Delay (d2), s/veh	1.2	4.3	7.7	4.8	1.9	3.4	0.7	0.0	0.3	0.6	0.0	24.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.7	6.7	1.3	10.2	11.4	2.0	0.0	0.7	0.9	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	18.5	21.9	61.0	41.8	43.3	32.5	0.0	31.2	42.7	0.0	73.1
LnGrp LOS	D	B	C	E	D	D	C	A	C	D	A	E
Approach Vol, veh/h		1765			1184			122			260	
Approach Delay, s/veh		20.9			42.9			32.1			69.3	
Approach LOS		C			D			C			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	38.8	9.2	47.6	24.4	19.5	37.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.6	7.8	55.2	20.4	18.2	44.8
Max Q Clear Time (g_c+I1), s	6.4	4.6	29.7	18.5	7.5	25.6
Green Ext Time (p_c), s	0.4	0.0	13.9	0.2	0.1	7.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1491	105	223	1090	20	56	2	131	13	4	21
Future Volume (veh/h)	35	1491	105	223	1090	20	56	2	131	13	4	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1491	105	223	1090	20	56	2	131	13	4	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	2032	143	263	2687	49	103	484	643	39	58	304
Arrive On Green	0.04	0.41	0.41	0.15	0.51	0.51	0.06	0.25	0.25	0.02	0.22	0.22
Sat Flow, veh/h	1810	4942	348	1810	5244	96	1810	1900	1604	1810	264	1386
Grp Volume(v), veh/h	35	1043	553	223	719	391	56	2	131	13	0	25
Grp Sat Flow(s),veh/h/ln	1810	1729	1832	1810	1729	1883	1810	1900	1604	1810	0	1650
Q Serve(g_s), s	1.8	24.3	24.3	11.5	12.2	12.2	2.9	0.1	0.5	0.7	0.0	1.1
Cycle Q Clear(g_c), s	1.8	24.3	24.3	11.5	12.2	12.2	2.9	0.1	0.5	0.7	0.0	1.1
Prop In Lane	1.00		0.19	1.00		0.05	1.00		1.00	1.00		0.84
Lane Grp Cap(c), veh/h	80	1422	753	263	1771	964	103	484	643	39	0	362
V/C Ratio(X)	0.44	0.73	0.73	0.85	0.41	0.41	0.55	0.00	0.20	0.34	0.00	0.07
Avail Cap(c_a), veh/h	144	1844	977	454	2436	1327	151	484	643	144	0	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.5	23.7	23.7	39.8	14.4	14.4	43.9	26.6	10.9	46.1	0.0	29.6
Incr Delay (d2), s/veh	3.7	1.1	2.1	7.4	0.1	0.3	4.5	0.0	0.7	5.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.8	10.5	5.6	4.6	5.1	1.4	0.0	1.4	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	24.8	25.8	47.3	14.5	14.6	48.4	26.6	11.6	51.1	0.0	30.0
LnGrp LOS	D	C	C	D	B	B	D	C	B	D	A	C
Approach Vol, veh/h		1631			1333			189			38	
Approach Delay, s/veh		25.7			20.0			22.7			37.2	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	28.4	17.9	43.3	9.4	25.0	8.2	53.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	21.4	24.0	51.0	8.0	21.0	7.6	67.4
Max Q Clear Time (g_c+I1), s	2.7	2.5	13.5	26.3	4.9	3.1	3.8	14.2
Green Ext Time (p_c), s	0.0	0.4	0.5	13.0	0.0	0.1	0.0	9.8

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	277	32	595	636	128	385
Future Volume (veh/h)	277	32	595	636	128	385
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	277	32	595	636	128	385
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	328	438	968	1112	164	1271
Arrive On Green	0.18	0.18	0.51	0.51	0.09	0.67
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	277	32	595	636	128	385
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	11.8	1.2	17.9	16.2	5.5	6.7
Cycle Q Clear(g_c), s	11.8	1.2	17.9	16.2	5.5	6.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	328	438	968	1112	164	1271
V/C Ratio(X)	0.84	0.07	0.61	0.57	0.78	0.30
Avail Cap(c_a), veh/h	543	629	968	1112	328	1271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	31.7	21.6	14.0	6.3	35.6	5.5
Incr Delay (d2), s/veh	6.3	0.1	0.3	0.2	7.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.4	7.0	8.5	2.7	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.0	21.7	14.3	6.5	43.4	6.1
LnGrp LOS	D	C	B	A	D	A
Approach Vol, veh/h	309		1231			513
Approach Delay, s/veh	36.3		10.3			15.4
Approach LOS	D		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.7	46.7				59.5	20.5
Change Period (Y+Rc), s	5.5	6.0				6.0	6.0
Max Green Setting (Gmax), s	14.5	24.0				44.0	24.0
Max Q Clear Time (g_c+I1), s	7.5	19.9				8.7	13.8
Green Ext Time (p_c), s	0.2	2.4				2.6	0.7

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	0	810	0	0	0	0	1073	518	15	646	0
Future Volume (veh/h)	152	0	810	0	0	0	0	1073	518	15	646	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	152	0	810				0	1073	518	15	646	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	559	0	498				0	587	498	0	1105	0
Arrive On Green	0.31	0.00	0.31				0.00	0.31	0.31	0.22	0.58	0.00
Sat Flow, veh/h	1810	0	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	152	0	810				0	1073	518	0	646	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	7.0	0.0	34.0				0.0	34.0	34.0	0.0	23.7	0.0
Cycle Q Clear(g_c), s	7.0	0.0	34.0				0.0	34.0	34.0	0.0	23.7	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	559	0	498				0	587	498	0	1105	0
V/C Ratio(X)	0.27	0.00	1.63				0.00	1.83	1.04	0.00	0.58	0.00
Avail Cap(c_a), veh/h	559	0	498				0	587	498	0	1105	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.67	0.67	0.00	0.88	0.00
Uniform Delay (d), s/veh	28.7	0.0	38.0				0.0	38.0	38.0	0.0	14.6	0.0
Incr Delay (d2), s/veh	0.3	0.0	291.5				0.0	376.7	44.1	0.0	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	53.4				0.0	76.9	19.2	0.0	10.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	329.5				0.0	414.7	82.1	0.0	16.6	0.0
LnGrp LOS	C	A	F				A	F	F	A	B	A
Approach Vol, veh/h		962						1591			646	
Approach Delay, s/veh		282.0						306.4			16.6	
Approach LOS		F						F			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.0	40.0		40.0		70.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	24.0	34.0		34.0		64.0						
Max Q Clear Time (g_c+I1), s	10.0	36.0		36.0		25.7						
Green Ext Time (p_c), s	0.0	0.0		0.0		5.1						

Intersection Summary		
HCM 6th Ctrl Delay		240.5
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	743	198	233	84	147	344	195	502	99	266	629	562
Future Volume (veh/h)	743	198	233	84	147	344	195	502	99	266	629	562
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	743	198	233	84	147	344	195	502	99	266	629	562
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	826	621	553	108	304	271	339	1031	460	299	952	424
Arrive On Green	0.24	0.34	0.34	0.06	0.17	0.17	0.19	0.29	0.29	0.17	0.26	0.26
Sat Flow, veh/h	3510	1805	1607	1810	1805	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	743	198	233	84	147	344	195	502	99	266	629	562
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1810	1805	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	22.6	8.9	12.2	5.0	8.1	18.5	10.8	12.7	5.1	15.8	17.1	29.0
Cycle Q Clear(g_c), s	22.6	8.9	12.2	5.0	8.1	18.5	10.8	12.7	5.1	15.8	17.1	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	826	621	553	108	304	271	339	1031	460	299	952	424
V/C Ratio(X)	0.90	0.32	0.42	0.78	0.48	1.27	0.58	0.49	0.22	0.89	0.66	1.33
Avail Cap(c_a), veh/h	925	621	553	194	304	271	339	1031	460	378	952	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	40.8	26.6	27.7	51.0	41.4	45.8	40.7	32.6	29.9	44.9	36.1	40.5
Incr Delay (d2), s/veh	10.8	0.3	0.5	11.4	1.2	147.4	2.4	1.6	1.1	2.2	0.3	148.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	3.9	4.8	2.6	3.7	18.4	5.0	5.8	2.1	7.2	7.5	28.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	26.9	28.2	62.4	42.6	193.2	43.1	34.2	31.0	47.2	36.4	188.5
LnGrp LOS	D	C	C	E	D	F	D	C	C	D	D	F
Approach Vol, veh/h		1174			575			796			1457	
Approach Delay, s/veh		42.8			135.6			36.0			97.0	
Approach LOS		D			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	35.4	10.6	41.8	24.6	33.0	29.9	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	23.5	11.8	35.7	17.5	29.0	29.0	18.5
Max Q Clear Time (g_c+I1), s	17.1	14.7	7.0	14.2	12.8	31.0	24.6	20.5
Green Ext Time (p_c), s	0.4	2.4	0.1	2.7	0.2	0.0	1.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	74.5
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	112	29	236	72	134	12	867	316	116	938	16
Future Volume (veh/h)	11	112	29	236	72	134	12	867	316	116	938	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	112	29	236	72	134	12	867	316	116	938	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	13	136	35	203	62	115	35	917	777	121	987	17
Arrive On Green	0.10	0.10	0.10	0.22	0.22	0.22	0.04	0.97	0.97	0.07	0.53	0.53
Sat Flow, veh/h	132	1349	349	938	286	533	1810	1900	1610	1810	1863	32
Grp Volume(v), veh/h	152	0	0	442	0	0	12	867	316	116	0	954
Grp Sat Flow(s),veh/h/ln	1831	0	0	1757	0	0	1810	1900	1610	1810	0	1894
Q Serve(g_s), s	9.8	0.0	0.0	26.0	0.0	0.0	0.8	21.6	1.3	7.7	0.0	57.2
Cycle Q Clear(g_c), s	9.8	0.0	0.0	26.0	0.0	0.0	0.8	21.6	1.3	7.7	0.0	57.2
Prop In Lane	0.07		0.19	0.53		0.30	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	184	0	0	381	0	0	35	917	777	121	0	1004
V/C Ratio(X)	0.83	0.00	0.00	1.16	0.00	0.00	0.34	0.95	0.41	0.96	0.00	0.95
Avail Cap(c_a), veh/h	282	0	0	381	0	0	113	917	777	121	0	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.9	0.0	0.0	47.0	0.0	0.0	57.0	1.4	1.1	55.8	0.0	26.7
Incr Delay (d2), s/veh	11.2	0.0	0.0	97.7	0.0	0.0	0.5	2.7	0.1	69.7	0.0	18.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	21.6	0.0	0.0	0.4	1.6	0.3	5.8	0.0	29.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.1	0.0	0.0	144.7	0.0	0.0	57.5	4.2	1.2	125.6	0.0	45.3
LnGrp LOS	E	A	A	F	A	A	E	A	A	F	A	D
Approach Vol, veh/h		152			442			1195			1070	
Approach Delay, s/veh		64.1			144.7			3.9			54.0	
Approach LOS		E			F			A			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	61.9		16.1	6.3	67.6		30.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	51.5		18.5	7.5	52.0		26.0
Max Q Clear Time (g_c+I1), s	11.7	23.6		11.8	2.8	59.2		28.0
Green Ext Time (p_c), s	0.0	9.0		0.4	0.0	0.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay	47.6	
HCM 6th LOS	D	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	850	88	317	597	145	121	856	330	124	945	112
Future Volume (veh/h)	169	850	88	317	597	145	121	856	330	124	945	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	169	850	88	317	597	145	121	856	330	124	945	112
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	493	51	196	477	116	113	519	200	121	674	80
Arrive On Green	0.08	0.29	0.29	0.11	0.32	0.32	0.06	0.40	0.40	0.09	0.54	0.54
Sat Flow, veh/h	1810	1689	175	1810	1469	357	1810	1297	500	1810	1667	198
Grp Volume(v), veh/h	169	0	938	317	0	742	121	0	1186	124	0	1057
Grp Sat Flow(s),veh/h/ln	1810	0	1863	1810	0	1826	1810	0	1797	1810	0	1864
Q Serve(g_s), s	9.0	0.0	35.0	13.0	0.0	39.0	7.5	0.0	48.0	8.0	0.0	48.5
Cycle Q Clear(g_c), s	9.0	0.0	35.0	13.0	0.0	39.0	7.5	0.0	48.0	8.0	0.0	48.5
Prop In Lane	1.00		0.09	1.00		0.20	1.00		0.28	1.00		0.11
Lane Grp Cap(c), veh/h	136	0	543	196	0	593	113	0	719	121	0	754
V/C Ratio(X)	1.25	0.00	1.73	1.62	0.00	1.25	1.07	0.00	1.65	1.03	0.00	1.40
Avail Cap(c_a), veh/h	136	0	543	196	0	593	113	0	719	121	0	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	55.5	0.0	42.5	53.5	0.0	40.5	56.3	0.0	36.0	54.7	0.0	27.7
Incr Delay (d2), s/veh	157.5	0.0	334.3	300.0	0.0	126.3	104.7	0.0	298.9	32.0	0.0	182.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	0.0	66.4	22.2	0.0	38.0	6.7	0.0	80.1	4.6	0.0	56.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	213.0	0.0	376.8	353.5	0.0	166.8	160.9	0.0	334.9	86.7	0.0	209.7
LnGrp LOS	F	A	F	F	A	F	F	A	F	F	A	F
Approach Vol, veh/h		1107			1059			1307			1181	
Approach Delay, s/veh		351.8			222.7			318.8			196.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	52.0	17.0	39.0	11.5	52.5	13.0	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	48.0	13.0	35.0	7.5	48.5	9.0	39.0
Max Q Clear Time (g_c+I1), s	10.0	50.0	15.0	37.0	9.5	50.5	11.0	41.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	273.8
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	263	140	75	199	106	110	916	107	155	938	116
Future Volume (veh/h)	133	263	140	75	199	106	110	916	107	155	938	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	133	263	140	75	199	106	110	916	107	155	938	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	337	173	108	272	139	438	2010	981	185	1944	240
Arrive On Green	0.09	0.15	0.15	0.06	0.12	0.12	0.48	1.00	1.00	0.10	0.42	0.42
Sat Flow, veh/h	1810	2282	1171	1810	2303	1172	1810	3610	1589	1810	4666	575
Grp Volume(v), veh/h	133	206	197	75	154	151	110	916	107	155	694	360
Grp Sat Flow(s),veh/h/ln	1810	1805	1648	1810	1805	1670	1810	1805	1589	1810	1729	1784
Q Serve(g_s), s	8.7	13.2	13.9	4.9	9.9	10.5	4.3	0.0	0.0	10.1	17.6	17.7
Cycle Q Clear(g_c), s	8.7	13.2	13.9	4.9	9.9	10.5	4.3	0.0	0.0	10.1	17.6	17.7
Prop In Lane	1.00		0.71	1.00		0.70	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	162	267	244	108	213	197	438	2010	981	185	1441	743
V/C Ratio(X)	0.82	0.77	0.81	0.69	0.72	0.77	0.25	0.46	0.11	0.84	0.48	0.48
Avail Cap(c_a), veh/h	290	406	371	214	331	306	438	2010	981	302	1441	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	49.2	49.5	55.3	51.0	51.3	24.5	0.0	0.0	52.9	25.5	25.6
Incr Delay (d2), s/veh	9.9	4.9	7.6	7.7	4.6	6.1	0.3	0.7	0.2	10.5	1.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	6.3	6.2	2.5	4.7	4.7	1.8	0.2	0.1	5.1	7.4	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	54.1	57.1	63.0	55.5	57.4	24.8	0.7	0.2	63.4	26.7	27.8
LnGrp LOS	E	D	E	E	E	E	C	A	A	E	C	C
Approach Vol, veh/h		536			380			1133			1209	
Approach Delay, s/veh		57.6			57.7			3.0			31.7	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	70.8	11.2	21.7	33.1	54.0	14.7	18.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	42.8	14.2	27.0	12.8	50.0	19.2	22.0
Max Q Clear Time (g_c+I1), s	12.1	2.0	6.9	15.9	6.3	19.7	10.7	12.5
Green Ext Time (p_c), s	0.2	8.6	0.1	1.8	0.1	8.4	0.2	1.2

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	64	30	516	78	73	50	856	706	115	799	126
Future Volume (veh/h)	104	64	30	516	78	73	50	856	706	115	799	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	64	30	516	78	73	50	856	706	115	799	126
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	130	94	44	551	590	493	365	1275	885	431	1273	199
Arrive On Green	0.07	0.08	0.08	0.30	0.31	0.31	0.20	0.25	0.25	0.08	0.09	0.09
Sat Flow, veh/h	1810	1207	566	1810	1900	1587	1810	5187	1606	1810	4506	705
Grp Volume(v), veh/h	104	0	94	516	78	73	50	856	706	115	612	313
Grp Sat Flow(s),veh/h/ln	1810	0	1772	1810	1900	1587	1810	1729	1606	1810	1729	1753
Q Serve(g_s), s	6.8	0.0	6.2	33.3	3.5	2.2	2.7	17.9	5.7	7.2	20.4	20.7
Cycle Q Clear(g_c), s	6.8	0.0	6.2	33.3	3.5	2.2	2.7	17.9	5.7	7.2	20.4	20.7
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	130	0	139	551	590	493	365	1275	885	431	977	495
V/C Ratio(X)	0.80	0.00	0.68	0.94	0.13	0.15	0.14	0.67	0.80	0.27	0.63	0.63
Avail Cap(c_a), veh/h	220	0	273	663	758	634	365	1275	885	431	977	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	0.92	0.92	0.92
Uniform Delay (d), s/veh	54.8	0.0	53.8	40.6	29.7	9.3	39.3	40.9	21.6	45.4	48.3	48.4
Incr Delay (d2), s/veh	10.7	0.0	5.7	19.0	0.1	0.1	0.1	1.9	5.1	0.3	2.8	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	3.0	17.6	1.7	1.5	1.2	7.8	16.5	3.4	9.9	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	0.0	59.5	59.6	29.8	9.4	39.4	42.8	26.7	45.7	51.1	54.0
LnGrp LOS	E	A	E	E	C	A	D	D	C	D	D	D
Approach Vol, veh/h		198			667			1612			1040	
Approach Delay, s/veh		62.7			50.6			35.6			51.4	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	33.5	40.5	13.4	28.2	37.9	12.6	41.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.6	29.5	44.0	18.5	7.6	33.9	14.6	47.9
Max Q Clear Time (g_c+I1), s	9.2	19.9	35.3	8.2	4.7	22.7	8.8	5.5
Green Ext Time (p_c), s	0.1	5.9	1.2	0.3	0.0	4.6	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.4

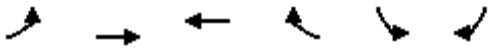
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	1893	1503	0	0	110
Future Vol, veh/h	0	1893	1503	0	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1893	1503	0	0	110

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	752
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*561
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*561
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	561
HCM Lane V/C Ratio	-	-	-	0.196
HCM Control Delay (s)	-	-	-	13
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.7

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	139	1710	1463	19	49	44
Future Volume (veh/h)	139	1710	1463	19	49	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	1710	1463	19	49	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	170	2424	1794	23	843	750
Arrive On Green	0.09	0.47	0.11	0.11	0.47	0.47
Sat Flow, veh/h	1810	5358	5448	69	1810	1610
Grp Volume(v), veh/h	139	1710	959	523	49	44
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1888	1810	1610
Q Serve(g_s), s	9.0	31.4	32.5	32.5	1.8	1.8
Cycle Q Clear(g_c), s	9.0	31.4	32.5	32.5	1.8	1.8
Prop In Lane	1.00			0.04	1.00	1.00
Lane Grp Cap(c), veh/h	170	2424	1176	642	843	750
V/C Ratio(X)	0.82	0.71	0.82	0.82	0.06	0.06
Avail Cap(c_a), veh/h	513	3544	1268	692	843	750
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	25.4	49.6	49.6	17.6	17.6
Incr Delay (d2), s/veh	9.2	0.4	4.0	7.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	12.7	15.8	17.8	0.8	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.5	25.8	53.6	56.6	17.7	17.7
LnGrp LOS	E	C	D	E	B	B
Approach Vol, veh/h		1849	1482		93	
Approach Delay, s/veh		28.5	54.7		17.7	
Approach LOS		C	D		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	60.1	59.9	15.3	44.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	82.0	30.0	34.0	44.0
Max Q Clear Time (g_c+I1), s	33.4	3.8	11.0	34.5
Green Ext Time (p_c), s	20.6	0.2	0.3	6.3

Intersection Summary	
HCM 6th Ctrl Delay	39.5
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.3

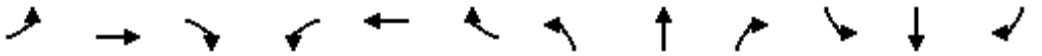
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1760	1430	12	29	48
Future Vol, veh/h	8	1760	1430	12	29	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	70	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	1760	1430	12	29	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1442	0	-	0	2156	721
Stage 1	-	-	-	-	1436	-
Stage 2	-	-	-	-	720	-
Critical Hdwy	5.3	-	-	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	3.1	-	-	-	3.8	3.9
Pot Cap-1 Maneuver	*733	-	-	-	*446	*583
Stage 1	-	-	-	-	*598	-
Stage 2	-	-	-	-	*507	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*733	-	-	-	*441	*583
Mov Cap-2 Maneuver	-	-	-	-	*441	-
Stage 1	-	-	-	-	*592	-
Stage 2	-	-	-	-	*507	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	* 733	-	-	-	441	583
HCM Lane V/C Ratio	0.011	-	-	-	0.066	0.082
HCM Control Delay (s)	10	-	-	-	13.7	11.7
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1600	506	0	3401	261	0	0	0	316	0	275
Future Volume (veh/h)	0	1600	506	0	3401	261	0	0	0	316	0	275
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1600	506	0	3401	0				402	0	183
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2509	778	0	3318					1063	0	473
Arrive On Green	0.00	0.64	0.64	0.00	1.00	0.00				0.29	0.00	0.29
Sat Flow, veh/h	0	4094	1216	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	1406	700	0	3401	0				402	0	183
Grp Sat Flow(s),veh/h/ln	0	1729	1681	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	29.6	30.8	0.0	76.8	0.0				10.6	0.0	10.9
Cycle Q Clear(g_c), s	0.0	29.6	30.8	0.0	76.8	0.0				10.6	0.0	10.9
Prop In Lane	0.00		0.72	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2212	1075	0	3318					1063	0	473
V/C Ratio(X)	0.00	0.64	0.65	0.00	1.03					0.38	0.00	0.39
Avail Cap(c_a), veh/h	0	2392	1163	0	3588					1063	0	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.11	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.1	13.3	0.0	0.0	0.0				33.7	0.0	33.8
Incr Delay (d2), s/veh	0.0	0.5	1.2	0.0	13.2	0.0				1.0	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.0	11.3	0.0	4.1	0.0				4.8	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.6	14.5	0.0	13.2	0.0				34.7	0.0	36.1
LnGrp LOS	A	B	B	A	F					C	A	D
Approach Vol, veh/h		2106			3401	A					585	
Approach Delay, s/veh		13.9			13.2						35.2	
Approach LOS		B			B						D	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		83.9		36.1		83.9						
Change Period (Y+Rc), s		4.0		4.0		4.0						
Max Green Setting (Gmax), s		83.0		29.0		83.0						
Max Q Clear Time (g_c+I1), s		32.8		12.9		78.8						
Green Ext Time (p_c), s		28.3		1.9		4.2						

Intersection Summary												
HCM 6th Ctrl Delay			15.6									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1847	0	0	2812	117	850	1	163	0	0	0
Future Volume (veh/h)	69	1847	0	0	2812	117	850	1	163	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	69	1847	0	0	2812	117	901	0	109			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	95	3363	0	0	2875	118	1031	0	459			
Arrive On Green	0.10	1.00	0.00	0.00	0.56	0.56	0.29	0.00	0.29			
Sat Flow, veh/h	1810	5358	0	0	5281	210	3619	0	1610			
Grp Volume(v), veh/h	69	1847	0	0	1890	1039	901	0	109			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1862	1810	0	1610			
Q Serve(g_s), s	4.4	0.0	0.0	0.0	63.3	66.2	28.4	0.0	6.2			
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.0	63.3	66.2	28.4	0.0	6.2			
Prop In Lane	1.00		0.00	0.00		0.11	1.00		1.00			
Lane Grp Cap(c), veh/h	95	3363	0	0	1945	1048	1031	0	459			
V/C Ratio(X)	0.73	0.55	0.00	0.00	0.97	0.99	0.87	0.00	0.24			
Avail Cap(c_a), veh/h	118	3428	0	0	1945	1048	1031	0	459			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.77	0.77	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.9	0.0	0.0	0.0	25.3	26.0	40.8	0.0	32.9			
Incr Delay (d2), s/veh	12.4	0.1	0.0	0.0	14.3	25.7	10.2	0.0	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	28.2	34.9	14.0	0.0	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	0.1	0.0	0.0	39.7	51.6	51.1	0.0	34.1			
LnGrp LOS	E	A	A	A	D	D	D	A	C			
Approach Vol, veh/h		1916			2929			1010				
Approach Delay, s/veh		2.5			43.9			49.2				
Approach LOS		A			D			D				

Timer - Assigned Phs	2	4		7	8
Phs Duration (G+Y+Rc), s	38.2	81.8		10.3	71.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0
Max Green Setting (Gmax), s	32.7	79.3		7.8	67.5
Max Q Clear Time (g_c+I1), s	30.4	2.0		6.4	68.2
Green Ext Time (p_c), s	1.0	27.5		0.0	0.0

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	384	183	514	2078	0	0	0	0	0	0	423
Future Volume (veh/h)	0	384	183	514	2078	0	0	0	0	0	0	423
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	384	183	514	2078	0				0	0	423
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2372	1058	439	3404	0				0	0	0
Arrive On Green	0.00	0.66	0.66	0.24	0.94	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	384	183	514	2078	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	4.3	4.6	25.5	8.1	0.0						
Cycle Q Clear(g_c), s	0.0	4.3	4.6	25.5	8.1	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2372	1058	439	3404	0						
V/C Ratio(X)	0.00	0.16	0.17	1.17	0.61	0.00						
Avail Cap(c_a), veh/h	0	2372	1058	439	3404	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	6.9	7.0	39.8	0.4	0.0						
Incr Delay (d2), s/veh	0.0	0.1	0.4	98.3	0.8	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.6	23.1	0.4	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.1	7.3	138.0	1.2	0.0						
LnGrp LOS	A	A	A	F	A	A						
Approach Vol, veh/h		567			2592							
Approach Delay, s/veh		7.1			28.4							
Approach LOS		A			C							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	30.0	75.0				105.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	25.5	34.0				64.0						
Max Q Clear Time (g_c+I1), s	27.5	6.6				10.1						
Green Ext Time (p_c), s	0.0	3.3				32.7						

Intersection Summary												
HCM 6th Ctrl Delay			24.5									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1069	103	0	2348	777	327	487	0	103	19	273
Future Volume (veh/h)	24	1069	103	0	2348	777	327	487	0	103	19	273
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	24	1069	103	0	2348	777	327	487	0	103	19	273
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	2060	198	0	1675	524	192	516	0	87	29	413
Arrive On Green	0.62	0.62	0.62	0.00	0.62	0.62	0.27	0.27	0.00	0.27	0.27	0.27
Sat Flow, veh/h	71	3327	320	0	2800	847	1104	1900	0	923	106	1520
Grp Volume(v), veh/h	24	580	592	0	1522	1603	327	487	0	103	0	292
Grp Sat Flow(s),veh/h/ln	71	1805	1842	0	1805	1747	1104	1900	0	923	0	1626
Q Serve(g_s), s	0.0	18.9	19.0	0.0	65.0	65.0	11.8	26.4	0.0	2.1	0.0	16.7
Cycle Q Clear(g_c), s	65.0	18.9	19.0	0.0	65.0	65.0	28.5	26.4	0.0	28.5	0.0	16.7
Prop In Lane	1.00		0.17	0.00		0.48	1.00		0.00	1.00		0.93
Lane Grp Cap(c), veh/h	69	1117	1140	0	1117	1082	192	516	0	87	0	441
V/C Ratio(X)	0.35	0.52	0.52	0.00	1.36	1.48	1.70	0.94	0.00	1.18	0.00	0.66
Avail Cap(c_a), veh/h	69	1117	1140	0	1117	1082	192	516	0	87	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.5	11.2	11.2	0.0	20.0	20.0	48.7	37.5	0.0	52.3	0.0	34.0
Incr Delay (d2), s/veh	13.5	1.7	1.7	0.0	169.0	221.6	336.7	28.0	0.0	152.5	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.6	7.7	0.0	76.6	90.0	23.0	16.0	0.0	6.0	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	12.9	12.9	0.0	189.0	241.6	385.4	65.4	0.0	204.7	0.0	37.6
LnGrp LOS	E	B	B	A	F	F	F	E	A	F	A	D
Approach Vol, veh/h		1196			3125			814			395	
Approach Delay, s/veh		14.0			216.0			194.0			81.2	
Approach LOS		B			F			F			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	71.0	34.0	71.0	34.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	65.0	28.5	65.0	28.5
Max Q Clear Time (g_c+I1), s	67.0	30.5	67.0	30.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	159.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	685	866	17	7	1775	376	22	312	17	276	59	786
Future Volume (veh/h)	685	866	17	7	1775	376	22	312	17	276	59	786
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	685	866	17	7	1775	376	22	312	17	276	59	786
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	437	2946	58	22	1203	537	60	618	523	265	37	492
Arrive On Green	0.24	0.56	0.56	0.01	0.33	0.33	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	5234	103	1810	3610	1610	662	1900	1609	1068	114	1513
Grp Volume(v), veh/h	685	572	311	7	1775	376	22	312	17	276	0	845
Grp Sat Flow(s),veh/h/ln	1810	1729	1879	1810	1805	1610	662	1900	1609	1068	0	1626
Q Serve(g_s), s	29.0	10.4	10.4	0.5	40.0	24.4	0.0	15.9	0.9	23.1	0.0	39.0
Cycle Q Clear(g_c), s	29.0	10.4	10.4	0.5	40.0	24.4	39.0	15.9	0.9	39.0	0.0	39.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.93
Lane Grp Cap(c), veh/h	437	1946	1058	22	1203	537	60	618	523	265	0	528
V/C Ratio(X)	1.57	0.29	0.29	0.32	1.48	0.70	0.37	0.51	0.03	1.04	0.00	1.60
Avail Cap(c_a), veh/h	437	1946	1058	113	1203	537	60	618	523	265	0	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.5	13.7	13.7	58.8	40.0	34.8	60.0	32.7	27.6	51.1	0.0	40.5
Incr Delay (d2), s/veh	265.8	0.1	0.2	8.1	218.3	4.0	16.4	2.9	0.1	66.1	0.0	278.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	45.2	4.0	4.4	0.3	53.9	10.1	0.9	7.8	0.4	12.9	0.0	56.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	311.3	13.8	13.9	66.8	258.3	38.8	76.4	35.6	27.7	117.1	0.0	318.8
LnGrp LOS	F	B	B	E	F	D	E	D	C	F	A	F
Approach Vol, veh/h		1568			2158			351			1121	
Approach Delay, s/veh		143.8			219.5			37.8			269.2	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	43.0	5.5	71.5	43.0	33.0	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	39.0	7.5	61.5	39.0	29.0	40.0
Max Q Clear Time (g_c+I1), s	41.0	2.5	12.4	41.0	31.0	42.0
Green Ext Time (p_c), s	0.0	0.0	7.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	195.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	788	349	85	1671	58	324	120	77	46	169	121
Future Volume (veh/h)	61	788	349	85	1671	58	324	120	77	46	169	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	788	349	85	1671	58	324	120	77	46	169	121
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	987	434	220	1815	63	522	671	566	199	332	278
Arrive On Green	0.05	0.28	0.28	0.24	0.71	0.71	0.10	0.12	0.12	0.11	0.17	0.17
Sat Flow, veh/h	1810	3507	1541	1810	5147	179	1810	1900	1601	1810	1900	1588
Grp Volume(v), veh/h	61	777	360	85	1122	607	324	120	77	46	169	121
Grp Sat Flow(s),veh/h/ln	1810	1729	1590	1810	1729	1868	1810	1900	1601	1810	1900	1588
Q Serve(g_s), s	4.0	25.0	25.2	4.7	32.7	32.8	20.7	6.8	5.2	2.8	9.7	8.2
Cycle Q Clear(g_c), s	4.0	25.0	25.2	4.7	32.7	32.8	20.7	6.8	5.2	2.8	9.7	8.2
Prop In Lane	1.00		0.97	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	974	448	220	1219	658	522	671	566	199	333	278
V/C Ratio(X)	0.66	0.80	0.80	0.39	0.92	0.92	0.62	0.18	0.14	0.23	0.51	0.44
Avail Cap(c_a), veh/h	121	1176	541	220	1297	700	522	671	566	199	333	278
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.28	0.28	0.28	0.69	0.69	0.69	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	39.9	40.0	41.7	16.3	16.3	48.0	37.3	36.6	48.8	44.8	44.2
Incr Delay (d2), s/veh	8.3	3.3	7.3	0.3	3.5	6.0	1.6	0.4	0.3	0.6	5.5	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	11.0	10.7	2.0	7.1	8.1	10.3	3.4	2.2	1.3	5.1	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	43.2	47.3	42.0	19.7	22.3	49.5	37.7	36.9	49.3	50.3	49.1
LnGrp LOS	E	D	D	D	B	C	D	D	D	D	D	D
Approach Vol, veh/h		1198			1814			521			336	
Approach Delay, s/veh		45.5			21.6			44.9			49.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	46.4	18.6	37.8	38.6	25.0	10.1	46.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.6	42.4	12.2	40.8	30.0	21.0	8.0	45.0
Max Q Clear Time (g_c+I1), s	4.8	8.8	6.7	27.2	22.7	11.7	6.0	34.8
Green Ext Time (p_c), s	0.0	0.9	0.1	6.5	0.6	0.9	0.0	7.5

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1246	330	94	2291	81	375	85	117	75	77	155
Future Volume (veh/h)	178	1246	330	94	2291	81	375	85	117	75	77	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	178	1246	0	94	2291	81	436	0	117	75	77	155
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	1652		422	2274	706	728	0	324	206	217	184
Arrive On Green	0.11	0.32	0.00	0.31	0.58	0.58	0.20	0.00	0.20	0.19	0.19	0.19
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	3619	0	1610	1810	1900	1610
Grp Volume(v), veh/h	178	1246	0	94	2291	81	436	0	117	75	77	155
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	0	1610	1810	1900	1610
Q Serve(g_s), s	11.6	25.9	0.0	4.6	52.6	2.7	13.1	0.0	7.5	4.3	4.2	11.1
Cycle Q Clear(g_c), s	11.6	25.9	0.0	4.6	52.6	2.7	13.1	0.0	7.5	4.3	4.2	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	1652		422	2274	706	728	0	324	206	217	184
V/C Ratio(X)	0.87	0.75		0.22	1.01	0.11	0.60	0.00	0.36	0.36	0.36	0.84
Avail Cap(c_a), veh/h	211	2326		422	2274	706	728	0	324	279	293	248
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	0.00	0.48	0.48	0.48	1.00	0.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	52.3	36.7	0.0	33.3	25.0	14.6	43.5	0.0	41.3	44.8	44.7	47.5
Incr Delay (d2), s/veh	29.3	0.9	0.0	0.1	15.0	0.0	3.6	0.0	3.1	1.0	0.9	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	11.0	0.0	2.0	21.4	1.0	6.3	0.0	3.3	2.0	2.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.6	37.6	0.0	33.5	40.0	14.7	47.2	0.0	44.4	45.8	45.7	63.9
LnGrp LOS	F	D		C	F	B	D	A	D	D	D	E
Approach Vol, veh/h		1424	A		2466			553			307	
Approach Delay, s/veh		43.1			38.9			46.6			54.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	28.1	32.0	42.2	17.7	17.6	56.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.9	12.8	53.8	18.5	14.0	52.6
Max Q Clear Time (g_c+I1), s	15.1	6.6	27.9	13.1	13.6	54.6
Green Ext Time (p_c), s	0.8	0.1	10.4	0.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

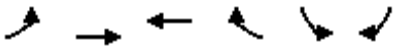
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	679	85	127	2068	229	73	356	23	179	273	158
Future Volume (veh/h)	174	679	85	127	2068	229	73	356	23	179	273	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	679	85	127	2068	229	73	356	23	179	273	158
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	1750	770	155	2170	237	434	551	35	478	623	277
Arrive On Green	0.11	0.48	0.48	0.09	0.46	0.46	0.12	0.16	0.16	0.14	0.17	0.17
Sat Flow, veh/h	1810	3610	1587	1810	4743	519	3510	3444	222	3510	3610	1607
Grp Volume(v), veh/h	174	679	85	127	1501	796	73	186	193	179	273	158
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1729	1804	1755	1805	1860	1755	1805	1607
Q Serve(g_s), s	11.3	14.3	2.2	8.3	49.9	51.4	2.2	11.6	11.7	5.6	8.1	10.8
Cycle Q Clear(g_c), s	11.3	14.3	2.2	8.3	49.9	51.4	2.2	11.6	11.7	5.6	8.1	10.8
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	204	1750	770	155	1582	825	434	289	298	478	623	277
V/C Ratio(X)	0.85	0.39	0.11	0.82	0.95	0.96	0.17	0.64	0.65	0.37	0.44	0.57
Avail Cap(c_a), veh/h	312	1790	787	244	1585	827	434	289	298	478	623	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.15	0.15	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	19.6	6.7	54.0	31.2	31.6	47.1	47.2	47.2	47.2	44.4	45.6
Incr Delay (d2), s/veh	9.9	0.1	0.0	1.9	2.6	6.1	0.2	10.6	10.5	0.5	2.2	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	6.0	1.3	3.9	20.7	23.0	1.0	6.0	6.3	2.5	3.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.1	19.7	6.7	55.9	33.8	37.7	47.2	57.8	57.7	47.7	46.7	53.8
LnGrp LOS	E	B	A	E	C	D	D	E	E	D	D	D
Approach Vol, veh/h		938			2424			452			610	
Approach Delay, s/veh		26.4			36.2			56.0			48.8	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	23.2	14.3	62.2	18.8	24.7	17.5	58.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.1	19.2	16.2	59.5	7.6	20.7	20.7	55.0
Max Q Clear Time (g_c+I1), s	7.6	13.7	10.3	16.3	4.2	12.8	13.3	53.4
Green Ext Time (p_c), s	0.1	1.0	0.1	5.8	0.0	1.4	0.3	1.5

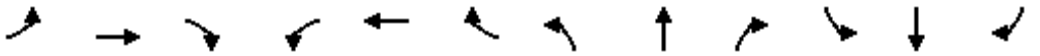
Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	218	1226	2469	160	156	120
Future Volume (veh/h)	218	1226	2469	160	156	120
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	218	1226	2469	160	156	120
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	245	3607	2732	1231	835	601
Arrive On Green	0.27	1.00	0.53	0.53	0.24	0.24
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	218	1226	2469	160	156	120
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	13.9	0.0	51.6	3.1	4.3	6.1
Cycle Q Clear(g_c), s	13.9	0.0	51.6	3.1	4.3	6.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	245	3607	2732	1231	835	601
V/C Ratio(X)	0.89	0.34	0.90	0.13	0.19	0.20
Avail Cap(c_a), veh/h	362	3977	2766	1242	835	601
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	25.7	3.7	36.5	25.5
Incr Delay (d2), s/veh	14.2	0.0	0.5	0.0	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	20.4	2.3	1.9	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.1	0.0	26.1	3.7	37.0	26.2
LnGrp LOS	E	A	C	A	D	C
Approach Vol, veh/h		1444	2629		276	
Approach Delay, s/veh		8.7	24.8		32.3	
Approach LOS		A	C		C	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		87.4		32.6	20.3	67.2
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		92.0		20.0	24.0	64.0
Max Q Clear Time (g_c+I1), s		2.0		8.1	15.9	53.6
Green Ext Time (p_c), s		12.9		0.7	0.4	9.6

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	839	69	212	2147	126	175	346	102	190	207	77
Future Volume (veh/h)	26	839	69	212	2147	126	175	346	102	190	207	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	839	69	212	2147	126	175	346	102	190	207	77
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	961	423	368	2182	127	400	761	221	219	457	165
Arrive On Green	0.03	0.27	0.27	0.41	0.87	0.87	0.07	0.09	0.09	0.12	0.18	0.18
Sat Flow, veh/h	1810	3610	1590	1810	5008	292	1810	2758	801	1810	2598	936
Grp Volume(v), veh/h	26	839	69	212	1478	795	175	225	223	190	142	142
Grp Sat Flow(s),veh/h/ln	1810	1805	1590	1810	1729	1842	1810	1805	1754	1810	1805	1730
Q Serve(g_s), s	1.7	26.7	4.0	10.9	45.4	48.6	11.1	14.2	14.5	12.4	8.4	8.9
Cycle Q Clear(g_c), s	1.7	26.7	4.0	10.9	45.4	48.6	11.1	14.2	14.5	12.4	8.4	8.9
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.46	1.00		0.54
Lane Grp Cap(c), veh/h	61	961	423	368	1507	803	400	498	484	219	317	304
V/C Ratio(X)	0.42	0.87	0.16	0.58	0.98	0.99	0.44	0.45	0.46	0.87	0.45	0.47
Avail Cap(c_a), veh/h	115	1071	472	368	1510	804	400	498	484	271	317	304
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.09	0.09	0.09	0.29	0.29	0.29	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	42.1	33.8	31.6	7.3	7.5	48.5	45.9	46.1	51.8	44.2	44.4
Incr Delay (d2), s/veh	4.1	6.8	0.2	0.2	3.7	7.5	0.2	0.9	0.9	21.1	4.5	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	12.7	1.6	4.1	3.7	4.9	5.4	7.0	7.0	6.9	4.2	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	48.8	33.9	31.8	11.0	14.9	48.7	46.8	47.0	72.9	48.7	49.5
LnGrp LOS	E	D	C	C	B	B	D	D	D	E	D	D
Approach Vol, veh/h		934			2485			623			474	
Approach Delay, s/veh		48.1			14.0			47.4			58.7	
Approach LOS		D			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	37.1	28.4	36.0	30.6	25.1	8.1	56.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	26.0	24.4	35.6	22.9	21.1	7.6	52.4
Max Q Clear Time (g_c+I1), s	14.4	16.5	12.9	28.7	13.1	10.9	3.7	50.6
Green Ext Time (p_c), s	0.2	1.8	0.4	3.3	0.3	1.1	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	384	1224	221	18	2039	97	469	66	7	93	53	129
Future Volume (veh/h)	384	1224	221	18	2039	97	469	66	7	93	53	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	384	1224	221	18	2039	97	469	66	7	93	53	129
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	362	1558	484	467	1818	86	439	670	70	190	662	617
Arrive On Green	0.40	0.60	0.60	0.26	0.36	0.36	0.13	0.20	0.20	0.11	0.18	0.18
Sat Flow, veh/h	1810	5187	1610	1810	5074	241	3510	3294	344	1810	3610	1610
Grp Volume(v), veh/h	384	1224	221	18	1387	749	469	36	37	93	53	129
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1857	1755	1805	1833	1810	1805	1610
Q Serve(g_s), s	24.0	21.4	9.1	0.9	43.0	43.0	15.0	1.9	2.0	5.8	1.5	4.1
Cycle Q Clear(g_c), s	24.0	21.4	9.1	0.9	43.0	43.0	15.0	1.9	2.0	5.8	1.5	4.1
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	362	1558	484	467	1239	665	439	367	373	190	662	617
V/C Ratio(X)	1.06	0.79	0.46	0.04	1.12	1.13	1.07	0.10	0.10	0.49	0.08	0.21
Avail Cap(c_a), veh/h	362	2572	798	467	1239	665	439	367	373	190	662	617
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	36.0	21.0	18.6	33.4	38.5	38.5	52.5	38.8	38.9	50.7	40.6	11.6
Incr Delay (d2), s/veh	63.4	0.9	0.6	0.0	65.1	74.7	62.5	0.5	0.5	1.8	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.9	5.9	2.9	0.4	29.0	33.0	10.4	0.9	1.0	2.7	0.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.4	21.9	19.2	33.4	103.6	113.2	115.0	39.4	39.4	52.4	40.8	12.3
LnGrp LOS	F	C	B	C	F	F	F	D	D	D	D	B
Approach Vol, veh/h		1829			2154			542			275	
Approach Delay, s/veh		37.8			106.3			104.8			31.4	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	28.4	34.9	40.1	19.0	26.0	28.0	47.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.6	24.4	7.5	59.5	15.0	22.0	24.0	43.0
Max Q Clear Time (g_c+I1), s	11.8	4.0	2.9	23.4	17.0	6.1	26.0	45.0
Green Ext Time (p_c), s	0.1	0.3	0.0	12.7	0.0	0.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	75.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	909	54	27	2190	281	213	445	40	234	280	203
Future Volume (veh/h)	165	909	54	27	2190	281	213	445	40	234	280	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	165	909	54	27	2190	281	213	445	40	234	280	203
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	178	1265	602	566	2135	268	237	626	279	247	647	441
Arrive On Green	0.10	0.24	0.24	0.31	0.46	0.46	0.26	0.35	0.35	0.14	0.18	0.18
Sat Flow, veh/h	1810	5187	1602	1810	4658	585	1810	3610	1607	1810	3610	1580
Grp Volume(v), veh/h	165	909	54	27	1613	858	213	445	40	234	280	203
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1729	1784	1810	1805	1607	1810	1805	1580
Q Serve(g_s), s	10.9	19.3	0.0	1.2	55.0	55.0	13.6	12.8	2.1	15.4	8.3	0.7
Cycle Q Clear(g_c), s	10.9	19.3	0.0	1.2	55.0	55.0	13.6	12.8	2.1	15.4	8.3	0.7
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	1265	602	566	1585	818	237	626	279	247	647	441
V/C Ratio(X)	0.93	0.72	0.09	0.05	1.02	1.05	0.90	0.71	0.14	0.95	0.43	0.46
Avail Cap(c_a), veh/h	178	2563	1002	566	1585	818	237	626	279	247	647	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.45	0.16	0.16	0.16	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	41.6	24.3	28.8	32.5	32.5	43.5	36.6	33.1	51.4	43.8	35.8
Incr Delay (d2), s/veh	27.8	0.4	0.0	0.0	14.0	27.9	29.8	5.8	0.9	42.5	2.1	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	8.2	1.0	0.5	25.3	29.2	7.2	5.3	0.9	9.9	3.9	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.5	41.9	24.3	28.8	46.5	60.4	73.3	42.4	34.0	93.9	45.9	39.3
LnGrp LOS	F	D	C	C	F	F	E	D	C	F	D	D
Approach Vol, veh/h		1128			2498			698			717	
Approach Delay, s/veh		46.9			51.1			51.4			59.7	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	24.8	41.5	33.3	19.7	25.5	15.8	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.4	20.8	7.5	59.3	15.7	21.5	11.8	55.0
Max Q Clear Time (g_c+I1), s	17.4	14.8	3.2	21.3	15.6	10.3	12.9	57.0
Green Ext Time (p_c), s	0.0	1.5	0.0	8.0	0.0	1.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	676	420	15	1069	113	839	557	8	71	284	88
Future Volume (veh/h)	133	676	420	15	1069	113	839	557	8	71	284	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	133	676	420	15	1069	113	839	557	8	71	284	88
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	883	822	331	1118	118	932	1269	18	164	471	143
Arrive On Green	0.09	0.24	0.24	0.18	0.34	0.34	0.27	0.35	0.35	0.12	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	3290	347	3510	3643	52	1810	2719	824
Grp Volume(v), veh/h	133	676	420	15	586	596	839	276	289	71	186	186
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1832	1755	1805	1890	1810	1805	1739
Q Serve(g_s), s	8.7	20.9	0.0	0.8	38.1	38.2	27.7	14.1	14.1	4.4	11.1	11.5
Cycle Q Clear(g_c), s	8.7	20.9	0.0	0.8	38.1	38.2	27.7	14.1	14.1	4.4	11.1	11.5
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.03	1.00		0.47
Lane Grp Cap(c), veh/h	159	883	822	331	613	623	932	629	658	164	313	301
V/C Ratio(X)	0.83	0.77	0.51	0.05	0.96	0.96	0.90	0.44	0.44	0.43	0.60	0.62
Avail Cap(c_a), veh/h	166	1339	1025	331	617	626	932	629	658	164	313	301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.43	0.43	0.43	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	53.9	42.1	19.5	40.4	38.7	38.8	42.5	30.1	30.1	49.9	42.4	42.6
Incr Delay (d2), s/veh	28.5	1.5	0.5	0.0	14.5	14.6	11.7	2.2	2.1	1.7	7.7	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	9.5	7.7	0.4	19.1	19.4	13.4	6.5	6.8	2.0	5.4	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.3	43.6	20.0	40.4	53.2	53.4	54.2	32.3	32.2	51.6	50.1	51.2
LnGrp LOS	F	D	B	D	D	D	D	C	C	D	D	D
Approach Vol, veh/h		1229			1197			1404			443	
Approach Delay, s/veh		39.7			53.1			45.4			50.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	45.8	26.0	33.4	35.9	24.8	14.6	44.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.9	41.8	7.5	44.5	31.2	20.8	11.0	41.0
Max Q Clear Time (g_c+I1), s	10.4	16.1	2.8	22.9	29.7	13.5	10.7	40.2
Green Ext Time (p_c), s	0.0	3.6	0.0	6.5	0.6	1.3	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	197	412	719	148	198	737
Future Volume (veh/h)	197	412	719	148	198	737
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	197	412	719	148	198	737
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	843	386	1408	627	878	2455
Arrive On Green	0.24	0.24	0.39	0.39	0.25	0.68
Sat Flow, veh/h	3510	1610	3705	1608	3510	3705
Grp Volume(v), veh/h	197	412	719	148	198	737
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1608	1755	1805
Q Serve(g_s), s	4.5	24.0	15.2	6.2	4.5	8.2
Cycle Q Clear(g_c), s	4.5	24.0	15.2	6.2	4.5	8.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	843	386	1408	627	878	2455
V/C Ratio(X)	0.23	1.07	0.51	0.24	0.23	0.30
Avail Cap(c_a), veh/h	843	386	1408	627	878	2455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	38.0	23.2	20.5	29.8	6.4
Incr Delay (d2), s/veh	0.1	49.6	1.3	0.9	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	14.6	6.6	2.4	1.9	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.7	87.6	24.6	21.4	29.9	6.7
LnGrp LOS	C	F	C	C	C	A
Approach Vol, veh/h	609		867			935
Approach Delay, s/veh	69.2		24.0			11.7
Approach LOS	E		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	39.0	43.0			72.0	28.0
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	25.0	39.0			68.0	24.0
Max Q Clear Time (g_c+I1), s	10.5	17.2			10.2	26.0
Green Ext Time (p_c), s	0.6	5.7			6.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	958	96	91	2130	79	130	268	70	136	224	104
Future Volume (veh/h)	107	958	96	91	2130	79	130	268	70	136	224	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	958	96	91	2130	79	130	268	70	136	224	104
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	2112	211	117	2221	82	327	766	196	163	434	194
Arrive On Green	0.15	0.88	0.88	0.04	0.29	0.29	0.36	0.54	0.54	0.09	0.18	0.18
Sat Flow, veh/h	1810	4784	478	1810	5131	190	1810	2834	725	1810	2410	1076
Grp Volume(v), veh/h	107	692	362	91	1433	776	130	169	169	136	166	162
Grp Sat Flow(s),veh/h/ln	1810	1729	1804	1810	1729	1862	1810	1805	1754	1810	1805	1681
Q Serve(g_s), s	6.9	4.7	4.7	6.0	48.9	49.2	6.4	6.3	6.6	8.9	9.9	10.5
Cycle Q Clear(g_c), s	6.9	4.7	4.7	6.0	48.9	49.2	6.4	6.3	6.6	8.9	9.9	10.5
Prop In Lane	1.00		0.26	1.00		0.10	1.00		0.41	1.00		0.64
Lane Grp Cap(c), veh/h	132	1527	797	117	1497	806	327	488	474	163	325	303
V/C Ratio(X)	0.81	0.45	0.45	0.78	0.96	0.96	0.40	0.35	0.36	0.83	0.51	0.54
Avail Cap(c_a), veh/h	262	1527	797	317	1498	807	327	488	474	204	325	303
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.09	0.09	0.09	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	4.2	4.2	56.6	41.5	41.6	33.4	21.6	21.6	53.7	44.4	44.7
Incr Delay (d2), s/veh	9.8	0.2	0.4	1.1	2.0	3.9	0.7	1.7	1.9	20.6	5.6	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	1.2	1.3	2.8	22.0	24.3	2.7	2.7	2.7	5.0	5.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	4.4	4.5	57.6	43.5	45.5	34.1	23.3	23.5	74.3	50.0	51.3
LnGrp LOS	E	A	A	E	D	D	C	C	C	E	D	D
Approach Vol, veh/h		1161			2300			468			464	
Approach Delay, s/veh		9.6			44.8			26.4			57.6	
Approach LOS		A			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	36.5	11.7	57.0	25.7	25.6	12.8	56.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.5	21.1	21.0	48.4	13.0	21.6	17.4	52.0
Max Q Clear Time (g_c+I1), s	10.9	8.6	8.0	6.7	8.4	12.5	8.9	51.2
Green Ext Time (p_c), s	0.1	1.5	0.2	9.0	0.1	1.3	0.1	0.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	621	126	41	1062	64	152	491	69	110	407	53
Future Volume (veh/h)	57	621	126	41	1062	64	152	491	69	110	407	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	621	126	41	1062	64	152	491	69	110	407	53
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	762	154	250	1191	72	457	797	111	400	705	91
Arrive On Green	0.05	0.26	0.26	0.14	0.34	0.34	0.25	0.25	0.25	0.44	0.44	0.44
Sat Flow, veh/h	1810	2979	603	1810	3458	208	1810	3167	443	1810	3206	415
Grp Volume(v), veh/h	57	376	371	41	554	572	152	279	281	110	228	232
Grp Sat Flow(s),veh/h/ln	1810	1805	1777	1810	1805	1862	1810	1805	1805	1810	1805	1816
Q Serve(g_s), s	3.7	23.5	23.6	2.4	34.9	34.9	8.2	16.4	16.6	4.6	11.4	11.5
Cycle Q Clear(g_c), s	3.7	23.5	23.6	2.4	34.9	34.9	8.2	16.4	16.6	4.6	11.4	11.5
Prop In Lane	1.00		0.34	1.00		0.11	1.00		0.25	1.00		0.23
Lane Grp Cap(c), veh/h	90	461	454	250	622	641	457	454	454	400	397	399
V/C Ratio(X)	0.63	0.81	0.82	0.16	0.89	0.89	0.33	0.61	0.62	0.27	0.57	0.58
Avail Cap(c_a), veh/h	205	764	752	250	677	698	457	454	454	400	397	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.88	0.88	0.88	0.30	0.30	0.30	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	56.0	42.0	42.0	45.6	37.2	37.2	36.6	39.7	39.8	27.4	29.4	29.4
Incr Delay (d2), s/veh	6.4	3.1	3.2	0.1	4.7	4.6	0.4	6.1	6.2	0.3	5.3	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	10.8	10.7	1.1	16.0	16.5	3.7	8.0	8.1	1.9	4.7	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	45.1	45.3	45.7	41.9	41.8	37.0	45.8	46.0	27.7	34.7	34.9
LnGrp LOS	E	D	D	D	D	D	D	D	D	C	C	C
Approach Vol, veh/h		804			1167			712			570	
Approach Delay, s/veh		46.4			42.0			44.0			33.4	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	34.2	20.6	34.7	34.3	30.4	10.0	45.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.3	30.2	7.8	50.8	19.0	26.4	13.6	45.0
Max Q Clear Time (g_c+I1), s	6.6	18.6	4.4	25.6	10.2	13.5	5.7	36.9
Green Ext Time (p_c), s	0.1	2.7	0.0	5.1	0.2	2.2	0.1	4.4

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	277	82	29	462	493	53	297	35	301	371	32
Future Volume (veh/h)	76	277	82	29	462	493	53	297	35	301	371	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.88	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	277	82	29	462	493	53	297	35	301	371	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	216	456	199	756	505	445	236	654	76	533	1238	106
Arrive On Green	0.06	0.13	0.13	0.22	0.28	0.28	0.13	0.20	0.20	0.29	0.37	0.37
Sat Flow, veh/h	3510	3610	1573	3510	1805	1588	1810	3208	372	1810	3364	289
Grp Volume(v), veh/h	76	277	82	29	462	493	53	165	167	301	198	205
Grp Sat Flow(s),veh/h/ln	1755	1805	1573	1755	1805	1588	1810	1805	1775	1810	1805	1848
Q Serve(g_s), s	2.1	7.3	4.8	0.7	24.8	28.0	2.6	8.0	8.3	14.1	7.8	7.9
Cycle Q Clear(g_c), s	2.1	7.3	4.8	0.7	24.8	28.0	2.6	8.0	8.3	14.1	7.8	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.16
Lane Grp Cap(c), veh/h	216	456	199	756	505	445	236	368	362	533	664	680
V/C Ratio(X)	0.35	0.61	0.41	0.04	0.91	1.11	0.22	0.45	0.46	0.56	0.30	0.30
Avail Cap(c_a), veh/h	267	1011	440	756	505	445	236	368	362	533	664	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	41.3	40.3	31.0	34.8	36.0	38.9	34.9	35.0	29.9	22.4	22.5
Incr Delay (d2), s/veh	1.0	1.3	1.4	0.0	16.0	69.2	0.5	3.9	4.2	1.4	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.3	1.9	0.3	12.9	19.1	1.2	3.9	4.0	6.2	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	42.6	41.6	31.1	50.8	105.2	39.4	38.8	39.2	31.2	23.6	23.6
LnGrp LOS	D	D	D	C	D	F	D	D	D	C	C	C
Approach Vol, veh/h		435			984			385			704	
Approach Delay, s/veh		43.0			77.5			39.0			26.9	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	24.4	25.5	16.6	17.0	40.8	10.2	32.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	28.0	20.4	7.6	28.0	11.6	36.8	7.6	28.0
Max Q Clear Time (g_c+I1), s	16.1	10.3	2.7	9.3	4.6	9.9	4.1	30.0
Green Ext Time (p_c), s	0.7	1.3	0.0	1.9	0.0	2.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	802	181	252	1647	179	501	1050	233	275	800	290
Future Volume (veh/h)	173	802	181	252	1647	179	501	1050	233	275	800	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	802	181	252	1647	179	501	1050	233	275	800	290
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1050	466	310	1504	163	452	1194	521	283	857	380
Arrive On Green	0.06	0.29	0.29	0.09	0.32	0.32	0.33	0.44	0.44	0.16	0.24	0.24
Sat Flow, veh/h	3510	3610	1600	3510	4748	515	1810	3610	1575	1810	3610	1598
Grp Volume(v), veh/h	173	802	181	252	1198	628	501	1050	233	275	800	290
Grp Sat Flow(s),veh/h/ln	1755	1805	1600	1755	1729	1805	1810	1805	1575	1810	1805	1598
Q Serve(g_s), s	5.8	24.3	10.9	8.5	38.0	38.0	30.0	31.9	9.5	18.1	26.0	16.9
Cycle Q Clear(g_c), s	5.8	24.3	10.9	8.5	38.0	38.0	30.0	31.9	9.5	18.1	26.0	16.9
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1050	466	310	1095	572	452	1194	521	283	857	380
V/C Ratio(X)	0.79	0.76	0.39	0.81	1.09	1.10	1.11	0.88	0.45	0.97	0.93	0.76
Avail Cap(c_a), veh/h	219	1050	466	348	1095	572	452	1194	521	283	857	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.31	0.31	0.31	0.43	0.43	0.43	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	38.8	34.0	53.7	41.0	41.0	40.0	31.4	15.3	50.3	44.8	29.4
Incr Delay (d2), s/veh	15.3	2.9	0.5	4.2	47.8	53.1	62.1	4.4	1.2	45.1	18.2	13.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	11.1	4.3	3.9	23.2	25.1	20.3	13.4	3.3	11.7	13.7	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.8	41.7	34.5	58.0	88.8	94.1	102.1	35.8	16.5	95.4	63.0	43.0
LnGrp LOS	E	D	C	E	F	F	F	D	B	F	E	D
Approach Vol, veh/h		1156			2078			1784			1365	
Approach Delay, s/veh		44.9			86.6			51.9			65.3	
Approach LOS		D			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	43.7	14.6	38.9	34.0	32.5	11.5	42.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.8	39.7	11.9	33.6	30.0	28.5	7.5	38.0
Max Q Clear Time (g_c+I1), s	10.1	33.9	10.5	26.3	32.0	28.0	7.8	40.0
Green Ext Time (p_c), s	0.0	3.7	0.1	3.5	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	64.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	612	200	174	851	127	299	1562	225	106	1121	100
Future Volume (veh/h)	94	612	200	174	851	127	299	1562	225	106	1121	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	612	200	174	851	127	299	1562	225	106	1121	100
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	657	214	205	927	138	327	1867	268	179	1582	141
Arrive On Green	0.06	0.25	0.25	0.11	0.29	0.29	0.18	0.41	0.41	0.03	0.11	0.11
Sat Flow, veh/h	1810	2673	872	1810	3148	470	1810	4572	657	1810	4845	432
Grp Volume(v), veh/h	94	413	399	174	488	490	299	1180	607	106	800	421
Grp Sat Flow(s),veh/h/ln	1810	1805	1740	1810	1805	1813	1810	1729	1771	1810	1729	1819
Q Serve(g_s), s	6.1	26.8	26.9	11.3	31.4	31.4	19.5	36.8	37.0	6.9	26.8	26.8
Cycle Q Clear(g_c), s	6.1	26.8	26.9	11.3	31.4	31.4	19.5	36.8	37.0	6.9	26.8	26.8
Prop In Lane	1.00		0.50	1.00		0.26	1.00		0.37	1.00		0.24
Lane Grp Cap(c), veh/h	118	444	428	205	531	534	327	1412	723	179	1129	594
V/C Ratio(X)	0.80	0.93	0.93	0.85	0.92	0.92	0.91	0.84	0.84	0.59	0.71	0.71
Avail Cap(c_a), veh/h	124	451	435	226	554	556	362	1412	723	179	1129	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.75	0.75	0.75	0.37	0.37	0.37	1.00	1.00	1.00	0.49	0.49	0.49
Uniform Delay (d), s/veh	55.3	44.3	44.3	52.2	40.9	40.9	48.2	31.9	31.9	55.6	48.0	48.0
Incr Delay (d2), s/veh	22.8	21.1	22.0	10.0	9.2	9.2	25.6	6.0	11.2	2.5	1.9	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	14.5	14.1	5.7	15.2	15.2	11.1	16.3	17.8	3.4	12.8	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.2	65.4	66.3	62.2	50.1	50.1	73.8	37.9	43.2	58.2	49.9	51.5
LnGrp LOS	E	E	E	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		906			1152			2086			1327	
Approach Delay, s/veh		67.1			52.0			44.6			51.1	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	53.0	17.6	33.5	25.7	43.2	11.8	39.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	49.0	15.0	30.0	24.0	35.0	8.2	36.8
Max Q Clear Time (g_c+I1), s	8.9	39.0	13.3	28.9	21.5	28.8	8.1	33.4
Green Ext Time (p_c), s	0.0	7.6	0.1	0.6	0.2	3.8	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	409	160	426	561	172	252	1498	421	197	1012	116
Future Volume (veh/h)	72	409	160	426	561	172	252	1498	421	197	1012	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	409	160	426	561	172	252	1498	421	197	1012	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	422	163	452	982	300	274	1651	505	239	1406	161
Arrive On Green	0.05	0.17	0.17	0.25	0.36	0.36	0.30	0.64	0.64	0.13	0.30	0.30
Sat Flow, veh/h	1810	2531	978	1810	2704	826	1810	5187	1587	1810	4705	538
Grp Volume(v), veh/h	72	290	279	426	374	359	252	1498	421	197	743	385
Grp Sat Flow(s),veh/h/ln	1810	1805	1704	1810	1805	1725	1810	1729	1587	1810	1729	1785
Q Serve(g_s), s	4.7	19.2	19.6	27.7	20.0	20.1	16.1	29.8	24.6	12.7	23.0	23.1
Cycle Q Clear(g_c), s	4.7	19.2	19.6	27.7	20.0	20.1	16.1	29.8	24.6	12.7	23.0	23.1
Prop In Lane	1.00		0.57	1.00		0.48	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	96	301	284	452	655	626	274	1651	505	239	1034	533
V/C Ratio(X)	0.75	0.96	0.98	0.94	0.57	0.57	0.92	0.91	0.83	0.82	0.72	0.72
Avail Cap(c_a), veh/h	172	301	284	467	655	626	283	1651	505	239	1034	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.76	0.76	0.76	0.12	0.12	0.12	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	49.6	49.8	44.2	30.7	30.7	41.1	20.3	19.3	50.7	37.6	37.6
Incr Delay (d2), s/veh	9.5	38.3	44.2	22.9	0.9	1.0	6.3	1.2	2.1	20.3	4.3	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	11.8	11.8	15.2	8.8	8.5	6.6	7.7	6.0	7.1	10.3	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	88.0	94.0	67.1	31.6	31.7	47.4	21.5	21.4	71.0	41.9	45.8
LnGrp LOS	E	F	F	E	C	C	D	C	C	E	D	D
Approach Vol, veh/h		641			1159			2171			1325	
Approach Delay, s/veh		88.1			44.7			24.5			47.3	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	42.2	33.9	24.0	22.2	39.9	10.4	47.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.8	38.2	31.0	20.0	18.8	34.2	11.4	39.6
Max Q Clear Time (g_c+I1), s	4.7	31.8	29.7	21.6	18.1	25.1	6.7	22.1
Green Ext Time (p_c), s	0.0	5.1	0.2	0.0	0.1	4.9	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	158	98	255	135	162	106	2005	317	84	1694	4
Future Volume (veh/h)	24	158	98	255	135	162	106	2005	317	84	1694	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	158	98	255	135	162	106	2005	317	84	1694	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	192	187	251	133	329	131	1983	307	185	2506	6
Arrive On Green	0.12	0.12	0.12	0.21	0.21	0.21	0.07	0.44	0.44	0.14	0.62	0.62
Sat Flow, veh/h	249	1639	1602	1203	637	1581	1810	4515	699	1810	5343	13
Grp Volume(v), veh/h	182	0	98	390	0	162	106	1526	796	84	1096	602
Grp Sat Flow(s),veh/h/ln	1888	0	1602	1840	0	1581	1810	1729	1756	1810	1729	1897
Q Serve(g_s), s	11.3	0.0	6.9	25.0	0.0	10.8	6.9	52.7	52.7	5.1	24.8	24.8
Cycle Q Clear(g_c), s	11.3	0.0	6.9	25.0	0.0	10.8	6.9	52.7	52.7	5.1	24.8	24.8
Prop In Lane	0.13		1.00	0.65		1.00	1.00		0.40	1.00		0.01
Lane Grp Cap(c), veh/h	221	0	187	383	0	329	131	1519	771	185	1622	890
V/C Ratio(X)	0.82	0.00	0.52	1.02	0.00	0.49	0.81	1.00	1.03	0.45	0.68	0.68
Avail Cap(c_a), veh/h	291	0	247	383	0	329	155	1519	771	185	1622	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.80	0.80	0.80	0.50	0.50	0.50
Uniform Delay (d), s/veh	51.8	0.0	49.8	47.5	0.0	41.9	54.8	33.6	33.7	48.8	16.6	16.6
Incr Delay (d2), s/veh	13.5	0.0	2.3	50.5	0.0	1.1	19.1	21.8	37.6	0.9	1.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	2.9	16.7	0.0	4.3	3.9	26.0	29.8	2.3	8.5	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	0.0	52.1	98.0	0.0	43.0	73.9	55.5	71.2	49.6	17.8	18.7
LnGrp LOS	E	A	D	F	A	D	E	F	F	D	B	B
Approach Vol, veh/h		280			552			2428			1782	
Approach Delay, s/veh		60.7			81.8			61.5			19.6	
Approach LOS		E			F			E			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.3	56.7		18.0	12.7	60.3		29.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.3	52.7		18.5	10.3	50.2		25.0
Max Q Clear Time (g_c+I1), s	11.1	54.7		13.3	8.9	26.8		27.0
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	13.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	0	42	0	0	0	132	2486	0	0	1879	106
Future Volume (veh/h)	95	0	42	0	0	0	132	2486	0	0	1879	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	0	42	0	0	0	132	2486	0	0	1879	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	125	611	2	2	1	567	2939	0	484	2617	147
Arrive On Green	0.07	0.00	0.07	0.00	0.00	0.00	0.63	1.00	0.00	0.00	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	5024	283
Grp Volume(v), veh/h	95	0	42	0	0	0	132	2486	0	0	1292	693
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1849
Q Serve(g_s), s	6.2	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	34.3	34.5
Cycle Q Clear(g_c), s	6.2	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	34.3	34.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.15
Lane Grp Cap(c), veh/h	119	125	611	2	2	1	567	2939	0	484	1801	963
V/C Ratio(X)	0.80	0.00	0.07	0.00	0.00	0.00	0.23	0.85	0.00	0.00	0.72	0.72
Avail Cap(c_a), veh/h	151	333	786	113	293	248	567	2939	0	484	1801	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.43	0.43	0.00	0.00	0.58	0.58
Uniform Delay (d), s/veh	55.3	0.0	18.9	0.0	0.0	0.0	16.1	0.0	0.0	0.0	22.0	22.0
Incr Delay (d2), s/veh	20.5	0.0	0.0	0.0	0.0	0.0	0.1	1.4	0.0	0.0	1.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.7	0.0	0.0	0.0	1.5	0.4	0.0	0.0	13.8	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.7	0.0	19.0	0.0	0.0	0.0	16.2	1.4	0.0	0.0	23.4	24.8
LnGrp LOS	E	A	B	A	A	A	B	A	A	A	C	C
Approach Vol, veh/h		137			0			2618			1985	
Approach Delay, s/veh		58.3			0.0			2.2			23.9	
Approach LOS		E						A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	72.0	0.0	11.9	41.6	66.5	11.9	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	68.0	7.5	21.0	13.0	62.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	10.0	2.0	0.0	2.0	5.8	36.5	8.2	0.0
Green Ext Time (p_c), s	0.0	44.4	0.0	0.1	0.2	17.2	0.0	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	7	69	52	90	65	139	2555	89	136	1708	89
Future Volume (veh/h)	48	7	69	52	90	65	139	2555	89	136	1708	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	7	69	52	90	65	139	2555	89	136	1708	89
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	109	98	95	127	107	460	3422	118	160	2589	879
Arrive On Green	0.05	0.06	0.06	0.05	0.07	0.07	0.25	0.66	0.66	0.18	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5148	178	1810	5187	1610
Grp Volume(v), veh/h	48	7	69	52	90	65	139	1710	934	136	1708	89
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1868	1810	1729	1610
Q Serve(g_s), s	3.1	0.4	5.0	3.4	5.6	3.9	7.4	39.4	40.2	8.7	0.2	0.0
Cycle Q Clear(g_c), s	3.1	0.4	5.0	3.4	5.6	3.9	7.4	39.4	40.2	8.7	0.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	84	109	98	95	127	107	460	2299	1242	160	2589	879
V/C Ratio(X)	0.57	0.06	0.71	0.55	0.71	0.61	0.30	0.74	0.75	0.85	0.66	0.10
Avail Cap(c_a), veh/h	115	280	250	115	295	250	460	2299	1242	172	2589	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.84	0.84	0.84
Uniform Delay (d), s/veh	56.0	53.2	55.3	55.4	54.9	37.8	36.1	13.3	13.5	48.6	0.1	0.0
Incr Delay (d2), s/veh	5.9	0.2	9.0	4.8	7.1	5.4	0.0	0.2	0.4	25.7	1.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.2	2.3	1.7	2.9	2.1	3.3	14.1	15.7	4.8	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	53.4	64.3	60.2	62.0	43.2	36.2	13.5	13.9	74.3	1.2	0.2
LnGrp LOS	E	D	E	E	E	D	D	B	B	E	A	A
Approach Vol, veh/h		124			207			2783			1933	
Approach Delay, s/veh		62.8			55.7			14.8			6.3	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	83.8	10.3	11.3	34.5	63.9	9.6	12.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.4	66.4	7.6	18.6	17.9	59.9	7.6	18.6
Max Q Clear Time (g_c+I1), s	10.7	42.2	5.4	7.0	9.4	2.2	5.1	7.6
Green Ext Time (p_c), s	0.0	20.8	0.0	0.2	0.2	22.6	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	440	255	131	4	761	568	433	1830	38	246	1042	521
Future Volume (veh/h)	440	255	131	4	761	568	433	1830	38	246	1042	521
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	440	255	131	4	761	568	433	1830	38	246	1042	521
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	392	1628	726	26	1254	389	485	1729	537	263	1402	435
Arrive On Green	0.22	0.45	0.45	0.01	0.24	0.24	0.14	0.33	0.33	0.08	0.27	0.27
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	440	255	131	4	761	568	433	1830	38	246	1042	521
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	26.0	5.0	5.8	0.1	15.6	29.0	14.6	40.0	1.7	8.4	22.0	19.8
Cycle Q Clear(g_c), s	26.0	5.0	5.8	0.1	15.6	29.0	14.6	40.0	1.7	8.4	22.0	19.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	1628	726	26	1254	389	485	1729	537	263	1402	435
V/C Ratio(X)	1.12	0.16	0.18	0.16	0.61	1.46	0.89	1.06	0.07	0.93	0.74	1.20
Avail Cap(c_a), veh/h	392	1628	726	219	1254	389	486	1729	537	263	1402	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	47.0	19.5	19.7	59.2	40.4	45.5	50.9	40.0	21.6	55.2	40.0	16.4
Incr Delay (d2), s/veh	83.0	0.0	0.1	2.8	0.8	220.6	18.6	39.0	0.3	32.4	2.8	105.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.7	2.1	2.2	0.1	6.8	35.3	7.6	23.0	0.8	4.9	9.7	19.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.0	19.5	19.8	62.0	41.3	266.1	69.5	79.0	21.8	87.7	42.8	121.6
LnGrp LOS	F	B	B	E	D	F	E	F	C	F	D	F
Approach Vol, veh/h		826			1333			2301			1809	
Approach Delay, s/veh		78.4			137.2			76.3			71.6	
Approach LOS		E			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	44.0	4.9	58.1	20.6	36.4	30.0	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	40.0	7.5	47.5	16.6	32.4	26.0	29.0
Max Q Clear Time (g_c+I1), s	10.4	42.0	2.1	7.8	16.6	24.0	28.0	31.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	5.4	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay	88.1	
HCM 6th LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	1133	95	27	1694	216	162	192	29	190	137	187
Future Volume (veh/h)	131	1133	95	27	1694	216	162	192	29	190	137	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	131	1133	95	27	1694	216	162	192	29	190	137	187
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	1274	659	410	1797	1004	218	256	39	230	407	360
Arrive On Green	0.16	0.71	0.71	0.23	0.50	0.50	0.12	0.32	0.32	0.13	0.23	0.23
Sat Flow, veh/h	1810	3610	1584	1810	3610	1606	3510	1601	242	1810	1805	1599
Grp Volume(v), veh/h	131	1133	95	27	1694	216	162	0	221	190	137	187
Grp Sat Flow(s),veh/h/ln	1810	1805	1584	1810	1805	1606	1755	0	1843	1810	1805	1599
Q Serve(g_s), s	8.5	29.8	1.0	1.4	53.3	2.1	5.3	0.0	12.9	12.3	7.6	12.3
Cycle Q Clear(g_c), s	8.5	29.8	1.0	1.4	53.3	2.1	5.3	0.0	12.9	12.3	7.6	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	148	1274	659	410	1797	1004	218	0	295	230	407	360
V/C Ratio(X)	0.89	0.89	0.14	0.07	0.94	0.22	0.74	0.00	0.75	0.83	0.34	0.52
Avail Cap(c_a), veh/h	148	1889	929	410	1820	1015	298	0	295	230	407	360
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	0.93	0.00	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	15.8	3.8	36.4	28.5	3.5	51.6	0.0	38.6	51.1	39.0	40.8
Incr Delay (d2), s/veh	28.9	2.3	0.1	0.1	10.5	0.1	6.0	0.0	15.0	21.1	2.2	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	6.5	0.4	0.6	24.7	0.9	2.4	0.0	6.2	6.9	3.7	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.6	18.1	3.8	36.5	39.0	3.6	57.7	0.0	53.7	72.2	41.2	46.0
LnGrp LOS	E	B	A	D	D	A	E	A	D	E	D	D
Approach Vol, veh/h		1359			1937			383			514	
Approach Delay, s/veh		23.0			35.0			55.4			54.4	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	23.2	31.2	46.4	11.4	31.0	13.8	63.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.5	19.2	7.5	62.8	10.2	23.5	9.8	60.5
Max Q Clear Time (g_c+I1), s	14.3	14.9	3.4	31.8	7.3	14.3	10.5	55.3
Green Ext Time (p_c), s	0.0	0.4	0.0	10.6	0.1	1.3	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	735	138	30	862	50	211	438	30	64	267	108
Future Volume (veh/h)	101	735	138	30	862	50	211	438	30	64	267	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	735	138	30	862	50	211	438	30	64	267	108
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	829	156	97	896	52	242	1198	82	341	769	651
Arrive On Green	0.07	0.27	0.27	0.05	0.26	0.26	0.13	0.35	0.35	0.38	0.81	0.81
Sat Flow, veh/h	1810	3017	566	1810	3467	201	1810	3424	234	1810	1900	1608
Grp Volume(v), veh/h	101	440	433	30	449	463	211	230	238	64	267	108
Grp Sat Flow(s),veh/h/ln	1810	1805	1778	1810	1805	1863	1810	1805	1852	1810	1900	1608
Q Serve(g_s), s	6.6	28.0	28.1	1.9	29.5	29.5	13.7	11.4	11.5	2.8	4.5	1.4
Cycle Q Clear(g_c), s	6.6	28.0	28.1	1.9	29.5	29.5	13.7	11.4	11.5	2.8	4.5	1.4
Prop In Lane	1.00		0.32	1.00		0.11	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	126	496	488	97	466	481	242	632	648	341	769	651
V/C Ratio(X)	0.80	0.89	0.89	0.31	0.96	0.96	0.87	0.36	0.37	0.19	0.35	0.17
Avail Cap(c_a), veh/h	196	548	539	115	466	481	347	632	648	341	769	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.31	0.31	0.31	0.72	0.72	0.72	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	55.0	41.7	41.7	54.7	43.9	43.9	51.0	29.1	29.1	31.2	7.2	4.1
Incr Delay (d2), s/veh	4.0	5.5	5.6	1.3	26.3	25.8	15.5	1.6	1.6	0.2	1.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	13.1	13.0	0.9	16.4	16.9	7.2	5.2	5.4	1.2	1.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	47.2	47.3	56.0	70.2	69.7	66.4	30.7	30.7	31.5	8.4	4.7
LnGrp LOS	E	D	D	E	E	E	E	C	C	C	A	A
Approach Vol, veh/h		974			942			679			439	
Approach Delay, s/veh		48.5			69.5			41.8			10.8	
Approach LOS		D			E			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	46.0	10.4	37.0	20.0	52.6	12.4	35.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.6	42.0	7.6	36.4	23.0	37.0	13.0	31.0
Max Q Clear Time (g_c+I1), s	14.8	13.5	3.9	30.1	15.7	6.5	8.6	31.5
Green Ext Time (p_c), s	0.1	2.9	0.0	2.9	0.3	2.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	948	112	760	1044	131	164	276	520	74	313	132
Future Volume (veh/h)	79	948	112	760	1044	131	164	276	520	74	313	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	79	948	112	760	1044	131	164	276	520	74	313	132
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	810	96	648	1994	975	151	370	330	97	435	180
Arrive On Green	0.06	0.25	0.25	0.36	0.55	0.55	0.08	0.20	0.20	0.05	0.17	0.17
Sat Flow, veh/h	1810	3241	383	1810	3610	1609	1810	1805	1608	1810	2487	1026
Grp Volume(v), veh/h	79	528	532	760	1044	131	164	276	520	74	225	220
Grp Sat Flow(s),veh/h/ln	1810	1805	1819	1810	1805	1609	1810	1805	1608	1810	1805	1709
Q Serve(g_s), s	5.2	30.0	30.0	43.0	21.9	4.2	10.0	17.2	24.6	4.8	14.1	14.6
Cycle Q Clear(g_c), s	5.2	30.0	30.0	43.0	21.9	4.2	10.0	17.2	24.6	4.8	14.1	14.6
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	101	451	455	648	1994	975	151	370	330	97	316	299
V/C Ratio(X)	0.78	1.17	1.17	1.17	0.52	0.13	1.09	0.75	1.58	0.77	0.71	0.73
Avail Cap(c_a), veh/h	178	451	455	648	1994	975	151	370	330	113	316	299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	45.0	45.0	38.5	16.9	10.1	55.0	44.8	47.7	56.1	46.7	46.9
Incr Delay (d2), s/veh	12.2	97.8	97.9	93.2	0.3	0.1	98.6	12.9	274.3	22.9	12.9	14.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	25.6	25.8	35.5	8.9	1.5	8.7	9.0	34.9	2.8	7.5	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.1	142.8	142.9	131.7	17.2	10.2	153.6	57.6	322.0	79.0	59.5	61.7
LnGrp LOS	E	F	F	F	B	B	F	E	F	E	E	E
Approach Vol, veh/h		1139			1935			960			519	
Approach Delay, s/veh		137.7			61.7			217.2			63.2	
Approach LOS		F			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	28.6	47.0	34.0	14.0	25.0	10.7	70.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	23.5	43.0	30.0	10.0	21.0	11.8	61.2
Max Q Clear Time (g_c+I1), s	6.8	26.6	45.0	32.0	12.0	16.6	7.2	23.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.1	0.1	10.2

Intersection Summary	
HCM 6th Ctrl Delay	113.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	838	256	129	1421	51	272	549	172	67	268	166
Future Volume (veh/h)	83	838	256	129	1421	51	272	549	172	67	268	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	838	256	129	1421	51	272	549	172	67	268	166
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	878	744	159	934	875	204	503	559	94	222	138
Arrive On Green	0.06	0.46	0.46	0.09	0.49	0.49	0.11	0.26	0.26	0.05	0.20	0.20
Sat Flow, veh/h	1810	1900	1610	1810	1900	1609	1810	1900	1576	1810	1087	674
Grp Volume(v), veh/h	83	838	256	129	1421	51	272	549	172	67	0	434
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1609	1810	1900	1576	1810	0	1761
Q Serve(g_s), s	5.4	50.9	12.2	8.4	59.0	1.8	13.5	31.8	1.3	4.4	0.0	24.5
Cycle Q Clear(g_c), s	5.4	50.9	12.2	8.4	59.0	1.8	13.5	31.8	1.3	4.4	0.0	24.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	105	878	744	159	934	875	204	503	559	94	0	360
V/C Ratio(X)	0.79	0.95	0.34	0.81	1.52	0.06	1.33	1.09	0.31	0.71	0.00	1.21
Avail Cap(c_a), veh/h	113	904	766	159	934	875	204	503	559	113	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.8	31.1	20.6	53.8	30.5	12.9	53.2	44.1	17.0	56.0	0.0	47.8
Incr Delay (d2), s/veh	28.8	19.5	0.3	26.4	240.0	0.0	179.3	67.1	1.4	15.2	0.0	116.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	27.3	4.6	5.0	88.1	0.7	16.3	24.2	2.8	2.4	0.0	22.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.6	50.6	20.9	80.2	270.5	12.9	232.6	111.2	18.4	71.2	0.0	164.3
LnGrp LOS	F	D	C	F	F	B	F	F	B	E	A	F
Approach Vol, veh/h		1177			1601			993			501	
Approach Delay, s/veh		46.5			247.0			128.4			151.8	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	35.8	14.5	59.4	17.5	28.5	11.0	63.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	30.0	9.4	57.1	13.0	24.5	7.5	59.0
Max Q Clear Time (g_c+I1), s	6.4	33.8	10.4	52.9	15.5	26.5	7.4	61.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		153.0
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	584	192	294	637	130	197	732	434	138	610	49
Future Volume (veh/h)	68	584	192	294	637	130	197	732	434	138	610	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	584	192	294	637	130	197	732	0	138	610	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	640	210	324	812	361	358	1286		166	844	68
Arrive On Green	0.19	0.24	0.24	0.18	0.22	0.22	0.20	0.36	0.00	0.09	0.25	0.25
Sat Flow, veh/h	1810	2669	876	1810	3610	1608	1810	3610	1610	1810	3378	271
Grp Volume(v), veh/h	68	394	382	294	637	130	197	732	0	138	325	334
Grp Sat Flow(s),veh/h/ln	1810	1805	1740	1810	1805	1608	1810	1805	1610	1810	1805	1844
Q Serve(g_s), s	3.8	25.5	25.6	19.1	19.9	6.5	11.8	19.6	0.0	9.0	19.8	19.9
Cycle Q Clear(g_c), s	3.8	25.5	25.6	19.1	19.9	6.5	11.8	19.6	0.0	9.0	19.8	19.9
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	351	433	417	324	812	361	358	1286		166	451	461
V/C Ratio(X)	0.19	0.91	0.91	0.91	0.78	0.36	0.55	0.57		0.83	0.72	0.72
Avail Cap(c_a), veh/h	351	451	435	392	1384	616	358	1286		211	451	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	44.4	44.4	48.3	43.8	24.9	43.3	31.2	0.0	53.6	41.2	41.2
Incr Delay (d2), s/veh	0.2	15.4	16.3	21.6	1.7	0.6	1.8	1.8	0.0	19.7	9.6	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	13.2	12.9	10.5	9.1	2.6	5.4	8.9	0.0	5.0	10.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	59.8	60.7	69.9	45.5	25.5	45.1	33.0	0.0	73.3	50.8	50.7
LnGrp LOS	D	E	E	E	D	C	D	C		E	D	D
Approach Vol, veh/h		844			1061			929	A		797	
Approach Delay, s/veh		58.6			49.8			35.6			54.6	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	46.7	25.5	32.8	27.7	34.0	27.3	31.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	34.0	26.0	30.0	18.0	30.0	10.0	46.0
Max Q Clear Time (g_c+I1), s	11.0	21.6	21.1	27.6	13.8	21.9	5.8	21.9
Green Ext Time (p_c), s	0.1	4.0	0.4	1.1	0.2	2.6	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	49.3
HCM 6th LOS	D

Notes

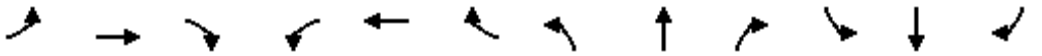
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	369	138	44	283	193	182	995	61	247	768	148
Future Volume (veh/h)	100	369	138	44	283	193	182	995	61	247	768	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	369	138	44	283	193	182	995	61	247	768	148
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	583	214	155	471	310	435	2402	147	379	2093	403
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	928	2552	937	902	2059	1355	619	3455	212	543	3011	580
Grp Volume(v), veh/h	100	259	248	44	247	229	182	520	536	247	460	456
Grp Sat Flow(s),veh/h/ln	928	1805	1684	902	1805	1609	619	1805	1862	543	1805	1786
Q Serve(g_s), s	10.5	13.6	14.0	4.9	12.8	13.5	17.9	12.9	12.9	37.5	11.0	11.0
Cycle Q Clear(g_c), s	24.0	13.6	14.0	18.9	12.8	13.5	28.8	12.9	12.9	50.5	11.0	11.0
Prop In Lane	1.00		0.56	1.00		0.84	1.00		0.11	1.00		0.32
Lane Grp Cap(c), veh/h	162	413	385	155	413	368	435	1255	1294	379	1255	1242
V/C Ratio(X)	0.62	0.63	0.64	0.28	0.60	0.62	0.42	0.41	0.41	0.65	0.37	0.37
Avail Cap(c_a), veh/h	162	413	385	155	413	368	435	1255	1294	379	1255	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	36.5	36.6	45.2	36.2	36.4	12.4	6.8	6.8	17.7	6.5	6.5
Incr Delay (d2), s/veh	7.0	3.0	3.7	1.0	2.4	3.3	3.0	1.0	1.0	8.4	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.3	6.1	1.1	5.9	5.6	2.7	4.7	4.9	5.2	4.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	39.5	40.3	46.2	38.6	39.7	15.4	7.9	7.8	26.1	7.4	7.4
LnGrp LOS	D	D	D	D	D	D	B	A	A	C	A	A
Approach Vol, veh/h		607			520			1238			1163	
Approach Delay, s/veh		42.3			39.7			9.0			11.4	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	77.0	28.0	77.0	28.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	73.0	24.0	73.0	24.0
Max Q Clear Time (g_c+I1), s	30.8	26.0	52.5	20.9
Green Ext Time (p_c), s	11.8	0.0	9.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	1054	393	767	1341	180	516	595	612	214	479	167
Future Volume (veh/h)	226	1054	393	767	1341	180	516	595	612	214	479	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	226	1054	393	767	1341	180	516	595	612	214	479	167
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	553	1050	392	799	1632	219	556	1004	811	273	514	178
Arrive On Green	0.16	0.28	0.28	0.23	0.35	0.35	0.16	0.28	0.28	0.08	0.20	0.20
Sat Flow, veh/h	3510	3706	1382	3510	4620	620	3510	3610	1600	3510	2600	899
Grp Volume(v), veh/h	226	983	464	767	1004	517	516	595	612	214	331	315
Grp Sat Flow(s),veh/h/ln	1755	1729	1630	1755	1729	1782	1755	1805	1600	1755	1805	1694
Q Serve(g_s), s	7.0	34.0	34.0	25.9	31.7	31.7	17.4	17.1	8.3	7.2	21.6	22.0
Cycle Q Clear(g_c), s	7.0	34.0	34.0	25.9	31.7	31.7	17.4	17.1	8.3	7.2	21.6	22.0
Prop In Lane	1.00		0.85	1.00		0.35	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	553	980	462	799	1222	630	556	1004	811	273	356	335
V/C Ratio(X)	0.41	1.00	1.00	0.96	0.82	0.82	0.93	0.59	0.75	0.78	0.93	0.94
Avail Cap(c_a), veh/h	553	980	462	799	1375	708	556	1004	811	339	356	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	43.0	43.0	45.8	35.4	35.4	49.8	37.4	10.9	54.3	47.3	47.5
Incr Delay (d2), s/veh	0.5	29.7	42.8	22.6	3.7	7.0	22.1	2.6	6.4	9.2	32.7	36.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	18.4	19.0	13.7	13.8	14.8	9.3	7.9	9.0	3.5	12.9	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	72.7	85.8	68.4	39.1	42.3	71.9	40.0	17.4	63.5	80.0	83.7
LnGrp LOS	D	F	F	E	D	D	E	D	B	E	F	F
Approach Vol, veh/h		1673			2288			1723			860	
Approach Delay, s/veh		72.7			49.7			41.5			77.2	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	37.4	31.3	38.0	23.0	27.7	22.9	46.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	31.1	27.3	34.0	19.0	23.7	13.6	47.7
Max Q Clear Time (g_c+I1), s	9.2	19.1	27.9	36.0	19.4	24.0	9.0	33.7
Green Ext Time (p_c), s	0.2	5.2	0.0	0.0	0.0	0.0	0.3	8.7

Intersection Summary	
HCM 6th Ctrl Delay	57.0
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	401	193	331	83	130	91	348	1384	206	112	1067	197
Future Volume (veh/h)	401	193	331	83	130	91	348	1384	206	112	1067	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	401	193	331	83	130	91	348	1384	206	112	1067	197
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	220	351	290	107	231	195	362	1697	851	255	1251	230
Arrive On Green	0.12	0.18	0.18	0.06	0.12	0.12	0.20	0.47	0.47	0.14	0.41	0.41
Sat Flow, veh/h	1810	1900	1574	1810	1900	1602	1810	3610	1608	1810	3043	560
Grp Volume(v), veh/h	401	193	331	83	130	91	348	1384	206	112	632	632
Grp Sat Flow(s),veh/h/ln	1810	1900	1574	1810	1900	1602	1810	1805	1608	1810	1805	1798
Q Serve(g_s), s	13.4	10.1	20.3	5.0	7.1	4.4	21.0	36.2	3.6	6.2	34.9	35.1
Cycle Q Clear(g_c), s	13.4	10.1	20.3	5.0	7.1	4.4	21.0	36.2	3.6	6.2	34.9	35.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	220	351	290	107	231	195	362	1697	851	255	742	739
V/C Ratio(X)	1.82	0.55	1.14	0.78	0.56	0.47	0.96	0.82	0.24	0.44	0.85	0.86
Avail Cap(c_a), veh/h	220	351	290	191	320	269	362	1697	851	255	742	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69	0.22	0.22	0.22
Uniform Delay (d), s/veh	48.3	40.7	44.8	51.1	45.6	25.8	43.6	25.1	5.1	43.3	29.3	29.4
Incr Delay (d2), s/veh	385.9	1.8	96.0	11.5	2.1	1.7	29.7	3.1	0.5	0.3	2.9	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.6	4.9	15.6	2.6	3.5	2.4	12.3	15.7	1.5	2.8	15.3	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	434.2	42.5	140.9	62.6	47.7	27.5	73.3	28.2	5.5	43.5	32.3	32.4
LnGrp LOS	F	D	F	E	D	C	E	C	A	D	C	C
Approach Vol, veh/h		925			304			1938			1376	
Approach Delay, s/veh		247.5			45.7			33.9			33.3	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	55.7	10.5	24.3	26.0	49.2	17.4	17.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.4	51.7	11.6	20.3	22.0	40.1	13.4	18.5
Max Q Clear Time (g_c+I1), s	9.2	38.2	7.0	22.3	23.0	37.1	15.4	9.1
Green Ext Time (p_c), s	0.0	8.7	0.1	0.0	0.0	2.1	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	78.0
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	0	5	21	0	40	4	1895	12	14	1475	12
Future Volume (veh/h)	32	0	5	21	0	40	4	1895	12	14	1475	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	0	5	21	0	40	4	1895	12	14	1475	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	130	0	113	162	0	113	13	1939	12	529	2981	24
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.01	1.00	1.00	0.59	1.00	1.00
Sat Flow, veh/h	1375	0	1590	1416	0	1590	1810	3677	23	1810	3669	30
Grp Volume(v), veh/h	32	0	5	21	0	40	4	929	978	14	725	762
Grp Sat Flow(s),veh/h/ln	1375	0	1590	1416	0	1590	1810	1805	1895	1810	1805	1894
Q Serve(g_s), s	2.5	0.0	0.3	1.5	0.0	2.6	0.2	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	5.1	0.0	0.3	1.9	0.0	2.6	0.2	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.02
Lane Grp Cap(c), veh/h	130	0	113	162	0	113	13	952	999	529	1467	1539
V/C Ratio(X)	0.25	0.00	0.04	0.13	0.00	0.35	0.30	0.98	0.98	0.03	0.49	0.50
Avail Cap(c_a), veh/h	267	0	272	303	0	272	125	952	999	529	1467	1539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.74	0.74	0.74	0.42	0.42	0.42
Uniform Delay (d), s/veh	51.1	0.0	47.6	48.5	0.0	48.7	53.9	0.0	0.0	16.2	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.2	0.4	0.0	1.9	9.1	20.0	19.9	0.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.1	0.6	0.0	1.1	0.1	5.3	5.5	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	47.8	48.8	0.0	50.6	63.0	20.0	19.9	16.2	0.5	0.5
LnGrp LOS	D	A	D	D	A	D	E	C	B	B	A	A
Approach Vol, veh/h		37			61			1911			1501	
Approach Delay, s/veh		51.5			50.0			20.0			0.6	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	62.0		11.8	4.8	93.4		11.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	2.3	58.0		18.8	7.6	71.6		18.8
Max Q Clear Time (g_c+I1), s	2.4	2.0		7.1	2.2	2.0		4.6
Green Ext Time (p_c), s	0.0	27.9		0.0	0.0	17.2		0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	0	10	0	64	12	1873	4	21	1538	9
Future Volume (veh/h)	2	0	0	10	0	64	12	1873	4	21	1538	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	0	0	10	0	64	12	1873	4	21	1538	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	143	0	172	0	119	35	1814	4	587	2928	17
Arrive On Green	0.08	0.00	0.00	0.08	0.00	0.08	0.04	0.98	0.98	0.65	1.00	1.00
Sat Flow, veh/h	1337	1900	0	1406	0	1572	1810	3695	8	1810	3679	22
Grp Volume(v), veh/h	2	0	0	10	0	64	12	914	963	21	754	793
Grp Sat Flow(s),veh/h/ln	1337	1900	0	1406	0	1572	1810	1805	1898	1810	1805	1895
Q Serve(g_s), s	0.2	0.0	0.0	0.7	0.0	4.3	0.7	54.0	54.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.7	0.0	4.3	0.7	54.0	54.0	0.5	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	114	143	0	172	0	119	35	886	932	587	1437	1508
V/C Ratio(X)	0.02	0.00	0.00	0.06	0.00	0.54	0.34	1.03	1.03	0.04	0.53	0.53
Avail Cap(c_a), veh/h	414	570	0	487	0	472	329	886	932	587	1437	1508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.72	0.72	0.72	0.87	0.87	0.87
Uniform Delay (d), s/veh	51.2	0.0	0.0	47.3	0.0	49.0	52.2	1.0	1.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	3.8	4.0	34.3	33.9	0.0	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	1.8	0.4	8.8	9.2	0.2	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	0.0	0.0	47.5	0.0	52.8	56.2	35.3	34.9	13.1	1.2	1.1
LnGrp LOS	D	A	A	D	A	D	E	F	F	B	A	A
Approach Vol, veh/h		2			74			1889			1568	
Approach Delay, s/veh		51.2			52.1			35.2			1.3	
Approach LOS		D			D			D			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.7	58.0		12.3	6.1	91.5		12.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	1.0	54.0		33.0	20.0	45.0		33.0
Max Q Clear Time (g_c+I1), s	2.5	56.0		6.5	2.7	2.0		6.3
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	16.7		0.3

Intersection Summary		
HCM 6th Ctrl Delay	20.5	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	5	7	77	11	35	9	1773	40	33	1467	67
Future Volume (veh/h)	89	5	7	77	11	35	9	1773	40	33	1467	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	5	7	77	11	35	9	1773	40	33	1467	67
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	79	111	214	44	141	236	2334	52	240	2278	104
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.26	1.00	1.00	0.26	1.00	1.00
Sat Flow, veh/h	1375	714	1000	1417	398	1266	1810	3606	81	1810	3510	160
Grp Volume(v), veh/h	89	0	12	77	0	46	9	884	929	33	752	782
Grp Sat Flow(s),veh/h/ln	1375	0	1714	1417	0	1664	1810	1805	1883	1810	1805	1865
Q Serve(g_s), s	7.0	0.0	0.7	5.7	0.0	2.8	0.4	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	9.7	0.0	0.7	6.3	0.0	2.8	0.4	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		0.58	1.00		0.76	1.00		0.04	1.00		0.09
Lane Grp Cap(c), veh/h	184	0	190	214	0	185	236	1168	1219	240	1172	1210
V/C Ratio(X)	0.48	0.00	0.06	0.36	0.00	0.25	0.04	0.76	0.76	0.14	0.64	0.65
Avail Cap(c_a), veh/h	268	0	296	301	0	287	236	1168	1219	240	1172	1210
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.56	0.56	0.56	0.86	0.86	0.86
Uniform Delay (d), s/veh	49.1	0.0	43.8	46.6	0.0	44.7	35.5	0.0	0.0	35.6	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.1	1.0	0.0	0.7	0.0	2.6	2.6	0.2	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.3	2.1	0.0	1.2	0.2	0.9	0.9	0.7	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	0.0	43.9	47.6	0.0	45.4	35.5	2.6	2.6	35.9	2.3	2.3
LnGrp LOS	D	A	D	D	A	D	D	A	A	D	A	A
Approach Vol, veh/h		101			123			1822			1567	
Approach Delay, s/veh		50.3			46.8			2.8			3.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.6	75.2		16.2	18.4	75.4		16.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.8	71.2		19.0	7.6	71.4		19.0
Max Q Clear Time (g_c+I1), s	10.5	2.0		11.7	2.4	2.0		8.3
Green Ext Time (p_c), s	0.0	27.0		0.1	0.0	18.6		0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	339	8	7	47	3	29	22	1473	23	20	1358	108
Future Volume (veh/h)	339	8	7	47	3	29	22	1473	23	20	1358	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	339	8	7	47	3	29	22	1473	23	20	1358	108
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	429	257	225	446	42	406	56	1454	23	390	1973	156
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.03	0.40	0.40	0.43	1.00	1.00
Sat Flow, veh/h	1392	932	816	1413	152	1473	1810	3636	57	1810	3378	267
Grp Volume(v), veh/h	339	0	15	47	0	32	22	731	765	20	723	743
Grp Sat Flow(s),veh/h/ln	1392	0	1748	1413	0	1625	1810	1805	1888	1810	1805	1840
Q Serve(g_s), s	26.2	0.0	0.7	2.8	0.0	1.6	1.3	44.0	44.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	27.8	0.0	0.7	3.5	0.0	1.6	1.3	44.0	44.0	0.7	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.91	1.00		0.03	1.00		0.15
Lane Grp Cap(c), veh/h	429	0	482	446	0	448	56	722	755	390	1054	1075
V/C Ratio(X)	0.79	0.00	0.03	0.11	0.00	0.07	0.39	1.01	1.01	0.05	0.69	0.69
Avail Cap(c_a), veh/h	488	0	556	506	0	517	125	722	755	390	1054	1075
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.20	0.20	0.20	0.84	0.84	0.84
Uniform Delay (d), s/veh	39.7	0.0	29.1	30.4	0.0	29.4	52.3	33.0	33.0	24.8	0.0	0.0
Incr Delay (d2), s/veh	7.6	0.0	0.0	0.1	0.0	0.1	0.9	18.0	18.2	0.0	3.1	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.0	0.3	1.0	0.0	0.6	0.6	22.2	23.2	0.3	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	0.0	29.1	30.5	0.0	29.5	53.1	51.0	51.2	24.8	3.1	3.1
LnGrp LOS	D	A	C	C	A	C	D	F	F	C	A	A
Approach Vol, veh/h		354			79			1518			1486	
Approach Delay, s/veh		46.6			30.1			51.1			3.4	
Approach LOS		D			C			D			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	27.7	48.0		34.3	7.4	68.3		34.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	19.3	44.0		35.0	7.6	55.4		35.0
Max Q Clear Time (g_c+I1), s	2.7	46.0		29.8	3.3	2.0		5.5
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	16.2		0.3

Intersection Summary		
HCM 6th Ctrl Delay	29.5	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	86	38	150	2	230	65	1182	297	217	960	250
Future Volume (veh/h)	122	86	38	150	2	230	65	1182	297	217	960	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.61	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	122	86	38	150	2	230	65	1182	297	217	960	250
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	200	88	183	2	174	392	1365	338	197	1046	271
Arrive On Green	0.09	0.16	0.16	0.10	0.18	0.18	0.22	0.48	0.48	0.15	0.50	0.50
Sat Flow, veh/h	1810	1222	540	1810	8	972	1810	2841	704	1810	2806	728
Grp Volume(v), veh/h	122	0	124	150	0	232	65	745	734	217	616	594
Grp Sat Flow(s),veh/h/ln	1810	0	1762	1810	0	981	1810	1805	1740	1810	1805	1729
Q Serve(g_s), s	7.3	0.0	7.0	8.9	0.0	19.7	3.2	40.1	41.7	12.0	34.7	35.0
Cycle Q Clear(g_c), s	7.3	0.0	7.0	8.9	0.0	19.7	3.2	40.1	41.7	12.0	34.7	35.0
Prop In Lane	1.00		0.31	1.00		0.99	1.00		0.40	1.00		0.42
Lane Grp Cap(c), veh/h	155	0	288	183	0	176	392	867	836	197	673	644
V/C Ratio(X)	0.78	0.00	0.43	0.82	0.00	1.32	0.17	0.86	0.88	1.10	0.92	0.92
Avail Cap(c_a), veh/h	304	0	296	304	0	176	392	867	836	197	673	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	49.3	0.0	41.4	48.4	0.0	45.2	35.0	25.3	25.7	47.0	26.1	26.2
Incr Delay (d2), s/veh	8.4	0.0	1.0	8.6	0.0	178.8	0.2	10.8	12.6	82.8	14.7	15.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	3.1	4.5	0.0	13.5	1.4	19.1	19.4	9.7	15.8	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	0.0	42.4	57.1	0.0	223.9	35.2	36.0	38.3	129.8	40.9	42.0
LnGrp LOS	E	A	D	E	A	F	D	D	D	F	D	D
Approach Vol, veh/h		246			382			1544			1427	
Approach Delay, s/veh		50.0			158.4			37.1			54.9	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	56.9	15.1	22.0	27.9	45.0	13.5	23.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	45.0	18.5	18.5	16.0	41.0	18.5	18.5
Max Q Clear Time (g_c+I1), s	11.0	43.7	10.9	9.0	5.2	37.0	9.3	21.7
Green Ext Time (p_c), s	0.0	1.0	0.2	0.4	0.1	2.7	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.9
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	815	239	76	1943	831	535	1060	98	506	651	463
Future Volume (veh/h)	315	815	239	76	1943	831	535	1060	98	506	651	463
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	315	815	0	76	1943	831	535	1060	98	506	651	463
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	2184		98	1444	644	503	919	85	410	896	400
Arrive On Green	0.08	0.42	0.00	0.05	0.40	0.40	0.14	0.28	0.28	0.12	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3341	309	3510	3610	1610
Grp Volume(v), veh/h	315	815	0	76	1943	831	535	572	586	506	651	463
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1844	1755	1805	1610
Q Serve(g_s), s	9.0	13.0	0.0	5.0	48.0	48.0	17.2	33.0	33.0	14.0	19.8	29.8
Cycle Q Clear(g_c), s	9.0	13.0	0.0	5.0	48.0	48.0	17.2	33.0	33.0	14.0	19.8	29.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	263	2184		98	1444	644	503	496	507	410	896	400
V/C Ratio(X)	1.20	0.37		0.78	1.35	1.29	1.06	1.15	1.15	1.24	0.73	1.16
Avail Cap(c_a), veh/h	263	2184		178	1444	644	503	496	507	410	896	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	23.9	0.0	56.1	36.0	36.0	51.4	43.5	43.5	53.0	41.4	45.1
Incr Delay (d2), s/veh	119.3	0.1	0.0	12.5	160.2	142.0	58.0	89.9	90.0	125.4	5.1	95.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	5.3	0.0	2.6	52.7	43.8	11.6	27.0	27.6	13.3	9.4	22.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	174.8	24.0	0.0	68.5	196.2	178.0	109.4	133.4	133.5	178.4	46.5	140.7
LnGrp LOS	F	C		E	F	F	F	F	F	F	D	F
Approach Vol, veh/h		1130	A		2850			1693			1620	
Approach Delay, s/veh		66.0			187.5			125.8			114.6	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	37.0	10.5	54.5	21.2	33.8	13.0	52.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	33.0	11.8	45.2	17.2	29.8	9.0	48.0
Max Q Clear Time (g_c+I1), s	16.0	35.0	7.0	15.0	19.2	31.8	11.0	50.0
Green Ext Time (p_c), s	0.0	0.0	0.1	6.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	138.2
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1780	7	0	2070	229	11	2	2	147	2	80
Future Volume (veh/h)	105	1780	7	0	2070	229	11	2	2	147	2	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1780	7	0	2070	229	11	2	2	147	2	80
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	3556	14	2	2609	285	319	58	48	437	480	406
Arrive On Green	0.07	0.67	0.67	0.00	0.55	0.55	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	5333	21	1810	4731	516	1014	231	192	1433	1900	1608
Grp Volume(v), veh/h	105	1154	633	0	1505	794	15	0	0	147	2	80
Grp Sat Flow(s),veh/h/ln	1810	1729	1896	1810	1729	1789	1437	0	0	1433	1900	1608
Q Serve(g_s), s	5.6	16.5	16.5	0.0	34.2	35.4	0.0	0.0	0.0	7.7	0.1	3.9
Cycle Q Clear(g_c), s	5.6	16.5	16.5	0.0	34.2	35.4	0.6	0.0	0.0	8.3	0.1	3.9
Prop In Lane	1.00		0.01	1.00		0.29	0.73		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	136	2306	1264	2	1907	987	426	0	0	437	480	406
V/C Ratio(X)	0.77	0.50	0.50	0.00	0.79	0.80	0.04	0.00	0.00	0.34	0.00	0.20
Avail Cap(c_a), veh/h	439	2636	1445	137	2060	1066	426	0	0	437	480	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	8.3	8.3	0.0	17.6	17.9	27.9	0.0	0.0	30.7	27.7	29.1
Incr Delay (d2), s/veh	9.1	0.2	0.3	0.0	2.0	4.3	0.2	0.0	0.0	2.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	5.5	6.1	0.0	13.1	14.7	0.3	0.0	0.0	3.1	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	8.4	8.6	0.0	19.6	22.2	28.1	0.0	0.0	32.8	27.7	30.2
LnGrp LOS	D	A	A	A	B	C	C	A	A	C	C	C
Approach Vol, veh/h		1892			2299			15			229	
Approach Delay, s/veh		11.0			20.5			28.1			31.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	29.0	0.0	70.0	29.0	11.4	58.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	7.5	75.5	25.0	24.0	59.0
Max Q Clear Time (g_c+I1), s	2.6	0.0	18.5	10.3	7.6	37.4
Green Ext Time (p_c), s	0.0	0.0	21.8	0.5	0.2	17.2

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1670	141	60	1973	46	196	0	85	86	0	126
Future Volume (veh/h)	100	1670	141	60	1973	46	196	0	85	86	0	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	1670	141	60	1973	46	196	0	85	86	0	126
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	131	2549	215	109	2663	62	323	6	114	217	22	269
Arrive On Green	0.07	0.52	0.52	0.06	0.51	0.51	0.29	0.00	0.29	0.29	0.00	0.29
Sat Flow, veh/h	1810	4872	411	1810	5212	121	899	22	400	566	78	945
Grp Volume(v), veh/h	100	1185	626	60	1308	711	281	0	0	212	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1824	1810	1729	1875	1322	0	0	1589	0	0
Q Serve(g_s), s	4.9	22.7	22.7	2.9	27.1	27.2	8.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	22.7	22.7	2.9	27.1	27.2	18.0	0.0	0.0	9.6	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.06	0.70		0.30	0.41		0.59
Lane Grp Cap(c), veh/h	131	1809	955	109	1767	958	444	0	0	509	0	0
V/C Ratio(X)	0.76	0.65	0.66	0.55	0.74	0.74	0.63	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	536	2086	1100	536	2086	1131	444	0	0	509	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.5	15.8	15.8	41.7	17.5	17.6	29.9	0.0	0.0	26.7	0.0	0.0
Incr Delay (d2), s/veh	8.9	0.6	1.2	4.3	1.2	2.2	6.7	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	8.4	9.1	1.4	10.3	11.4	6.3	0.0	0.0	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	16.4	16.9	46.0	18.7	19.8	36.6	0.0	0.0	29.2	0.0	0.0
LnGrp LOS	D	B	B	D	B	B	D	A	A	C	A	A
Approach Vol, veh/h		1911			2079			281			212	
Approach Delay, s/veh		18.3			19.9			36.6			29.2	
Approach LOS		B			B			D			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	30.0	9.5	51.7	30.0	10.6	50.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	27.0	55.0	26.0	27.0	55.0
Max Q Clear Time (g_c+I1), s	20.0	4.9	24.7	11.6	6.9	29.2
Green Ext Time (p_c), s	0.9	0.1	17.0	1.0	0.2	17.4

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



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1887	72	9	1965	115	34
Future Volume (veh/h)	1887	72	9	1965	115	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1887	72	9	1965	115	34
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2000	76	27	2275	895	797
Arrive On Green	0.39	0.39	0.03	0.88	0.49	0.49
Sat Flow, veh/h	5298	195	1810	5358	1810	1610
Grp Volume(v), veh/h	1272	687	9	1965	115	34
Grp Sat Flow(s),veh/h/ln	1729	1864	1810	1729	1810	1610
Q Serve(g_s), s	42.6	42.7	0.6	23.1	4.1	1.3
Cycle Q Clear(g_c), s	42.6	42.7	0.6	23.1	4.1	1.3
Prop In Lane		0.10	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1349	727	27	2275	895	797
V/C Ratio(X)	0.94	0.94	0.33	0.86	0.13	0.04
Avail Cap(c_a), veh/h	1349	727	618	3501	895	797
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.41	0.41	1.00	1.00
Uniform Delay (d), s/veh	35.3	35.4	57.6	5.6	16.4	15.6
Incr Delay (d2), s/veh	13.2	21.0	2.8	0.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.0	23.2	0.3	2.6	1.8	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.5	56.4	60.4	6.2	16.6	15.7
LnGrp LOS	D	E	E	A	B	B
Approach Vol, veh/h	1959			1974	149	
Approach Delay, s/veh	51.3			6.4	16.4	
Approach LOS	D			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	63.4	5.8	50.8		56.6
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	31.0	41.0	36.0		81.0
Max Q Clear Time (g_c+I1), s	6.1	2.6	44.7		25.1
Green Ext Time (p_c), s	0.4	0.0	0.0		27.6

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	37	258	272	19	52	134	307	464	35	474	4
Future Volume (veh/h)	7	37	258	272	19	52	134	307	464	35	474	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	37	258	272	19	52	134	307	464	35	474	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	127	255	314	440	425	166	1743	1057	59	1554	13
Arrive On Green	0.01	0.07	0.07	0.17	0.23	0.23	0.15	0.81	0.81	0.03	0.42	0.42
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3668	31
Grp Volume(v), veh/h	7	37	258	272	19	52	134	307	464	35	233	245
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1894
Q Serve(g_s), s	0.3	1.7	6.0	13.2	0.7	2.2	6.4	1.7	6.4	1.7	7.7	7.7
Cycle Q Clear(g_c), s	0.3	1.7	6.0	13.2	0.7	2.2	6.4	1.7	6.4	1.7	7.7	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	16	127	255	314	440	425	166	1743	1057	59	765	802
V/C Ratio(X)	0.43	0.29	1.01	0.87	0.04	0.12	0.81	0.18	0.44	0.60	0.30	0.31
Avail Cap(c_a), veh/h	101	127	255	462	507	482	241	1743	1057	101	765	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	40.0	37.9	36.2	26.8	25.2	37.4	4.7	2.4	43.0	17.2	17.2
Incr Delay (d2), s/veh	17.3	1.3	59.6	11.0	0.0	0.1	10.6	0.2	1.1	9.3	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	9.7	6.7	0.3	0.8	3.1	0.6	1.4	0.9	3.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	41.2	97.5	47.2	26.9	25.3	48.0	4.9	3.5	52.3	18.2	18.2
LnGrp LOS	E	D	F	D	C	C	D	A	A	D	B	B
Approach Vol, veh/h		302			343			905			513	
Approach Delay, s/veh		89.8			42.8			10.6			20.5	
Approach LOS		F			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	49.5	20.6	12.0	13.2	44.1	5.8	26.8
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	34.0	23.0	6.0	12.0	27.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	3.7	8.4	15.2	8.0	8.4	9.7	2.3	4.2
Green Ext Time (p_c), s	0.0	3.9	0.5	0.0	0.1	2.6	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	3	871	0	0	0	0	820	134	81	925	0
Future Volume (veh/h)	44	3	871	0	0	0	0	820	134	81	925	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	44	0	873				0	820	134	81	925	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	462	0	823				0	1548	253	104	2206	0
Arrive On Green	0.26	0.00	0.26				0.00	0.50	0.50	0.11	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3201	508	1810	3705	0
Grp Volume(v), veh/h	44	0	873				0	477	477	81	925	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1809	1810	1805	0
Q Serve(g_s), s	1.7	0.0	23.0				0.0	16.2	16.2	3.9	0.0	0.0
Cycle Q Clear(g_c), s	1.7	0.0	23.0				0.0	16.2	16.2	3.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.28	1.00		0.00
Lane Grp Cap(c), veh/h	462	0	823				0	899	901	104	2206	0
V/C Ratio(X)	0.10	0.00	1.06				0.00	0.53	0.53	0.78	0.42	0.00
Avail Cap(c_a), veh/h	462	0	823				0	899	901	141	2206	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.83	0.83	0.87	0.87	0.00
Uniform Delay (d), s/veh	25.6	0.0	33.5				0.0	15.4	15.4	39.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	48.8				0.0	1.9	1.9	15.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	14.3				0.0	6.7	6.7	2.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	0.0	82.3				0.0	17.2	17.2	55.0	0.5	0.0
LnGrp LOS	C	A	F				A	B	B	D	A	A
Approach Vol, veh/h		917						954			1006	
Approach Delay, s/veh		79.5						17.2			4.9	
Approach LOS		E						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	10.2	50.8	29.0	61.0
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	43.0	23.0	55.0
Max Q Clear Time (g_c+I1), s	5.9	18.2	25.0	2.0
Green Ext Time (p_c), s	0.0	6.9	0.0	8.4

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	285	343	454	357	27	200	760	532	22	1345	119
Future Volume (veh/h)	239	285	343	454	357	27	200	760	532	22	1345	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	239	285	343	454	357	27	200	760	532	22	1345	119
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	271	528	206	437	861	378	196	1474	646	127	1337	579
Arrive On Green	0.15	0.15	0.15	0.24	0.24	0.24	0.11	0.41	0.41	0.07	0.37	0.37
Sat Flow, veh/h	1810	3610	1409	1810	3610	1583	1810	3610	1582	1810	3610	1563
Grp Volume(v), veh/h	239	285	343	454	357	27	200	760	532	22	1345	119
Grp Sat Flow(s),veh/h/ln	1810	1805	1409	1810	1805	1583	1810	1805	1582	1810	1805	1563
Q Serve(g_s), s	15.5	8.8	14.0	29.0	10.0	1.3	13.0	18.9	36.0	1.4	44.4	6.2
Cycle Q Clear(g_c), s	15.5	8.8	14.0	29.0	10.0	1.3	13.0	18.9	36.0	1.4	44.4	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	528	206	437	861	378	196	1474	646	127	1337	579
V/C Ratio(X)	0.88	0.54	1.66	1.04	0.41	0.07	1.02	0.52	0.82	0.17	1.01	0.21
Avail Cap(c_a), veh/h	391	557	217	437	861	378	196	1474	646	127	1337	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	0.80	0.80	0.80
Uniform Delay (d), s/veh	50.0	47.5	32.4	45.5	38.6	23.8	53.5	26.6	31.6	52.5	37.8	25.8
Incr Delay (d2), s/veh	15.2	0.9	318.8	53.3	0.3	0.1	64.6	1.1	9.8	0.5	23.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	4.0	23.0	19.4	4.5	0.6	9.4	8.3	15.3	0.6	23.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	48.4	351.2	98.8	38.9	23.9	118.1	27.7	41.5	53.0	61.3	26.4
LnGrp LOS	E	D	F	F	D	C	F	C	D	D	F	C
Approach Vol, veh/h		867			838			1492			1486	
Approach Delay, s/veh		172.8			70.9			44.7			58.4	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	53.0	33.0	21.6	17.0	48.4	22.0	32.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	49.0	29.0	18.5	13.0	43.5	25.9	21.6
Max Q Clear Time (g_c+I1), s	13.4	38.0	31.0	16.0	15.0	46.4	17.5	12.0
Green Ext Time (p_c), s	0.0	5.5	0.0	0.9	0.0	0.0	0.4	1.6

Intersection Summary	
HCM 6th Ctrl Delay	77.5
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	59	22	10	72	164	30	1123	14	56	1533	139
Future Volume (veh/h)	100	59	22	10	72	164	30	1123	14	56	1533	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	59	22	10	72	164	30	1123	14	56	1533	139
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	255	216	30	155	131	300	1895	828	345	1986	886
Arrive On Green	0.07	0.13	0.13	0.02	0.08	0.08	0.17	0.52	0.52	0.38	1.00	1.00
Sat Flow, veh/h	1810	1900	1610	1810	1900	1604	1810	3610	1577	1810	3610	1610
Grp Volume(v), veh/h	100	59	22	10	72	164	30	1123	14	56	1533	139
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1604	1810	1805	1577	1810	1805	1610
Q Serve(g_s), s	6.5	3.3	1.1	0.7	4.3	7.1	1.7	25.7	0.4	2.4	0.0	0.0
Cycle Q Clear(g_c), s	6.5	3.3	1.1	0.7	4.3	7.1	1.7	25.7	0.4	2.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	255	216	30	155	131	300	1895	828	345	1986	886
V/C Ratio(X)	0.80	0.23	0.10	0.33	0.46	1.25	0.10	0.59	0.02	0.16	0.77	0.16
Avail Cap(c_a), veh/h	181	364	309	113	293	247	300	1895	828	345	1986	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.10	0.10	0.10
Uniform Delay (d), s/veh	55.0	46.4	24.4	58.4	52.6	28.5	42.4	19.7	9.3	30.8	0.0	0.0
Incr Delay (d2), s/veh	14.8	0.5	0.2	6.4	2.1	139.2	0.1	1.4	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	1.6	0.6	0.4	2.2	7.8	0.8	10.9	0.2	1.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.8	46.9	24.6	64.7	54.7	167.7	42.6	21.0	9.3	30.8	0.3	0.0
LnGrp LOS	E	D	C	E	D	F	D	C	A	C	A	A
Approach Vol, veh/h		181			246			1167			1728	
Approach Delay, s/veh		56.8			130.5			21.4			1.3	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	67.0	6.0	20.1	23.9	70.0	12.3	13.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.5	63.0	7.5	23.0	7.5	66.0	12.0	18.5
Max Q Clear Time (g_c+I1), s	4.4	27.7	2.7	5.3	3.7	2.0	8.5	9.1
Green Ext Time (p_c), s	0.0	10.5	0.0	0.3	0.0	21.2	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	463	327	160	864	199	258	761	54	101	1095	312
Future Volume (veh/h)	172	463	327	160	864	199	258	761	54	101	1095	312
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	463	327	160	864	199	258	761	54	101	1095	312
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1626	725	218	855	725	261	966	431	157	1089	337
Arrive On Green	0.06	0.45	0.45	0.06	0.45	0.45	0.14	0.27	0.27	0.09	0.21	0.21
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1603
Grp Volume(v), veh/h	172	463	327	160	864	199	258	761	54	101	1095	312
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1603
Q Serve(g_s), s	5.8	9.7	10.4	5.4	54.0	6.7	17.1	23.5	2.5	6.5	25.2	19.2
Cycle Q Clear(g_c), s	5.8	9.7	10.4	5.4	54.0	6.7	17.1	23.5	2.5	6.5	25.2	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1626	725	218	855	725	261	966	431	157	1089	337
V/C Ratio(X)	0.78	0.28	0.45	0.73	1.01	0.27	0.99	0.79	0.13	0.64	1.01	0.93
Avail Cap(c_a), veh/h	219	1626	725	298	855	725	261	966	431	157	1089	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	20.8	8.6	55.3	33.0	10.8	51.3	40.8	22.6	53.0	47.4	32.5
Incr Delay (d2), s/veh	16.8	0.1	0.4	5.9	33.4	0.2	52.5	6.5	0.6	8.7	28.6	33.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	4.1	3.5	2.6	31.9	0.0	11.5	11.2	1.3	3.3	13.7	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	20.9	9.1	61.2	66.4	11.0	103.8	47.3	23.2	61.7	76.0	66.1
LnGrp LOS	E	C	A	E	F	B	F	D	C	E	F	E
Approach Vol, veh/h		962			1223			1073			1508	
Approach Delay, s/veh		26.1			56.7			59.7			73.0	
Approach LOS		C			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	36.1	11.5	58.0	21.3	29.2	11.5	58.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.4	32.1	10.2	51.3	17.3	25.2	7.5	54.0
Max Q Clear Time (g_c+I1), s	9.5	25.5	7.4	12.4	19.1	27.2	7.8	56.0
Green Ext Time (p_c), s	0.0	2.9	0.1	4.8	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.3
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	329	209	40	463	161	166	805	34	182	877	190
Future Volume (veh/h)	94	329	209	40	463	161	166	805	34	182	877	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	329	209	40	463	161	166	805	34	182	877	190
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	733	622	78	489	170	222	1023	456	279	1352	603
Arrive On Green	0.06	0.39	0.39	0.04	0.36	0.36	0.06	0.28	0.28	0.15	0.37	0.37
Sat Flow, veh/h	1810	1900	1610	1810	1342	467	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	94	329	209	40	0	624	166	805	34	182	877	190
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1809	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	6.1	15.4	11.0	2.6	0.0	40.2	5.6	24.7	1.6	11.3	24.1	10.0
Cycle Q Clear(g_c), s	6.1	15.4	11.0	2.6	0.0	40.2	5.6	24.7	1.6	11.3	24.1	10.0
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	733	622	78	0	659	222	1023	456	279	1352	603
V/C Ratio(X)	0.80	0.45	0.34	0.51	0.00	0.95	0.75	0.79	0.07	0.65	0.65	0.32
Avail Cap(c_a), veh/h	121	736	624	113	0	693	246	1023	456	279	1352	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	27.4	26.0	56.2	0.0	37.0	55.3	39.7	22.6	47.7	31.0	26.6
Incr Delay (d2), s/veh	30.0	0.4	0.3	5.2	0.0	21.7	10.8	6.1	0.3	5.3	2.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	7.1	4.3	1.3	0.0	21.4	2.8	11.7	0.8	5.5	10.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.4	27.8	26.3	61.4	0.0	58.7	66.0	45.8	22.9	53.0	33.4	28.0
LnGrp LOS	F	C	C	E	A	E	E	D	C	D	C	C
Approach Vol, veh/h		632			664			1005			1249	
Approach Delay, s/veh		35.9			58.9			48.3			35.5	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	38.0	9.2	50.3	11.6	48.9	11.8	47.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	34.0	7.5	46.5	8.4	41.6	8.0	46.0
Max Q Clear Time (g_c+I1), s	13.3	26.7	4.6	17.4	7.6	26.1	8.1	42.2
Green Ext Time (p_c), s	0.1	3.2	0.0	2.8	0.0	6.2	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	606	1273	24	10	1363	265	17	41	15	473	9	592
Future Volume (veh/h)	606	1273	24	10	1363	265	17	41	15	473	9	592
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	606	1273	24	10	1363	265	17	41	15	473	9	592
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	638	2281	43	30	1400	435	46	206	75	467	741	909
Arrive On Green	0.36	0.87	0.87	0.02	0.27	0.27	0.03	0.16	0.16	0.26	0.39	0.39
Sat Flow, veh/h	3510	5241	99	1810	5187	1610	1810	1315	481	1810	1900	1581
Grp Volume(v), veh/h	606	840	457	10	1363	265	17	0	56	473	9	592
Grp Sat Flow(s),veh/h/ln	1755	1729	1882	1810	1729	1610	1810	0	1796	1810	1900	1581
Q Serve(g_s), s	20.1	7.4	7.4	0.7	31.2	17.3	1.1	0.0	3.3	31.0	0.3	4.2
Cycle Q Clear(g_c), s	20.1	7.4	7.4	0.7	31.2	17.3	1.1	0.0	3.3	31.0	0.3	4.2
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	638	1505	819	30	1400	435	46	0	281	467	741	909
V/C Ratio(X)	0.95	0.56	0.56	0.33	0.97	0.61	0.37	0.00	0.20	1.01	0.01	0.65
Avail Cap(c_a), veh/h	638	1505	819	113	1400	435	113	0	281	467	741	909
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	4.9	4.9	58.4	43.4	38.3	57.6	0.0	44.0	44.5	22.4	9.1
Incr Delay (d2), s/veh	20.1	0.4	0.7	6.4	18.0	2.5	5.0	0.0	1.6	44.6	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	1.7	1.9	0.4	15.5	7.1	0.6	0.0	1.6	19.5	0.2	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	5.2	5.5	64.7	61.3	40.7	62.5	0.0	45.6	89.1	22.5	12.7
LnGrp LOS	E	A	A	E	E	D	E	A	D	F	C	B
Approach Vol, veh/h		1903			1638			73			1074	
Approach Delay, s/veh		22.0			58.0			49.6			46.4	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.0	22.8	6.0	56.2	7.0	50.8	25.8	36.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	31.0	18.8	7.5	46.7	7.5	42.3	21.8	32.4
Max Q Clear Time (g_c+I1), s	33.0	5.3	2.7	9.4	3.1	6.2	22.1	33.2
Green Ext Time (p_c), s	0.0	0.2	0.0	11.6	0.0	2.6	0.0	0.0

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

Intersection	
Int Delay, s/veh	94.7

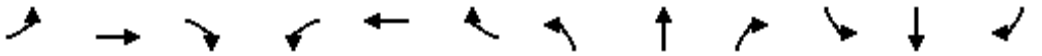
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	31	559	69	18	873	59	144	0	39	0	0	132
Future Vol, veh/h	31	559	69	18	873	59	144	0	39	0	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	31	559	69	18	873	59	144	0	39	0	0	132

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	932	0	0	628	0	0	1661	1624	-	1595	1629	903
Stage 1	-	-	-	-	-	-	656	656	-	939	939	-
Stage 2	-	-	-	-	-	-	1005	968	-	656	690	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	743	-	-	964	-	-	~ 78	104	0	87	103	339
Stage 1	-	-	-	-	-	-	458	465	0	320	345	-
Stage 2	-	-	-	-	-	-	294	335	0	458	449	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	743	-	-	964	-	-	~ 44	93	-	80	93	339
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 44	93	-	80	93	-
Stage 1	-	-	-	-	-	-	428	435	-	299	332	-
Stage 2	-	-	-	-	-	-	173	322	-	428	420	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	$ 1216.2	22.2
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	44	-	743	-	-	964	-	-	339
HCM Lane V/C Ratio	3.273	-	0.042	-	-	0.019	-	-	0.389
HCM Control Delay (s)	$ 1216.2	0	10.1	0	-	8.8	0	-	22.2
HCM Lane LOS	F	A	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	15.9	-	0.1	-	-	0.1	-	-	1.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	258	230	115	282	22	222	112	104	4	59	7
Future Volume (veh/h)	24	258	230	115	282	22	222	112	104	4	59	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	258	230	115	282	22	222	112	104	4	59	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	332	285	147	342	290	283	143	373	33	488	58
Arrive On Green	0.08	0.18	0.18	0.08	0.18	0.18	0.23	0.23	0.23	0.31	0.31	0.31
Sat Flow, veh/h	1810	1840	1580	1810	1900	1610	1222	617	1610	106	1569	186
Grp Volume(v), veh/h	24	253	235	115	282	22	334	0	104	70	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1616	1810	1900	1610	1839	0	1610	1861	0	0
Q Serve(g_s), s	1.0	10.9	11.4	5.1	11.7	0.9	14.0	0.0	4.3	2.2	0.0	0.0
Cycle Q Clear(g_c), s	1.0	10.9	11.4	5.1	11.7	0.9	14.0	0.0	4.3	2.2	0.0	0.0
Prop In Lane	1.00		0.98	1.00		1.00	0.66		1.00	0.06		0.10
Lane Grp Cap(c), veh/h	148	326	291	147	342	290	426	0	373	579	0	0
V/C Ratio(X)	0.16	0.78	0.81	0.78	0.82	0.08	0.78	0.00	0.28	0.12	0.00	0.00
Avail Cap(c_a), veh/h	166	407	365	243	510	432	426	0	373	579	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.0	32.0	32.2	36.9	32.4	27.9	29.5	0.0	25.9	20.2	0.0	0.0
Incr Delay (d2), s/veh	0.5	7.3	10.2	8.7	6.8	0.1	13.4	0.0	1.9	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.3	5.2	2.6	5.9	0.4	7.5	0.0	1.8	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	39.3	42.4	45.6	39.2	28.0	43.0	0.0	27.7	20.6	0.0	0.0
LnGrp LOS	D	D	D	D	D	C	D	A	C	C	A	A
Approach Vol, veh/h		512			419			438			70	
Approach Delay, s/veh		40.5			40.3			39.3			20.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	10.7	18.8		29.5	10.7	18.8				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	11.0	18.5		25.5	7.5	22.0				
Max Q Clear Time (g_c+I1), s		16.0	7.1	13.4		4.2	3.0	13.7				
Green Ext Time (p_c), s		0.7	0.1	1.3		0.3	0.0	1.0				

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	155	365	71	297	104
Future Vol, veh/h	33	155	365	71	297	104
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	33	155	365	71	297	104
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.5	10.9	17.3
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	74%
Vol Thru, %	100%	63%	0%	0%	26%
Vol Right, %	0%	37%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	243	193	33	155	401
LT Vol	0	0	33	0	297
Through Vol	243	122	0	0	104
RT Vol	0	71	0	155	0
Lane Flow Rate	243	193	33	155	401
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.375	0.283	0.065	0.252	0.621
Departure Headway (Hd)	5.548	5.287	7.072	5.853	5.572
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	650	680	507	614	654
Service Time	3.271	3.01	4.808	3.588	3.572
HCM Lane V/C Ratio	0.374	0.284	0.065	0.252	0.613
HCM Control Delay	11.6	10.1	10.3	10.6	17.3
HCM Lane LOS	B	B	B	B	C
HCM 95th-tile Q	1.7	1.2	0.2	1	4.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	894	31	39	1359	12	115	27	22	5	18	205
Future Volume (veh/h)	204	894	31	39	1359	12	115	27	22	5	18	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	204	894	31	39	1359	12	115	27	22	5	18	205
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	241	1283	44	390	1758	16	291	68	316	75	269	294
Arrive On Green	0.13	0.25	0.25	0.22	0.33	0.33	0.20	0.20	0.20	0.18	0.18	0.18
Sat Flow, veh/h	1810	5147	178	1810	5301	47	1479	347	1605	409	1471	1605
Grp Volume(v), veh/h	204	600	325	39	886	485	142	0	22	23	0	205
Grp Sat Flow(s),veh/h/ln	1810	1729	1867	1810	1729	1890	1826	0	1605	1880	0	1605
Q Serve(g_s), s	11.3	16.2	16.2	1.8	23.7	23.7	7.0	0.0	1.1	1.0	0.0	12.3
Cycle Q Clear(g_c), s	11.3	16.2	16.2	1.8	23.7	23.7	7.0	0.0	1.1	1.0	0.0	12.3
Prop In Lane	1.00		0.10	1.00		0.02	0.81		1.00	0.22		1.00
Lane Grp Cap(c), veh/h	241	862	466	390	1147	627	359	0	316	344	0	294
V/C Ratio(X)	0.85	0.70	0.70	0.10	0.77	0.77	0.40	0.00	0.07	0.07	0.00	0.70
Avail Cap(c_a), veh/h	416	1932	1043	390	1394	762	359	0	316	344	0	294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	35.0	35.0	32.3	30.9	30.9	35.9	0.0	33.6	34.7	0.0	39.3
Incr Delay (d2), s/veh	8.0	1.0	1.9	0.1	2.2	4.0	3.2	0.0	0.4	0.4	0.0	12.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	6.9	7.5	0.8	10.0	11.2	3.4	0.0	0.5	0.5	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	36.0	36.9	32.4	33.1	34.9	39.2	0.0	34.0	35.1	0.0	52.2
LnGrp LOS	D	D	D	C	C	C	D	A	C	D	A	D
Approach Vol, veh/h		1129			1410			164			228	
Approach Delay, s/veh		39.1			33.7			38.5			50.5	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.2	26.1	29.6	22.8	17.7	38.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.2	7.6	57.4	18.8	23.6	41.4
Max Q Clear Time (g_c+I1), s	9.0	3.8	18.2	14.3	13.3	25.7
Green Ext Time (p_c), s	0.6	0.0	7.4	0.3	0.4	8.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	875	37	58	1256	6	71	3	92	7	0	44
Future Volume (veh/h)	16	875	37	58	1256	6	71	3	92	7	0	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	875	37	58	1256	6	71	3	92	7	0	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	49	1277	54	131	1572	8	146	758	755	23	0	533
Arrive On Green	0.03	0.25	0.25	0.07	0.30	0.30	0.08	0.40	0.40	0.01	0.00	0.33
Sat Flow, veh/h	1810	5103	215	1810	5328	25	1810	1900	1603	1810	0	1610
Grp Volume(v), veh/h	16	592	320	58	815	447	71	3	92	7	0	44
Grp Sat Flow(s),veh/h/ln	1810	1729	1861	1810	1729	1895	1810	1900	1603	1810	0	1610
Q Serve(g_s), s	0.5	9.3	9.4	1.8	13.1	13.1	2.3	0.1	1.9	0.2	0.0	1.1
Cycle Q Clear(g_c), s	0.5	9.3	9.4	1.8	13.1	13.1	2.3	0.1	1.9	0.2	0.0	1.1
Prop In Lane	1.00		0.12	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	865	466	131	1020	559	146	758	755	23	0	533
V/C Ratio(X)	0.32	0.68	0.69	0.44	0.80	0.80	0.49	0.00	0.12	0.30	0.00	0.08
Avail Cap(c_a), veh/h	226	1086	585	229	1092	599	229	758	755	226	0	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.7	20.4	20.4	26.7	19.6	19.6	26.5	10.9	8.9	29.4	0.0	13.8
Incr Delay (d2), s/veh	3.7	1.3	2.4	2.4	4.0	7.1	2.5	0.0	0.3	7.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.6	4.0	0.8	5.3	6.3	1.0	0.0	0.6	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	21.7	22.8	29.1	23.6	26.7	28.9	10.9	9.3	36.5	0.0	14.2
LnGrp LOS	C	C	C	C	C	C	C	B	A	D	A	B
Approach Vol, veh/h		928			1320			166			51	
Approach Delay, s/veh		22.3			24.9			17.7			17.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	28.0	8.3	19.1	8.9	23.9	5.6	21.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	20.0	7.6	18.9	7.6	19.9	7.5	19.0
Max Q Clear Time (g_c+I1), s	2.2	3.9	3.8	11.4	4.3	3.1	2.5	15.1
Green Ext Time (p_c), s	0.0	0.2	0.0	3.5	0.0	0.1	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	265	7	464	496	155	541
Future Volume (veh/h)	265	7	464	496	155	541
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	265	7	464	496	155	541
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	249	725	618	745	565	1354
Arrive On Green	0.14	0.14	0.32	0.32	0.31	0.71
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	265	7	464	496	155	541
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	11.0	0.0	17.4	19.1	5.2	9.2
Cycle Q Clear(g_c), s	11.0	0.0	17.4	19.1	5.2	9.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	249	725	618	745	565	1354
V/C Ratio(X)	1.07	0.01	0.75	0.67	0.27	0.40
Avail Cap(c_a), veh/h	249	725	618	745	577	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	34.5	12.2	24.1	16.7	20.7	4.6
Incr Delay (d2), s/veh	75.3	0.0	0.8	0.4	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	0.1	7.6	8.8	2.1	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	109.8	12.2	24.9	17.1	20.9	5.5
LnGrp LOS	F	B	C	B	C	A
Approach Vol, veh/h	272		960			696
Approach Delay, s/veh	107.3		20.9			8.9
Approach LOS	F		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	31.0	32.0				63.0	17.0
Change Period (Y+Rc), s	6.0	* 6				6.0	6.0
Max Green Setting (Gmax), s	25.0	* 26				57.0	11.0
Max Q Clear Time (g_c+I1), s	7.2	21.1				11.2	13.0
Green Ext Time (p_c), s	0.4	2.2				4.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	7	583	0	0	0	0	889	419	16	794	0
Future Volume (veh/h)	75	7	583	0	0	0	0	889	419	16	794	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	75	7	583				0	889	419	16	794	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	514	48	498				0	587	498	0	1105	0
Arrive On Green	0.31	0.31	0.31				0.00	0.41	0.41	0.22	0.58	0.00
Sat Flow, veh/h	1662	155	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	82	0	583				0	889	419	0	794	0
Grp Sat Flow(s),veh/h/ln	1817	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	3.6	0.0	34.0				0.0	34.0	25.8	0.0	33.0	0.0
Cycle Q Clear(g_c), s	3.6	0.0	34.0				0.0	34.0	25.8	0.0	33.0	0.0
Prop In Lane	0.91		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	562	0	498				0	587	498	0	1105	0
V/C Ratio(X)	0.15	0.00	1.17				0.00	1.51	0.84	0.00	0.72	0.00
Avail Cap(c_a), veh/h	562	0	498				0	587	498	0	1105	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.77	0.77	0.00	0.75	0.00
Uniform Delay (d), s/veh	27.5	0.0	38.0				0.0	32.4	30.0	0.0	16.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	96.8				0.0	238.0	12.6	0.0	3.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	26.5				0.0	52.9	10.8	0.0	14.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	0.0	134.8				0.0	270.3	42.6	0.0	19.6	0.0
LnGrp LOS	C	A	F				A	F	D	A	B	A
Approach Vol, veh/h		665						1308			794	
Approach Delay, s/veh		121.6						197.4			19.6	
Approach LOS		F						F			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	30.0	40.0	40.0	70.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	34.0	34.0	64.0
Max Q Clear Time (g_c+I1), s	10.6	36.0	36.0	35.0
Green Ext Time (p_c), s	0.0	0.0	0.0	6.7

Intersection Summary	
HCM 6th Ctrl Delay	128.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	562	109	91	21	122	214	97	540	21	279	588	508
Future Volume (veh/h)	562	109	91	21	122	214	97	540	21	279	588	508
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	562	109	91	21	122	214	97	540	21	279	588	508
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	647	596	456	55	275	245	345	1245	555	314	1181	520
Arrive On Green	0.18	0.31	0.31	0.03	0.15	0.15	0.19	0.34	0.34	0.17	0.33	0.33
Sat Flow, veh/h	3510	1946	1491	1810	1805	1610	1810	3610	1610	1810	3610	1590
Grp Volume(v), veh/h	562	100	100	21	122	214	97	540	21	279	588	508
Grp Sat Flow(s),veh/h/ln	1755	1805	1632	1810	1805	1610	1810	1805	1610	1810	1805	1590
Q Serve(g_s), s	17.1	4.5	5.0	1.3	6.8	14.3	5.0	12.7	1.0	16.6	14.4	34.8
Cycle Q Clear(g_c), s	17.1	4.5	5.0	1.3	6.8	14.3	5.0	12.7	1.0	16.6	14.4	34.8
Prop In Lane	1.00		0.91	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	647	553	500	55	275	245	345	1245	555	314	1181	520
V/C Ratio(X)	0.87	0.18	0.20	0.39	0.44	0.87	0.28	0.43	0.04	0.89	0.50	0.98
Avail Cap(c_a), veh/h	798	591	534	123	304	271	345	1245	555	428	1181	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.17	0.17	0.17
Uniform Delay (d), s/veh	43.6	28.0	28.2	52.3	42.4	45.6	38.0	27.8	23.9	44.4	29.7	36.6
Incr Delay (d2), s/veh	8.6	0.2	0.2	4.4	1.1	24.0	0.4	1.1	0.1	3.3	0.3	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	2.0	2.0	0.6	3.1	7.3	2.3	5.6	0.4	7.7	6.2	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	28.2	28.4	56.7	43.5	69.6	38.5	28.9	24.0	47.8	30.0	48.2
LnGrp LOS	D	C	C	E	D	E	D	C	C	D	C	D
Approach Vol, veh/h		762			357			658			1375	
Approach Delay, s/veh		45.9			59.9			30.1			40.3	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	41.9	7.3	37.7	25.0	40.0	24.3	20.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	24.5	7.5	36.0	14.5	36.0	25.0	18.5
Max Q Clear Time (g_c+I1), s	19.6	14.7	3.3	7.0	7.0	36.8	19.1	16.3
Green Ext Time (p_c), s	0.5	2.6	0.0	1.2	0.1	0.0	1.2	0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	57	4	153	102	89	4	539	108	77	616	10
Future Volume (veh/h)	10	57	4	153	102	89	4	539	108	77	616	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	57	4	153	102	89	4	539	108	77	616	10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	90	6	166	111	96	13	701	594	364	1049	17
Arrive On Green	0.06	0.06	0.06	0.21	0.21	0.21	0.01	0.74	0.74	0.20	0.56	0.56
Sat Flow, veh/h	263	1500	105	791	527	460	1810	1900	1610	1810	1864	30
Grp Volume(v), veh/h	71	0	0	344	0	0	4	539	108	77	0	626
Grp Sat Flow(s),veh/h/ln	1868	0	0	1778	0	0	1810	1900	1610	1810	0	1895
Q Serve(g_s), s	3.7	0.0	0.0	19.0	0.0	0.0	0.2	17.2	2.0	3.6	0.0	21.6
Cycle Q Clear(g_c), s	3.7	0.0	0.0	19.0	0.0	0.0	0.2	17.2	2.0	3.6	0.0	21.6
Prop In Lane	0.14		0.06	0.44		0.26	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	113	0	0	373	0	0	13	701	594	364	0	1066
V/C Ratio(X)	0.63	0.00	0.00	0.92	0.00	0.00	0.30	0.77	0.18	0.21	0.00	0.59
Avail Cap(c_a), veh/h	346	0	0	373	0	0	136	701	594	364	0	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.9	0.0	0.0	38.7	0.0	0.0	49.0	10.5	8.5	33.3	0.0	14.3
Incr Delay (d2), s/veh	5.7	0.0	0.0	28.0	0.0	0.0	1.1	0.8	0.1	0.3	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	11.0	0.0	0.0	0.1	3.9	0.7	1.6	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	0.0	0.0	66.7	0.0	0.0	50.1	11.3	8.6	33.6	0.0	16.7
LnGrp LOS	D	A	A	E	A	A	D	B	A	C	A	B
Approach Vol, veh/h		71			344			651			703	
Approach Delay, s/veh		51.6			66.7			11.1			18.5	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.1	40.9		10.0	4.7	60.3		25.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	36.9		18.5	7.5	37.0		21.0
Max Q Clear Time (g_c+I1), s	5.6	19.2		5.7	2.2	23.6		21.0
Green Ext Time (p_c), s	0.0	3.7		0.2	0.0	3.6		0.0

Intersection Summary		
HCM 6th Ctrl Delay		26.5
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	480	55	309	742	43	69	605	275	56	710	76
Future Volume (veh/h)	43	480	55	309	742	43	69	605	275	56	710	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	480	55	309	742	43	69	605	275	56	710	76
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	444	51	253	587	34	108	445	202	136	633	68
Arrive On Green	0.08	0.26	0.26	0.14	0.33	0.33	0.06	0.36	0.36	0.15	0.75	0.75
Sat Flow, veh/h	1810	1674	192	1810	1778	103	1810	1235	562	1810	1687	181
Grp Volume(v), veh/h	43	0	535	309	0	785	69	0	880	56	0	786
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1810	0	1881	1810	0	1797	1810	0	1867
Q Serve(g_s), s	2.3	0.0	26.5	14.0	0.0	33.0	3.7	0.0	36.0	2.8	0.0	37.5
Cycle Q Clear(g_c), s	2.3	0.0	26.5	14.0	0.0	33.0	3.7	0.0	36.0	2.8	0.0	37.5
Prop In Lane	1.00		0.10	1.00		0.05	1.00		0.31	1.00		0.10
Lane Grp Cap(c), veh/h	136	0	494	253	0	621	108	0	647	136	0	701
V/C Ratio(X)	0.32	0.00	1.08	1.22	0.00	1.26	0.64	0.00	1.36	0.41	0.00	1.12
Avail Cap(c_a), veh/h	136	0	494	253	0	621	136	0	647	136	0	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.00	0.77
Uniform Delay (d), s/veh	43.8	0.0	36.8	43.0	0.0	33.5	46.0	0.0	32.0	40.5	0.0	12.5
Incr Delay (d2), s/veh	1.3	0.0	64.5	129.1	0.0	131.5	6.5	0.0	172.0	1.5	0.0	69.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	20.6	15.3	0.0	37.2	1.9	0.0	46.0	1.3	0.0	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	0.0	101.2	172.1	0.0	165.0	52.5	0.0	204.0	42.0	0.0	81.6
LnGrp LOS	D	A	F	F	A	F	D	A	F	D	A	F
Approach Vol, veh/h		578			1094			949			842	
Approach Delay, s/veh		97.1			167.0			193.0			79.0	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	40.0	18.0	30.5	10.0	41.5	11.5	37.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	36.0	14.0	26.5	7.5	36.0	7.5	33.0
Max Q Clear Time (g_c+I1), s	4.3	38.0	16.0	28.5	5.7	39.5	4.3	35.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	141.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	125	80	77	179	50	87	690	105	25	748	98
Future Volume (veh/h)	88	125	80	77	179	50	87	690	105	25	748	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	125	80	77	179	50	87	690	105	25	748	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	203	121	124	275	74	593	2320	1145	63	1625	211
Arrive On Green	0.06	0.09	0.09	0.07	0.10	0.10	0.66	1.00	1.00	0.04	0.35	0.35
Sat Flow, veh/h	1810	2167	1295	1810	2794	756	1810	3610	1609	1810	4643	604
Grp Volume(v), veh/h	88	103	102	77	114	115	87	690	105	25	556	290
Grp Sat Flow(s),veh/h/ln	1810	1805	1657	1810	1805	1745	1810	1805	1609	1810	1729	1788
Q Serve(g_s), s	4.8	5.5	6.0	4.1	6.1	6.4	1.8	0.0	0.0	1.4	12.4	12.6
Cycle Q Clear(g_c), s	4.8	5.5	6.0	4.1	6.1	6.4	1.8	0.0	0.0	1.4	12.4	12.6
Prop In Lane	1.00		0.78	1.00		0.43	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	116	169	155	124	177	172	593	2320	1145	63	1210	626
V/C Ratio(X)	0.76	0.61	0.66	0.62	0.64	0.67	0.15	0.30	0.09	0.39	0.46	0.46
Avail Cap(c_a), veh/h	253	397	365	235	379	367	593	2320	1145	181	1210	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	43.5	43.8	45.3	43.4	43.5	11.9	0.0	0.0	47.2	25.2	25.2
Incr Delay (d2), s/veh	9.8	3.5	4.7	5.0	3.8	4.5	0.1	0.3	0.2	3.9	1.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.6	2.6	2.0	2.9	3.0	0.7	0.1	0.0	0.7	5.2	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	47.0	48.4	50.4	47.2	48.1	12.0	0.3	0.2	51.1	26.4	27.7
LnGrp LOS	E	D	D	D	D	D	B	A	A	D	C	C
Approach Vol, veh/h		293			306			882			871	
Approach Delay, s/veh		50.2			48.3			1.4			27.6	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	68.3	10.8	13.4	36.8	39.0	10.4	13.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	39.0	13.0	22.0	14.0	35.0	14.0	21.0
Max Q Clear Time (g_c+I1), s	3.4	2.0	6.1	8.0	3.8	14.6	6.8	8.4
Green Ext Time (p_c), s	0.0	5.9	0.1	0.9	0.1	5.7	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	59	28	551	76	95	47	575	365	74	713	105
Future Volume (veh/h)	106	59	28	551	76	95	47	575	365	74	713	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	106	59	28	551	76	95	47	575	365	74	713	105
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	582	105	50	591	175	147	417	1895	1110	110	896	131
Arrive On Green	0.32	0.09	0.09	0.33	0.09	0.09	0.23	0.37	0.37	0.12	0.39	0.39
Sat Flow, veh/h	1810	1204	571	1810	1900	1594	1810	5187	1601	1810	4569	667
Grp Volume(v), veh/h	106	0	87	551	76	95	47	575	365	74	538	280
Grp Sat Flow(s),veh/h/ln	1810	0	1776	1810	1900	1594	1810	1729	1601	1810	1729	1778
Q Serve(g_s), s	4.2	0.0	4.7	29.5	3.8	4.9	2.1	7.9	9.1	3.9	13.7	14.0
Cycle Q Clear(g_c), s	4.2	0.0	4.7	29.5	3.8	4.9	2.1	7.9	9.1	3.9	13.7	14.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	582	0	155	591	175	147	417	1895	1110	110	678	348
V/C Ratio(X)	0.18	0.00	0.56	0.93	0.43	0.65	0.11	0.30	0.33	0.67	0.79	0.80
Avail Cap(c_a), veh/h	582	0	328	695	844	708	417	1895	1110	136	678	348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	0.96	0.96	0.96
Uniform Delay (d), s/veh	24.5	0.0	43.8	32.6	42.9	31.3	30.4	22.7	6.2	42.9	28.6	28.7
Incr Delay (d2), s/veh	0.1	0.0	3.2	17.9	1.7	4.7	0.1	0.3	0.6	8.6	8.9	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.2	15.5	1.8	2.4	0.9	3.2	2.9	1.9	5.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	0.0	47.0	50.5	44.6	35.9	30.5	23.0	6.8	51.5	37.6	45.7
LnGrp LOS	C	A	D	D	D	D	C	C	A	D	D	D
Approach Vol, veh/h		193			722			987			892	
Approach Delay, s/veh		34.7			48.0			17.4			41.3	
Approach LOS		C			D			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	40.5	36.7	12.7	27.0	23.6	36.1	13.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	19.6	38.4	18.5	7.5	19.6	12.5	44.4
Max Q Clear Time (g_c+I1), s	6.1	11.1	31.5	6.7	4.1	16.0	6.2	6.9
Green Ext Time (p_c), s	0.0	3.4	1.2	0.3	0.0	1.8	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.5

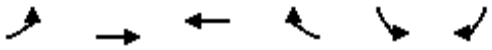
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	1775	1499	13	0	125
Future Vol, veh/h	0	1775	1499	13	0	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1775	1499	13	0	125

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	756
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*561
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*561
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	561
HCM Lane V/C Ratio	-	-	-	0.223
HCM Control Delay (s)	-	-	-	13.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.8

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	760	1022	1441	160	105	70
Future Volume (veh/h)	760	1022	1441	160	105	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	760	1022	1441	160	105	70
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	754	3977	1494	166	302	268
Arrive On Green	0.42	0.77	0.32	0.32	0.17	0.17
Sat Flow, veh/h	1810	5358	4890	524	1810	1610
Grp Volume(v), veh/h	760	1022	1056	545	105	70
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1785	1810	1610
Q Serve(g_s), s	50.0	6.9	36.0	36.1	6.2	4.5
Cycle Q Clear(g_c), s	50.0	6.9	36.0	36.1	6.2	4.5
Prop In Lane	1.00			0.29	1.00	1.00
Lane Grp Cap(c), veh/h	754	3977	1095	565	302	268
V/C Ratio(X)	1.01	0.26	0.96	0.96	0.35	0.26
Avail Cap(c_a), veh/h	754	3977	1095	565	302	268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	4.1	40.3	40.3	44.2	43.6
Incr Delay (d2), s/veh	34.8	0.0	19.1	29.1	3.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.7	2.1	18.0	20.2	3.0	4.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	69.8	4.1	59.4	69.4	47.4	45.9
LnGrp LOS	F	A	E	E	D	D
Approach Vol, veh/h		1782	1601		175	
Approach Delay, s/veh		32.1	62.8		46.8	
Approach LOS		C	E		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			96.0		24.0	54.0	42.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			92.0		20.0	50.0	38.0
Max Q Clear Time (g_c+I1), s			8.9		8.2	52.0	38.1
Green Ext Time (p_c), s			9.7		0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

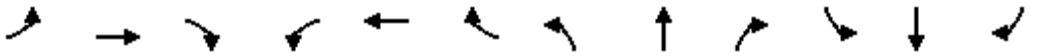
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1126	1533	145	0	67
Future Vol, veh/h	0	1126	1533	145	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1126	1533	145	0	67

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	839
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	269
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	269
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	269
HCM Lane V/C Ratio	-	-	-	0.249
HCM Control Delay (s)	-	-	-	22.8
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2786	559	0	2623	186	0	0	0	413	0	344
Future Volume (veh/h)	0	2786	559	0	2623	186	0	0	0	413	0	344
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2786	559	0	2623	0				520	0	229
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3157	594	0	3735					717	0	319
Arrive On Green	0.00	0.72	0.72	0.00	1.00	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	4555	825	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	2159	1186	0	2623	0				520	0	229
Grp Sat Flow(s),veh/h/ln	0	1729	1751	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	51.2	64.6	0.0	0.0	0.0				14.8	0.0	14.6
Cycle Q Clear(g_c), s	0.0	51.2	64.6	0.0	0.0	0.0				14.8	0.0	14.6
Prop In Lane	0.00		0.47	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2490	1261	0	3735					717	0	319
V/C Ratio(X)	0.00	0.87	0.94	0.00	0.70					0.73	0.00	0.72
Avail Cap(c_a), veh/h	0	2499	1266	0	3749					717	0	319
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.24	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.5	13.3	0.0	0.0	0.0				41.3	0.0	41.2
Incr Delay (d2), s/veh	0.0	3.5	13.5	0.0	0.1	0.0				6.3	0.0	13.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.5	25.6	0.0	0.0	0.0				7.2	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.0	26.9	0.0	0.1	0.0				47.6	0.0	54.3
LnGrp LOS	A	B	C	A	A					D	A	D
Approach Vol, veh/h		3345			2623	A					749	
Approach Delay, s/veh		19.2			0.1						49.7	
Approach LOS		B			A						D	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		83.7		26.3		83.7						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		79.5		21.5		79.5						
Max Q Clear Time (g_c+I1), s		66.6		16.8		2.0						
Green Ext Time (p_c), s		12.6		1.3		53.8						

Intersection Summary												
HCM 6th Ctrl Delay			15.1									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	2943	0	0	2298	303	511	0	272	0	0	0
Future Volume (veh/h)	256	2943	0	0	2298	303	511	0	272	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	256	2943	0	0	2298	303	596	0	181			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	280	3791	0	0	2491	320	678	0	302			
Arrive On Green	0.31	1.00	0.00	0.00	0.54	0.54	0.19	0.00	0.19			
Sat Flow, veh/h	1810	5358	0	0	4824	598	3619	0	1610			
Grp Volume(v), veh/h	256	2943	0	0	1692	909	596	0	181			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1792	1810	0	1610			
Q Serve(g_s), s	15.0	0.0	0.0	0.0	49.0	52.6	17.6	0.0	11.3			
Cycle Q Clear(g_c), s	15.0	0.0	0.0	0.0	49.0	52.6	17.6	0.0	11.3			
Prop In Lane	1.00		0.00	0.00		0.33	1.00		1.00			
Lane Grp Cap(c), veh/h	280	3791	0	0	1851	960	678	0	302			
V/C Ratio(X)	0.91	0.78	0.00	0.00	0.91	0.95	0.88	0.00	0.60			
Avail Cap(c_a), veh/h	285	3815	0	0	1858	963	678	0	302			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.30	0.30	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.3	0.0	0.0	0.0	23.3	24.1	43.5	0.0	40.9			
Incr Delay (d2), s/veh	13.0	0.3	0.0	0.0	7.5	17.6	15.1	0.0	8.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.5	0.1	0.0	0.0	20.7	25.6	9.2	0.0	5.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	0.3	0.0	0.0	30.7	41.7	58.6	0.0	49.5			
LnGrp LOS	D	A	A	A	C	D	E	A	D			
Approach Vol, veh/h		3199			2601			777				
Approach Delay, s/veh		4.3			34.6			56.5				
Approach LOS		A			C			E				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	25.1	84.9	21.5	63.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.1	80.9	17.3	59.1
Max Q Clear Time (g_c+I1), s	19.6	2.0	17.0	54.6
Green Ext Time (p_c), s	0.2	63.9	0.0	4.3

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	1202	637	668	1115	0	0	0	0	0	0	95
Future Volume (veh/h)	0	1202	637	668	1115	0	0	0	0	0	0	95
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	1202	637	668	1115	0				0	0	95
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1797	801	698	3369	0				0	0	0
Arrive On Green	0.00	0.50	0.50	0.39	0.93	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	1202	637	668	1115	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	22.6	29.6	32.4	2.7	0.0						
Cycle Q Clear(g_c), s	0.0	22.6	29.6	32.4	2.7	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	1797	801	698	3369	0						
V/C Ratio(X)	0.00	0.67	0.79	0.96	0.33	0.00						
Avail Cap(c_a), veh/h	0	1797	801	714	3369	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	17.0	18.8	26.9	0.3	0.0						
Incr Delay (d2), s/veh	0.0	2.0	8.0	23.4	0.3	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	9.2	12.0	17.7	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.0	26.8	50.3	0.6	0.0						
LnGrp LOS	A	B	C	D	A	A						
Approach Vol, veh/h		1839			1783							
Approach Delay, s/veh		21.7			19.2							
Approach LOS		C			B							

Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	39.2	50.8				90.0
Change Period (Y+Rc), s	4.5	6.0				6.0
Max Green Setting (Gmax), s	35.5	34.5				74.5
Max Q Clear Time (g_c+I1), s	34.4	31.6				4.7
Green Ext Time (p_c), s	0.4	2.4				11.4

Intersection Summary		
HCM 6th Ctrl Delay		20.5
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1609	137	0	1965	567	60	313	0	922	24	347
Future Volume (veh/h)	77	1609	137	0	1965	567	60	313	0	922	24	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	77	1609	137	0	1965	567	60	313	0	922	24	347
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	1722	145	0	1430	393	257	686	0	335	38	549
Arrive On Green	0.51	0.51	0.51	0.00	0.51	0.51	0.36	0.36	0.00	0.36	0.36	0.36
Sat Flow, veh/h	129	3370	284	0	2892	769	1027	1900	0	1083	105	1521
Grp Volume(v), veh/h	77	855	891	0	1234	1298	60	313	0	922	0	371
Grp Sat Flow(s),veh/h/ln	129	1805	1849	0	1805	1762	1027	1900	0	1083	0	1626
Q Serve(g_s), s	0.0	39.6	40.9	0.0	46.0	46.0	4.6	11.3	0.0	21.2	0.0	17.0
Cycle Q Clear(g_c), s	46.0	39.6	40.9	0.0	46.0	46.0	21.6	11.3	0.0	32.5	0.0	17.0
Prop In Lane	1.00		0.15	0.00		0.44	1.00		0.00	1.00		0.94
Lane Grp Cap(c), veh/h	80	923	945	0	923	900	257	686	0	335	0	587
V/C Ratio(X)	0.96	0.93	0.94	0.00	1.34	1.44	0.23	0.46	0.00	2.75	0.00	0.63
Avail Cap(c_a), veh/h	80	923	945	0	923	900	257	686	0	335	0	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	20.4	20.8	0.0	22.0	22.0	32.7	22.0	0.0	36.9	0.0	23.8
Incr Delay (d2), s/veh	90.6	16.5	18.3	0.0	159.1	205.3	2.1	2.2	0.0	797.9	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	19.4	20.9	0.0	58.4	68.5	1.3	5.3	0.0	81.6	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	135.6	36.9	39.1	0.0	181.1	227.3	34.9	24.2	0.0	834.9	0.0	26.0
LnGrp LOS	F	D	D	A	F	F	C	C	A	F	A	C
Approach Vol, veh/h		1823			2532			373			1293	
Approach Delay, s/veh		42.2			204.8			25.9			602.8	
Approach LOS		D			F			C			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	52.0	38.0	52.0	38.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	46.0	32.5	46.0	32.5
Max Q Clear Time (g_c+I1), s	48.0	34.5	48.0	23.6
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	229.9
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	958	1773	11	9	1368	421	13	160	8	697	114	962
Future Volume (veh/h)	958	1773	11	9	1368	421	13	160	8	697	114	962
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	958	1773	11	9	1368	421	13	160	8	697	114	962
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	498	2186	14	206	902	387	60	712	602	452	65	548
Arrive On Green	0.28	0.41	0.41	0.11	0.25	0.25	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	5319	33	1810	3610	1549	533	1900	1606	1235	173	1460
Grp Volume(v), veh/h	958	1153	631	9	1368	421	13	160	8	697	0	1076
Grp Sat Flow(s),veh/h/ln	1810	1729	1894	1810	1805	1549	533	1900	1606	1235	0	1633
Q Serve(g_s), s	33.0	35.3	35.3	0.5	30.0	30.0	0.0	6.9	0.4	38.1	0.0	45.0
Cycle Q Clear(g_c), s	33.0	35.3	35.3	0.5	30.0	30.0	45.0	6.9	0.4	45.0	0.0	45.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.89
Lane Grp Cap(c), veh/h	498	1421	778	206	903	387	60	713	602	452	0	612
V/C Ratio(X)	1.93	0.81	0.81	0.04	1.52	1.09	0.22	0.22	0.01	1.54	0.00	1.76
Avail Cap(c_a), veh/h	498	1599	876	206	903	387	60	713	602	452	0	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	31.2	31.2	47.3	45.0	45.0	60.0	25.6	23.6	43.5	0.0	37.5
Incr Delay (d2), s/veh	423.7	3.0	5.3	0.1	237.8	71.2	8.1	0.7	0.0	254.4	0.0	347.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.2	15.1	17.0	0.2	43.1	19.1	0.5	3.3	0.2	45.7	0.0	76.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	467.2	34.2	36.5	47.4	282.8	116.2	68.1	26.3	23.6	297.9	0.0	384.9
LnGrp LOS	F	C	D	D	F	F	E	C	C	F	A	F
Approach Vol, veh/h		2742			1798			181			1773	
Approach Delay, s/veh		186.0			242.6			29.2			350.7	
Approach LOS		F			F			C			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	49.0	17.7	53.3	49.0	37.0	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	45.0	7.5	55.5	45.0	33.0	30.0
Max Q Clear Time (g_c+I1), s	47.0	2.5	37.3	47.0	35.0	32.0
Green Ext Time (p_c), s	0.0	0.0	12.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	242.3
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	1889	439	144	1237	70	561	262	148	63	260	109
Future Volume (veh/h)	174	1889	439	144	1237	70	561	262	148	63	260	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	1889	439	144	1237	70	561	262	148	63	260	109
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	295	1546	349	136	1397	79	452	710	599	93	332	280
Arrive On Green	0.16	0.37	0.37	0.15	0.56	0.56	0.08	0.12	0.12	0.05	0.17	0.17
Sat Flow, veh/h	1810	4215	951	1810	5016	284	1810	1900	1601	1810	1900	1602
Grp Volume(v), veh/h	174	1539	789	144	853	454	561	262	148	63	260	109
Grp Sat Flow(s),veh/h/ln	1810	1729	1708	1810	1729	1842	1810	1900	1601	1810	1900	1602
Q Serve(g_s), s	10.7	44.0	44.0	9.0	25.9	25.9	30.0	15.2	10.0	4.1	15.7	7.2
Cycle Q Clear(g_c), s	10.7	44.0	44.0	9.0	25.9	25.9	30.0	15.2	10.0	4.1	15.7	7.2
Prop In Lane	1.00		0.56	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	295	1268	626	136	963	513	452	710	599	93	333	280
V/C Ratio(X)	0.59	1.21	1.26	1.06	0.89	0.89	1.24	0.37	0.25	0.68	0.78	0.39
Avail Cap(c_a), veh/h	295	1268	626	136	1066	568	452	710	599	145	333	280
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.44	0.44	0.44	0.47	0.47	0.47	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	38.0	38.0	51.0	24.9	24.9	55.1	39.6	37.3	56.0	47.3	43.8
Incr Delay (d2), s/veh	3.1	103.8	129.2	68.3	4.1	7.2	117.0	0.7	0.5	8.4	16.6	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	36.5	40.5	6.3	8.1	9.1	29.3	7.9	4.4	2.1	8.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	141.8	167.2	119.3	29.0	32.1	172.0	40.3	37.8	64.4	63.9	47.8
LnGrp LOS	D	F	F	F	C	C	F	D	D	E	E	D
Approach Vol, veh/h		2502			1451			971			432	
Approach Delay, s/veh		143.4			38.9			116.0			59.9	
Approach LOS		F			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	48.9	13.0	48.0	34.0	25.0	23.6	37.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	41.4	9.0	44.0	30.0	21.0	16.0	37.0
Max Q Clear Time (g_c+I1), s	6.1	17.2	11.0	46.0	32.0	17.7	12.7	27.9
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.0	0.6	0.1	5.5

Intersection Summary	
HCM 6th Ctrl Delay	103.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	2422	368	109	1503	123	446	144	107	246	299	397
Future Volume (veh/h)	308	2422	368	109	1503	123	446	144	107	246	299	397
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	308	2422	0	109	1503	123	295	355	107	246	299	397
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	360	2291		122	1609	500	314	329	275	333	350	297
Arrive On Green	0.20	0.44	0.00	0.14	0.62	0.62	0.17	0.17	0.17	0.06	0.06	0.06
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1589	1810	1900	1610
Grp Volume(v), veh/h	308	2422	0	109	1503	123	295	355	107	246	299	397
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1589	1810	1900	1610
Q Serve(g_s), s	19.7	53.0	0.0	7.1	31.4	4.1	19.3	20.8	7.2	16.0	18.7	22.1
Cycle Q Clear(g_c), s	19.7	53.0	0.0	7.1	31.4	4.1	19.3	20.8	7.2	16.0	18.7	22.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	360	2291		122	1609	500	314	329	275	333	350	297
V/C Ratio(X)	0.86	1.06		0.89	0.93	0.25	0.94	1.08	0.39	0.74	0.85	1.34
Avail Cap(c_a), veh/h	360	2291		122	1656	514	314	329	275	333	350	297
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	0.62	0.62	0.62	1.00	1.00	1.00	0.35	0.35	0.35
Uniform Delay (d), s/veh	46.4	33.5	0.0	51.5	21.7	16.5	49.0	49.6	44.0	53.5	54.8	56.4
Incr Delay (d2), s/veh	18.0	36.1	0.0	36.1	6.8	0.2	37.7	71.9	4.1	3.1	7.3	160.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	29.1	0.0	4.2	9.2	1.4	12.0	16.4	3.1	8.1	10.3	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	69.6	0.0	87.6	28.5	16.6	86.7	121.5	48.1	56.6	62.1	216.8
LnGrp LOS	E	F		F	C	B	F	F	D	E	E	F
Approach Vol, veh/h		2730	A		1735			757			942	
Approach Delay, s/veh		69.0			31.4			97.6			125.8	
Approach LOS		E			C			F			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.8	12.1	57.0	26.1	27.9	41.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.8	8.1	53.0	22.1	22.8	38.3
Max Q Clear Time (g_c+I1), s	22.8	9.1	55.0	24.1	21.7	33.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	3.8

Intersection Summary	
HCM 6th Ctrl Delay	70.6
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

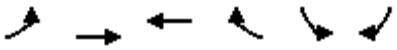
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	2100	126	90	1304	341	79	378	112	546	505	229
Future Volume (veh/h)	345	2100	126	90	1304	341	79	378	112	546	505	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	345	2100	126	90	1304	341	79	378	112	546	505	229
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	389	1805	794	113	1422	371	220	445	130	497	872	388
Arrive On Green	0.29	0.67	0.67	0.06	0.35	0.35	0.06	0.16	0.16	0.14	0.24	0.24
Sat Flow, veh/h	1810	3610	1588	1810	4091	1068	3510	2741	801	3510	3610	1604
Grp Volume(v), veh/h	345	2100	126	90	1102	543	79	247	243	546	505	229
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1729	1701	1755	1805	1736	1755	1805	1604
Q Serve(g_s), s	21.9	60.0	2.6	5.9	36.6	36.7	2.6	15.9	16.3	17.0	14.8	15.2
Cycle Q Clear(g_c), s	21.9	60.0	2.6	5.9	36.6	36.7	2.6	15.9	16.3	17.0	14.8	15.2
Prop In Lane	1.00		1.00	1.00		0.63	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	389	1805	794	113	1202	591	220	293	282	497	872	388
V/C Ratio(X)	0.89	1.16	0.16	0.80	0.92	0.92	0.36	0.84	0.86	1.10	0.58	0.59
Avail Cap(c_a), veh/h	389	1805	794	113	1222	601	220	293	282	497	872	388
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.54	0.54	0.54	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	20.1	5.9	55.5	37.5	37.5	53.9	48.8	48.9	51.5	40.1	40.2
Incr Delay (d2), s/veh	2.6	74.2	0.0	18.9	6.4	11.9	1.0	24.4	27.4	69.6	2.8	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	38.3	1.2	3.3	16.3	17.0	1.2	9.1	9.2	12.3	6.9	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	94.3	5.9	74.4	43.9	49.4	54.9	73.2	76.4	121.1	42.9	46.7
LnGrp LOS	D	F	A	E	D	D	D	E	E	F	D	D
Approach Vol, veh/h		2571			1735			569			1280	
Approach Delay, s/veh		83.2			47.2			72.0			76.9	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	23.5	11.5	64.0	11.5	33.0	29.8	45.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	19.5	7.5	60.0	7.5	29.0	25.1	42.4
Max Q Clear Time (g_c+I1), s	19.0	18.3	7.9	62.0	4.6	17.2	23.9	38.7
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	3.3	0.2	3.0

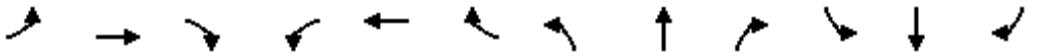
Intersection Summary	
HCM 6th Ctrl Delay	70.7
HCM 6th LOS	E



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	2835	1473	180	413	270
Future Volume (veh/h)	88	2835	1473	180	413	270
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	2835	1473	180	413	270
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	248	2853	1797	1068	1112	730
Arrive On Green	0.14	0.55	0.23	0.23	0.32	0.32
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	88	2835	1473	180	413	270
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	2.6	32.5	16.2	2.9	5.5	0.0
Cycle Q Clear(g_c), s	2.6	32.5	16.2	2.9	5.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	248	2853	1797	1068	1112	730
V/C Ratio(X)	0.36	0.99	0.82	0.17	0.37	0.37
Avail Cap(c_a), veh/h	248	2853	1850	1084	1112	730
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	23.5	13.4	21.3	4.6	15.9	10.8
Incr Delay (d2), s/veh	0.1	3.8	0.3	0.0	1.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	10.6	6.6	2.0	2.1	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.6	17.2	21.5	4.6	16.8	12.2
LnGrp LOS	C	B	C	A	B	B
Approach Vol, veh/h		2923	1653		683	
Approach Delay, s/veh		17.4	19.7		15.0	
Approach LOS		B	B		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		37.0		23.0	12.2	24.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		33.0		19.0	7.6	21.4
Max Q Clear Time (g_c+I1), s		34.5		7.5	4.6	18.2
Green Ext Time (p_c), s		0.0		2.0	0.0	2.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	2304	269	381	1555	256	157	396	189	249	352	86
Future Volume (veh/h)	131	2304	269	381	1555	256	157	396	189	249	352	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	131	2304	269	381	1555	256	157	396	189	249	352	86
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	1624	724	256	2256	370	136	413	194	181	576	139
Arrive On Green	0.09	0.45	0.45	0.28	1.00	1.00	0.02	0.06	0.06	0.10	0.20	0.20
Sat Flow, veh/h	1810	3610	1608	1810	4478	735	1810	2357	1108	1810	2882	695
Grp Volume(v), veh/h	131	2304	269	381	1200	611	157	302	283	249	219	219
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1729	1755	1810	1805	1660	1810	1805	1772
Q Serve(g_s), s	8.5	54.0	13.3	17.0	0.0	0.0	9.0	20.0	20.4	12.0	13.2	13.6
Cycle Q Clear(g_c), s	8.5	54.0	13.3	17.0	0.0	0.0	9.0	20.0	20.4	12.0	13.2	13.6
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.67	1.00		0.39
Lane Grp Cap(c), veh/h	159	1625	724	256	1742	884	136	316	291	181	361	354
V/C Ratio(X)	0.82	1.42	0.37	1.49	0.69	0.69	1.16	0.96	0.97	1.38	0.61	0.62
Avail Cap(c_a), veh/h	244	1625	724	256	1742	884	136	316	291	181	361	354
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.18	0.18	0.18	0.12	0.12	0.12	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.8	33.0	21.8	43.0	0.0	0.0	58.5	56.1	56.3	54.0	43.7	43.8
Incr Delay (d2), s/veh	1.3	188.6	0.0	222.6	0.2	0.4	80.8	9.8	13.3	200.0	7.4	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	65.3	5.0	22.3	0.1	0.1	7.4	10.6	10.2	15.5	6.7	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	221.6	21.8	265.6	0.2	0.4	139.3	65.9	69.5	254.0	51.1	51.7
LnGrp LOS	E	F	C	F	A	A	F	E	E	F	D	D
Approach Vol, veh/h		2704			2192			742			687	
Approach Delay, s/veh		193.6			46.4			82.8			124.8	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	25.0	21.0	58.0	13.0	28.0	14.5	64.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	21.0	17.0	54.0	9.0	24.0	16.2	54.8
Max Q Clear Time (g_c+I1), s	14.0	22.4	19.0	56.0	11.0	15.6	10.5	2.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.7	0.1	22.3

Intersection Summary	
HCM 6th Ctrl Delay	122.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	646	2212	462	12	1233	378	163	134	16	232	236	238
Future Volume (veh/h)	646	2212	462	12	1233	378	163	134	16	232	236	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	646	2212	462	12	1233	378	163	134	16	232	236	238
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	558	2381	739	210	1049	321	301	568	67	211	743	828
Arrive On Green	0.62	0.92	0.92	0.12	0.27	0.27	0.09	0.17	0.17	0.19	0.34	0.34
Sat Flow, veh/h	1810	5187	1610	1810	3933	1205	3510	3248	382	1810	3610	1610
Grp Volume(v), veh/h	646	2212	462	12	1084	527	163	74	76	232	236	238
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1680	1755	1805	1825	1810	1805	1610
Q Serve(g_s), s	37.0	28.5	6.6	0.7	32.0	32.0	5.3	4.2	4.3	14.0	5.8	5.8
Cycle Q Clear(g_c), s	37.0	28.5	6.6	0.7	32.0	32.0	5.3	4.2	4.3	14.0	5.8	5.8
Prop In Lane	1.00		1.00	1.00		0.72	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	558	2381	739	210	922	448	301	316	319	211	743	828
V/C Ratio(X)	1.16	0.93	0.63	0.06	1.18	1.18	0.54	0.23	0.24	1.10	0.32	0.29
Avail Cap(c_a), veh/h	558	2658	825	210	922	448	301	316	319	211	743	828
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	0.28	0.28	0.28	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	23.0	3.8	2.9	47.2	44.0	44.0	52.6	42.6	42.6	48.3	33.2	6.0
Incr Delay (d2), s/veh	77.1	1.9	0.4	0.1	90.3	100.7	2.0	1.7	1.8	51.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.1	2.2	1.2	0.3	25.1	25.7	2.4	2.0	2.1	8.8	2.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.1	5.8	3.3	47.3	134.3	144.7	54.5	44.3	44.4	100.2	33.3	6.1
LnGrp LOS	F	A	A	D	F	F	D	D	D	F	C	A
Approach Vol, veh/h		3320			1623			313			706	
Approach Delay, s/veh		23.8			137.0			49.7			46.1	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	25.0	17.9	59.1	14.3	28.7	41.0	36.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	21.0	7.5	61.5	10.3	24.7	37.0	32.0
Max Q Clear Time (g_c+I1), s	16.0	6.3	2.7	30.5	7.3	7.8	39.0	34.0
Green Ext Time (p_c), s	0.0	0.6	0.0	24.6	0.1	2.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	58.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	2332	178	88	1657	304	204	543	103	382	511	206
Future Volume (veh/h)	241	2332	178	88	1657	304	204	543	103	382	511	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	2332	178	88	1657	304	204	543	103	382	511	206
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	2285	937	111	1604	292	268	572	249	374	782	569
Arrive On Green	0.14	0.44	0.44	0.06	0.36	0.36	0.05	0.05	0.05	0.21	0.22	0.22
Sat Flow, veh/h	1810	5187	1585	1810	4395	800	1810	3610	1572	1810	3610	1610
Grp Volume(v), veh/h	241	2332	178	88	1301	660	204	543	103	382	511	206
Grp Sat Flow(s),veh/h/ln	1810	1729	1585	1810	1729	1737	1810	1805	1572	1810	1805	1610
Q Serve(g_s), s	15.9	52.9	1.4	5.8	43.8	43.8	13.4	18.0	7.6	24.8	15.5	0.0
Cycle Q Clear(g_c), s	15.9	52.9	1.4	5.8	43.8	43.8	13.4	18.0	7.6	24.8	15.5	0.0
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	2285	937	111	1262	634	268	572	249	374	782	569
V/C Ratio(X)	0.97	1.02	0.19	0.79	1.03	1.04	0.76	0.95	0.41	1.02	0.65	0.36
Avail Cap(c_a), veh/h	247	2285	937	113	1262	634	268	572	249	374	782	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.24	0.24	0.24	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	33.6	4.8	55.6	38.1	38.1	55.0	56.4	51.5	47.6	42.9	28.8
Incr Delay (d2), s/veh	11.8	12.0	0.0	9.0	21.3	29.4	10.1	24.0	4.2	52.1	4.2	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	24.0	1.1	2.9	21.9	23.4	7.3	10.7	3.4	16.5	7.4	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	45.6	4.8	64.5	59.4	67.5	65.0	80.4	55.6	99.7	47.1	30.6
LnGrp LOS	E	F	A	E	F	F	E	F	E	F	D	C
Approach Vol, veh/h		2751			2049			850			1099	
Approach Delay, s/veh		44.5			62.2			73.7			62.3	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.8	23.0	11.3	56.9	21.8	30.0	20.4	47.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	24.8	19.0	7.5	52.7	17.8	26.0	16.4	43.8
Max Q Clear Time (g_c+I1), s	26.8	20.0	7.8	54.9	15.4	17.5	17.9	45.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	2.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.5
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1333	877	7	865	78	569	447	28	180	574	154
Future Volume (veh/h)	178	1333	877	7	865	78	569	447	28	180	574	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	178	1333	877	7	865	78	569	447	28	180	574	154
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	1382	995	35	964	87	826	1196	75	213	645	173
Arrive On Green	0.11	0.38	0.38	0.02	0.29	0.29	0.24	0.35	0.35	0.04	0.08	0.08
Sat Flow, veh/h	1810	3610	1610	1810	3343	301	3510	3448	215	1810	2816	753
Grp Volume(v), veh/h	178	1333	877	7	467	476	569	233	242	180	367	361
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1840	1755	1805	1858	1810	1805	1764
Q Serve(g_s), s	11.6	43.4	26.6	0.5	29.8	29.8	17.8	11.6	11.7	11.9	24.2	24.3
Cycle Q Clear(g_c), s	11.6	43.4	26.6	0.5	29.8	29.8	17.8	11.6	11.7	11.9	24.2	24.3
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.12	1.00		0.43
Lane Grp Cap(c), veh/h	206	1382	995	35	520	530	826	626	645	213	414	404
V/C Ratio(X)	0.86	0.96	0.88	0.20	0.90	0.90	0.69	0.37	0.37	0.85	0.89	0.89
Avail Cap(c_a), veh/h	244	1384	996	113	561	572	826	626	645	318	414	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	52.2	36.2	19.2	57.9	41.0	41.0	41.9	29.4	29.4	56.6	53.9	54.0
Incr Delay (d2), s/veh	23.0	16.4	9.3	2.3	14.0	13.8	2.4	1.7	1.7	10.5	20.0	20.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	21.8	8.9	0.2	15.2	15.4	8.0	5.4	5.5	6.4	14.1	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.2	52.6	28.5	60.2	55.0	54.8	44.3	31.1	31.1	67.1	73.9	74.8
LnGrp LOS	E	D	C	E	E	D	D	C	C	E	E	E
Approach Vol, veh/h		2388			950			1044			908	
Approach Delay, s/veh		45.5			55.0			38.3			72.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.1	45.6	6.3	49.9	32.2	31.5	17.7	38.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.1	29.4	7.5	46.0	23.0	27.5	16.2	37.3
Max Q Clear Time (g_c+I1), s	13.9	13.7	2.5	45.4	19.8	26.3	13.6	31.8
Green Ext Time (p_c), s	0.3	2.5	0.0	0.6	0.8	0.6	0.1	2.8

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	175	238	852	153	369	1193
Future Volume (veh/h)	175	238	852	153	369	1193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	175	238	852	153	369	1193
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	625	287	902	403	1481	2606
Arrive On Green	0.18	0.18	0.25	0.25	0.42	0.72
Sat Flow, veh/h	3510	1610	3705	1610	3510	3705
Grp Volume(v), veh/h	175	238	852	153	369	1193
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1610	1755	1805
Q Serve(g_s), s	3.5	11.4	18.5	6.3	5.4	11.0
Cycle Q Clear(g_c), s	3.5	11.4	18.5	6.3	5.4	11.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	625	287	903	403	1481	2606
V/C Ratio(X)	0.28	0.83	0.94	0.38	0.25	0.46
Avail Cap(c_a), veh/h	878	403	903	403	1481	2606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	31.7	29.5	24.9	14.9	4.6
Incr Delay (d2), s/veh	0.2	7.0	19.1	2.7	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.9	10.1	2.6	2.1	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.6	38.7	48.6	27.6	15.0	5.2
LnGrp LOS	C	D	D	C	B	A
Approach Vol, veh/h	413		1005			1562
Approach Delay, s/veh	34.4		45.4			7.5
Approach LOS	C		D			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	37.8	24.0			61.8	18.2
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	28.0	20.0			52.0	20.0
Max Q Clear Time (g_c+I1), s	17.4	20.5			13.0	13.4
Green Ext Time (p_c), s	1.3	0.0			11.7	0.8

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	2153	189	159	1573	129	203	373	130	287	418	119
Future Volume (veh/h)	295	2153	189	159	1573	129	203	373	130	287	418	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	295	2153	189	159	1573	129	203	373	130	287	418	119
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	341	2143	186	169	1690	138	234	441	151	296	559	157
Arrive On Green	0.38	0.88	0.88	0.12	0.46	0.46	0.04	0.06	0.06	0.16	0.20	0.20
Sat Flow, veh/h	1810	4853	421	1810	4877	400	1810	2620	899	1810	2760	777
Grp Volume(v), veh/h	295	1527	815	159	1115	587	203	255	248	287	272	265
Grp Sat Flow(s),veh/h/ln	1810	1729	1816	1810	1729	1819	1810	1805	1713	1810	1805	1731
Q Serve(g_s), s	18.1	52.9	53.0	10.5	36.5	36.6	13.4	16.8	17.2	18.9	17.0	17.3
Cycle Q Clear(g_c), s	18.1	52.9	53.0	10.5	36.5	36.6	13.4	16.8	17.2	18.9	17.0	17.3
Prop In Lane	1.00		0.23	1.00		0.22	1.00		0.52	1.00		0.45
Lane Grp Cap(c), veh/h	341	1527	802	169	1198	630	234	304	288	296	366	351
V/C Ratio(X)	0.86	1.00	1.02	0.94	0.93	0.93	0.87	0.84	0.86	0.97	0.74	0.76
Avail Cap(c_a), veh/h	341	1527	802	169	1216	640	234	304	288	296	366	351
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.10	0.10	0.10	0.09	0.09	0.09	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	7.0	7.0	52.2	31.0	31.0	56.4	55.1	55.3	49.9	44.9	45.1
Incr Delay (d2), s/veh	2.5	7.2	14.4	10.1	1.5	2.8	25.2	21.3	24.5	44.3	12.8	14.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	4.3	6.1	5.1	14.0	15.0	8.2	10.0	9.9	12.2	8.9	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	14.2	21.4	62.3	32.5	33.8	81.6	76.4	79.7	94.2	57.8	59.2
LnGrp LOS	D	B	F	E	C	C	F	E	E	F	E	E
Approach Vol, veh/h		2637			1861			706			824	
Approach Delay, s/veh		19.1			35.5			79.1			70.9	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	24.2	15.2	57.0	19.5	28.3	26.6	45.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.6	20.2	11.2	53.0	15.5	24.3	22.0	42.2
Max Q Clear Time (g_c+I1), s	20.9	19.2	12.5	55.0	15.4	19.3	20.1	38.6
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	1.5	0.2	3.0

Intersection Summary	
HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1090	285	46	687	63	127	465	45	75	643	51
Future Volume (veh/h)	85	1090	285	46	687	63	127	465	45	75	643	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	1090	285	46	687	63	127	465	45	75	643	51
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	108	1189	309	83	1355	124	154	892	86	241	1072	85
Arrive On Green	0.06	0.42	0.42	0.05	0.41	0.41	0.09	0.27	0.27	0.27	0.63	0.63
Sat Flow, veh/h	1810	2836	736	1810	3343	306	1810	3325	321	1810	3387	268
Grp Volume(v), veh/h	85	691	684	46	371	379	127	252	258	75	342	352
Grp Sat Flow(s),veh/h/ln	1810	1805	1766	1810	1805	1845	1810	1805	1841	1810	1805	1850
Q Serve(g_s), s	5.6	43.2	44.0	3.0	18.4	18.5	8.3	14.2	14.3	4.0	13.5	13.5
Cycle Q Clear(g_c), s	5.6	43.2	44.0	3.0	18.4	18.5	8.3	14.2	14.3	4.0	13.5	13.5
Prop In Lane	1.00		0.42	1.00		0.17	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	108	757	741	83	732	748	154	484	494	241	571	585
V/C Ratio(X)	0.79	0.91	0.92	0.56	0.51	0.51	0.82	0.52	0.52	0.31	0.60	0.60
Avail Cap(c_a), veh/h	190	785	768	118	732	748	198	484	494	241	571	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.45	0.45	0.45	0.41	0.41	0.41	1.00	1.00	1.00	0.52	0.52	0.52
Uniform Delay (d), s/veh	55.7	32.8	33.0	56.1	26.7	26.7	54.0	37.3	37.4	39.6	17.5	17.5
Incr Delay (d2), s/veh	5.6	7.6	8.7	2.4	0.2	0.2	19.4	3.9	3.9	0.4	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	20.0	20.2	1.4	7.9	8.1	4.6	6.8	7.0	1.7	4.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	40.3	41.7	58.4	26.9	26.9	73.4	41.3	41.3	40.0	20.0	19.9
LnGrp LOS	E	D	D	E	C	C	E	D	D	D	B	B
Approach Vol, veh/h		1460			796			637			769	
Approach Delay, s/veh		42.2			28.8			47.7			21.9	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	36.2	9.5	54.3	14.2	42.0	11.2	52.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.8	32.2	7.8	52.2	13.1	30.9	12.6	47.4
Max Q Clear Time (g_c+I1), s	16.0	16.3	5.0	46.0	10.3	15.5	7.6	20.5
Green Ext Time (p_c), s	0.1	2.7	0.0	4.3	0.1	3.9	0.1	5.1

Intersection Summary	
HCM 6th Ctrl Delay	36.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	389	96	25	329	206	82	267	55	366	248	27
Future Volume (veh/h)	27	389	96	25	329	206	82	267	55	366	248	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	389	96	25	329	206	82	267	55	366	248	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	704	314	131	412	252	133	1100	223	362	1625	175
Arrive On Green	0.04	0.19	0.19	0.04	0.19	0.19	0.07	0.37	0.37	0.20	0.49	0.49
Sat Flow, veh/h	3510	3610	1610	3510	2138	1307	1810	2990	606	1810	3286	354
Grp Volume(v), veh/h	27	389	96	25	277	258	82	160	162	366	135	140
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1640	1810	1805	1791	1810	1805	1836
Q Serve(g_s), s	0.6	7.8	4.1	0.6	11.7	12.1	3.5	4.9	5.0	16.0	3.3	3.3
Cycle Q Clear(g_c), s	0.6	7.8	4.1	0.6	11.7	12.1	3.5	4.9	5.0	16.0	3.3	3.3
Prop In Lane	1.00		1.00	1.00		0.80	1.00		0.34	1.00		0.19
Lane Grp Cap(c), veh/h	139	704	314	131	348	316	133	664	659	362	892	908
V/C Ratio(X)	0.19	0.55	0.31	0.19	0.79	0.82	0.62	0.24	0.25	1.01	0.15	0.15
Avail Cap(c_a), veh/h	329	835	372	329	417	379	213	664	659	362	892	908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	29.1	27.6	37.3	30.8	30.9	36.0	17.5	17.6	32.0	11.1	11.1
Incr Delay (d2), s/veh	0.7	0.7	0.5	0.4	5.6	7.4	4.6	0.9	0.9	50.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.3	1.6	0.2	5.5	5.3	1.7	2.1	2.2	11.8	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	29.7	28.1	37.8	36.4	38.3	40.6	18.4	18.5	82.2	11.4	11.4
LnGrp LOS	D	C	C	D	D	D	D	B	B	F	B	B
Approach Vol, veh/h		512			560			404			641	
Approach Delay, s/veh		29.8			37.3			22.9			51.8	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	33.4	7.0	19.6	9.9	43.6	7.2	19.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	22.0	7.5	18.5	9.4	28.6	7.5	18.5
Max Q Clear Time (g_c+I1), s	13.0	7.0	2.6	9.8	5.5	5.3	2.6	14.1
Green Ext Time (p_c), s	0.0	1.6	0.0	1.9	0.0	1.5	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	501	1655	477	493	1270	193	470	987	326	278	1288	241
Future Volume (veh/h)	501	1655	477	493	1270	193	470	987	326	278	1288	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	501	1655	477	493	1270	193	470	987	326	278	1288	241
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	506	1143	502	380	1271	193	302	1041	449	277	993	437
Arrive On Green	0.14	0.32	0.32	0.11	0.28	0.28	0.06	0.10	0.10	0.15	0.28	0.28
Sat Flow, veh/h	3510	3610	1584	3510	4527	688	1810	3610	1558	1810	3610	1589
Grp Volume(v), veh/h	501	1655	477	493	970	493	470	987	326	278	1288	241
Grp Sat Flow(s),veh/h/ln	1755	1805	1584	1755	1729	1757	1810	1805	1558	1810	1805	1589
Q Serve(g_s), s	17.1	38.0	23.3	13.0	33.6	33.6	20.0	32.6	24.4	18.4	33.0	15.6
Cycle Q Clear(g_c), s	17.1	38.0	23.3	13.0	33.6	33.6	20.0	32.6	24.4	18.4	33.0	15.6
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	506	1143	502	380	971	493	302	1041	449	277	993	437
V/C Ratio(X)	0.99	1.45	0.95	1.30	1.00	1.00	1.56	0.95	0.73	1.00	1.30	0.55
Avail Cap(c_a), veh/h	506	1143	502	380	971	493	302	1041	449	277	993	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.39	0.39	0.39	0.51	0.51	0.51	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	41.0	17.4	53.5	43.1	43.1	56.7	53.4	49.7	50.8	43.5	37.2
Incr Delay (d2), s/veh	9.8	201.9	4.7	141.0	17.8	25.0	259.5	11.0	5.2	54.5	141.3	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	48.7	8.9	13.2	16.6	17.9	31.5	17.4	10.9	12.5	34.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	242.9	22.1	194.5	60.9	68.2	316.2	64.4	54.9	105.3	184.8	42.1
LnGrp LOS	E	F	C	F	E	E	F	E	D	F	F	D
Approach Vol, veh/h		2633			1956			1783			1807	
Approach Delay, s/veh		168.3			96.4			129.0			153.6	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	38.6	17.0	42.0	24.0	37.0	21.3	37.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.4	34.6	13.0	38.0	20.0	33.0	17.3	33.7
Max Q Clear Time (g_c+I1), s	20.4	34.6	15.0	40.0	22.0	35.0	19.1	35.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	139.3
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	859	308	136	690	87	254	1473	142	181	1909	64
Future Volume (veh/h)	101	859	308	136	690	87	254	1473	142	181	1909	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	859	308	136	690	87	254	1473	142	181	1909	64
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	734	262	136	932	117	241	1889	182	208	1932	65
Arrive On Green	0.07	0.28	0.28	0.15	0.58	0.58	0.13	0.39	0.39	0.11	0.38	0.38
Sat Flow, veh/h	1810	2589	926	1810	3226	406	1810	4800	463	1810	5151	172
Grp Volume(v), veh/h	101	598	569	136	386	391	254	1061	554	181	1281	692
Grp Sat Flow(s),veh/h/ln	1810	1805	1710	1810	1805	1827	1810	1729	1804	1810	1729	1865
Q Serve(g_s), s	6.6	34.0	34.0	9.0	18.9	19.0	16.0	32.2	32.2	11.8	44.1	44.3
Cycle Q Clear(g_c), s	6.6	34.0	34.0	9.0	18.9	19.0	16.0	32.2	32.2	11.8	44.1	44.3
Prop In Lane	1.00		0.54	1.00		0.22	1.00		0.26	1.00		0.09
Lane Grp Cap(c), veh/h	126	511	485	136	521	528	241	1361	710	208	1297	700
V/C Ratio(X)	0.80	1.17	1.17	1.00	0.74	0.74	1.05	0.78	0.78	0.87	0.99	0.99
Avail Cap(c_a), veh/h	151	511	485	136	521	528	241	1361	710	210	1297	700
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.35	0.76	0.76	0.76	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.0	43.0	43.0	51.0	22.0	22.0	52.0	31.8	31.8	52.2	37.2	37.3
Incr Delay (d2), s/veh	9.0	84.0	86.3	67.9	4.3	4.3	72.5	4.5	8.3	3.9	5.2	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	26.9	25.8	6.3	6.2	6.3	12.1	14.1	15.5	5.6	19.2	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	127.0	129.3	118.9	26.3	26.3	124.5	36.3	40.1	56.1	42.4	45.4
LnGrp LOS	E	F	F	F	C	C	F	D	D	E	D	D
Approach Vol, veh/h		1268			913			1869			2154	
Approach Delay, s/veh		123.0			40.1			49.4			44.5	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	51.2	13.0	38.0	20.0	49.0	12.3	38.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.8	47.1	9.0	34.0	16.0	45.0	10.0	33.0
Max Q Clear Time (g_c+I1), s	13.8	34.2	11.0	36.0	18.0	46.3	8.6	21.0
Green Ext Time (p_c), s	0.0	8.6	0.0	0.0	0.0	0.0	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	61.4
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	438	206	475	390	230	266	1580	471	386	1690	56
Future Volume (veh/h)	84	438	206	475	390	230	266	1580	471	386	1690	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	438	206	475	390	230	266	1580	471	386	1690	56
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	376	175	407	709	412	241	1556	475	332	1803	60
Arrive On Green	0.06	0.16	0.16	0.22	0.32	0.32	0.27	0.60	0.60	0.18	0.35	0.35
Sat Flow, veh/h	1810	2373	1104	1810	2186	1271	1810	5187	1582	1810	5152	171
Grp Volume(v), veh/h	84	332	312	475	321	299	266	1580	471	386	1134	612
Grp Sat Flow(s),veh/h/ln	1810	1805	1672	1810	1805	1652	1810	1729	1582	1810	1729	1865
Q Serve(g_s), s	5.5	19.0	19.0	27.0	17.5	17.9	16.0	36.0	35.3	22.0	38.1	38.1
Cycle Q Clear(g_c), s	5.5	19.0	19.0	27.0	17.5	17.9	16.0	36.0	35.3	22.0	38.1	38.1
Prop In Lane	1.00		0.66	1.00		0.77	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	107	286	265	407	585	535	241	1556	475	332	1210	653
V/C Ratio(X)	0.78	1.16	1.18	1.17	0.55	0.56	1.10	1.02	0.99	1.16	0.94	0.94
Avail Cap(c_a), veh/h	185	286	265	407	585	535	241	1556	475	332	1210	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.67	0.67	0.67	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	50.5	50.5	46.5	33.3	33.5	44.0	24.0	23.9	49.0	37.7	37.7
Incr Delay (d2), s/veh	8.3	96.2	103.8	91.9	0.7	0.9	52.5	11.2	10.8	101.6	14.6	22.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	16.2	15.5	22.4	7.8	7.3	9.7	11.4	10.2	19.2	18.3	21.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	146.7	154.3	138.4	34.1	34.3	96.5	35.2	34.7	150.6	52.3	60.6
LnGrp LOS	E	F	F	F	C	C	F	F	C	F	D	E
Approach Vol, veh/h		728			1095			2317			2132	
Approach Delay, s/veh		140.4			79.4			42.1			72.5	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	40.0	31.0	23.0	20.0	46.0	11.1	42.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	36.0	27.0	19.0	16.0	42.0	12.3	33.7
Max Q Clear Time (g_c+I1), s	24.0	38.0	29.0	21.0	18.0	40.1	7.5	19.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.6	0.1	3.3

Intersection Summary	
HCM 6th Ctrl Delay	70.3
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	142	131	325	79	134	107	2192	315	130	2258	58
Future Volume (veh/h)	29	142	131	325	79	134	107	2192	315	130	2258	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	142	131	325	79	134	107	2192	315	130	2258	58
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	176	177	294	71	320	113	2042	285	196	2557	65
Arrive On Green	0.11	0.11	0.11	0.20	0.20	0.20	0.06	0.45	0.45	0.22	0.98	0.98
Sat Flow, veh/h	320	1565	1579	1469	357	1598	1810	4581	640	1810	5197	133
Grp Volume(v), veh/h	171	0	131	404	0	134	107	1639	868	130	1500	816
Grp Sat Flow(s),veh/h/ln	1884	0	1579	1827	0	1598	1810	1729	1763	1810	1729	1872
Q Serve(g_s), s	10.6	0.0	9.6	24.0	0.0	8.8	7.1	53.5	53.5	7.9	6.4	6.6
Cycle Q Clear(g_c), s	10.6	0.0	9.6	24.0	0.0	8.8	7.1	53.5	53.5	7.9	6.4	6.6
Prop In Lane	0.17		1.00	0.80		1.00	1.00		0.36	1.00		0.07
Lane Grp Cap(c), veh/h	212	0	177	365	0	320	113	1542	786	196	1701	921
V/C Ratio(X)	0.81	0.00	0.74	1.11	0.00	0.42	0.95	1.06	1.10	0.66	0.88	0.89
Avail Cap(c_a), veh/h	290	0	243	365	0	320	113	1542	786	196	1701	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.0	0.0	51.6	48.0	0.0	41.9	56.0	33.3	33.3	45.0	0.5	0.5
Incr Delay (d2), s/veh	11.3	0.0	7.4	78.8	0.0	0.9	58.0	39.4	61.3	0.8	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	4.2	18.9	0.0	3.6	5.0	30.1	35.5	3.3	0.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	0.0	59.0	126.8	0.0	42.8	114.1	72.6	94.5	45.7	1.2	1.9
LnGrp LOS	E	A	E	F	A	D	F	F	F	D	A	A
Approach Vol, veh/h		302			538			2614			2446	
Approach Delay, s/veh		61.4			105.9			81.6			3.8	
Approach LOS		E			F			F			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	57.5		17.5	11.5	63.0		28.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	53.5		18.5	7.5	54.0		24.0
Max Q Clear Time (g_c+I1), s	9.9	55.5		12.6	9.1	8.6		26.0
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	29.9		0.0

Intersection Summary		
HCM 6th Ctrl Delay	50.5	
HCM 6th LOS	D	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	0	192	0	0	0	186	2282	0	0	2634	169
Future Volume (veh/h)	249	0	192	0	0	0	186	2282	0	0	2634	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	249	0	192	0	0	0	186	2282	0	0	2634	169
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	238	651	2	2	1	505	4193	0	2	2473	156
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.56	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4987	314
Grp Volume(v), veh/h	249	0	192	0	0	0	186	2282	0	0	1812	991
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1843
Q Serve(g_s), s	15.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0	59.5	59.5
Cycle Q Clear(g_c), s	15.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0	59.5	59.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.17
Lane Grp Cap(c), veh/h	226	238	651	2	2	1	505	4193	0	2	1715	914
V/C Ratio(X)	1.10	0.00	0.30	0.00	0.00	0.00	0.37	0.54	0.00	0.00	1.06	1.08
Avail Cap(c_a), veh/h	226	412	798	113	293	248	505	4193	0	113	1715	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.57	0.57	0.00	0.00	0.17	0.17
Uniform Delay (d), s/veh	52.5	0.0	19.1	0.0	0.0	0.0	20.6	0.0	0.0	0.0	30.3	30.3
Incr Delay (d2), s/veh	89.4	0.0	0.2	0.0	0.0	0.0	0.3	0.3	0.0	0.0	28.5	41.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	0.0	3.3	0.0	0.0	0.0	2.6	0.1	0.0	0.0	30.4	35.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	141.9	0.0	19.3	0.0	0.0	0.0	20.9	0.3	0.0	0.0	58.8	72.0
LnGrp LOS	F	A	B	A	A	A	C	A	A	A	F	F
Approach Vol, veh/h		441			0			2468			2803	
Approach Delay, s/veh		88.6			0.0			1.8			63.5	
Approach LOS		F						A			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	101.0	0.0	19.0	37.5	63.5	19.0	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	63.0	7.5	26.0	11.0	59.5	15.0	18.5
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0	2.0	8.9	61.5	17.0	0.0
Green Ext Time (p_c), s	0.0	37.0	0.0	0.6	0.1	0.0	0.0	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	79	169	160	27	139	29	2208	138	125	2576	97
Future Volume (veh/h)	109	79	169	160	27	139	29	2208	138	125	2576	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	79	169	160	27	139	29	2208	138	125	2576	97
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	223	199	187	198	167	65	2579	160	222	3130	1170
Arrive On Green	0.12	0.12	0.12	0.10	0.10	0.10	0.04	0.52	0.52	0.25	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	4993	310	1810	5187	1610
Grp Volume(v), veh/h	109	79	169	160	27	139	29	1524	822	125	2576	97
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1844	1810	1729	1610
Q Serve(g_s), s	6.7	4.8	12.3	10.4	1.5	10.2	1.9	45.7	46.6	7.3	0.0	0.0
Cycle Q Clear(g_c), s	6.7	4.8	12.3	10.4	1.5	10.2	1.9	45.7	46.6	7.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	223	223	199	187	198	167	65	1787	953	222	3130	1170
V/C Ratio(X)	0.49	0.35	0.85	0.86	0.14	0.83	0.44	0.85	0.86	0.56	0.82	0.08
Avail Cap(c_a), veh/h	223	278	248	196	323	274	113	1787	953	222	3130	1170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.55	0.55	0.55
Uniform Delay (d), s/veh	49.1	48.2	51.5	52.9	48.9	52.7	56.6	25.1	25.3	42.4	0.0	0.0
Incr Delay (d2), s/veh	1.7	1.0	19.6	28.3	0.3	10.5	0.4	0.5	1.0	1.8	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.2	6.1	6.2	0.8	4.6	0.9	18.1	19.9	3.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	49.1	71.1	81.2	49.2	63.3	57.1	25.6	26.3	44.2	1.4	0.1
LnGrp LOS	D	D	E	F	D	E	E	C	C	D	A	A
Approach Vol, veh/h		357			326			2375			2798	
Approach Delay, s/veh		60.0			70.9			26.2			3.3	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	66.0	16.4	18.8	8.3	76.4	18.8	16.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.5	62.0	13.0	18.5	7.5	65.0	11.1	20.4
Max Q Clear Time (g_c+I1), s	9.3	48.6	12.4	14.3	3.9	2.0	8.7	12.2
Green Ext Time (p_c), s	0.0	11.5	0.0	0.5	0.0	46.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	651	825	344	19	554	377	139	1270	20	561	1893	622
Future Volume (veh/h)	651	825	344	19	554	377	139	1270	20	561	1893	622
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	651	825	344	19	554	377	139	1270	20	561	1893	622
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	573	1601	714	96	800	248	219	1275	396	527	1729	537
Arrive On Green	0.32	0.44	0.44	0.03	0.15	0.15	0.06	0.25	0.25	0.15	0.33	0.33
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	651	825	344	19	554	377	139	1270	20	561	1893	622
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	38.0	19.8	13.9	0.6	12.1	18.5	4.6	29.3	1.1	18.0	40.0	17.0
Cycle Q Clear(g_c), s	38.0	19.8	13.9	0.6	12.1	18.5	4.6	29.3	1.1	18.0	40.0	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	573	1601	714	96	800	248	219	1275	396	527	1729	537
V/C Ratio(X)	1.14	0.52	0.48	0.20	0.69	1.52	0.63	1.00	0.05	1.07	1.09	1.16
Avail Cap(c_a), veh/h	573	1601	714	219	800	248	219	1275	396	527	1729	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	41.0	24.1	13.9	57.1	48.1	50.8	54.9	45.2	34.6	51.0	40.0	7.2
Incr Delay (d2), s/veh	81.1	0.3	0.5	1.0	2.6	253.0	5.8	24.3	0.2	47.9	48.4	82.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.6	8.4	5.1	0.3	5.4	24.9	2.2	15.3	0.5	11.4	24.5	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	122.1	24.4	14.4	58.1	50.6	303.8	60.7	69.5	34.8	98.9	88.4	90.1
LnGrp LOS	F	C	B	E	D	F	E	E	C	F	F	F
Approach Vol, veh/h		1820			950			1429			3076	
Approach Delay, s/veh		57.4			151.2			68.1			90.7	
Approach LOS		E			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	33.5	7.3	57.2	11.5	44.0	42.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	29.5	7.5	49.0	7.5	40.0	38.0	18.5
Max Q Clear Time (g_c+I1), s	20.0	31.3	2.6	21.8	6.6	42.0	40.0	20.5
Green Ext Time (p_c), s	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	85.8
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1875	235	63	1469	239	147	280	49	163	329	140
Future Volume (veh/h)	188	1875	235	63	1469	239	147	280	49	163	329	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	188	1875	235	63	1469	239	147	280	49	163	329	140
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1860	955	93	1630	901	296	287	50	213	536	224
Arrive On Green	0.08	0.35	0.35	0.05	0.45	0.45	0.03	0.06	0.06	0.12	0.22	0.22
Sat Flow, veh/h	1810	3610	1589	1810	3610	1575	3510	1574	276	1810	2482	1036
Grp Volume(v), veh/h	188	1875	235	63	1469	239	147	0	329	163	237	232
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1805	1575	1755	0	1850	1810	1805	1714
Q Serve(g_s), s	12.4	61.8	2.2	4.1	45.2	0.0	5.0	0.0	21.3	10.5	14.3	14.7
Cycle Q Clear(g_c), s	12.4	61.8	2.2	4.1	45.2	0.0	5.0	0.0	21.3	10.5	14.3	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.60
Lane Grp Cap(c), veh/h	208	1860	955	93	1630	901	296	0	338	213	390	370
V/C Ratio(X)	0.90	1.01	0.25	0.68	0.90	0.27	0.50	0.00	0.97	0.77	0.61	0.63
Avail Cap(c_a), veh/h	208	1860	955	317	1706	934	296	0	338	213	390	370
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.97	0.00	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	39.3	7.0	56.0	30.4	13.1	55.8	0.0	56.1	51.3	42.5	42.7
Incr Delay (d2), s/veh	5.5	8.3	0.0	8.4	6.8	0.2	1.3	0.0	42.2	15.3	6.9	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	30.4	2.1	2.1	20.6	3.3	2.3	0.0	14.6	5.7	7.1	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	47.6	7.0	64.4	37.3	13.2	57.1	0.0	98.3	66.6	49.4	50.4
LnGrp LOS	E	F	A	E	D	B	E	A	F	E	D	D
Approach Vol, veh/h		2298			1771			476			632	
Approach Delay, s/veh		44.5			35.0			85.6			54.2	
Approach LOS		D			C			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.1	25.9	10.1	65.8	14.1	29.9	17.8	58.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	21.9	21.0	49.5	7.6	25.9	13.8	56.7
Max Q Clear Time (g_c+I1), s	12.5	23.3	6.1	63.8	7.0	16.7	14.4	47.2
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	1.9	0.0	7.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	888	177	55	709	57	107	363	39	98	533	74
Future Volume (veh/h)	42	888	177	55	709	57	107	363	39	98	533	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	888	177	55	709	57	107	363	39	98	533	74
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	973	194	89	850	68	223	1399	149	122	703	595
Arrive On Green	0.12	0.32	0.32	0.05	0.25	0.25	0.12	0.43	0.43	0.13	0.74	0.74
Sat Flow, veh/h	1810	2998	597	1810	3380	272	1810	3286	351	1810	1900	1609
Grp Volume(v), veh/h	42	535	530	55	378	388	107	198	204	98	533	74
Grp Sat Flow(s),veh/h/ln	1810	1805	1790	1810	1805	1846	1810	1805	1832	1810	1900	1609
Q Serve(g_s), s	2.5	34.1	34.1	3.6	23.8	23.9	6.6	8.5	8.6	6.3	19.9	1.6
Cycle Q Clear(g_c), s	2.5	34.1	34.1	3.6	23.8	23.9	6.6	8.5	8.6	6.3	19.9	1.6
Prop In Lane	1.00		0.33	1.00		0.15	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	221	586	581	89	454	464	223	768	780	122	703	595
V/C Ratio(X)	0.19	0.91	0.91	0.62	0.83	0.83	0.48	0.26	0.26	0.80	0.76	0.12
Avail Cap(c_a), veh/h	221	617	612	115	618	632	223	768	780	217	703	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	47.3	38.9	38.9	56.0	42.5	42.5	49.1	22.2	22.3	51.1	12.4	10.0
Incr Delay (d2), s/veh	0.0	2.2	2.2	6.9	7.1	7.0	1.6	0.8	0.8	10.3	6.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	15.3	15.1	1.8	11.5	11.7	3.1	3.8	3.9	3.0	5.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.4	41.0	41.1	62.8	49.6	49.6	50.7	23.1	23.1	61.5	19.1	10.4
LnGrp LOS	D	D	D	E	D	D	D	C	C	E	B	B
Approach Vol, veh/h		1107			821			509			705	
Approach Delay, s/veh		41.3			50.5			28.9			24.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	55.1	9.9	43.0	18.8	48.4	18.7	34.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.4	41.0	7.6	41.0	11.0	44.4	7.5	41.1
Max Q Clear Time (g_c+I1), s	8.3	10.6	5.6	36.1	8.6	21.9	4.5	25.9
Green Ext Time (p_c), s	0.1	2.5	0.0	2.8	0.0	3.8	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	1198	134	779	1096	211	101	299	840	122	329	96
Future Volume (veh/h)	176	1198	134	779	1096	211	101	299	840	122	329	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	1198	134	779	1096	211	101	299	840	122	329	96
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	899	100	543	1666	849	126	406	357	121	612	176
Arrive On Green	0.11	0.28	0.28	0.30	0.46	0.46	0.07	0.22	0.22	0.07	0.22	0.22
Sat Flow, veh/h	1810	3268	365	1810	3610	1607	1810	1805	1585	1810	2756	790
Grp Volume(v), veh/h	176	660	672	779	1096	211	101	299	840	122	213	212
Grp Sat Flow(s),veh/h/ln	1810	1805	1828	1810	1805	1607	1810	1805	1585	1810	1805	1742
Q Serve(g_s), s	11.5	33.0	33.0	36.0	28.2	8.6	6.6	18.5	27.0	8.0	12.5	12.9
Cycle Q Clear(g_c), s	11.5	33.0	33.0	36.0	28.2	8.6	6.6	18.5	27.0	8.0	12.5	12.9
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	205	496	503	543	1666	849	126	406	357	121	401	387
V/C Ratio(X)	0.86	1.33	1.34	1.43	0.66	0.25	0.80	0.74	2.36	1.01	0.53	0.55
Avail Cap(c_a), veh/h	271	496	503	543	1666	849	157	406	357	121	401	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	43.5	43.5	42.0	25.0	15.4	55.0	43.2	46.5	56.0	41.2	41.3
Incr Delay (d2), s/veh	18.4	161.8	164.6	206.1	1.0	0.2	20.9	11.3	618.5	85.0	5.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	36.9	37.7	46.9	12.1	3.1	3.7	9.5	71.8	6.5	6.1	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	205.3	208.1	248.1	25.9	15.5	75.9	54.5	665.0	141.0	46.2	46.8
LnGrp LOS	E	F	F	F	C	B	E	D	F	F	D	D
Approach Vol, veh/h		1508			2086			1240			547	
Approach Delay, s/veh		190.9			107.9			469.8			67.5	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	31.0	40.0	37.0	12.3	30.7	17.6	59.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	27.0	36.0	33.0	10.4	24.6	18.0	51.0
Max Q Clear Time (g_c+I1), s	10.0	29.0	38.0	35.0	8.6	14.9	13.5	30.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.8	0.2	9.1

Intersection Summary		
HCM 6th Ctrl Delay		210.4
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1601	267	158	1230	102	201	520	221	78	644	94
Future Volume (veh/h)	146	1601	267	158	1230	102	201	520	221	78	644	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	146	1601	267	158	1230	102	201	520	221	78	644	94
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	855	724	136	871	836	151	530	560	113	419	61
Arrive On Green	0.07	0.45	0.45	0.08	0.46	0.46	0.17	0.56	0.56	0.06	0.26	0.26
Sat Flow, veh/h	1810	1900	1608	1810	1900	1605	1810	1900	1574	1810	1620	237
Grp Volume(v), veh/h	146	1601	267	158	1230	102	201	520	221	78	0	738
Grp Sat Flow(s),veh/h/ln	1810	1900	1608	1810	1900	1605	1810	1900	1574	1810	0	1857
Q Serve(g_s), s	8.0	54.0	13.1	9.0	55.0	0.0	10.0	32.0	0.0	5.1	0.0	31.0
Cycle Q Clear(g_c), s	8.0	54.0	13.1	9.0	55.0	0.0	10.0	32.0	0.0	5.1	0.0	31.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	121	855	724	136	871	836	151	530	560	113	0	480
V/C Ratio(X)	1.21	1.87	0.37	1.16	1.41	0.12	1.33	0.98	0.39	0.69	0.00	1.54
Avail Cap(c_a), veh/h	121	855	724	136	871	836	151	530	560	113	0	480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	33.0	21.8	55.5	32.5	14.7	50.0	26.2	16.7	55.1	0.0	44.5
Incr Delay (d2), s/veh	149.1	397.1	0.3	128.1	192.4	0.1	181.4	30.5	1.7	16.3	0.0	252.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	118.3	5.0	8.9	70.9	1.4	11.7	14.7	3.0	2.8	0.0	47.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	205.1	430.1	22.1	183.6	224.9	14.8	231.4	56.6	18.4	71.4	0.0	297.1
LnGrp LOS	F	F	C	F	F	B	F	E	B	E	A	F
Approach Vol, veh/h		2014			1490			942			816	
Approach Delay, s/veh		359.7			206.2			85.0			275.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	37.5	13.0	58.0	14.0	35.0	12.0	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	33.5	9.0	54.0	10.0	31.0	8.0	55.0
Max Q Clear Time (g_c+I1), s	10.1	34.0	11.0	56.0	12.0	33.0	10.0	57.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	254.0
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	658	248	425	655	177	121	650	357	95	849	24
Future Volume (veh/h)	55	658	248	425	655	177	121	650	357	95	849	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	658	248	425	655	177	121	650	0	95	849	24
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	504	675	254	451	845	377	165	933		173	941	27
Arrive On Green	0.28	0.26	0.26	0.25	0.23	0.23	0.09	0.26	0.00	0.19	0.52	0.52
Sat Flow, veh/h	1810	2564	966	1810	3610	1608	1810	3610	1610	1810	3585	101
Grp Volume(v), veh/h	55	463	443	425	655	177	121	650	0	95	427	446
Grp Sat Flow(s),veh/h/ln	1810	1805	1725	1810	1805	1608	1810	1805	1610	1810	1805	1881
Q Serve(g_s), s	2.7	30.5	30.5	27.6	20.4	11.4	7.8	19.5	0.0	5.7	25.6	25.6
Cycle Q Clear(g_c), s	2.7	30.5	30.5	27.6	20.4	11.4	7.8	19.5	0.0	5.7	25.6	25.6
Prop In Lane	1.00		0.56	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	504	475	454	451	845	377	165	933		173	474	494
V/C Ratio(X)	0.11	0.97	0.97	0.94	0.77	0.47	0.73	0.70		0.55	0.90	0.90
Avail Cap(c_a), veh/h	504	475	454	473	1621	722	165	933		173	474	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	32.2	43.8	43.8	44.2	43.0	39.5	53.1	40.3	0.0	46.2	27.1	27.1
Incr Delay (d2), s/veh	0.1	34.6	35.6	26.7	1.6	0.9	13.7	3.8	0.0	0.3	3.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	18.1	17.4	15.6	9.2	4.6	4.2	9.1	0.0	2.4	8.5	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	78.4	79.4	70.9	44.6	40.5	66.8	44.1	0.0	46.5	30.1	30.0
LnGrp LOS	C	E	E	E	D	D	E	D		D	C	C
Approach Vol, veh/h		961			1257			771	A		968	
Approach Delay, s/veh		76.2			52.9			47.7			31.6	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	35.0	33.9	35.6	15.0	35.5	37.4	32.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	31.0	31.4	31.6	9.5	31.5	9.1	53.9
Max Q Clear Time (g_c+I1), s	11.7	21.5	29.6	32.5	9.8	27.6	4.7	22.4
Green Ext Time (p_c), s	0.0	3.0	0.3	0.0	0.0	1.9	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Notes

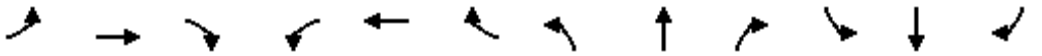
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	88	266	39	119	96	213	951	40	79	1164	169
Future Volume (veh/h)	172	88	266	39	119	96	213	951	40	79	1164	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	88	266	39	119	96	213	951	40	79	1164	169
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	334	298	97	365	272	314	2594	109	440	2326	337
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1185	1805	1610	1043	1972	1468	417	3530	148	577	3165	458
Grp Volume(v), veh/h	172	88	266	39	108	107	213	486	505	79	662	671
Grp Sat Flow(s),veh/h/ln	1185	1805	1610	1043	1805	1636	417	1805	1873	577	1805	1818
Q Serve(g_s), s	12.8	4.2	16.1	2.4	5.2	5.7	43.8	9.8	9.8	5.8	15.4	15.5
Cycle Q Clear(g_c), s	18.5	4.2	16.1	18.5	5.2	5.7	59.3	9.8	9.8	15.5	15.4	15.5
Prop In Lane	1.00		1.00	1.00		0.90	1.00		0.08	1.00		0.25
Lane Grp Cap(c), veh/h	224	334	298	97	334	303	314	1327	1377	440	1327	1336
V/C Ratio(X)	0.77	0.26	0.89	0.40	0.32	0.35	0.68	0.37	0.37	0.18	0.50	0.50
Avail Cap(c_a), veh/h	224	334	298	97	334	303	314	1327	1377	440	1327	1336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	34.9	39.8	49.2	35.3	35.5	18.0	4.8	4.8	7.6	5.5	5.6
Incr Delay (d2), s/veh	14.9	0.4	26.9	2.7	0.6	0.7	11.2	0.8	0.8	0.9	1.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	1.9	8.5	1.0	2.3	2.3	4.8	3.3	3.4	0.8	5.2	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	35.3	66.7	51.9	35.9	36.2	29.2	5.6	5.6	8.5	6.9	6.9
LnGrp LOS	E	D	E	D	D	D	C	A	A	A	A	A
Approach Vol, veh/h		526			254			1204			1412	
Approach Delay, s/veh		59.0			38.5			9.8			7.0	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	77.5	22.5	77.5	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	73.5	18.5	73.5	18.5
Max Q Clear Time (g_c+I1), s	61.3	20.5	17.5	20.5
Green Ext Time (p_c), s	7.2	0.0	15.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	373	1316	461	790	1537	162	353	627	749	425	748	196
Future Volume (veh/h)	373	1316	461	790	1537	162	353	627	749	425	748	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	373	1316	461	790	1537	162	353	627	749	425	748	196
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	427	1168	407	702	1841	194	322	806	677	474	750	197
Arrive On Green	0.12	0.31	0.31	0.20	0.39	0.39	0.09	0.22	0.22	0.14	0.27	0.27
Sat Flow, veh/h	3510	3790	1320	3510	4759	501	3510	3610	1589	3510	2812	737
Grp Volume(v), veh/h	373	1200	577	790	1116	583	353	627	749	425	480	464
Grp Sat Flow(s),veh/h/ln	1755	1729	1652	1755	1729	1802	1755	1805	1589	1755	1805	1744
Q Serve(g_s), s	12.5	37.0	37.0	24.0	35.1	35.2	11.0	19.6	26.8	14.3	31.9	31.9
Cycle Q Clear(g_c), s	12.5	37.0	37.0	24.0	35.1	35.2	11.0	19.6	26.8	14.3	31.9	31.9
Prop In Lane	1.00		0.80	1.00		0.28	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	427	1066	509	702	1337	697	322	806	677	474	481	465
V/C Ratio(X)	0.87	1.13	1.13	1.13	0.83	0.84	1.10	0.78	1.11	0.90	1.00	1.00
Avail Cap(c_a), veh/h	436	1066	509	702	1337	697	322	806	677	474	481	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	41.5	41.5	48.0	33.3	33.3	54.5	43.8	34.5	51.1	44.0	44.0
Incr Delay (d2), s/veh	17.3	68.9	81.7	73.9	4.7	8.7	78.7	7.3	67.6	19.5	40.4	41.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	25.7	26.4	17.6	15.3	16.8	8.4	9.5	21.1	7.6	19.5	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.1	110.4	123.2	121.9	38.1	42.1	133.2	51.1	102.1	70.6	84.3	85.1
LnGrp LOS	E	F	F	F	D	D	F	D	F	E	F	F
Approach Vol, veh/h		2150			2489			1729			1369	
Approach Delay, s/veh		106.7			65.6			90.0			80.3	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.2	30.8	28.0	41.0	15.0	36.0	18.6	50.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.2	26.8	24.0	37.0	11.0	32.0	14.9	46.1
Max Q Clear Time (g_c+I1), s	16.3	28.8	26.0	39.0	13.0	33.9	14.5	37.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	6.7

Intersection Summary	
HCM 6th Ctrl Delay	85.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	49	217	60	40	77	117	1279	85	121	1617	145
Future Volume (veh/h)	304	49	217	60	40	77	117	1279	85	121	1617	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	304	49	217	60	40	77	117	1279	85	121	1617	145
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	294	247	97	140	117	138	1762	855	286	1911	170
Arrive On Green	0.13	0.15	0.15	0.05	0.07	0.07	0.15	0.98	0.98	0.16	0.57	0.57
Sat Flow, veh/h	1810	1900	1598	1810	1900	1586	1810	3610	1576	1810	3353	298
Grp Volume(v), veh/h	304	49	217	60	40	77	117	1279	85	121	863	899
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1586	1810	1805	1576	1810	1805	1845
Q Serve(g_s), s	14.8	2.5	14.6	3.6	2.2	5.2	6.9	3.2	0.1	6.6	43.3	44.9
Cycle Q Clear(g_c), s	14.8	2.5	14.6	3.6	2.2	5.2	6.9	3.2	0.1	6.6	43.3	44.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	243	294	247	97	140	117	138	1762	855	286	1029	1052
V/C Ratio(X)	1.25	0.17	0.88	0.62	0.29	0.66	0.85	0.73	0.10	0.42	0.84	0.85
Avail Cap(c_a), veh/h	243	349	293	150	320	267	138	1762	855	286	1029	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.09	0.09	0.09
Uniform Delay (d), s/veh	47.6	40.3	45.5	51.0	48.2	49.6	46.0	0.7	0.2	41.8	19.5	19.8
Incr Delay (d2), s/veh	141.8	0.3	22.2	6.3	1.1	6.2	33.2	2.4	0.2	0.1	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.2	1.2	7.3	1.8	1.1	2.3	4.2	1.0	0.1	3.0	17.2	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	189.4	40.6	67.6	57.3	49.3	55.8	79.2	3.1	0.4	41.8	20.3	20.7
LnGrp LOS	F	D	E	E	D	E	E	A	A	D	C	C
Approach Vol, veh/h		570			177			1481			1883	
Approach Delay, s/veh		130.3			54.8			8.9			21.9	
Approach LOS		F			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	57.7	9.9	21.0	12.4	66.7	18.8	12.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	53.7	9.1	20.2	8.4	56.3	10.8	18.5
Max Q Clear Time (g_c+I1), s	9.6	5.2	5.6	16.6	8.9	46.9	16.8	7.2
Green Ext Time (p_c), s	0.1	14.2	0.0	0.3	0.0	7.4	0.0	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	2	10	0	29	1	1328	13	30	1699	29
Future Volume (veh/h)	15	0	2	10	0	29	1	1328	13	30	1699	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	0	2	10	0	29	1	1328	13	30	1699	29
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	0	89	143	0	89	607	1698	17	673	1816	31
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.67	0.93	0.93	0.74	1.00	1.00
Sat Flow, veh/h	1397	0	1603	1430	0	1603	1810	3662	36	1810	3632	62
Grp Volume(v), veh/h	15	0	2	10	0	29	1	654	687	30	843	885
Grp Sat Flow(s),veh/h/ln	1397	0	1603	1430	0	1603	1810	1805	1892	1810	1805	1889
Q Serve(g_s), s	1.1	0.0	0.1	0.7	0.0	1.9	0.0	10.6	10.6	0.5	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.1	0.9	0.0	1.9	0.0	10.6	10.6	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	119	0	89	143	0	89	607	837	877	673	903	944
V/C Ratio(X)	0.13	0.00	0.02	0.07	0.00	0.33	0.00	0.78	0.78	0.04	0.93	0.94
Avail Cap(c_a), veh/h	422	0	437	454	0	437	607	837	877	673	903	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.33	0.33	0.33
Uniform Delay (d), s/veh	51.4	0.0	49.1	49.5	0.0	50.0	12.0	2.5	2.5	8.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.1	0.2	0.0	2.1	0.0	6.4	6.2	0.0	7.4	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.3	0.0	0.8	0.0	2.8	2.8	0.2	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	0.0	49.2	49.7	0.0	52.1	12.0	9.0	8.7	8.9	7.4	7.4
LnGrp LOS	D	A	D	D	A	D	B	A	A	A	A	A
Approach Vol, veh/h		17			39			1342			1758	
Approach Delay, s/veh		51.6			51.5			8.8			7.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	44.9	55.0		10.1	40.9	59.0		10.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	17.0	51.0		30.0	13.0	55.0		30.0
Max Q Clear Time (g_c+I1), s	12.5	12.6		5.1	2.0	2.0		3.9
Green Ext Time (p_c), s	0.0	12.6		0.0	0.0	22.2		0.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1	3	4	2	37	2	1322	13	68	1661	7
Future Volume (veh/h)	13	1	3	4	2	37	2	1322	13	68	1661	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1	3	4	2	37	2	1322	13	68	1661	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	22	67	139	4	81	339	2297	23	380	2396	10
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.19	0.63	0.63	0.42	1.00	1.00
Sat Flow, veh/h	1390	419	1256	1435	82	1517	1810	3661	36	1810	3687	16
Grp Volume(v), veh/h	13	0	4	4	0	39	2	652	683	68	813	855
Grp Sat Flow(s),veh/h/ln	1390	0	1674	1435	0	1599	1810	1805	1892	1810	1805	1897
Q Serve(g_s), s	1.0	0.0	0.2	0.3	0.0	2.6	0.1	23.2	23.2	2.6	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.0	0.2	0.5	0.0	2.6	0.1	23.2	23.2	2.6	0.0	0.0
Prop In Lane	1.00		0.75	1.00		0.95	1.00		0.02	1.00		0.01
Lane Grp Cap(c), veh/h	107	0	89	139	0	85	339	1132	1187	380	1173	1233
V/C Ratio(X)	0.12	0.00	0.04	0.03	0.00	0.46	0.01	0.58	0.58	0.18	0.69	0.69
Avail Cap(c_a), veh/h	273	0	289	310	0	276	339	1132	1187	380	1173	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	0.83	0.83	0.83
Uniform Delay (d), s/veh	52.3	0.0	49.4	49.7	0.0	50.5	36.4	12.0	12.0	25.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.1	0.0	3.8	0.0	1.9	1.8	0.2	2.8	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.1	0.0	1.1	0.0	9.2	9.7	1.1	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	0.0	49.6	49.7	0.0	54.3	36.4	13.8	13.7	26.1	2.8	2.7
LnGrp LOS	D	A	D	D	A	D	D	B	B	C	A	A
Approach Vol, veh/h		17			43			1337			1736	
Approach Delay, s/veh		52.0			53.8			13.8			3.7	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.1	73.0		9.9	24.6	75.5		9.9				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	69.0		19.0	7.5	71.5		19.0				
Max Q Clear Time (g_c+I1), s	4.6	25.2		5.6	2.1	2.0		4.6				
Green Ext Time (p_c), s	0.0	12.9		0.0	0.0	22.2		0.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	14	15	64	3	44	10	1216	60	76	1581	28
Future Volume (veh/h)	76	14	15	64	3	44	10	1216	60	76	1581	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	14	15	64	3	44	10	1216	60	76	1581	28
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	84	90	185	10	153	279	2564	126	104	2309	41
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.31	1.00	1.00	0.08	0.85	0.85
Sat Flow, veh/h	1380	839	899	1403	104	1522	1810	3497	172	1810	3629	64
Grp Volume(v), veh/h	76	0	29	64	0	47	10	627	649	76	785	824
Grp Sat Flow(s),veh/h/ln	1380	0	1738	1403	0	1626	1810	1805	1864	1810	1805	1888
Q Serve(g_s), s	5.9	0.0	1.7	4.8	0.0	2.9	0.4	0.0	0.0	4.5	17.5	17.6
Cycle Q Clear(g_c), s	8.9	0.0	1.7	6.5	0.0	2.9	0.4	0.0	0.0	4.5	17.5	17.6
Prop In Lane	1.00		0.52	1.00		0.94	1.00		0.09	1.00		0.03
Lane Grp Cap(c), veh/h	167	0	175	185	0	163	279	1323	1367	104	1149	1202
V/C Ratio(X)	0.45	0.00	0.17	0.35	0.00	0.29	0.04	0.47	0.47	0.73	0.68	0.69
Avail Cap(c_a), veh/h	279	0	316	299	0	296	279	1323	1367	214	1149	1202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	0.85	0.85	0.85
Uniform Delay (d), s/veh	49.9	0.0	45.3	48.2	0.0	45.8	32.3	0.0	0.0	50.0	4.4	4.4
Incr Delay (d2), s/veh	1.9	0.0	0.4	1.1	0.0	1.0	0.0	1.1	1.1	8.1	2.8	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.7	1.7	0.0	1.2	0.2	0.4	0.4	2.2	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	0.0	45.7	49.3	0.0	46.8	32.4	1.1	1.1	58.1	7.2	7.1
LnGrp LOS	D	A	D	D	A	D	C	A	A	E	A	A
Approach Vol, veh/h		105			111			1286			1685	
Approach Delay, s/veh		50.2			48.3			1.3			9.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.3	84.6		15.0	21.0	74.0		15.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	13.0	65.0		20.0	8.0	70.0		20.0
Max Q Clear Time (g_c+I1), s	10.5	2.0		10.9	2.4	19.6		8.5
Green Ext Time (p_c), s	0.1	12.7		0.2	0.0	19.0		0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1	6	8	1	4	22	1240	8	9	1561	58
Future Volume (veh/h)	55	1	6	8	1	4	22	1240	8	9	1561	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	1	6	8	1	4	22	1240	8	9	1561	58
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	15	93	154	22	88	702	2974	19	28	1549	57
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.78	1.00	1.00	0.03	0.87	0.87
Sat Flow, veh/h	1415	232	1394	1412	328	1314	1810	3677	24	1810	3549	132
Grp Volume(v), veh/h	55	0	7	8	0	5	22	609	639	9	792	827
Grp Sat Flow(s),veh/h/ln	1415	0	1627	1412	0	1642	1810	1805	1896	1810	1805	1876
Q Serve(g_s), s	4.2	0.0	0.4	0.6	0.0	0.3	0.3	0.0	0.0	0.5	48.0	48.0
Cycle Q Clear(g_c), s	4.5	0.0	0.4	1.0	0.0	0.3	0.3	0.0	0.0	0.5	48.0	48.0
Prop In Lane	1.00		0.86	1.00		0.80	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	156	0	108	154	0	110	702	1460	1533	28	788	819
V/C Ratio(X)	0.35	0.00	0.06	0.05	0.00	0.05	0.03	0.42	0.42	0.33	1.01	1.01
Avail Cap(c_a), veh/h	306	0	281	304	0	284	702	1460	1533	132	788	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.82	0.82	0.82	0.83	0.83	0.83
Uniform Delay (d), s/veh	50.2	0.0	48.1	48.6	0.0	48.1	7.6	0.0	0.0	52.8	7.0	7.0
Incr Delay (d2), s/veh	1.4	0.0	0.2	0.1	0.0	0.2	0.0	0.7	0.7	5.5	30.5	31.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.2	0.2	0.0	0.1	0.1	0.3	0.3	0.3	9.5	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	0.0	48.4	48.7	0.0	48.2	7.6	0.7	0.7	58.3	37.5	38.3
LnGrp LOS	D	A	D	D	A	D	A	A	A	E	F	F
Approach Vol, veh/h		62			13			1270			1628	
Approach Delay, s/veh		51.2			48.5			0.8			38.0	
Approach LOS		D			D			A			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.7	93.0		11.3	46.7	52.0		11.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	71.0		19.0	31.0	48.0		19.0
Max Q Clear Time (g_c+I1), s	2.5	2.0		6.5	2.3	50.0		3.0
Green Ext Time (p_c), s	0.0	12.1		0.1	0.0	0.0		0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	5	20	71	4	112	64	1144	80	148	1509	17
Future Volume (veh/h)	14	5	20	71	4	112	64	1144	80	148	1509	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	5	20	71	4	112	64	1144	80	148	1509	17
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	33	131	115	5	152	446	1360	95	534	1632	18
Arrive On Green	0.06	0.10	0.10	0.06	0.10	0.10	0.25	0.40	0.40	0.20	0.30	0.30
Sat Flow, veh/h	1810	332	1329	1810	54	1510	1810	3422	239	1810	3656	41
Grp Volume(v), veh/h	14	0	25	71	0	116	64	603	621	148	744	782
Grp Sat Flow(s),veh/h/ln	1810	0	1661	1810	0	1564	1810	1805	1857	1810	1805	1893
Q Serve(g_s), s	0.8	0.0	1.5	4.2	0.0	7.9	3.0	33.3	33.3	7.6	43.9	44.0
Cycle Q Clear(g_c), s	0.8	0.0	1.5	4.2	0.0	7.9	3.0	33.3	33.3	7.6	43.9	44.0
Prop In Lane	1.00		0.80	1.00		0.97	1.00		0.13	1.00		0.02
Lane Grp Cap(c), veh/h	111	0	163	115	0	157	446	717	738	534	806	845
V/C Ratio(X)	0.13	0.00	0.15	0.62	0.00	0.74	0.14	0.84	0.84	0.28	0.92	0.93
Avail Cap(c_a), veh/h	304	0	279	306	0	265	446	717	738	534	806	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	48.8	0.0	45.4	50.2	0.0	48.1	32.4	30.0	30.0	34.2	36.7	36.8
Incr Delay (d2), s/veh	0.5	0.0	0.4	5.3	0.0	6.6	0.1	11.4	11.2	0.2	14.5	14.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.6	2.1	0.0	3.4	1.4	16.3	16.8	3.5	23.3	24.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	0.0	45.8	55.5	0.0	54.7	32.5	41.4	41.3	34.4	51.2	50.9
LnGrp LOS	D	A	D	E	A	D	C	D	D	C	D	D
Approach Vol, veh/h		39			187			1288			1674	
Approach Delay, s/veh		47.1			55.0			40.9			49.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	47.7	11.0	14.8	31.1	53.1	10.8	15.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.3	43.7	18.6	18.5	7.8	49.1	18.5	18.6
Max Q Clear Time (g_c+I1), s	9.6	35.3	6.2	3.5	5.0	46.0	2.8	9.9
Green Ext Time (p_c), s	0.1	4.9	0.1	0.1	0.0	2.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	2014	552	113	1117	674	242	801	68	725	1163	381
Future Volume (veh/h)	387	2014	552	113	1117	674	242	801	68	725	1163	381
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	387	2014	0	113	1117	674	242	801	68	725	1163	381
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	383	1859		121	1140	509	263	842	71	673	1324	590
Arrive On Green	0.11	0.36	0.00	0.07	0.32	0.32	0.08	0.25	0.25	0.19	0.37	0.37
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3368	286	3510	3610	1610
Grp Volume(v), veh/h	387	2014	0	113	1117	674	242	429	440	725	1163	381
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1849	1755	1805	1610
Q Serve(g_s), s	13.1	43.0	0.0	7.5	36.8	37.9	8.2	28.1	28.1	23.0	36.1	23.6
Cycle Q Clear(g_c), s	13.1	43.0	0.0	7.5	36.8	37.9	8.2	28.1	28.1	23.0	36.1	23.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	383	1859		121	1140	509	263	451	462	673	1324	590
V/C Ratio(X)	1.01	1.08		0.94	0.98	1.33	0.92	0.95	0.95	1.08	0.88	0.65
Avail Cap(c_a), veh/h	383	1859		121	1140	509	263	451	462	673	1324	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	38.5	0.0	55.7	40.7	41.0	55.1	44.3	44.3	48.5	35.5	31.5
Incr Delay (d2), s/veh	48.5	47.5	0.0	62.4	21.8	159.6	34.7	31.8	31.4	57.5	8.5	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	26.0	0.0	5.5	19.6	37.3	4.9	16.4	16.8	15.4	17.2	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.9	86.0	0.0	118.1	62.5	200.7	89.9	76.1	75.7	106.0	44.0	36.9
LnGrp LOS	F	F		F	E	F	F	E	E	F	D	D
Approach Vol, veh/h		2401	A		1904			1111			2269	
Approach Delay, s/veh		88.6			114.7			78.9			62.6	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	34.0	12.0	47.0	13.0	48.0	17.1	41.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	30.0	8.0	43.0	9.0	44.0	13.1	37.9
Max Q Clear Time (g_c+I1), s	15.1	30.1	9.5	45.0	10.2	38.1	15.1	39.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	86.0
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	2290	2	6	2267	117	2	0	2	121	1	124
Future Volume (veh/h)	199	2290	2	6	2267	117	2	0	2	121	1	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	2290	2	6	2267	117	2	0	2	121	1	124
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	2616	2	206	2399	123	243	15	211	482	553	468
Arrive On Green	0.13	0.49	0.49	0.11	0.48	0.48	0.29	0.00	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	5352	5	1810	5050	259	670	53	723	1434	1900	1607
Grp Volume(v), veh/h	199	1479	813	6	1547	837	4	0	0	121	1	124
Grp Sat Flow(s),veh/h/ln	1810	1729	1899	1810	1729	1851	1446	0	0	1434	1900	1607
Q Serve(g_s), s	12.2	43.3	43.3	0.3	48.2	49.1	0.0	0.0	0.0	7.2	0.0	6.7
Cycle Q Clear(g_c), s	12.2	43.3	43.3	0.3	48.2	49.1	0.2	0.0	0.0	7.3	0.0	6.7
Prop In Lane	1.00		0.00	1.00		0.14	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	231	1690	928	206	1643	879	469	0	0	482	553	468
V/C Ratio(X)	0.86	0.88	0.88	0.03	0.94	0.95	0.01	0.00	0.00	0.25	0.00	0.26
Avail Cap(c_a), veh/h	335	1740	955	287	1648	882	469	0	0	482	553	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	25.9	25.9	44.6	28.2	28.5	28.5	0.0	0.0	31.0	28.5	30.8
Incr Delay (d2), s/veh	14.2	5.2	9.0	0.1	11.2	19.5	0.0	0.0	0.0	1.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	18.3	21.1	0.2	21.6	25.6	0.1	0.0	0.0	2.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.6	31.1	34.9	44.7	39.5	48.0	28.6	0.0	0.0	32.3	28.5	32.2
LnGrp LOS	E	C	C	D	D	D	C	A	A	C	C	C
Approach Vol, veh/h		2491			2390			4			246	
Approach Delay, s/veh		34.9			42.5			28.6			32.2	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	37.0	16.9	59.4	37.0	18.5	57.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	33.0	18.0	57.0	33.0	21.0	54.0
Max Q Clear Time (g_c+I1), s	2.2	2.3	45.3	9.3	14.2	51.1
Green Ext Time (p_c), s	0.0	0.0	10.1	0.7	0.3	2.8

Intersection Summary	
HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	2219	233	43	2132	104	160	0	85	154	0	89
Future Volume (veh/h)	118	2219	233	43	2132	104	160	0	85	154	0	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	118	2219	233	43	2132	104	160	0	85	154	0	89
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	2570	265	87	2562	124	322	12	147	317	12	158
Arrive On Green	0.08	0.54	0.54	0.05	0.51	0.51	0.30	0.00	0.30	0.30	0.00	0.30
Sat Flow, veh/h	1810	4760	490	1810	5067	246	886	39	491	872	41	527
Grp Volume(v), veh/h	118	1600	852	43	1452	784	245	0	0	243	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1793	1810	1729	1855	1416	0	0	1440	0	0
Q Serve(g_s), s	6.8	42.3	44.5	2.5	38.2	38.6	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.8	42.3	44.5	2.5	38.2	38.6	15.5	0.0	0.0	14.9	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.13	0.65		0.35	0.63		0.37
Lane Grp Cap(c), veh/h	148	1867	968	87	1749	938	480	0	0	487	0	0
V/C Ratio(X)	0.80	0.86	0.88	0.50	0.83	0.84	0.51	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	322	1912	991	288	1847	991	480	0	0	487	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.1	21.0	21.5	49.5	22.5	22.6	31.5	0.0	0.0	31.3	0.0	0.0
Incr Delay (d2), s/veh	9.3	4.1	9.1	4.3	3.2	6.1	3.8	0.0	0.0	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	17.1	19.9	1.2	15.5	17.6	5.8	0.0	0.0	5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	25.1	30.6	53.9	25.7	28.7	35.3	0.0	0.0	34.9	0.0	0.0
LnGrp LOS	E	C	C	D	C	C	D	A	A	C	A	A
Approach Vol, veh/h		2570			2279			245			243	
Approach Delay, s/veh		28.4			27.2			35.3			34.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	36.0	9.1	61.6	36.0	12.7	58.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	32.0	17.0	59.0	32.0	19.0	57.0
Max Q Clear Time (g_c+I1), s	17.5	4.5	46.5	16.9	8.8	40.6
Green Ext Time (p_c), s	1.3	0.0	11.1	1.3	0.2	13.3

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



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2303	64	27	2439	56	25
Future Volume (veh/h)	2303	64	27	2439	56	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2303	64	27	2439	56	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2375	66	63	2729	737	656
Arrive On Green	0.46	0.46	0.07	1.00	0.41	0.41
Sat Flow, veh/h	5354	143	1810	5358	1810	1610
Grp Volume(v), veh/h	1533	834	27	2439	56	25
Grp Sat Flow(s),veh/h/ln	1729	1869	1810	1729	1810	1610
Q Serve(g_s), s	51.8	52.4	1.7	0.0	2.3	1.1
Cycle Q Clear(g_c), s	51.8	52.4	1.7	0.0	2.3	1.1
Prop In Lane		0.08	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1584	856	63	2729	737	656
V/C Ratio(X)	0.97	0.97	0.43	0.89	0.08	0.04
Avail Cap(c_a), veh/h	1585	856	211	3155	737	656
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.15	0.15	1.00	1.00
Uniform Delay (d), s/veh	31.7	31.8	54.7	0.0	21.8	21.4
Incr Delay (d2), s/veh	15.6	24.4	0.7	0.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.3	28.7	0.8	0.1	1.0	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.3	56.3	55.4	0.5	22.0	21.5
LnGrp LOS	D	E	E	A	C	C
Approach Vol, veh/h	2367			2466	81	
Approach Delay, s/veh	50.4			1.1	21.8	
Approach LOS	D			A	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	52.9	8.2	59.0		67.1
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	39.0	14.0	55.0		73.0
Max Q Clear Time (g_c+I1), s	4.3	3.7	54.4		2.0
Green Ext Time (p_c), s	0.2	0.0	0.6		45.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	38	212	292	49	61	242	597	897	33	289	15
Future Volume (veh/h)	17	38	212	292	49	61	242	597	897	33	289	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	38	212	292	49	61	242	597	897	33	289	15
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	35	253	429	327	560	525	241	1481	952	56	1076	56
Arrive On Green	0.02	0.13	0.13	0.18	0.29	0.29	0.22	0.69	0.69	0.03	0.31	0.31
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3492	180
Grp Volume(v), veh/h	17	38	212	292	49	61	242	597	897	33	149	155
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1868
Q Serve(g_s), s	0.8	1.6	10.0	14.2	1.7	2.4	12.0	6.5	36.9	1.6	5.6	5.6
Cycle Q Clear(g_c), s	0.8	1.6	10.0	14.2	1.7	2.4	12.0	6.5	36.9	1.6	5.6	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	35	253	429	327	560	525	241	1481	952	56	556	576
V/C Ratio(X)	0.49	0.15	0.49	0.89	0.09	0.12	1.00	0.40	0.94	0.58	0.27	0.27
Avail Cap(c_a), veh/h	101	253	429	342	560	525	241	1481	952	121	556	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.57	0.57	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	34.5	27.9	36.0	23.0	21.2	35.0	9.4	12.1	43.0	23.5	23.5
Incr Delay (d2), s/veh	10.2	0.3	0.9	23.8	0.1	0.1	44.5	0.5	12.1	9.2	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	3.9	8.3	0.8	0.9	7.6	2.2	11.3	0.9	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	34.8	28.7	59.8	23.0	21.3	79.5	9.8	24.2	52.2	24.6	24.6
LnGrp LOS	D	C	C	E	C	C	F	A	C	D	C	C
Approach Vol, veh/h		267			402			1736			337	
Approach Delay, s/veh		31.2			49.5			27.0			27.3	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	42.9	21.3	18.0	17.0	33.7	6.7	32.5
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.8	33.0	17.0	12.0	12.0	27.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	3.6	38.9	16.2	12.0	14.0	7.6	2.8	4.4
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	1.6	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	8	653	0	0	0	0	1659	163	39	751	0
Future Volume (veh/h)	104	8	653	0	0	0	0	1659	163	39	751	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	104	0	658				0	1659	163	39	751	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	322	0	573				0	1990	193	63	2487	0
Arrive On Green	0.18	0.00	0.18				0.00	0.60	0.60	0.07	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3419	323	1810	3705	0
Grp Volume(v), veh/h	104	0	658				0	891	931	39	751	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1842	1810	1805	0
Q Serve(g_s), s	4.5	0.0	16.0				0.0	35.2	36.9	1.9	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	16.0				0.0	35.2	36.9	1.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.18	1.00		0.00
Lane Grp Cap(c), veh/h	322	0	573				0	1081	1103	63	2487	0
V/C Ratio(X)	0.32	0.00	1.15				0.00	0.82	0.84	0.62	0.30	0.00
Avail Cap(c_a), veh/h	322	0	573				0	1081	1103	101	2487	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.23	0.23	0.86	0.86	0.00
Uniform Delay (d), s/veh	32.3	0.0	37.0				0.0	14.3	14.7	41.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	86.1				0.0	1.8	2.0	8.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	13.0				0.0	13.1	14.1	1.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	0.0	123.1				0.0	16.1	16.6	49.7	0.3	0.0
LnGrp LOS	C	A	F				A	B	B	D	A	A
Approach Vol, veh/h		762						1822			790	
Approach Delay, s/veh		110.8						16.4			2.7	
Approach LOS		F						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.1	59.9		22.0		68.0
Change Period (Y+Rc), s	5.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	5.0	52.0		16.0		62.0
Max Q Clear Time (g_c+I1), s	3.9	38.9		18.0		2.0
Green Ext Time (p_c), s	0.0	10.0		0.0		6.3

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	583	122	549	420	95	57	1401	642	43	1091	90
Future Volume (veh/h)	127	583	122	549	420	95	57	1401	642	43	1091	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	127	583	122	549	420	95	57	1401	642	43	1091	90
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	572	253	513	1285	569	90	1309	580	113	1355	599
Arrive On Green	0.09	0.16	0.16	0.28	0.36	0.36	0.10	0.73	0.73	0.06	0.38	0.38
Sat Flow, veh/h	1810	3610	1595	1810	3610	1599	1810	3610	1600	1810	3610	1595
Grp Volume(v), veh/h	127	583	122	549	420	95	57	1401	642	43	1091	90
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1805	1599	1810	1805	1600	1810	1805	1595
Q Serve(g_s), s	8.3	19.0	8.4	34.0	10.2	3.9	3.6	43.5	19.6	2.7	32.5	4.5
Cycle Q Clear(g_c), s	8.3	19.0	8.4	34.0	10.2	3.9	3.6	43.5	19.6	2.7	32.5	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	572	253	513	1285	569	90	1309	580	113	1355	599
V/C Ratio(X)	0.82	1.02	0.48	1.07	0.33	0.17	0.63	1.07	1.11	0.38	0.81	0.15
Avail Cap(c_a), veh/h	246	572	253	513	1285	569	113	1309	580	113	1355	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.57	0.57	0.57	0.90	0.90	0.90
Uniform Delay (d), s/veh	54.0	50.5	46.0	43.0	28.2	16.9	53.0	16.5	3.4	54.0	33.5	24.8
Incr Delay (d2), s/veh	11.3	42.8	1.4	60.0	0.1	0.1	4.3	41.0	62.4	1.9	4.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	11.9	3.4	23.6	4.4	1.9	1.7	15.5	14.9	1.3	14.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	93.3	47.5	103.0	28.3	17.0	57.3	57.5	65.7	55.9	38.2	25.3
LnGrp LOS	E	F	D	F	C	B	E	F	F	E	D	C
Approach Vol, veh/h		832			1064			2100			1224	
Approach Delay, s/veh		82.3			65.9			60.0			37.9	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	47.5	38.0	23.0	10.0	49.0	14.3	46.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	43.5	34.0	19.0	7.5	43.5	16.3	36.7
Max Q Clear Time (g_c+I1), s	14.7	45.5	36.0	21.0	5.6	34.5	10.3	12.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.1	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay	59.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	112	79	9	90	79	37	1630	36	111	1294	106
Future Volume (veh/h)	128	112	79	9	90	79	37	1630	36	111	1294	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	112	79	9	90	79	37	1630	36	111	1294	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	156	131	135	135	115	290	1880	837	342	1986	884
Arrive On Green	0.09	0.08	0.08	0.07	0.07	0.07	0.16	0.52	0.52	0.38	1.00	1.00
Sat Flow, veh/h	1810	1900	1598	1810	1900	1610	1810	3610	1607	1810	3610	1608
Grp Volume(v), veh/h	128	112	79	9	90	79	37	1630	36	111	1294	106
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1610	1810	1805	1607	1810	1805	1608
Q Serve(g_s), s	8.4	6.9	5.7	0.6	5.5	5.8	2.1	47.3	1.3	5.2	0.0	0.0
Cycle Q Clear(g_c), s	8.4	6.9	5.7	0.6	5.5	5.8	2.1	47.3	1.3	5.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	156	131	135	135	115	290	1880	837	342	1986	884
V/C Ratio(X)	0.83	0.72	0.60	0.07	0.67	0.69	0.13	0.87	0.04	0.32	0.65	0.12
Avail Cap(c_a), veh/h	181	364	306	135	293	248	290	1880	837	342	1986	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.42	0.42
Uniform Delay (d), s/veh	54.0	53.7	53.2	51.6	54.3	54.4	43.2	25.1	14.1	31.9	0.0	0.0
Incr Delay (d2), s/veh	23.3	6.1	4.4	0.2	5.5	7.1	0.2	5.7	0.1	0.2	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	3.6	2.5	0.3	2.9	0.2	1.0	20.9	0.5	2.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.3	59.8	57.6	51.8	59.8	61.6	43.4	30.8	14.2	32.1	0.7	0.1
LnGrp LOS	E	E	E	D	E	E	D	C	B	C	A	A
Approach Vol, veh/h		319			178			1703			1511	
Approach Delay, s/veh		66.3			60.2			30.7			3.0	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	66.5	13.0	13.8	23.2	70.0	14.3	12.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	62.5	7.5	23.0	7.5	66.0	12.0	18.5
Max Q Clear Time (g_c+I1), s	7.7	49.3	2.6	8.9	4.1	2.0	10.4	7.8
Green Ext Time (p_c), s	0.1	9.4	0.0	0.7	0.0	15.3	0.0	0.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	398	1081	308	50	813	118	342	1102	144	84	991	250
Future Volume (veh/h)	398	1081	308	50	813	118	342	1102	144	84	991	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	398	1081	308	50	813	118	342	1102	144	84	991	250
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	380	1634	720	166	744	623	317	1098	483	113	994	307
Arrive On Green	0.11	0.45	0.45	0.05	0.39	0.39	0.17	0.30	0.30	0.06	0.19	0.19
Sat Flow, veh/h	3510	3610	1590	3510	1900	1590	1810	3610	1588	1810	5187	1602
Grp Volume(v), veh/h	398	1081	308	50	813	118	342	1102	144	84	991	250
Grp Sat Flow(s),veh/h/ln	1755	1805	1590	1755	1900	1590	1810	1805	1588	1810	1729	1602
Q Serve(g_s), s	13.0	28.1	15.8	1.7	47.0	5.9	21.0	36.5	7.0	5.5	22.9	14.1
Cycle Q Clear(g_c), s	13.0	28.1	15.8	1.7	47.0	5.9	21.0	36.5	7.0	5.5	22.9	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	1634	720	166	744	623	317	1098	483	113	994	307
V/C Ratio(X)	1.05	0.66	0.43	0.30	1.09	0.19	1.08	1.00	0.30	0.74	1.00	0.81
Avail Cap(c_a), veh/h	380	1634	720	219	744	623	317	1098	483	113	994	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	25.7	22.3	55.2	36.5	24.0	49.5	41.8	22.3	55.3	48.5	28.5
Incr Delay (d2), s/veh	58.8	1.0	0.4	1.0	61.1	0.1	73.6	28.0	1.6	22.9	27.8	20.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	12.1	5.9	0.8	33.9	2.2	15.9	20.3	2.8	3.2	12.4	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.3	26.7	22.7	56.2	97.6	24.1	123.1	69.8	23.9	78.2	76.3	49.1
LnGrp LOS	F	C	C	E	F	C	F	F	C	E	E	D
Approach Vol, veh/h		1787			981			1588			1325	
Approach Delay, s/veh		45.1			86.6			77.1			71.3	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	40.5	9.7	58.3	25.0	27.0	17.0	51.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	36.5	7.5	52.5	21.0	23.0	13.0	47.0
Max Q Clear Time (g_c+I1), s	7.5	38.5	3.7	30.1	23.0	24.9	15.0	49.0
Green Ext Time (p_c), s	0.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	67.3
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	525	152	104	380	177	190	929	68	254	1004	124
Future Volume (veh/h)	134	525	152	104	380	177	190	929	68	254	1004	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	134	525	152	104	380	177	190	929	68	254	1004	124
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	633	537	127	390	182	246	1098	479	288	1420	623
Arrive On Green	0.08	0.33	0.33	0.07	0.32	0.32	0.07	0.30	0.30	0.16	0.39	0.39
Sat Flow, veh/h	1810	1900	1610	1810	1220	568	3510	3610	1576	1810	3610	1585
Grp Volume(v), veh/h	134	525	152	104	0	557	190	929	68	254	1004	124
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1788	1755	1805	1576	1810	1805	1585
Q Serve(g_s), s	8.8	30.5	8.3	6.8	0.0	36.9	6.4	28.9	3.0	16.5	28.1	4.7
Cycle Q Clear(g_c), s	8.8	30.5	8.3	6.8	0.0	36.9	6.4	28.9	3.0	16.5	28.1	4.7
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	633	537	127	0	572	246	1098	479	288	1420	623
V/C Ratio(X)	0.89	0.83	0.28	0.82	0.00	0.97	0.77	0.85	0.14	0.88	0.71	0.20
Avail Cap(c_a), veh/h	151	633	537	127	0	572	263	1098	479	288	1420	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	36.8	29.4	55.1	0.0	40.3	54.9	39.1	19.6	49.3	30.6	13.6
Incr Delay (d2), s/veh	42.5	9.0	0.3	33.2	0.0	30.9	12.5	8.1	0.6	25.6	3.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	15.6	3.3	4.3	0.0	20.9	3.2	13.9	1.5	9.5	12.7	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.0	45.9	29.7	88.3	0.0	71.2	67.3	47.2	20.2	75.0	33.6	14.3
LnGrp LOS	F	D	C	F	A	E	E	D	C	E	C	B
Approach Vol, veh/h		811			661			1187			1382	
Approach Delay, s/veh		51.3			73.9			48.9			39.5	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	40.5	12.4	44.0	12.4	51.2	14.0	42.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.1	36.5	8.4	40.0	9.0	46.6	10.0	38.4
Max Q Clear Time (g_c+I1), s	10.8	30.9	8.8	32.5	8.4	30.1	10.8	38.9
Green Ext Time (p_c), s	0.1	3.0	0.0	2.4	0.0	7.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	585	1714	22	29	1633	564	12	34	18	360	46	819
Future Volume (veh/h)	585	1714	22	29	1633	564	12	34	18	360	46	819
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	585	1714	22	29	1633	564	12	34	18	360	46	819
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	638	1947	25	207	1565	486	146	201	107	380	575	773
Arrive On Green	0.36	0.74	0.74	0.08	0.20	0.20	0.08	0.17	0.17	0.21	0.30	0.30
Sat Flow, veh/h	3510	5276	68	1810	5187	1610	1810	1162	615	1810	1900	1587
Grp Volume(v), veh/h	585	1123	613	29	1633	564	12	0	52	360	46	819
Grp Sat Flow(s),veh/h/ln	1755	1729	1886	1810	1729	1610	1810	0	1777	1810	1900	1587
Q Serve(g_s), s	19.1	29.2	29.2	1.8	36.2	36.2	0.7	0.0	3.0	23.5	2.1	36.3
Cycle Q Clear(g_c), s	19.1	29.2	29.2	1.8	36.2	36.2	0.7	0.0	3.0	23.5	2.1	36.3
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	638	1276	696	207	1565	486	146	0	308	380	575	773
V/C Ratio(X)	0.92	0.88	0.88	0.14	1.04	1.16	0.08	0.00	0.17	0.95	0.08	1.06
Avail Cap(c_a), veh/h	702	1519	828	207	1565	486	146	0	308	380	575	773
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.36	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	13.8	13.8	49.9	47.9	47.9	51.0	0.0	42.2	46.8	29.9	30.8
Incr Delay (d2), s/veh	7.0	2.1	3.8	0.3	35.0	93.3	0.2	0.0	1.2	32.9	0.3	49.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	5.3	6.1	0.8	21.2	27.6	0.3	0.0	1.4	14.0	1.0	22.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	15.9	17.6	50.2	82.9	141.1	51.3	0.0	43.4	79.6	30.2	80.3
LnGrp LOS	D	B	B	D	F	F	D	A	D	E	C	F
Approach Vol, veh/h		2321			2226			64			1225	
Approach Delay, s/veh		23.5			97.2			44.9			78.2	
Approach LOS		C			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.2	24.8	17.7	48.3	13.7	40.3	25.8	40.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.8	20.8	7.5	52.7	7.5	36.3	24.0	36.2
Max Q Clear Time (g_c+I1), s	25.5	5.0	3.8	31.2	2.7	38.3	21.1	38.2
Green Ext Time (p_c), s	0.0	0.2	0.0	13.1	0.0	0.0	0.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.3
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	122.5

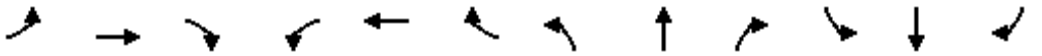
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	156	1079	72	33	703	0	83	0	37	0	0	131
Future Vol, veh/h	156	1079	72	33	703	0	83	0	37	0	0	131
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	156	1079	72	33	703	0	83	0	37	0	0	131

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	703	0	0	1151	0	0	2262	2196	-	2196	2232	703
Stage 1	-	-	-	-	-	-	1427	1427	-	769	769	-
Stage 2	-	-	-	-	-	-	835	769	-	1427	1463	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	904	-	-	614	-	-	~ 29	46	0	33	43	441
Stage 1	-	-	-	-	-	-	169	203	0	397	413	-
Stage 2	-	-	-	-	-	-	365	413	0	169	195	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	904	-	-	614	-	-	~ 12	21	-	19	20	441
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	21	-	19	20	-
Stage 1	-	-	-	-	-	-	86	104	-	203	377	-
Stage 2	-	-	-	-	-	-	234	377	-	86	100	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.5	$ 3281.2	16.6
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	12	-	904	-	-	614	-	-	441
HCM Lane V/C Ratio	6.917	-	0.173	-	-	0.054	-	-	0.297
HCM Control Delay (s)	$ 3281.2	0	9.8	0	-	11.2	0	-	16.6
HCM Lane LOS	F	A	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	11.6	-	0.6	-	-	0.2	-	-	1.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	340	98	122	246	13	100	66	138	18	50	7
Future Volume (veh/h)	9	340	98	122	246	13	100	66	138	18	50	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	340	98	122	246	13	100	66	138	18	50	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	471	134	160	461	390	293	193	419	114	316	44
Arrive On Green	0.02	0.17	0.17	0.09	0.24	0.24	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	2773	787	1810	1900	1610	1111	733	1589	443	1231	172
Grp Volume(v), veh/h	9	220	218	122	246	13	166	0	138	75	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1755	1810	1900	1610	1844	0	1589	1847	0	0
Q Serve(g_s), s	0.4	8.3	8.5	4.8	8.1	0.4	5.3	0.0	5.1	2.3	0.0	0.0
Cycle Q Clear(g_c), s	0.4	8.3	8.5	4.8	8.1	0.4	5.3	0.0	5.1	2.3	0.0	0.0
Prop In Lane	1.00		0.45	1.00		1.00	0.60		1.00	0.24		0.09
Lane Grp Cap(c), veh/h	29	306	298	160	461	390	486	0	419	474	0	0
V/C Ratio(X)	0.31	0.72	0.73	0.76	0.53	0.03	0.34	0.00	0.33	0.16	0.00	0.00
Avail Cap(c_a), veh/h	188	463	450	201	500	424	486	0	419	474	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.1	28.3	28.4	32.1	23.8	20.9	21.5	0.0	21.4	20.8	0.0	0.0
Incr Delay (d2), s/veh	5.9	3.1	3.5	12.3	1.0	0.0	1.9	0.0	2.1	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.7	3.7	2.6	3.6	0.2	2.4	0.0	2.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	31.4	31.9	44.5	24.7	20.9	23.4	0.0	23.5	21.5	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	A
Approach Vol, veh/h		447			381			304			75	
Approach Delay, s/veh		31.8			30.9			23.5			21.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	10.4	16.2		22.5	5.2	21.5				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	8.0	18.5		18.5	7.5	19.0				
Max Q Clear Time (g_c+I1), s		7.3	6.8	10.5		4.3	2.4	10.1				
Green Ext Time (p_c), s		1.1	0.0	1.6		0.2	0.0	0.9				

Intersection Summary	
HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	160	186	34	220	182
Future Vol, veh/h	43	160	186	34	220	182
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	160	186	34	220	182
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9.8	9.2	15.4
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	55%
Vol Thru, %	100%	65%	0%	0%	45%
Vol Right, %	0%	35%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	96	43	160	402
LT Vol	0	0	43	0	220
Through Vol	124	62	0	0	182
RT Vol	0	34	0	160	0
Lane Flow Rate	124	96	43	160	402
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.188	0.139	0.078	0.236	0.582
Departure Headway (Hd)	5.445	5.195	6.527	5.314	5.21
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	652	684	545	669	687
Service Time	3.23	2.979	4.316	3.102	3.281
HCM Lane V/C Ratio	0.19	0.14	0.079	0.239	0.585
HCM Control Delay	9.5	8.8	9.9	9.8	15.4
HCM Lane LOS	A	A	A	A	C
HCM 95th-tile Q	0.7	0.5	0.3	0.9	3.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	1768	102	40	1219	6	83	13	33	11	21	246
Future Volume (veh/h)	141	1768	102	40	1219	6	83	13	33	11	21	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	141	1768	102	40	1219	6	83	13	33	11	21	246
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	354	1975	114	78	1287	6	409	64	413	109	208	273
Arrive On Green	0.39	0.79	0.79	0.04	0.24	0.24	0.26	0.26	0.26	0.17	0.17	0.17
Sat Flow, veh/h	1810	5009	289	1810	5327	26	1575	247	1592	642	1226	1607
Grp Volume(v), veh/h	141	1220	650	40	791	434	96	0	33	32	0	246
Grp Sat Flow(s),veh/h/ln	1810	1729	1840	1810	1729	1895	1821	0	1592	1868	0	1607
Q Serve(g_s), s	6.7	30.4	30.6	2.6	27.0	27.0	4.9	0.0	1.9	1.7	0.0	18.0
Cycle Q Clear(g_c), s	6.7	30.4	30.6	2.6	27.0	27.0	4.9	0.0	1.9	1.7	0.0	18.0
Prop In Lane	1.00		0.16	1.00		0.01	0.86		1.00	0.34		1.00
Lane Grp Cap(c), veh/h	354	1363	725	78	836	458	473	0	413	318	0	273
V/C Ratio(X)	0.40	0.89	0.90	0.51	0.95	0.95	0.20	0.00	0.08	0.10	0.00	0.90
Avail Cap(c_a), veh/h	513	1591	846	118	836	458	473	0	413	318	0	273
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.4	10.9	10.9	56.2	44.7	44.7	34.7	0.0	33.6	42.1	0.0	48.8
Incr Delay (d2), s/veh	0.7	6.3	11.1	4.8	18.5	27.7	1.0	0.0	0.4	0.6	0.0	33.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.4	6.7	1.3	13.6	16.1	2.3	0.0	0.8	0.9	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	17.2	22.0	61.0	63.2	72.4	35.7	0.0	34.0	42.7	0.0	82.7
LnGrp LOS	C	B	C	E	E	E	D	A	C	D	A	F
Approach Vol, veh/h		2011			1265			129			278	
Approach Delay, s/veh		19.8			66.3			35.3			78.1	
Approach LOS		B			E			D			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	35.1	9.2	51.3	24.4	27.5	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.6	7.8	55.2	20.4	34.0	29.0
Max Q Clear Time (g_c+I1), s	6.9	4.6	32.6	20.0	8.7	29.0
Green Ext Time (p_c), s	0.4	0.0	14.7	0.0	0.4	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1678	105	223	1171	20	56	2	131	13	4	21
Future Volume (veh/h)	35	1678	105	223	1171	20	56	2	131	13	4	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1678	105	223	1171	20	56	2	131	13	4	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	2166	135	261	2811	48	99	459	620	38	55	288
Arrive On Green	0.04	0.43	0.43	0.14	0.54	0.54	0.05	0.24	0.24	0.02	0.21	0.21
Sat Flow, veh/h	1810	4985	312	1810	5252	90	1810	1900	1604	1810	264	1386
Grp Volume(v), veh/h	35	1163	620	223	771	420	56	2	131	13	0	25
Grp Sat Flow(s),veh/h/ln	1810	1729	1839	1810	1729	1884	1810	1900	1604	1810	0	1650
Q Serve(g_s), s	1.9	28.9	29.0	12.1	13.5	13.5	3.0	0.1	0.5	0.7	0.0	1.2
Cycle Q Clear(g_c), s	1.9	28.9	29.0	12.1	13.5	13.5	3.0	0.1	0.5	0.7	0.0	1.2
Prop In Lane	1.00		0.17	1.00		0.05	1.00		1.00	1.00		0.84
Lane Grp Cap(c), veh/h	78	1503	799	261	1851	1008	99	459	620	38	0	343
V/C Ratio(X)	0.45	0.77	0.78	0.85	0.42	0.42	0.56	0.00	0.21	0.34	0.00	0.07
Avail Cap(c_a), veh/h	136	1747	929	430	2308	1257	143	459	620	136	0	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.1	24.3	24.3	42.2	14.0	14.0	46.5	29.1	12.6	48.7	0.0	32.2
Incr Delay (d2), s/veh	3.9	1.9	3.6	8.8	0.1	0.3	4.9	0.0	0.8	5.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	11.8	12.9	6.0	5.1	5.6	1.5	0.0	1.6	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	26.3	27.9	51.0	14.2	14.3	51.5	29.1	13.3	53.8	0.0	32.6
LnGrp LOS	D	C	C	D	B	B	D	C	B	D	A	C
Approach Vol, veh/h		1818			1414			189			38	
Approach Delay, s/veh		27.3			20.0			24.8			39.8	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	28.4	18.6	47.9	9.5	25.0	8.4	58.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	21.4	24.0	51.0	8.0	21.0	7.6	67.4
Max Q Clear Time (g_c+I1), s	2.7	2.5	14.1	31.0	5.0	3.2	3.9	15.5
Green Ext Time (p_c), s	0.0	0.4	0.4	12.9	0.0	0.1	0.0	10.9

Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	303	32	629	636	128	400
Future Volume (veh/h)	303	32	629	636	128	400
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	303	32	629	636	128	400
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	354	461	941	1112	164	1244
Arrive On Green	0.20	0.20	0.50	0.50	0.09	0.65
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	303	32	629	636	128	400
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	12.9	1.2	20.0	16.2	5.5	7.4
Cycle Q Clear(g_c), s	12.9	1.2	20.0	16.2	5.5	7.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	354	461	941	1112	164	1244
V/C Ratio(X)	0.86	0.07	0.67	0.57	0.78	0.32
Avail Cap(c_a), veh/h	543	629	941	1112	328	1244
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	31.1	20.8	15.2	6.3	35.6	6.0
Incr Delay (d2), s/veh	8.3	0.1	0.3	0.2	7.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.4	7.9	8.8	2.7	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.4	20.9	15.6	6.5	43.4	6.7
LnGrp LOS	D	C	B	A	D	A
Approach Vol, veh/h	335		1265			528
Approach Delay, s/veh	37.6		11.0			15.6
Approach LOS	D		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.7	45.6				58.4	21.6
Change Period (Y+Rc), s	5.5	6.0				6.0	6.0
Max Green Setting (Gmax), s	14.5	24.0				44.0	24.0
Max Q Clear Time (g_c+I1), s	7.5	22.0				9.4	14.9
Green Ext Time (p_c), s	0.2	1.3				2.7	0.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	0	810	0	0	0	0	1107	577	15	686	0
Future Volume (veh/h)	152	0	810	0	0	0	0	1107	577	15	686	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	152	0	810				0	1107	577	15	686	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	559	0	498				0	587	498	0	1105	0
Arrive On Green	0.31	0.00	0.31				0.00	0.31	0.31	0.22	0.58	0.00
Sat Flow, veh/h	1810	0	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	152	0	810				0	1107	577	0	686	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	7.0	0.0	34.0				0.0	34.0	34.0	0.0	26.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	34.0				0.0	34.0	34.0	0.0	26.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	559	0	498				0	587	498	0	1105	0
V/C Ratio(X)	0.27	0.00	1.63				0.00	1.88	1.16	0.00	0.62	0.00
Avail Cap(c_a), veh/h	559	0	498				0	587	498	0	1105	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.64	0.64	0.00	0.86	0.00
Uniform Delay (d), s/veh	28.7	0.0	38.0				0.0	38.0	38.0	0.0	15.1	0.0
Incr Delay (d2), s/veh	0.3	0.0	291.5				0.0	402.4	85.8	0.0	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	53.4				0.0	81.1	25.0	0.0	11.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	329.5				0.0	440.4	123.8	0.0	17.3	0.0
LnGrp LOS	C	A	F				A	F	F	A	B	A
Approach Vol, veh/h		962						1684			686	
Approach Delay, s/veh		282.0						331.9			17.3	
Approach LOS		F						F			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.0	40.0		40.0		70.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	24.0	34.0		34.0		64.0						
Max Q Clear Time (g_c+I1), s	10.0	36.0		36.0		28.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		5.6						

Intersection Summary	
HCM 6th Ctrl Delay	252.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	743	198	233	84	147	344	195	595	99	266	669	562
Future Volume (veh/h)	743	198	233	84	147	344	195	595	99	266	669	562
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	743	198	233	84	147	344	195	595	99	266	669	562
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	826	621	553	108	304	271	355	1031	460	299	919	409
Arrive On Green	0.24	0.34	0.34	0.06	0.17	0.17	0.20	0.29	0.29	0.17	0.25	0.25
Sat Flow, veh/h	3510	1805	1607	1810	1805	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	743	198	233	84	147	344	195	595	99	266	669	562
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1810	1805	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	22.6	8.9	12.2	5.0	8.1	18.5	10.7	15.5	5.1	15.8	18.7	28.0
Cycle Q Clear(g_c), s	22.6	8.9	12.2	5.0	8.1	18.5	10.7	15.5	5.1	15.8	18.7	28.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	826	621	553	108	304	271	355	1031	460	299	919	409
V/C Ratio(X)	0.90	0.32	0.42	0.78	0.48	1.27	0.55	0.58	0.22	0.89	0.73	1.37
Avail Cap(c_a), veh/h	925	621	553	194	304	271	355	1031	460	378	919	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	40.8	26.6	27.7	51.0	41.4	45.8	39.8	33.6	29.9	44.9	37.5	41.0
Incr Delay (d2), s/veh	10.8	0.3	0.5	11.4	1.2	147.4	1.8	2.4	1.1	2.2	0.5	169.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	3.9	4.8	2.6	3.7	18.4	4.9	7.1	2.1	7.2	8.2	30.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	26.9	28.2	62.4	42.6	193.2	41.6	36.0	31.0	47.2	38.0	210.2
LnGrp LOS	D	C	C	E	D	F	D	D	C	D	D	F
Approach Vol, veh/h		1174			575			889			1497	
Approach Delay, s/veh		42.8			135.6			36.6			104.3	
Approach LOS		D			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.2	35.4	10.6	41.8	25.6	32.0	29.9	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	23.5	11.8	35.7	18.5	28.0	29.0	18.5
Max Q Clear Time (g_c+I1), s	17.7	17.5	7.0	14.2	12.7	30.0	24.6	20.5
Green Ext Time (p_c), s	0.4	2.2	0.1	2.7	0.3	0.0	1.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	76.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	112	29	243	72	134	12	960	333	116	978	16
Future Volume (veh/h)	11	112	29	243	72	134	12	960	333	116	978	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	112	29	243	72	134	12	960	333	116	978	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	13	136	35	206	61	114	35	917	777	121	988	16
Arrive On Green	0.10	0.10	0.10	0.22	0.22	0.22	0.03	0.64	0.64	0.07	0.53	0.53
Sat Flow, veh/h	132	1349	349	951	282	525	1810	1900	1610	1810	1864	30
Grp Volume(v), veh/h	152	0	0	449	0	0	12	960	333	116	0	994
Grp Sat Flow(s),veh/h/ln	1831	0	0	1758	0	0	1810	1900	1610	1810	0	1895
Q Serve(g_s), s	9.8	0.0	0.0	26.0	0.0	0.0	0.8	57.9	12.3	7.7	0.0	62.2
Cycle Q Clear(g_c), s	9.8	0.0	0.0	26.0	0.0	0.0	0.8	57.9	12.3	7.7	0.0	62.2
Prop In Lane	0.07		0.19	0.54		0.30	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	184	0	0	381	0	0	35	917	777	121	0	1004
V/C Ratio(X)	0.83	0.00	0.00	1.18	0.00	0.00	0.34	1.05	0.43	0.96	0.00	0.99
Avail Cap(c_a), veh/h	282	0	0	381	0	0	113	917	777	121	0	1004
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.9	0.0	0.0	47.0	0.0	0.0	57.7	21.5	13.3	55.8	0.0	27.9
Incr Delay (d2), s/veh	11.2	0.0	0.0	104.5	0.0	0.0	0.5	24.4	0.2	69.7	0.0	26.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	22.3	0.0	0.0	0.4	27.0	3.9	5.8	0.0	34.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.1	0.0	0.0	151.5	0.0	0.0	58.3	45.9	13.5	125.6	0.0	53.9
LnGrp LOS	E	A	A	F	A	A	E	F	B	F	A	D
Approach Vol, veh/h		152			449			1305			1110	
Approach Delay, s/veh		64.1			151.5			37.7			61.4	
Approach LOS		E			F			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	61.9		16.1	6.3	67.6		30.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	51.5		18.5	7.5	52.0		26.0
Max Q Clear Time (g_c+I1), s	9.7	59.9		11.8	2.8	64.2		28.0
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	0.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay	64.7	
HCM 6th LOS	E	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	850	88	328	597	145	121	966	355	124	993	112
Future Volume (veh/h)	169	850	88	328	597	145	121	966	355	124	993	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	169	850	88	328	597	145	121	966	355	124	993	112
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	493	51	196	477	116	113	527	193	121	678	76
Arrive On Green	0.08	0.29	0.29	0.11	0.32	0.32	0.06	0.40	0.40	0.09	0.54	0.54
Sat Flow, veh/h	1810	1689	175	1810	1469	357	1810	1316	484	1810	1677	189
Grp Volume(v), veh/h	169	0	938	328	0	742	121	0	1321	124	0	1105
Grp Sat Flow(s),veh/h/ln	1810	0	1863	1810	0	1826	1810	0	1800	1810	0	1866
Q Serve(g_s), s	9.0	0.0	35.0	13.0	0.0	39.0	7.5	0.0	48.0	8.0	0.0	48.5
Cycle Q Clear(g_c), s	9.0	0.0	35.0	13.0	0.0	39.0	7.5	0.0	48.0	8.0	0.0	48.5
Prop In Lane	1.00		0.09	1.00		0.20	1.00		0.27	1.00		0.10
Lane Grp Cap(c), veh/h	136	0	543	196	0	593	113	0	720	121	0	754
V/C Ratio(X)	1.25	0.00	1.73	1.67	0.00	1.25	1.07	0.00	1.83	1.03	0.00	1.47
Avail Cap(c_a), veh/h	136	0	543	196	0	593	113	0	720	121	0	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	55.5	0.0	42.5	53.5	0.0	40.5	56.3	0.0	36.0	54.7	0.0	27.7
Incr Delay (d2), s/veh	157.5	0.0	334.3	324.3	0.0	126.3	104.7	0.0	381.0	32.0	0.0	210.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	0.0	66.4	23.6	0.0	38.0	6.7	0.0	96.7	4.6	0.0	62.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	213.0	0.0	376.8	377.8	0.0	166.8	160.9	0.0	417.0	86.7	0.0	237.8
LnGrp LOS	F	A	F	F	A	F	F	A	F	F	A	F
Approach Vol, veh/h		1107			1070			1442			1229	
Approach Delay, s/veh		351.8			231.5			395.5			222.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	52.0	17.0	39.0	11.5	52.5	13.0	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	48.0	13.0	35.0	7.5	48.5	9.0	39.0
Max Q Clear Time (g_c+I1), s	10.0	50.0	15.0	37.0	9.5	50.5	11.0	41.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	305.5
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	263	140	86	199	106	110	1052	132	155	997	116
Future Volume (veh/h)	133	263	140	86	199	106	110	1052	132	155	997	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	133	263	140	86	199	106	110	1052	132	155	997	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	337	173	110	272	139	437	2008	981	185	1959	227
Arrive On Green	0.09	0.15	0.15	0.06	0.12	0.12	0.48	1.00	1.00	0.10	0.42	0.42
Sat Flow, veh/h	1810	2282	1171	1810	2303	1172	1810	3610	1589	1810	4702	546
Grp Volume(v), veh/h	133	206	197	86	154	151	110	1052	132	155	733	380
Grp Sat Flow(s),veh/h/ln	1810	1805	1648	1810	1805	1670	1810	1805	1589	1810	1729	1789
Q Serve(g_s), s	8.7	13.2	13.9	5.6	9.9	10.5	4.3	0.0	0.0	10.1	18.8	18.9
Cycle Q Clear(g_c), s	8.7	13.2	13.9	5.6	9.9	10.5	4.3	0.0	0.0	10.1	18.8	18.9
Prop In Lane	1.00		0.71	1.00		0.70	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	163	267	244	110	213	197	437	2008	981	185	1441	746
V/C Ratio(X)	0.81	0.77	0.81	0.78	0.72	0.77	0.25	0.52	0.13	0.84	0.51	0.51
Avail Cap(c_a), veh/h	290	406	371	214	331	306	437	2008	981	302	1441	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	49.2	49.5	55.6	51.0	51.3	24.6	0.0	0.0	52.9	25.9	25.9
Incr Delay (d2), s/veh	9.4	4.9	7.6	11.5	4.6	6.1	0.2	0.8	0.2	10.5	1.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	6.3	6.2	2.9	4.7	4.7	1.8	0.2	0.1	5.1	7.9	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	54.1	57.1	67.1	55.5	57.4	24.9	0.8	0.2	63.4	27.2	28.4
LnGrp LOS	E	D	E	E	E	E	C	A	A	E	C	C
Approach Vol, veh/h		536			391			1294			1268	
Approach Delay, s/veh		57.4			58.8			2.8			32.0	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	70.7	11.3	21.7	33.0	54.0	14.8	18.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	42.8	14.2	27.0	12.8	50.0	19.2	22.0
Max Q Clear Time (g_c+I1), s	12.1	2.0	7.6	15.9	6.3	20.9	10.7	12.5
Green Ext Time (p_c), s	0.2	10.5	0.1	1.8	0.1	8.9	0.2	1.2

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	64	30	527	78	73	50	1017	731	115	869	126
Future Volume (veh/h)	104	64	30	527	78	73	50	1017	731	115	869	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	64	30	527	78	73	50	1017	731	115	869	126
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	130	94	44	561	601	502	354	1275	894	421	1289	186
Arrive On Green	0.07	0.08	0.08	0.31	0.32	0.32	0.20	0.25	0.25	0.08	0.09	0.09
Sat Flow, veh/h	1810	1207	566	1810	1900	1587	1810	5187	1606	1810	4563	658
Grp Volume(v), veh/h	104	0	94	527	78	73	50	1017	731	115	657	338
Grp Sat Flow(s),veh/h/ln	1810	0	1772	1810	1900	1587	1810	1729	1606	1810	1729	1763
Q Serve(g_s), s	6.8	0.0	6.2	34.0	3.5	2.2	2.7	22.1	7.1	7.2	22.1	22.2
Cycle Q Clear(g_c), s	6.8	0.0	6.2	34.0	3.5	2.2	2.7	22.1	7.1	7.2	22.1	22.2
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	130	0	139	561	601	502	354	1275	894	421	977	498
V/C Ratio(X)	0.80	0.00	0.68	0.94	0.13	0.15	0.14	0.80	0.82	0.27	0.67	0.68
Avail Cap(c_a), veh/h	220	0	273	663	758	634	354	1275	894	421	977	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	0.91	0.91	0.91
Uniform Delay (d), s/veh	54.8	0.0	53.8	40.3	29.2	9.3	39.9	42.4	21.7	45.8	49.0	49.1
Incr Delay (d2), s/veh	10.7	0.0	5.7	19.6	0.1	0.1	0.1	3.2	5.1	0.3	3.4	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	3.0	18.0	1.6	1.5	1.2	9.8	17.2	3.4	10.7	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	0.0	59.5	59.9	29.3	9.4	40.0	45.7	26.8	46.2	52.4	55.7
LnGrp LOS	E	A	E	E	C	A	D	D	C	D	D	E
Approach Vol, veh/h		198			678			1798			1110	
Approach Delay, s/veh		62.7			50.9			37.8			52.8	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	33.5	41.2	13.4	27.5	37.9	12.6	42.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	29.5	44.0	18.5	7.6	33.9	14.6	47.9
Max Q Clear Time (g_c+I1), s	9.2	24.1	36.0	8.2	4.7	24.2	8.8	5.5
Green Ext Time (p_c), s	0.1	4.1	1.2	0.3	0.0	4.5	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	45.9
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4.4

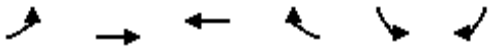
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	2154	1783	4	0	432
Future Vol, veh/h	0	2154	1783	4	0	432
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2154	1783	4	0	432

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	894
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*494
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*494
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	44.6
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	494
HCM Lane V/C Ratio	-	-	-	0.874
HCM Control Delay (s)	-	-	-	44.6
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	9.4

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	408	1702	1586	74	324	205
Future Volume (veh/h)	408	1702	1586	74	324	205
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	408	1702	1586	74	324	205
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	362	3197	1945	91	573	510
Arrive On Green	0.20	0.62	0.13	0.13	0.32	0.32
Sat Flow, veh/h	1810	5358	5249	237	1810	1610
Grp Volume(v), veh/h	408	1702	1080	580	324	205
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1857	1810	1610
Q Serve(g_s), s	24.0	22.5	36.5	36.5	17.9	12.0
Cycle Q Clear(g_c), s	24.0	22.5	36.5	36.5	17.9	12.0
Prop In Lane	1.00			0.13	1.00	1.00
Lane Grp Cap(c), veh/h	362	3197	1325	711	573	510
V/C Ratio(X)	1.13	0.53	0.82	0.82	0.56	0.40
Avail Cap(c_a), veh/h	362	3328	1412	758	573	510
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	13.1	48.3	48.3	34.1	32.1
Incr Delay (d2), s/veh	86.5	0.1	3.6	6.5	4.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.4	8.4	17.6	19.5	8.5	11.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	134.5	13.3	51.9	54.8	38.1	34.4
LnGrp LOS	F	B	D	D	D	C
Approach Vol, veh/h		2110	1660		529	
Approach Delay, s/veh		36.7	52.9		36.7	
Approach LOS		D	D		D	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	78.0	42.0	28.0	50.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	77.0	35.0	24.0	49.0
Max Q Clear Time (g_c+I1), s	24.5	19.9	26.0	38.5
Green Ext Time (p_c), s	21.1	1.5	0.0	7.5

Intersection Summary	
HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.6

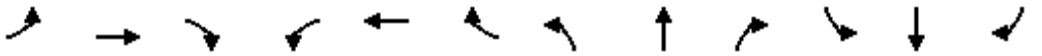
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	2035	1489	60	0	167
Future Vol, veh/h	0	2035	1489	60	0	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2035	1489	60	0	167

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	775
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*561
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*561
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	561
HCM Lane V/C Ratio	-	-	-	0.298
HCM Control Delay (s)	-	-	-	14.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1663	527	0	3528	268	0	0	0	328	0	280
Future Volume (veh/h)	0	1663	527	0	3528	268	0	0	0	328	0	280
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1663	527	0	3528	0				415	0	187
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2585	798	0	3415					995	0	443
Arrive On Green	0.00	0.66	0.66	0.00	1.00	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	4098	1213	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	1459	731	0	3528	0				415	0	187
Grp Sat Flow(s),veh/h/ln	0	1729	1682	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	29.9	31.5	0.0	79.0	0.0				11.3	0.0	11.4
Cycle Q Clear(g_c), s	0.0	29.9	31.5	0.0	79.0	0.0				11.3	0.0	11.4
Prop In Lane	0.00		0.72	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2277	1107	0	3415					995	0	443
V/C Ratio(X)	0.00	0.64	0.66	0.00	1.03					0.42	0.00	0.42
Avail Cap(c_a), veh/h	0	2277	1107	0	3415					995	0	443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.1	12.4	0.0	0.0	0.0				35.6	0.0	35.7
Incr Delay (d2), s/veh	0.0	0.6	1.5	0.0	16.3	0.0				1.3	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.9	11.4	0.0	5.1	0.0				5.2	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.7	13.8	0.0	16.3	0.0				36.9	0.0	38.6
LnGrp LOS	A	B	B	A	F					D	A	D
Approach Vol, veh/h		2190			3528	A					602	
Approach Delay, s/veh		13.1			16.3						37.4	
Approach LOS		B			B						D	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				83.0		37.0		83.0				
Change Period (Y+Rc), s				4.0		4.0		4.0				
Max Green Setting (Gmax), s				79.0		33.0		79.0				
Max Q Clear Time (g_c+I1), s				33.5		13.4		81.0				
Green Ext Time (p_c), s				28.4		2.1		0.0				

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1922	0	0	2943	118	854	1	167	0	0	0
Future Volume (veh/h)	69	1922	0	0	2943	118	854	1	167	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	69	1922	0	0	2943	118	906	0	112			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	95	3363	0	0	2879	114	1031	0	459			
Arrive On Green	0.10	1.00	0.00	0.00	0.56	0.56	0.29	0.00	0.29			
Sat Flow, veh/h	1810	5358	0	0	5290	203	3619	0	1610			
Grp Volume(v), veh/h	69	1922	0	0	1976	1085	906	0	112			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1864	1810	0	1610			
Q Serve(g_s), s	4.4	0.0	0.0	0.0	67.5	67.5	28.7	0.0	6.4			
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.0	67.5	67.5	28.7	0.0	6.4			
Prop In Lane	1.00		0.00	0.00		0.11	1.00		1.00			
Lane Grp Cap(c), veh/h	95	3363	0	0	1945	1048	1031	0	459			
V/C Ratio(X)	0.73	0.57	0.00	0.00	1.02	1.04	0.88	0.00	0.24			
Avail Cap(c_a), veh/h	118	3428	0	0	1945	1048	1031	0	459			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.72	0.72	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.9	0.0	0.0	0.0	26.3	26.3	40.9	0.0	33.0			
Incr Delay (d2), s/veh	11.7	0.2	0.0	0.0	24.4	37.4	10.6	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.0	32.6	38.9	14.2	0.0	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	0.2	0.0	0.0	50.6	63.6	51.5	0.0	34.2			
LnGrp LOS	E	A	A	A	F	F	D	A	C			
Approach Vol, veh/h		1991			3061			1018				
Approach Delay, s/veh		2.4			55.2			49.6				
Approach LOS		A			E			D				

Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		38.2		81.8			10.3	71.5				
Change Period (Y+Rc), s		4.0		4.0			4.0	4.0				
Max Green Setting (Gmax), s		32.7		79.3			7.8	67.5				
Max Q Clear Time (g_c+I1), s		30.7		2.0			6.4	69.5				
Green Ext Time (p_c), s		1.0		29.8			0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			37.0									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	382	200	492	2166	0	0	0	0	0	0	442
Future Volume (veh/h)	0	382	200	492	2166	0	0	0	0	0	0	442
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	382	200	492	2166	0				0	0	442
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2372	1058	439	3404	0				0	0	0
Arrive On Green	0.00	0.66	0.66	0.24	0.94	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	382	200	492	2166	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	4.3	5.1	25.5	9.0	0.0						
Cycle Q Clear(g_c), s	0.0	4.3	5.1	25.5	9.0	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2372	1058	439	3404	0						
V/C Ratio(X)	0.00	0.16	0.19	1.12	0.64	0.00						
Avail Cap(c_a), veh/h	0	2372	1058	439	3404	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	6.9	7.0	39.8	0.4	0.0						
Incr Delay (d2), s/veh	0.0	0.1	0.4	79.7	0.9	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.7	20.9	0.4	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.0	7.4	119.4	1.3	0.0						
LnGrp LOS	A	A	A	F	A	A						
Approach Vol, veh/h		582			2658							
Approach Delay, s/veh		7.2			23.2							
Approach LOS		A			C							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	30.0	75.0				105.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	25.5	34.0				64.0						
Max Q Clear Time (g_c+I1), s	27.5	7.1				11.0						
Green Ext Time (p_c), s	0.0	3.3				34.5						

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1034	108	0	2369	825	330	510	0	112	21	296
Future Volume (veh/h)	25	1034	108	0	2369	825	330	510	0	112	21	296
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	25	1034	108	0	2369	825	330	510	0	112	21	296
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	2042	213	0	1653	543	171	516	0	72	29	412
Arrive On Green	0.62	0.62	0.62	0.00	0.62	0.62	0.27	0.27	0.00	0.27	0.27	0.27
Sat Flow, veh/h	66	3299	344	0	2765	877	1079	1900	0	904	108	1519
Grp Volume(v), veh/h	25	566	576	0	1556	1638	330	510	0	112	0	317
Grp Sat Flow(s),veh/h/ln	66	1805	1838	0	1805	1742	1079	1900	0	904	0	1627
Q Serve(g_s), s	0.0	18.3	18.3	0.0	65.0	65.0	10.0	28.1	0.0	0.4	0.0	18.5
Cycle Q Clear(g_c), s	65.0	18.3	18.3	0.0	65.0	65.0	28.5	28.1	0.0	28.5	0.0	18.5
Prop In Lane	1.00		0.19	0.00		0.50	1.00		0.00	1.00		0.93
Lane Grp Cap(c), veh/h	69	1117	1138	0	1117	1078	171	516	0	72	0	442
V/C Ratio(X)	0.36	0.51	0.51	0.00	1.39	1.52	1.93	0.99	0.00	1.55	0.00	0.72
Avail Cap(c_a), veh/h	69	1117	1138	0	1117	1078	171	516	0	72	0	442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.5	11.1	11.1	0.0	20.0	20.0	49.5	38.1	0.0	52.5	0.0	34.6
Incr Delay (d2), s/veh	14.3	1.6	1.6	0.0	182.2	238.3	438.2	37.0	0.0	304.3	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.3	7.4	0.0	80.7	94.7	25.3	18.1	0.0	8.0	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	12.7	12.7	0.0	202.2	258.3	487.7	75.1	0.0	356.8	0.0	40.2
LnGrp LOS	E	B	B	A	F	F	F	E	A	F	A	D
Approach Vol, veh/h		1167			3194			840			429	
Approach Delay, s/veh		13.9			231.0			237.2			122.8	
Approach LOS		B			F			F			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	71.0	34.0	71.0	34.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	65.0	28.5	65.0	28.5
Max Q Clear Time (g_c+I1), s	67.0	30.5	67.0	30.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	178.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	743	866	17	7	1821	403	23	337	17	299	63	858
Future Volume (veh/h)	743	866	17	7	1821	403	23	337	17	299	63	858
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	743	866	17	7	1821	403	23	337	17	299	63	858
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	437	2946	58	22	1203	537	60	618	523	247	36	492
Arrive On Green	0.24	0.56	0.56	0.01	0.33	0.33	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	5234	103	1810	3610	1610	616	1900	1609	1043	111	1515
Grp Volume(v), veh/h	743	572	311	7	1821	403	23	337	17	299	0	921
Grp Sat Flow(s),veh/h/ln	1810	1729	1879	1810	1805	1610	616	1900	1609	1043	0	1626
Q Serve(g_s), s	29.0	10.4	10.4	0.5	40.0	26.7	0.0	17.5	0.9	21.5	0.0	39.0
Cycle Q Clear(g_c), s	29.0	10.4	10.4	0.5	40.0	26.7	39.0	17.5	0.9	39.0	0.0	39.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.93
Lane Grp Cap(c), veh/h	437	1946	1058	22	1203	537	60	618	523	247	0	528
V/C Ratio(X)	1.70	0.29	0.29	0.32	1.51	0.75	0.38	0.55	0.03	1.21	0.00	1.74
Avail Cap(c_a), veh/h	437	1946	1058	113	1203	537	60	618	523	247	0	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.5	13.7	13.7	58.8	40.0	35.6	60.0	33.2	27.6	51.8	0.0	40.5
Incr Delay (d2), s/veh	324.3	0.1	0.2	8.1	235.3	5.9	17.5	3.4	0.1	125.7	0.0	342.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	52.3	4.0	4.4	0.3	56.8	11.3	1.0	8.6	0.4	16.2	0.0	65.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	369.8	13.8	13.9	66.8	275.3	41.4	77.5	36.7	27.7	177.5	0.0	382.7
LnGrp LOS	F	B	B	E	F	D	E	D	C	F	A	F
Approach Vol, veh/h		1626			2231			377			1220	
Approach Delay, s/veh		176.5			232.4			38.8			332.4	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	43.0	5.5	71.5	43.0	33.0	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	39.0	7.5	61.5	39.0	29.0	40.0
Max Q Clear Time (g_c+I1), s	41.0	2.5	12.4	41.0	31.0	42.0
Green Ext Time (p_c), s	0.0	0.0	7.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	224.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	792	374	86	1716	58	349	123	79	46	175	127
Future Volume (veh/h)	63	792	374	86	1716	58	349	123	79	46	175	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	792	374	86	1716	58	349	123	79	46	175	127
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	1001	458	216	1843	62	512	671	566	189	332	278
Arrive On Green	0.05	0.29	0.29	0.24	0.72	0.72	0.09	0.12	0.12	0.10	0.17	0.17
Sat Flow, veh/h	1810	3458	1582	1810	5152	174	1810	1900	1601	1810	1900	1588
Grp Volume(v), veh/h	63	792	374	86	1151	623	349	123	79	46	175	127
Grp Sat Flow(s),veh/h/ln	1810	1729	1582	1810	1729	1868	1810	1900	1601	1810	1900	1588
Q Serve(g_s), s	4.1	25.3	26.4	4.8	34.0	34.1	22.4	7.0	5.3	2.8	10.0	8.6
Cycle Q Clear(g_c), s	4.1	25.3	26.4	4.8	34.0	34.1	22.4	7.0	5.3	2.8	10.0	8.6
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	1001	458	216	1237	668	512	671	566	189	333	278
V/C Ratio(X)	0.68	0.79	0.82	0.40	0.93	0.93	0.68	0.18	0.14	0.24	0.53	0.46
Avail Cap(c_a), veh/h	121	1176	538	216	1297	701	512	671	566	189	333	278
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.22	0.22	0.22	0.63	0.63	0.63	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	39.3	39.7	42.0	15.8	15.8	49.2	37.4	36.6	49.4	45.0	44.4
Incr Delay (d2), s/veh	9.7	3.2	8.3	0.3	3.2	5.6	2.3	0.4	0.3	0.7	5.9	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	11.1	11.2	2.1	6.9	8.0	11.2	3.5	2.2	1.3	5.3	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	42.5	48.0	42.3	19.0	21.4	51.5	37.8	37.0	50.0	50.8	49.7
LnGrp LOS	E	D	D	D	B	C	D	D	D	D	D	D
Approach Vol, veh/h		1229			1860			551			348	
Approach Delay, s/veh		45.3			20.9			46.4			50.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	46.4	18.3	38.7	37.9	25.0	10.1	46.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.6	42.4	12.2	40.8	30.0	21.0	8.0	45.0
Max Q Clear Time (g_c+I1), s	14.8	9.0	6.8	28.4	24.4	12.0	6.1	36.1
Green Ext Time (p_c), s	0.0	1.0	0.1	6.3	0.6	0.9	0.0	6.8

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1134	339	95	2305	81	408	92	126	76	78	159
Future Volume (veh/h)	183	1134	339	95	2305	81	408	92	126	76	78	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	1134	0	95	2305	81	474	0	126	76	78	159
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	210	1523		472	2274	706	710	0	316	211	221	187
Arrive On Green	0.12	0.29	0.00	0.35	0.58	0.58	0.20	0.00	0.20	0.19	0.19	0.19
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	3619	0	1610	1810	1900	1610
Grp Volume(v), veh/h	183	1134	0	95	2305	81	474	0	126	76	78	159
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	0	1610	1810	1900	1610
Q Serve(g_s), s	11.9	23.7	0.0	4.4	52.6	2.7	14.5	0.0	8.2	4.4	4.3	11.4
Cycle Q Clear(g_c), s	11.9	23.7	0.0	4.4	52.6	2.7	14.5	0.0	8.2	4.4	4.3	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	1523		472	2274	706	710	0	316	211	221	187
V/C Ratio(X)	0.87	0.74		0.20	1.01	0.11	0.67	0.00	0.40	0.36	0.35	0.85
Avail Cap(c_a), veh/h	211	2326		472	2274	706	710	0	316	279	293	248
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	0.00	0.47	0.47	0.47	1.00	0.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	52.2	38.3	0.0	30.4	25.0	14.6	44.6	0.0	42.1	44.5	44.4	47.3
Incr Delay (d2), s/veh	30.4	0.7	0.0	0.1	16.5	0.0	4.9	0.0	3.7	0.9	0.9	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	10.1	0.0	1.9	21.7	1.0	7.0	0.0	3.6	2.0	2.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.6	39.1	0.0	30.5	41.5	14.6	49.6	0.0	45.8	45.4	45.3	64.3
LnGrp LOS	F	D		C	F	B	D	A	D	D	D	E
Approach Vol, veh/h		1317	A		2481			600			313	
Approach Delay, s/veh		45.1			40.2			48.8			55.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	27.5	35.3	39.2	18.0	17.9	56.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.9	12.8	53.8	18.5	14.0	52.6
Max Q Clear Time (g_c+I1), s	16.5	6.4	25.7	13.4	13.9	54.6
Green Ext Time (p_c), s	0.6	0.1	9.5	0.5	0.0	0.0

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

Notes

User approved volume balancing among the lanes for turning movement.

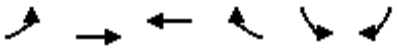
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	682	85	130	2123	242	74	369	24	186	274	158
Future Volume (veh/h)	181	682	85	130	2123	242	74	369	24	186	274	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	181	682	85	130	2123	242	74	369	24	186	274	158
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	1761	774	158	2167	243	418	551	36	462	623	277
Arrive On Green	0.12	0.49	0.49	0.09	0.46	0.46	0.12	0.16	0.16	0.13	0.17	0.17
Sat Flow, veh/h	1810	3610	1587	1810	4728	531	3510	3442	223	3510	3610	1607
Grp Volume(v), veh/h	181	682	85	130	1544	821	74	193	200	186	274	158
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1729	1802	1755	1805	1860	1755	1805	1607
Q Serve(g_s), s	11.8	14.3	2.2	8.5	52.4	54.4	2.3	12.1	12.2	5.8	8.2	10.8
Cycle Q Clear(g_c), s	11.8	14.3	2.2	8.5	52.4	54.4	2.3	12.1	12.2	5.8	8.2	10.8
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	211	1761	774	158	1585	826	418	289	298	462	623	277
V/C Ratio(X)	0.86	0.39	0.11	0.82	0.97	0.99	0.18	0.67	0.67	0.40	0.44	0.57
Avail Cap(c_a), veh/h	312	1790	787	244	1585	826	418	289	298	462	623	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	19.4	6.8	53.8	31.8	32.3	47.6	47.4	47.4	47.8	44.5	45.6
Incr Delay (d2), s/veh	10.7	0.1	0.0	1.4	3.2	8.6	0.2	11.6	11.5	0.6	2.3	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	6.0	1.3	3.9	21.9	24.8	1.0	6.4	6.6	2.6	3.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	19.5	6.8	55.2	35.0	40.9	47.8	59.0	59.0	48.3	46.7	53.8
LnGrp LOS	E	B	A	E	D	D	D	E	E	D	D	D
Approach Vol, veh/h		948			2495			467			618	
Approach Delay, s/veh		26.6			38.0			57.2			49.0	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	23.2	14.5	62.5	18.3	24.7	18.0	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.1	19.2	16.2	59.5	7.6	20.7	20.7	55.0
Max Q Clear Time (g_c+I1), s	17.8	14.2	10.5	16.3	4.3	12.8	13.8	56.4
Green Ext Time (p_c), s	0.1	1.0	0.1	5.8	0.0	1.4	0.3	0.0

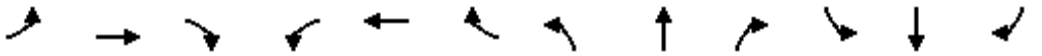
Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	227	1117	2486	161	156	121
Future Volume (veh/h)	227	1117	2486	161	156	121
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	227	1117	2486	161	156	121
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	254	3636	2736	1223	816	600
Arrive On Green	0.28	1.00	0.53	0.53	0.23	0.23
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	227	1117	2486	161	156	121
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	14.5	0.0	52.2	3.2	4.3	6.1
Cycle Q Clear(g_c), s	14.5	0.0	52.2	3.2	4.3	6.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	254	3636	2736	1223	816	600
V/C Ratio(X)	0.89	0.31	0.91	0.13	0.19	0.20
Avail Cap(c_a), veh/h	362	3977	2766	1233	816	600
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	42.3	0.0	25.7	3.8	37.0	25.5
Incr Delay (d2), s/veh	15.8	0.0	0.5	0.0	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	20.6	2.3	1.9	6.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	58.1	0.0	26.2	3.9	37.5	26.3
LnGrp LOS	E	A	C	A	D	C
Approach Vol, veh/h		1344	2647		277	
Approach Delay, s/veh		9.8	24.9		32.6	
Approach LOS		A	C		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			88.1		31.9	20.8	67.3
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			92.0		20.0	24.0	64.0
Max Q Clear Time (g_c+I1), s			2.0		8.1	16.5	54.2
Green Ext Time (p_c), s			11.1		0.7	0.4	9.1

Intersection Summary		
HCM 6th Ctrl Delay		20.6
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	847	71	225	2205	126	186	362	111	199	213	78
Future Volume (veh/h)	26	847	71	225	2205	126	186	362	111	199	213	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	847	71	225	2205	126	186	362	111	199	213	78
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	967	426	366	2191	124	399	738	223	228	459	163
Arrive On Green	0.03	0.27	0.27	0.40	0.87	0.87	0.07	0.09	0.09	0.13	0.18	0.18
Sat Flow, veh/h	1810	3610	1590	1810	5017	285	1810	2729	825	1810	2610	927
Grp Volume(v), veh/h	26	847	71	225	1515	816	186	238	235	199	145	146
Grp Sat Flow(s),veh/h/ln	1810	1805	1590	1810	1729	1844	1810	1805	1749	1810	1805	1731
Q Serve(g_s), s	1.7	26.9	4.1	11.8	52.4	52.4	11.8	15.0	15.4	13.0	8.7	9.1
Cycle Q Clear(g_c), s	1.7	26.9	4.1	11.8	52.4	52.4	11.8	15.0	15.4	13.0	8.7	9.1
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.47	1.00		0.54
Lane Grp Cap(c), veh/h	61	967	426	366	1510	805	399	488	473	228	317	304
V/C Ratio(X)	0.42	0.88	0.17	0.61	1.00	1.01	0.47	0.49	0.50	0.87	0.46	0.48
Avail Cap(c_a), veh/h	115	1071	472	368	1510	805	399	488	473	271	317	304
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.09	0.09	0.09	0.13	0.13	0.13	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	42.0	33.7	32.0	7.6	7.6	48.9	46.7	46.9	51.5	44.3	44.5
Incr Delay (d2), s/veh	4.1	7.0	0.2	0.3	7.7	13.2	0.1	0.5	0.5	22.8	4.7	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	12.8	1.6	4.4	4.6	6.1	5.8	7.4	7.3	7.3	4.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	49.0	33.8	32.3	15.3	20.8	49.0	47.2	47.4	74.3	49.0	49.8
LnGrp LOS	E	D	C	C	F	F	D	D	D	E	D	D
Approach Vol, veh/h		944			2556			659			490	
Approach Delay, s/veh		48.2			18.6			47.8			59.5	
Approach LOS		D			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	36.4	28.3	36.2	30.4	25.1	8.1	56.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	26.0	24.4	35.6	22.9	21.1	7.6	52.4
Max Q Clear Time (g_c+I1), s	15.0	17.4	13.8	28.9	13.8	11.1	3.7	54.4
Green Ext Time (p_c), s	0.2	1.9	0.5	3.2	0.3	1.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	1128	226	18	2029	98	498	68	7	93	54	132
Future Volume (veh/h)	413	1128	226	18	2029	98	498	68	7	93	54	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	413	1128	226	18	2029	98	498	68	7	93	54	132
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	362	1458	453	502	1817	87	439	672	68	190	662	617
Arrive On Green	0.40	0.56	0.56	0.28	0.36	0.36	0.13	0.20	0.20	0.11	0.18	0.18
Sat Flow, veh/h	1810	5187	1610	1810	5070	244	3510	3305	335	1810	3610	1610
Grp Volume(v), veh/h	413	1128	226	18	1382	745	498	37	38	93	54	132
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1856	1755	1805	1835	1810	1805	1610
Q Serve(g_s), s	24.0	20.2	10.2	0.9	43.0	43.0	15.0	2.0	2.0	5.8	1.5	4.2
Cycle Q Clear(g_c), s	24.0	20.2	10.2	0.9	43.0	43.0	15.0	2.0	2.0	5.8	1.5	4.2
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	362	1458	453	502	1239	665	439	367	373	190	662	617
V/C Ratio(X)	1.14	0.77	0.50	0.04	1.12	1.12	1.13	0.10	0.10	0.49	0.08	0.21
Avail Cap(c_a), veh/h	362	2572	798	502	1239	665	439	367	373	190	662	617
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	36.0	23.3	21.1	31.7	38.5	38.5	52.5	38.9	38.9	50.7	40.6	11.7
Incr Delay (d2), s/veh	90.8	0.9	0.8	0.0	63.3	72.9	85.3	0.5	0.6	1.7	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.7	6.0	3.3	0.4	28.7	32.6	11.8	0.9	1.0	2.7	0.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	126.8	24.2	21.9	31.7	101.8	111.4	137.8	39.4	39.4	52.4	40.8	12.4
LnGrp LOS	F	C	C	C	F	F	F	D	D	D	D	B
Approach Vol, veh/h		1767			2145			573			279	
Approach Delay, s/veh		47.9			104.6			124.9			31.2	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	28.4	37.3	37.7	19.0	26.0	28.0	47.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.6	24.4	7.5	59.5	15.0	22.0	24.0	43.0
Max Q Clear Time (g_c+I1), s	7.8	4.0	2.9	22.2	17.0	6.2	26.0	45.0
Green Ext Time (p_c), s	0.1	0.3	0.0	11.5	0.0	0.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	81.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	923	55	27	2266	295	214	447	40	245	281	206
Future Volume (veh/h)	172	923	55	27	2266	295	214	447	40	245	281	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	923	55	27	2266	295	214	447	40	245	281	206
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	178	1284	607	560	2132	270	237	626	279	247	647	441
Arrive On Green	0.10	0.25	0.25	0.31	0.46	0.46	0.26	0.35	0.35	0.14	0.18	0.18
Sat Flow, veh/h	1810	5187	1602	1810	4651	590	1810	3610	1607	1810	3610	1580
Grp Volume(v), veh/h	172	923	55	27	1669	892	214	447	40	245	281	206
Grp Sat Flow(s),veh/h/ln	1810	1729	1602	1810	1729	1783	1810	1805	1607	1810	1805	1580
Q Serve(g_s), s	11.4	19.5	0.0	1.3	55.0	55.0	13.7	12.9	2.1	16.2	8.3	0.9
Cycle Q Clear(g_c), s	11.4	19.5	0.0	1.3	55.0	55.0	13.7	12.9	2.1	16.2	8.3	0.9
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	1284	607	560	1585	817	237	626	279	247	647	441
V/C Ratio(X)	0.97	0.72	0.09	0.05	1.05	1.09	0.90	0.71	0.14	0.99	0.43	0.47
Avail Cap(c_a), veh/h	178	2563	1002	560	1585	817	237	626	279	247	647	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	0.09	0.09	0.09	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	41.3	24.0	29.1	32.5	32.5	43.6	36.6	33.1	51.7	43.8	35.9
Incr Delay (d2), s/veh	36.0	0.3	0.0	0.0	25.8	43.3	30.3	5.8	0.9	54.5	2.1	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	8.4	1.0	0.6	27.9	32.7	7.3	5.3	0.9	11.1	3.9	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.9	41.7	24.0	29.1	58.3	75.8	73.9	42.5	34.0	106.2	46.0	39.4
LnGrp LOS	F	D	C	C	F	F	E	D	C	F	D	D
Approach Vol, veh/h		1150			2588			701			732	
Approach Delay, s/veh		48.0			64.0			51.6			64.3	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	24.8	41.1	33.7	19.7	25.5	15.8	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.4	20.8	7.5	59.3	15.7	21.5	11.8	55.0
Max Q Clear Time (g_c+I1), s	13.2	14.9	3.3	21.5	15.7	10.3	13.4	57.0
Green Ext Time (p_c), s	0.0	1.5	0.0	8.1	0.0	1.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	58.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	563	422	15	1025	113	856	563	8	71	286	90
Future Volume (veh/h)	139	563	422	15	1025	113	856	563	8	71	286	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	563	422	15	1025	113	856	563	8	71	286	90
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	165	761	770	389	1095	121	939	1269	18	167	469	145
Arrive On Green	0.09	0.21	0.21	0.22	0.33	0.33	0.27	0.35	0.35	0.12	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	3274	361	3510	3643	52	1810	2708	834
Grp Volume(v), veh/h	139	563	422	15	565	573	856	279	292	71	189	187
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1830	1755	1805	1890	1810	1805	1737
Q Serve(g_s), s	9.1	17.5	0.0	0.8	36.4	36.4	28.3	14.3	14.3	4.4	11.2	11.6
Cycle Q Clear(g_c), s	9.1	17.5	0.0	0.8	36.4	36.4	28.3	14.3	14.3	4.4	11.2	11.6
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.03	1.00		0.48
Lane Grp Cap(c), veh/h	165	761	770	389	604	612	939	629	658	167	313	301
V/C Ratio(X)	0.84	0.74	0.55	0.04	0.94	0.94	0.91	0.44	0.44	0.42	0.60	0.62
Avail Cap(c_a), veh/h	166	1339	1028	389	617	625	939	629	658	167	313	301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.45	0.45	0.45	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	53.7	44.3	22.1	37.3	38.7	38.7	42.6	30.1	30.1	49.7	42.5	42.6
Incr Delay (d2), s/veh	30.2	1.4	0.6	0.0	12.0	12.0	12.9	2.3	2.2	1.6	7.9	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	8.0	8.4	0.4	17.9	18.1	13.9	6.6	6.9	2.0	5.5	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.8	45.7	22.7	37.3	50.7	50.7	55.4	32.4	32.3	51.3	50.3	51.5
LnGrp LOS	F	D	C	D	D	D	E	C	C	D	D	D
Approach Vol, veh/h		1124			1153			1427			447	
Approach Delay, s/veh		41.8			50.5			46.2			51.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	45.8	29.8	29.3	36.1	24.8	15.0	44.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.3	41.8	7.5	44.5	31.2	20.8	11.0	41.0
Max Q Clear Time (g_c+I1), s	6.4	16.3	2.8	19.5	30.3	13.6	11.1	38.4
Green Ext Time (p_c), s	0.0	3.6	0.0	5.8	0.4	1.3	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	211	407	753	158	184	775
Future Volume (veh/h)	211	407	753	158	184	775
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	211	407	753	158	184	775
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	843	386	1408	627	878	2455
Arrive On Green	0.24	0.24	0.39	0.39	0.25	0.68
Sat Flow, veh/h	3510	1610	3705	1608	3510	3705
Grp Volume(v), veh/h	211	407	753	158	184	775
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1608	1755	1805
Q Serve(g_s), s	4.9	24.0	16.1	6.6	4.1	8.7
Cycle Q Clear(g_c), s	4.9	24.0	16.1	6.6	4.1	8.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	843	386	1408	627	878	2455
V/C Ratio(X)	0.25	1.05	0.53	0.25	0.21	0.32
Avail Cap(c_a), veh/h	843	386	1408	627	878	2455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	38.0	23.5	20.6	29.7	6.5
Incr Delay (d2), s/veh	0.1	45.0	1.5	1.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	14.1	7.0	2.6	1.8	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.8	83.0	25.0	21.6	29.8	6.9
LnGrp LOS	C	F	C	C	C	A
Approach Vol, veh/h	618		911			959
Approach Delay, s/veh	65.2		24.4			11.3
Approach LOS	E		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	39.0	43.0			72.0	28.0
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	25.0	39.0			68.0	24.0
Max Q Clear Time (g_c+I1), s	10.1	18.1			10.7	26.0
Green Ext Time (p_c), s	0.5	5.9			6.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	965	100	94	2215	83	131	270	70	141	227	108
Future Volume (veh/h)	113	965	100	94	2215	83	131	270	70	141	227	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	965	100	94	2215	83	131	270	70	141	227	108
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	2114	218	120	2222	83	320	749	190	168	430	197
Arrive On Green	0.15	0.89	0.89	0.04	0.29	0.29	0.35	0.53	0.53	0.09	0.18	0.18
Sat Flow, veh/h	1810	4767	493	1810	5129	191	1810	2839	721	1810	2389	1094
Grp Volume(v), veh/h	113	699	366	94	1490	808	131	170	170	141	169	166
Grp Sat Flow(s),veh/h/ln	1810	1729	1801	1810	1729	1862	1810	1805	1754	1810	1805	1678
Q Serve(g_s), s	7.3	4.6	4.6	6.2	51.6	52.0	6.6	6.6	6.8	9.2	10.2	10.8
Cycle Q Clear(g_c), s	7.3	4.6	4.6	6.2	51.6	52.0	6.6	6.6	6.8	9.2	10.2	10.8
Prop In Lane	1.00		0.27	1.00		0.10	1.00		0.41	1.00		0.65
Lane Grp Cap(c), veh/h	138	1534	799	120	1498	807	320	476	463	168	325	302
V/C Ratio(X)	0.82	0.46	0.46	0.78	0.99	1.00	0.41	0.36	0.37	0.84	0.52	0.55
Avail Cap(c_a), veh/h	262	1534	799	317	1498	807	320	476	463	204	325	302
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.09	0.09	0.09	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	4.0	4.0	56.5	42.4	42.6	34.0	22.4	22.5	53.5	44.5	44.8
Incr Delay (d2), s/veh	9.6	0.2	0.4	1.0	5.8	9.8	0.7	1.9	2.0	21.9	5.9	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	1.2	1.3	2.9	24.0	26.9	2.7	2.8	2.8	5.2	5.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	4.2	4.4	57.5	48.2	52.4	34.8	24.3	24.5	75.5	50.4	51.8
LnGrp LOS	E	A	A	E	D	F	C	C	C	E	D	D
Approach Vol, veh/h		1178			2392			471			476	
Approach Delay, s/veh		9.6			50.0			27.3			58.3	
Approach LOS		A			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	35.6	12.0	57.2	25.2	25.6	13.2	56.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.5	21.1	21.0	48.4	13.0	21.6	17.4	52.0
Max Q Clear Time (g_c+I1), s	11.2	8.8	8.2	6.6	8.6	12.8	9.3	54.0
Green Ext Time (p_c), s	0.1	1.5	0.2	9.1	0.1	1.3	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	509	127	41	1022	64	155	503	70	111	419	54
Future Volume (veh/h)	57	509	127	41	1022	64	155	503	70	111	419	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	509	127	41	1022	64	155	503	70	111	419	54
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	635	158	295	1159	73	472	798	111	415	706	90
Arrive On Green	0.05	0.22	0.22	0.16	0.34	0.34	0.26	0.25	0.25	0.46	0.44	0.44
Sat Flow, veh/h	1810	2852	707	1810	3449	216	1810	3171	439	1810	3210	411
Grp Volume(v), veh/h	57	321	315	41	535	551	155	285	288	111	234	239
Grp Sat Flow(s),veh/h/ln	1810	1805	1754	1810	1805	1860	1810	1805	1805	1810	1805	1816
Q Serve(g_s), s	3.7	20.2	20.4	2.3	33.5	33.6	8.3	16.9	17.0	4.5	11.8	12.0
Cycle Q Clear(g_c), s	3.7	20.2	20.4	2.3	33.5	33.6	8.3	16.9	17.0	4.5	11.8	12.0
Prop In Lane	1.00		0.40	1.00		0.12	1.00		0.24	1.00		0.23
Lane Grp Cap(c), veh/h	90	402	391	295	607	625	472	454	454	415	397	400
V/C Ratio(X)	0.63	0.80	0.81	0.14	0.88	0.88	0.33	0.63	0.63	0.27	0.59	0.60
Avail Cap(c_a), veh/h	205	764	743	295	677	698	472	454	454	415	397	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.34	0.34	0.34	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	56.0	44.1	44.2	43.0	37.6	37.6	35.8	39.9	40.0	26.3	29.5	29.6
Incr Delay (d2), s/veh	6.7	3.4	3.7	0.1	4.6	4.5	0.4	6.4	6.6	0.3	5.6	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	9.4	9.2	1.1	15.4	15.9	3.7	8.3	8.4	1.9	4.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.7	47.5	47.9	43.1	42.2	42.1	36.2	46.3	46.6	26.6	35.1	35.3
LnGrp LOS	E	D	D	D	D	D	D	D	D	C	D	D
Approach Vol, veh/h		693			1127			728			584	
Approach Delay, s/veh		48.9			42.2			44.3			33.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	34.2	23.6	30.7	35.3	30.4	10.0	44.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.3	30.2	7.8	50.8	19.0	26.4	13.6	45.0
Max Q Clear Time (g_c+I1), s	10.5	19.0	4.3	22.4	10.3	14.0	5.7	35.6
Green Ext Time (p_c), s	0.2	2.7	0.0	4.3	0.2	2.3	0.1	4.8

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	272	87	28	466	495	54	298	28	294	385	33
Future Volume (veh/h)	77	272	87	28	466	495	54	298	28	294	385	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.88	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	272	87	28	466	495	54	298	28	294	385	33
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	217	452	197	760	505	445	236	673	62	532	1239	106
Arrive On Green	0.06	0.13	0.13	0.22	0.28	0.28	0.13	0.20	0.20	0.29	0.37	0.37
Sat Flow, veh/h	3510	3610	1573	3510	1805	1588	1810	3297	306	1810	3366	287
Grp Volume(v), veh/h	77	272	87	28	466	495	54	161	165	294	206	212
Grp Sat Flow(s),veh/h/ln	1755	1805	1573	1755	1805	1588	1810	1805	1798	1810	1805	1848
Q Serve(g_s), s	2.1	7.1	5.1	0.6	25.1	28.0	2.7	7.8	8.0	13.7	8.1	8.2
Cycle Q Clear(g_c), s	2.1	7.1	5.1	0.6	25.1	28.0	2.7	7.8	8.0	13.7	8.1	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.16
Lane Grp Cap(c), veh/h	217	452	197	760	505	445	236	368	367	532	664	680
V/C Ratio(X)	0.36	0.60	0.44	0.04	0.92	1.11	0.23	0.44	0.45	0.55	0.31	0.31
Avail Cap(c_a), veh/h	267	1011	440	760	505	445	236	368	367	532	664	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	41.4	40.5	30.9	34.9	36.0	39.0	34.8	34.9	29.7	22.5	22.6
Incr Delay (d2), s/veh	1.0	1.3	1.5	0.0	17.0	70.6	0.5	3.8	3.9	1.2	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.2	2.1	0.3	13.1	19.3	1.2	3.8	3.9	6.0	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	42.7	42.0	30.9	51.9	106.6	39.5	38.5	38.8	31.0	23.7	23.8
LnGrp LOS	D	D	D	C	D	F	D	D	D	C	C	C
Approach Vol, veh/h		436			989			380			712	
Approach Delay, s/veh		43.1			78.7			38.8			26.7	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	24.4	25.7	16.5	17.0	40.8	10.2	32.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	28.0	20.4	7.6	28.0	11.6	36.8	7.6	28.0
Max Q Clear Time (g_c+I1), s	15.7	10.0	2.6	9.1	4.7	10.2	4.1	30.0
Green Ext Time (p_c), s	0.7	1.3	0.0	1.9	0.0	2.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	791	192	267	1704	182	524	1084	246	278	834	298
Future Volume (veh/h)	179	791	192	267	1704	182	524	1084	246	278	834	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	791	192	267	1704	182	524	1084	246	278	834	298
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1036	459	324	1507	160	452	1194	521	283	857	380
Arrive On Green	0.06	0.29	0.29	0.09	0.32	0.32	0.33	0.44	0.44	0.16	0.24	0.24
Sat Flow, veh/h	3510	3610	1600	3510	4758	507	1810	3610	1575	1810	3610	1598
Grp Volume(v), veh/h	179	791	192	267	1237	649	524	1084	246	278	834	298
Grp Sat Flow(s),veh/h/ln	1755	1805	1600	1755	1729	1807	1810	1805	1575	1810	1805	1598
Q Serve(g_s), s	6.0	24.0	11.7	9.0	38.0	38.0	30.0	33.6	10.1	18.4	27.5	17.4
Cycle Q Clear(g_c), s	6.0	24.0	11.7	9.0	38.0	38.0	30.0	33.6	10.1	18.4	27.5	17.4
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1036	459	324	1095	572	452	1194	521	283	857	380
V/C Ratio(X)	0.82	0.76	0.42	0.83	1.13	1.13	1.16	0.91	0.47	0.98	0.97	0.79
Avail Cap(c_a), veh/h	219	1036	459	348	1095	572	452	1194	521	283	857	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.24	0.24	0.24	0.38	0.38	0.38	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	39.1	34.7	53.5	41.0	41.0	40.0	31.9	15.2	50.4	45.4	29.6
Incr Delay (d2), s/veh	18.2	3.0	0.5	3.8	61.6	66.3	81.0	5.0	1.2	47.9	24.8	15.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	11.0	4.6	4.1	25.3	27.2	22.6	14.2	3.5	12.1	15.2	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.8	42.0	35.2	57.3	102.6	107.3	121.0	36.9	16.4	98.4	70.2	44.6
LnGrp LOS	E	D	D	E	F	F	F	D	B	F	E	D
Approach Vol, veh/h		1162			2153			1854			1410	
Approach Delay, s/veh		45.8			98.4			58.0			70.3	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	43.7	15.1	38.4	34.0	32.5	11.5	42.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.8	39.7	11.9	33.6	30.0	28.5	7.5	38.0
Max Q Clear Time (g_c+I1), s	10.4	35.6	11.0	26.0	32.0	29.5	8.0	40.0
Green Ext Time (p_c), s	0.0	2.8	0.1	3.6	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	71.7
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	500	206	185	807	128	303	1631	235	100	1182	101
Future Volume (veh/h)	95	500	206	185	807	128	303	1631	235	100	1182	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	500	206	185	807	128	303	1631	235	100	1182	101
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	566	232	227	894	142	331	1867	268	192	1612	138
Arrive On Green	0.07	0.23	0.23	0.13	0.29	0.29	0.18	0.41	0.41	0.03	0.11	0.11
Sat Flow, veh/h	1810	2495	1023	1810	3119	495	1810	4573	656	1810	4865	415
Grp Volume(v), veh/h	95	361	345	185	467	468	303	1232	634	100	840	443
Grp Sat Flow(s),veh/h/ln	1810	1805	1713	1810	1805	1809	1810	1729	1771	1810	1729	1822
Q Serve(g_s), s	6.2	23.2	23.4	12.0	29.9	29.9	19.7	39.3	39.6	6.5	28.2	28.2
Cycle Q Clear(g_c), s	6.2	23.2	23.4	12.0	29.9	29.9	19.7	39.3	39.6	6.5	28.2	28.2
Prop In Lane	1.00		0.60	1.00		0.27	1.00		0.37	1.00		0.23
Lane Grp Cap(c), veh/h	119	410	389	227	518	519	331	1412	723	192	1146	604
V/C Ratio(X)	0.80	0.88	0.89	0.82	0.90	0.90	0.92	0.87	0.88	0.52	0.73	0.73
Avail Cap(c_a), veh/h	124	451	428	227	554	555	362	1412	723	192	1146	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.78	0.78	0.78	0.43	0.43	0.43	1.00	1.00	1.00	0.43	0.43	0.43
Uniform Delay (d), s/veh	55.3	44.8	44.9	51.1	41.2	41.2	48.1	32.6	32.7	54.9	48.3	48.3
Incr Delay (d2), s/veh	23.9	13.8	15.2	9.6	8.7	8.7	26.1	7.7	14.1	1.1	1.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	11.9	11.5	6.0	14.4	14.4	11.3	17.6	19.5	3.1	13.4	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.2	58.6	60.1	60.8	49.9	49.9	74.2	40.3	46.9	56.0	50.1	51.7
LnGrp LOS	E	E	E	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		801			1120			2169			1383	
Approach Delay, s/veh		61.7			51.7			47.0			51.1	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	53.0	19.0	31.2	25.9	43.8	11.9	38.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	49.0	15.0	30.0	24.0	35.0	8.2	36.8
Max Q Clear Time (g_c+I1), s	8.2	41.6	14.0	25.4	21.7	30.2	8.2	31.9
Green Ext Time (p_c), s	0.0	6.0	0.1	1.8	0.2	3.2	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	51.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	386	167	432	556	175	257	1563	401	198	1079	121
Future Volume (veh/h)	75	386	167	432	556	175	257	1563	401	198	1079	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	386	167	432	556	175	257	1563	401	198	1079	121
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	409	174	457	981	308	279	1651	505	234	1384	155
Arrive On Green	0.05	0.17	0.17	0.25	0.37	0.37	0.31	0.64	0.64	0.13	0.29	0.29
Sat Flow, veh/h	1810	2451	1045	1810	2685	842	1810	5187	1587	1810	4717	528
Grp Volume(v), veh/h	75	283	270	432	373	358	257	1563	401	198	791	409
Grp Sat Flow(s),veh/h/ln	1810	1805	1691	1810	1805	1721	1810	1729	1587	1810	1729	1787
Q Serve(g_s), s	4.9	18.6	19.0	28.1	19.8	20.0	16.5	33.1	22.3	12.8	25.1	25.2
Cycle Q Clear(g_c), s	4.9	18.6	19.0	28.1	19.8	20.0	16.5	33.1	22.3	12.8	25.1	25.2
Prop In Lane	1.00		0.62	1.00		0.49	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	97	301	282	457	660	629	279	1651	505	234	1015	524
V/C Ratio(X)	0.77	0.94	0.96	0.95	0.57	0.57	0.92	0.95	0.79	0.85	0.78	0.78
Avail Cap(c_a), veh/h	172	301	282	467	660	629	283	1651	505	234	1015	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.75	0.75	0.75	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	49.4	49.6	44.1	30.4	30.5	40.8	20.9	18.9	51.1	38.8	38.8
Incr Delay (d2), s/veh	10.7	32.8	38.8	23.3	0.8	0.9	5.1	1.6	1.2	23.9	5.9	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	11.1	11.0	15.5	8.7	8.4	6.6	8.5	5.3	7.4	11.4	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	82.2	88.4	67.3	31.3	31.4	45.9	22.5	20.1	75.0	44.7	49.8
LnGrp LOS	E	F	F	E	C	C	D	C	C	E	D	D
Approach Vol, veh/h		628			1163			2221			1398	
Approach Delay, s/veh		83.1			44.7			24.8			50.5	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	42.2	34.3	24.0	22.5	39.2	10.4	47.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.8	38.2	31.0	20.0	18.8	34.2	11.4	39.6
Max Q Clear Time (g_c+I1), s	4.9	35.1	30.1	21.0	18.5	27.2	6.9	22.0
Green Ext Time (p_c), s	0.0	2.7	0.2	0.0	0.0	4.2	0.0	4.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	159	100	261	135	163	106	2055	323	85	1787	4
Future Volume (veh/h)	24	159	100	261	135	163	106	2055	323	85	1787	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	159	100	261	135	163	106	2055	323	85	1787	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	193	188	253	131	329	131	1985	305	184	2503	6
Arrive On Green	0.12	0.12	0.12	0.21	0.21	0.21	0.07	0.44	0.44	0.14	0.62	0.62
Sat Flow, veh/h	248	1640	1602	1212	627	1581	1810	4521	694	1810	5344	12
Grp Volume(v), veh/h	183	0	100	396	0	163	106	1561	817	85	1156	635
Grp Sat Flow(s),veh/h/ln	1888	0	1602	1839	0	1581	1810	1729	1757	1810	1729	1898
Q Serve(g_s), s	11.4	0.0	7.1	25.0	0.0	10.9	6.9	52.7	52.7	5.2	27.2	27.2
Cycle Q Clear(g_c), s	11.4	0.0	7.1	25.0	0.0	10.9	6.9	52.7	52.7	5.2	27.2	27.2
Prop In Lane	0.13		1.00	0.66		1.00	1.00		0.40	1.00		0.01
Lane Grp Cap(c), veh/h	222	0	188	383	0	329	131	1519	772	184	1620	889
V/C Ratio(X)	0.83	0.00	0.53	1.03	0.00	0.49	0.81	1.03	1.06	0.46	0.71	0.71
Avail Cap(c_a), veh/h	291	0	247	383	0	329	155	1519	772	184	1620	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.79	0.79	0.79	0.44	0.44	0.44
Uniform Delay (d), s/veh	51.8	0.0	49.8	47.5	0.0	41.9	54.8	33.6	33.7	48.8	17.2	17.2
Incr Delay (d2), s/veh	13.7	0.0	2.3	54.8	0.0	1.2	18.9	28.0	45.8	0.8	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	2.9	17.2	0.0	4.4	3.8	27.3	31.6	2.4	9.4	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	0.0	52.2	102.3	0.0	43.1	73.7	61.6	79.5	49.6	18.4	19.3
LnGrp LOS	E	A	D	F	A	D	E	F	F	D	B	B
Approach Vol, veh/h		283			559			2484			1876	
Approach Delay, s/veh		60.8			85.1			68.0			20.1	
Approach LOS		E			F			E			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.2	56.7		18.1	12.7	60.2		29.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.8	52.7		18.5	10.3	50.2		25.0
Max Q Clear Time (g_c+I1), s	11.2	54.7		13.4	8.9	29.2		27.0
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	13.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	0	43	0	0	0	133	2553	0	0	1964	109
Future Volume (veh/h)	97	0	43	0	0	0	133	2553	0	0	1964	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	0	43	0	0	0	133	2553	0	0	1964	109
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	127	611	2	2	1	565	2939	0	482	2620	145
Arrive On Green	0.07	0.00	0.07	0.00	0.00	0.00	0.62	1.00	0.00	0.00	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	5030	278
Grp Volume(v), veh/h	97	0	43	0	0	0	133	2553	0	0	1348	725
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1850
Q Serve(g_s), s	6.3	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	0.0	36.7	37.0
Cycle Q Clear(g_c), s	6.3	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	0.0	36.7	37.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.15
Lane Grp Cap(c), veh/h	121	127	611	2	2	1	565	2939	0	482	1801	963
V/C Ratio(X)	0.80	0.00	0.07	0.00	0.00	0.00	0.24	0.87	0.00	0.00	0.75	0.75
Avail Cap(c_a), veh/h	151	333	784	113	293	248	565	2939	0	482	1801	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.37	0.37	0.00	0.00	0.51	0.51
Uniform Delay (d), s/veh	55.2	0.0	18.9	0.0	0.0	0.0	16.2	0.0	0.0	0.0	22.6	22.6
Incr Delay (d2), s/veh	21.2	0.0	0.0	0.0	0.0	0.0	0.1	1.5	0.0	0.0	1.5	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.7	0.0	0.0	0.0	1.5	0.4	0.0	0.0	14.8	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.4	0.0	19.0	0.0	0.0	0.0	16.3	1.5	0.0	0.0	24.1	25.5
LnGrp LOS	E	A	B	A	A	A	B	A	A	A	C	C
Approach Vol, veh/h		140			0			2686			2073	
Approach Delay, s/veh		58.7			0.0			2.2			24.6	
Approach LOS		E						A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	72.0	0.0	12.0	41.5	66.5	12.0	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	68.0	7.5	21.0	13.0	62.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0	2.0	5.9	39.0	8.3	0.0
Green Ext Time (p_c), s	0.0	46.2	0.0	0.1	0.2	16.7	0.0	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	8	71	56	98	70	147	2616	97	148	1774	95
Future Volume (veh/h)	50	8	71	56	98	70	147	2616	97	148	1774	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	8	71	56	98	70	147	2616	97	148	1774	95
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	112	100	102	135	114	451	3355	123	172	2589	880
Arrive On Green	0.05	0.06	0.06	0.06	0.07	0.07	0.25	0.65	0.65	0.19	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5135	189	1810	5187	1610
Grp Volume(v), veh/h	50	8	71	56	98	70	147	1754	959	148	1774	95
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1866	1810	1729	1610
Q Serve(g_s), s	3.2	0.5	5.2	3.6	6.1	4.2	8.0	42.8	44.0	9.5	0.2	0.0
Cycle Q Clear(g_c), s	3.2	0.5	5.2	3.6	6.1	4.2	8.0	42.8	44.0	9.5	0.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	86	112	100	102	135	114	451	2259	1219	172	2589	880
V/C Ratio(X)	0.58	0.07	0.71	0.55	0.73	0.61	0.33	0.78	0.79	0.86	0.69	0.11
Avail Cap(c_a), veh/h	115	280	250	115	295	250	451	2259	1219	172	2589	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.82	0.82	0.82
Uniform Delay (d), s/veh	56.0	53.0	55.2	55.1	54.6	36.9	36.8	14.6	14.8	47.8	0.1	0.0
Incr Delay (d2), s/veh	6.2	0.3	9.0	4.5	7.2	5.2	0.0	0.2	0.5	28.5	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.2	2.4	1.8	3.2	2.2	3.5	15.5	17.3	5.3	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	53.3	64.3	59.6	61.8	42.1	36.9	14.9	15.3	76.4	1.3	0.2
LnGrp LOS	E	D	E	E	E	D	D	B	B	E	A	A
Approach Vol, veh/h		129			224			2860			2017	
Approach Delay, s/veh		62.8			55.1			16.2			6.7	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	82.4	10.8	11.4	33.9	63.9	9.7	12.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.4	66.4	7.6	18.6	17.9	59.9	7.6	18.6
Max Q Clear Time (g_c+I1), s	10.1	46.0	5.6	7.2	10.0	2.2	5.2	8.1
Green Ext Time (p_c), s	0.0	18.2	0.0	0.2	0.2	24.2	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	452	277	137	4	820	608	451	1851	41	267	1071	545
Future Volume (veh/h)	452	277	137	4	820	608	451	1851	41	267	1071	545
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	452	277	137	4	820	608	451	1851	41	267	1071	545
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	392	1628	726	26	1254	389	486	1729	537	263	1400	435
Arrive On Green	0.22	0.45	0.45	0.01	0.24	0.24	0.14	0.33	0.33	0.08	0.27	0.27
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	452	277	137	4	820	608	451	1851	41	267	1071	545
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	26.0	5.5	6.1	0.1	17.1	29.0	15.2	40.0	1.9	9.0	22.8	19.8
Cycle Q Clear(g_c), s	26.0	5.5	6.1	0.1	17.1	29.0	15.2	40.0	1.9	9.0	22.8	19.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	1628	726	26	1254	389	486	1729	537	263	1400	435
V/C Ratio(X)	1.15	0.17	0.19	0.16	0.65	1.56	0.93	1.07	0.08	1.01	0.76	1.25
Avail Cap(c_a), veh/h	392	1628	726	219	1254	389	486	1729	537	263	1400	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	47.0	19.6	19.8	59.2	41.0	45.5	51.1	40.0	21.6	55.5	40.3	16.4
Incr Delay (d2), s/veh	94.1	0.0	0.1	2.8	1.2	265.4	24.4	43.3	0.3	52.0	3.1	128.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.9	2.3	2.3	0.1	7.4	40.2	8.3	23.7	0.9	5.9	10.0	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	141.1	19.6	19.9	62.0	42.2	310.9	75.5	83.3	21.9	107.5	43.4	144.4
LnGrp LOS	F	B	B	E	D	F	E	F	C	F	D	F
Approach Vol, veh/h		866			1432			2343			1883	
Approach Delay, s/veh		83.1			156.3			80.7			81.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	44.0	4.9	58.1	20.6	36.4	30.0	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	40.0	7.5	47.5	16.6	32.4	26.0	29.0
Max Q Clear Time (g_c+I1), s	11.0	42.0	2.1	8.1	17.2	24.8	28.0	31.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	5.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	97.9
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1139	96	28	1765	229	163	193	31	203	138	190
Future Volume (veh/h)	132	1139	96	28	1765	229	163	193	31	203	138	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	1139	96	28	1765	229	163	193	31	203	138	190
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	1280	662	417	1816	1004	219	254	41	221	396	351
Arrive On Green	0.16	0.71	0.71	0.23	0.50	0.50	0.10	0.27	0.27	0.12	0.22	0.22
Sat Flow, veh/h	1810	3610	1584	1810	3610	1606	3510	1585	255	1810	1805	1599
Grp Volume(v), veh/h	132	1139	96	28	1765	229	163	0	224	203	138	190
Grp Sat Flow(s),veh/h/ln	1810	1805	1584	1810	1805	1606	1755	0	1840	1810	1805	1599
Q Serve(g_s), s	8.6	29.9	0.9	1.5	57.0	2.3	5.4	0.0	13.4	13.3	7.8	12.6
Cycle Q Clear(g_c), s	8.6	29.9	0.9	1.5	57.0	2.3	5.4	0.0	13.4	13.3	7.8	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	148	1280	662	417	1816	1004	219	0	294	221	396	351
V/C Ratio(X)	0.89	0.89	0.14	0.07	0.97	0.23	0.74	0.00	0.76	0.92	0.35	0.54
Avail Cap(c_a), veh/h	148	1889	930	417	1820	1006	298	0	294	221	396	351
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	0.93	0.00	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	15.6	3.7	36.1	29.0	3.5	52.8	0.0	41.9	52.1	39.6	41.5
Incr Delay (d2), s/veh	30.2	2.4	0.1	0.1	14.9	0.1	6.0	0.0	15.8	39.4	2.4	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	6.5	0.4	0.7	27.4	1.0	2.5	0.0	6.8	8.4	3.7	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.9	18.0	3.8	36.2	43.9	3.7	58.8	0.0	57.7	91.5	42.0	47.4
LnGrp LOS	E	B	A	D	D	A	E	A	E	F	D	D
Approach Vol, veh/h		1367			2022			387			531	
Approach Delay, s/veh		23.0			39.3			58.2			62.8	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	23.2	31.6	46.5	11.5	30.3	13.8	64.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.5	19.2	7.5	62.8	10.2	23.5	9.8	60.5
Max Q Clear Time (g_c+I1), s	15.3	15.4	3.5	31.9	7.4	14.6	10.6	59.0
Green Ext Time (p_c), s	0.0	0.4	0.0	10.7	0.1	1.3	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	616	139	31	827	49	212	450	30	57	270	108
Future Volume (veh/h)	103	616	139	31	827	49	212	450	30	57	270	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	616	139	31	827	49	212	450	30	57	270	108
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	721	162	141	883	52	243	1201	80	345	772	654
Arrive On Green	0.07	0.25	0.25	0.08	0.25	0.25	0.13	0.35	0.35	0.38	0.81	0.81
Sat Flow, veh/h	1810	2908	655	1810	3462	205	1810	3430	228	1810	1900	1608
Grp Volume(v), veh/h	103	382	373	31	431	445	212	236	244	57	270	108
Grp Sat Flow(s),veh/h/ln	1810	1805	1758	1810	1805	1862	1810	1805	1853	1810	1900	1608
Q Serve(g_s), s	6.7	24.2	24.3	1.9	28.1	28.1	13.8	11.7	11.8	2.5	4.5	1.3
Cycle Q Clear(g_c), s	6.7	24.2	24.3	1.9	28.1	28.1	13.8	11.7	11.8	2.5	4.5	1.3
Prop In Lane	1.00		0.37	1.00		0.11	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	128	448	436	141	460	475	243	632	649	345	772	654
V/C Ratio(X)	0.80	0.85	0.86	0.22	0.94	0.94	0.87	0.37	0.38	0.17	0.35	0.17
Avail Cap(c_a), veh/h	196	548	533	141	466	481	347	632	649	345	772	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.46	0.46	0.46	0.71	0.71	0.71	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	54.9	43.0	43.1	51.9	43.8	43.8	50.9	29.2	29.2	30.8	7.1	4.0
Incr Delay (d2), s/veh	6.2	5.2	5.5	0.6	20.9	20.5	15.6	1.7	1.7	0.2	1.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	11.4	11.2	0.9	15.1	15.5	7.3	5.4	5.6	1.1	1.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	48.2	48.6	52.5	64.7	64.3	66.5	30.9	30.9	31.0	8.3	4.5
LnGrp LOS	E	D	D	D	E	E	E	C	C	C	A	A
Approach Vol, veh/h		858			907			692			435	
Approach Delay, s/veh		49.9			64.1			41.8			10.3	
Approach LOS		D			E			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.9	46.0	13.3	33.8	20.1	52.8	12.5	34.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	42.0	7.6	36.4	23.0	37.0	13.0	31.0
Max Q Clear Time (g_c+I1), s	14.5	13.8	3.9	26.3	15.8	6.5	8.7	30.1
Green Ext Time (p_c), s	0.1	3.0	0.0	3.4	0.3	2.0	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	905	114	815	1048	137	166	286	551	78	326	132
Future Volume (veh/h)	80	905	114	815	1048	137	166	286	551	78	326	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	80	905	114	815	1048	137	166	286	551	78	326	132
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	804	101	648	1992	976	151	367	327	99	441	175
Arrive On Green	0.06	0.25	0.25	0.36	0.55	0.55	0.08	0.20	0.20	0.05	0.17	0.17
Sat Flow, veh/h	1810	3215	405	1810	3610	1609	1810	1805	1608	1810	2519	1000
Grp Volume(v), veh/h	80	508	511	815	1048	137	166	286	551	78	232	226
Grp Sat Flow(s),veh/h/ln	1810	1805	1814	1810	1805	1609	1810	1805	1608	1810	1805	1714
Q Serve(g_s), s	5.2	30.0	30.0	43.0	22.0	4.4	10.0	18.0	24.4	5.1	14.6	15.1
Cycle Q Clear(g_c), s	5.2	30.0	30.0	43.0	22.0	4.4	10.0	18.0	24.4	5.1	14.6	15.1
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	102	451	454	648	1992	976	151	367	327	99	316	300
V/C Ratio(X)	0.78	1.13	1.13	1.26	0.53	0.14	1.10	0.78	1.68	0.79	0.73	0.75
Avail Cap(c_a), veh/h	178	451	454	648	1992	976	151	367	327	113	316	300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	45.0	45.0	38.5	17.0	10.1	55.0	45.2	47.8	56.0	46.9	47.0
Incr Delay (d2), s/veh	12.1	81.5	81.5	127.9	0.3	0.1	102.9	15.0	321.0	26.7	14.0	16.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	23.5	23.6	41.7	9.0	1.5	8.9	9.6	38.9	3.1	7.8	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	126.5	126.5	166.4	17.2	10.2	157.9	60.2	368.8	82.7	60.9	63.1
LnGrp LOS	E	F	F	F	B	B	F	E	F	F	E	E
Approach Vol, veh/h		1099			2000			1003			536	
Approach Delay, s/veh		122.2			77.5			245.9			65.0	
Approach LOS		F			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	28.4	47.0	34.0	14.0	25.0	10.8	70.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	23.5	43.0	30.0	10.0	21.0	11.8	61.2
Max Q Clear Time (g_c+I1), s	7.2	26.4	45.0	32.0	12.0	17.1	7.2	24.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.0	0.1	10.2

Intersection Summary	
HCM 6th Ctrl Delay	123.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	835	263	133	1489	49	273	573	177	55	269	175
Future Volume (veh/h)	90	835	263	133	1489	49	273	573	177	55	269	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	835	263	133	1489	49	273	573	177	55	269	175
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	876	742	168	934	870	196	501	565	89	217	141
Arrive On Green	0.06	0.46	0.46	0.09	0.49	0.49	0.11	0.26	0.26	0.05	0.20	0.20
Sat Flow, veh/h	1810	1900	1610	1810	1900	1609	1810	1900	1576	1810	1065	693
Grp Volume(v), veh/h	90	835	263	133	1489	49	273	573	177	55	0	444
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1609	1810	1900	1576	1810	0	1757
Q Serve(g_s), s	5.9	50.7	12.6	8.6	59.0	1.7	13.0	31.6	1.3	3.6	0.0	24.5
Cycle Q Clear(g_c), s	5.9	50.7	12.6	8.6	59.0	1.7	13.0	31.6	1.3	3.6	0.0	24.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	113	876	742	168	934	870	196	501	565	89	0	359
V/C Ratio(X)	0.80	0.95	0.35	0.79	1.59	0.06	1.39	1.14	0.31	0.62	0.00	1.24
Avail Cap(c_a), veh/h	113	904	766	168	934	870	196	501	565	113	0	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.5	31.1	20.8	53.3	30.5	13.1	53.5	44.2	16.9	56.0	0.0	47.8
Incr Delay (d2), s/veh	31.5	19.2	0.3	21.8	272.3	0.0	204.6	86.4	1.4	6.9	0.0	128.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	27.1	4.8	4.9	96.5	0.6	17.0	26.7	2.9	1.8	0.0	23.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.0	50.3	21.1	75.1	302.8	13.1	258.1	130.6	18.4	62.8	0.0	176.4
LnGrp LOS	F	D	C	E	F	B	F	F	B	E	A	F
Approach Vol, veh/h		1188			1671			1023			499	
Approach Delay, s/veh		46.6			276.2			145.2			163.9	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	35.6	15.2	59.3	17.0	28.5	11.5	63.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	30.0	9.4	57.1	13.0	24.5	7.5	59.0
Max Q Clear Time (g_c+I1), s	5.6	33.6	10.6	52.7	15.0	26.5	7.9	61.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	170.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	462	193	305	601	133	197	746	447	136	625	49
Future Volume (veh/h)	68	462	193	305	601	133	197	746	447	136	625	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	462	193	305	601	133	197	746	0	136	625	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	338	536	222	335	772	344	391	1357		164	846	66
Arrive On Green	0.19	0.22	0.22	0.18	0.21	0.21	0.22	0.38	0.00	0.09	0.25	0.25
Sat Flow, veh/h	1810	2486	1030	1810	3610	1608	1810	3610	1610	1810	3385	265
Grp Volume(v), veh/h	68	334	321	305	601	133	197	746	0	136	333	341
Grp Sat Flow(s),veh/h/ln	1810	1805	1711	1810	1805	1608	1810	1805	1610	1810	1805	1845
Q Serve(g_s), s	3.8	21.4	21.7	19.8	18.8	6.8	11.5	19.5	0.0	8.9	20.3	20.4
Cycle Q Clear(g_c), s	3.8	21.4	21.7	19.8	18.8	6.8	11.5	19.5	0.0	8.9	20.3	20.4
Prop In Lane	1.00		0.60	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	338	389	369	335	772	344	391	1357		164	451	461
V/C Ratio(X)	0.20	0.86	0.87	0.91	0.78	0.39	0.50	0.55		0.83	0.74	0.74
Avail Cap(c_a), veh/h	338	451	428	392	1384	616	391	1357		211	451	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	45.3	45.4	47.9	44.5	25.9	41.4	29.5	0.0	53.7	41.4	41.4
Incr Delay (d2), s/veh	0.2	10.5	11.9	22.9	1.7	0.7	1.0	1.6	0.0	19.2	10.3	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.7	10.4	11.0	8.6	2.7	5.3	8.7	0.0	4.9	10.3	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	55.9	57.4	70.8	46.2	26.6	42.4	31.1	0.0	72.9	51.7	51.6
LnGrp LOS	D	E	E	E	D	C	D	C		E	D	D
Approach Vol, veh/h		723			1039			943	A		810	
Approach Delay, s/veh		55.2			50.9			33.4			55.2	
Approach LOS		E			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	49.1	26.2	29.9	29.9	34.0	26.4	29.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	34.0	26.0	30.0	18.0	30.0	10.0	46.0
Max Q Clear Time (g_c+I1), s	10.9	21.5	21.8	23.7	13.5	22.4	5.8	20.8
Green Ext Time (p_c), s	0.1	4.1	0.4	2.2	0.2	2.5	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D

Notes

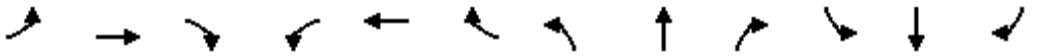
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	370	119	44	284	194	178	1017	61	248	789	151
Future Volume (veh/h)	102	370	119	44	284	194	178	1017	61	248	789	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	102	370	119	44	284	194	178	1017	61	248	789	151
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	161	610	193	162	470	310	424	2406	144	371	2096	401
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	926	2667	843	917	2057	1356	606	3460	208	532	3015	577
Grp Volume(v), veh/h	102	248	241	44	248	230	178	530	548	248	472	468
Grp Sat Flow(s),veh/h/ln	926	1805	1705	917	1805	1608	606	1805	1863	532	1805	1787
Q Serve(g_s), s	10.5	12.9	13.3	4.8	12.9	13.5	18.0	13.3	13.3	39.6	11.3	11.3
Cycle Q Clear(g_c), s	24.0	12.9	13.3	18.1	12.9	13.5	29.4	13.3	13.3	53.0	11.3	11.3
Prop In Lane	1.00		0.49	1.00		0.84	1.00		0.11	1.00		0.32
Lane Grp Cap(c), veh/h	161	413	390	162	413	368	424	1255	1295	371	1255	1242
V/C Ratio(X)	0.63	0.60	0.62	0.27	0.60	0.63	0.42	0.42	0.42	0.67	0.38	0.38
Avail Cap(c_a), veh/h	161	413	390	162	413	368	424	1255	1295	371	1255	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	36.2	36.4	44.5	36.2	36.5	12.7	6.9	6.9	18.3	6.6	6.6
Incr Delay (d2), s/veh	7.8	2.4	2.9	0.9	2.4	3.3	3.0	1.0	1.0	9.2	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.9	5.8	1.1	5.9	5.6	2.7	4.9	5.0	5.5	4.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	38.7	39.3	45.4	38.6	39.8	15.7	8.0	7.9	27.6	7.5	7.5
LnGrp LOS	E	D	D	D	D	D	B	A	A	C	A	A
Approach Vol, veh/h		591			522			1256			1188	
Approach Delay, s/veh		41.9			39.7			9.0			11.7	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	77.0	28.0	77.0	28.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	73.0	24.0	73.0	24.0
Max Q Clear Time (g_c+I1), s	31.4	26.0	55.0	20.1
Green Ext Time (p_c), s	12.1	0.0	8.8	1.2

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	1026	403	754	1385	175	531	596	538	190	480	174
Future Volume (veh/h)	235	1026	403	754	1385	175	531	596	538	190	480	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	1026	403	754	1385	175	531	596	538	190	480	174
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	534	1033	406	799	1671	211	556	1028	822	250	508	182
Arrive On Green	0.15	0.28	0.28	0.23	0.36	0.36	0.16	0.28	0.28	0.07	0.20	0.20
Sat Flow, veh/h	3510	3646	1432	3510	4658	588	3510	3610	1600	3510	2570	924
Grp Volume(v), veh/h	235	973	456	754	1028	532	531	596	538	190	336	318
Grp Sat Flow(s),veh/h/ln	1755	1729	1620	1755	1729	1788	1755	1805	1600	1755	1805	1688
Q Serve(g_s), s	7.3	33.7	33.7	25.4	32.6	32.6	18.0	17.0	6.4	6.4	22.0	22.4
Cycle Q Clear(g_c), s	7.3	33.7	33.7	25.4	32.6	32.6	18.0	17.0	6.4	6.4	22.0	22.4
Prop In Lane	1.00		0.88	1.00		0.33	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	534	980	459	799	1240	641	556	1028	822	250	356	333
V/C Ratio(X)	0.44	0.99	0.99	0.94	0.83	0.83	0.96	0.58	0.65	0.76	0.94	0.95
Avail Cap(c_a), veh/h	534	980	459	799	1375	711	556	1028	822	339	356	333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	42.9	42.9	45.6	35.1	35.1	50.1	36.8	10.0	54.7	47.5	47.6
Incr Delay (d2), s/veh	0.6	27.0	40.1	19.5	4.0	7.5	27.3	2.4	4.0	6.7	35.1	38.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	17.9	18.5	13.2	14.2	15.3	10.0	7.8	7.1	3.1	13.3	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	69.9	83.0	65.1	39.2	42.6	77.4	39.2	14.1	61.4	82.6	86.5
LnGrp LOS	D	E	F	E	D	D	E	D	B	E	F	F
Approach Vol, veh/h		1664			2314			1665			844	
Approach Delay, s/veh		70.2			48.4			43.2			79.3	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	38.2	31.3	38.0	23.0	27.7	22.3	47.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	31.1	27.3	34.0	19.0	23.7	13.6	47.7
Max Q Clear Time (g_c+I1), s	8.4	19.0	27.4	35.7	20.0	24.4	9.3	34.6
Green Ext Time (p_c), s	0.2	5.0	0.0	0.0	0.0	0.0	0.3	8.5

Intersection Summary	
HCM 6th Ctrl Delay	56.7
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	194	333	83	131	92	354	1331	207	116	1071	207
Future Volume (veh/h)	413	194	333	83	131	92	354	1331	207	116	1071	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	413	194	333	83	131	92	354	1331	207	116	1071	207
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	220	351	290	107	231	195	362	1697	851	255	1241	239
Arrive On Green	0.12	0.18	0.18	0.06	0.12	0.12	0.20	0.47	0.47	0.14	0.41	0.41
Sat Flow, veh/h	1810	1900	1574	1810	1900	1602	1810	3610	1608	1810	3018	581
Grp Volume(v), veh/h	413	194	333	83	131	92	354	1331	207	116	639	639
Grp Sat Flow(s),veh/h/ln	1810	1900	1574	1810	1900	1602	1810	1805	1608	1810	1805	1795
Q Serve(g_s), s	13.4	10.2	20.3	5.0	7.2	4.5	21.4	34.0	3.6	6.5	35.5	35.8
Cycle Q Clear(g_c), s	13.4	10.2	20.3	5.0	7.2	4.5	21.4	34.0	3.6	6.5	35.5	35.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	220	351	290	107	231	195	362	1697	851	255	742	738
V/C Ratio(X)	1.87	0.55	1.15	0.78	0.57	0.47	0.98	0.78	0.24	0.45	0.86	0.87
Avail Cap(c_a), veh/h	220	351	290	191	320	269	362	1697	851	255	742	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71	0.23	0.23	0.23
Uniform Delay (d), s/veh	48.3	40.7	44.8	51.1	45.6	25.8	43.8	24.5	5.1	43.4	29.5	29.6
Incr Delay (d2), s/veh	409.9	1.9	98.5	11.5	2.2	1.8	34.1	2.7	0.5	0.3	3.3	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.1	4.9	15.8	2.6	3.5	2.4	12.9	14.6	1.5	2.9	15.6	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	458.2	42.6	143.4	62.6	47.8	27.5	77.9	27.1	5.6	43.6	32.8	33.1
LnGrp LOS	F	D	F	E	D	C	E	C	A	D	C	C
Approach Vol, veh/h		940			306			1892			1394	
Approach Delay, s/veh		260.9			45.7			34.3			33.8	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	55.7	10.5	24.3	26.0	49.2	17.4	17.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.4	51.7	11.6	20.3	22.0	40.1	13.4	18.5
Max Q Clear Time (g_c+I1), s	9.5	36.0	7.0	22.3	23.4	37.8	15.4	9.2
Green Ext Time (p_c), s	0.0	9.4	0.1	0.0	0.0	1.7	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	81.9
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	5	21	0	40	4	1852	12	14	1480	9
Future Volume (veh/h)	24	0	5	21	0	40	4	1852	12	14	1480	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	0	5	21	0	40	4	1852	12	14	1480	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	0	109	159	0	109	13	1938	13	533	2996	18
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.01	1.00	1.00	0.59	1.00	1.00
Sat Flow, veh/h	1375	0	1589	1415	0	1589	1810	3676	24	1810	3678	22
Grp Volume(v), veh/h	24	0	5	21	0	40	4	908	956	14	726	763
Grp Sat Flow(s),veh/h/ln	1375	0	1589	1415	0	1589	1810	1805	1895	1810	1805	1895
Q Serve(g_s), s	1.9	0.0	0.3	1.5	0.0	2.6	0.2	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	0.3	1.9	0.0	2.6	0.2	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	127	0	109	159	0	109	13	952	999	533	1471	1544
V/C Ratio(X)	0.19	0.00	0.05	0.13	0.00	0.37	0.30	0.95	0.96	0.03	0.49	0.49
Avail Cap(c_a), veh/h	267	0	272	303	0	272	125	952	999	533	1471	1544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.76	0.76	0.76	0.39	0.39	0.39
Uniform Delay (d), s/veh	51.1	0.0	47.8	48.7	0.0	48.9	53.9	0.0	0.0	16.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.2	0.4	0.0	2.0	9.4	16.6	16.4	0.0	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.1	0.6	0.0	1.1	0.1	4.4	4.5	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	0.0	48.0	49.1	0.0	51.0	63.3	16.6	16.4	16.0	0.5	0.4
LnGrp LOS	D	A	D	D	A	D	E	B	B	B	A	A
Approach Vol, veh/h		29			61			1868			1503	
Approach Delay, s/veh		51.1			50.3			16.6			0.6	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.4	62.0		11.6	4.8	93.6		11.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	21.3	58.0		18.8	7.6	71.6		18.8
Max Q Clear Time (g_c+I1), s	12.4	2.0		6.5	2.2	2.0		4.6
Green Ext Time (p_c), s	0.0	26.6		0.0	0.0	17.3		0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	0	10	0	56	12	1838	4	18	1546	9
Future Volume (veh/h)	2	0	0	10	0	56	12	1838	4	18	1546	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	0	0	10	0	56	12	1838	4	18	1546	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	141	0	170	0	116	35	1814	4	590	2933	17
Arrive On Green	0.07	0.00	0.00	0.07	0.00	0.07	0.04	0.98	0.98	0.65	1.00	1.00
Sat Flow, veh/h	1345	1900	0	1405	0	1571	1810	3695	8	1810	3679	21
Grp Volume(v), veh/h	2	0	0	10	0	56	12	897	945	18	758	797
Grp Sat Flow(s),veh/h/ln	1345	1900	0	1405	0	1571	1810	1805	1898	1810	1805	1895
Q Serve(g_s), s	0.2	0.0	0.0	0.7	0.0	3.8	0.7	54.0	54.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.7	0.0	3.8	0.7	54.0	54.0	0.4	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	119	141	0	170	0	116	35	886	932	590	1439	1511
V/C Ratio(X)	0.02	0.00	0.00	0.06	0.00	0.48	0.34	1.01	1.01	0.03	0.53	0.53
Avail Cap(c_a), veh/h	423	570	0	487	0	471	329	886	932	590	1439	1511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.73	0.73	0.73	0.88	0.88	0.88
Uniform Delay (d), s/veh	50.8	0.0	0.0	47.5	0.0	48.9	52.2	1.0	1.0	13.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	3.1	4.1	29.0	28.6	0.0	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	1.6	0.4	7.6	7.8	0.2	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	0.0	0.0	47.6	0.0	52.0	56.2	30.0	29.6	13.0	1.2	1.2
LnGrp LOS	D	A	A	D	A	D	E	F	F	B	A	A
Approach Vol, veh/h		2			66			1854			1573	
Approach Delay, s/veh		50.8			51.3			30.0			1.3	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	58.0		12.1	6.1	91.7		12.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.9	54.0		33.0	20.0	45.0		33.0				
Max Q Clear Time (g_c+I1), s	2.4	56.0		5.9	2.7	2.0		5.8				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	16.8		0.3				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	5	7	82	12	37	10	1744	43	35	1473	68
Future Volume (veh/h)	81	5	7	82	12	37	10	1744	43	35	1473	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	5	7	82	12	37	10	1744	43	35	1473	68
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	176	77	107	209	44	135	243	2329	57	246	2277	105
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.27	1.00	1.00	0.27	1.00	1.00
Sat Flow, veh/h	1371	714	1000	1417	408	1257	1810	3598	88	1810	3508	161
Grp Volume(v), veh/h	81	0	12	82	0	49	10	872	915	35	756	785
Grp Sat Flow(s),veh/h/ln	1371	0	1713	1417	0	1665	1810	1805	1881	1810	1805	1864
Q Serve(g_s), s	6.3	0.0	0.7	6.1	0.0	3.0	0.4	0.0	0.0	1.6	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	0.7	6.8	0.0	3.0	0.4	0.0	0.0	1.6	0.0	0.0
Prop In Lane	1.00		0.58	1.00		0.76	1.00		0.05	1.00		0.09
Lane Grp Cap(c), veh/h	176	0	184	209	0	179	243	1168	1218	246	1172	1210
V/C Ratio(X)	0.46	0.00	0.07	0.39	0.00	0.27	0.04	0.75	0.75	0.14	0.64	0.65
Avail Cap(c_a), veh/h	265	0	296	301	0	288	243	1168	1218	246	1172	1210
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.58	0.58	0.58	0.86	0.86	0.86
Uniform Delay (d), s/veh	49.4	0.0	44.1	47.2	0.0	45.1	35.0	0.0	0.0	35.2	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.1	1.2	0.0	0.8	0.0	2.6	2.5	0.2	2.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.3	2.2	0.0	1.3	0.2	0.8	0.9	0.7	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	0.0	44.3	48.4	0.0	46.0	35.0	2.6	2.5	35.4	2.4	2.3
LnGrp LOS	D	A	D	D	A	D	D	A	A	D	A	A
Approach Vol, veh/h		93			131			1797			1576	
Approach Delay, s/veh		50.4			47.5			2.7			3.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.0	75.2		15.8	18.8	75.4		15.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.8	71.2		19.0	7.6	71.4		19.0
Max Q Clear Time (g_c+I1), s	13.6	2.0		11.3	2.4	2.0		8.8
Green Ext Time (p_c), s	0.0	26.2		0.1	0.0	18.8		0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	8	7	47	3	29	22	1457	23	20	1372	105
Future Volume (veh/h)	331	8	7	47	3	29	22	1457	23	20	1372	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	331	8	7	47	3	29	22	1457	23	20	1372	105
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	421	252	220	438	41	398	56	1454	23	399	1998	152
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.03	0.40	0.40	0.44	1.00	1.00
Sat Flow, veh/h	1392	932	816	1413	152	1473	1810	3635	57	1810	3389	258
Grp Volume(v), veh/h	331	0	15	47	0	32	22	723	757	20	728	749
Grp Sat Flow(s),veh/h/ln	1392	0	1748	1413	0	1625	1810	1805	1887	1810	1805	1842
Q Serve(g_s), s	25.5	0.0	0.7	2.8	0.0	1.6	1.3	44.0	44.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	27.2	0.0	0.7	3.5	0.0	1.6	1.3	44.0	44.0	0.7	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.91	1.00		0.03	1.00		0.14
Lane Grp Cap(c), veh/h	421	0	472	438	0	439	56	722	755	399	1064	1086
V/C Ratio(X)	0.79	0.00	0.03	0.11	0.00	0.07	0.39	1.00	1.00	0.05	0.68	0.69
Avail Cap(c_a), veh/h	488	0	556	506	0	517	125	722	755	399	1064	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.21	0.21	0.21	0.84	0.84	0.84
Uniform Delay (d), s/veh	40.0	0.0	29.5	30.8	0.0	29.9	52.3	33.0	33.0	24.1	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	0.0	0.1	0.0	0.1	0.9	15.6	15.7	0.0	3.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	0.0	0.3	1.0	0.0	0.6	0.6	21.7	22.7	0.3	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	0.0	29.6	30.9	0.0	29.9	53.2	48.6	48.7	24.2	3.0	3.0
LnGrp LOS	D	A	C	C	A	C	D	F	F	C	A	A
Approach Vol, veh/h		346			79			1502			1497	
Approach Delay, s/veh		46.4			30.5			48.7			3.3	
Approach LOS		D			C			D			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.3	48.0		33.7	7.4	68.8		33.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.3	44.0		35.0	7.6	55.4		35.0
Max Q Clear Time (g_c+I1), s	2.7	46.0		29.2	3.3	2.0		5.5
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	16.5		0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	86	39	150	2	231	65	1172	298	218	976	247
Future Volume (veh/h)	115	86	39	150	2	231	65	1172	298	218	976	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.61	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	115	86	39	150	2	231	65	1172	298	218	976	247
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	198	90	183	2	180	392	1361	341	197	1053	266
Arrive On Green	0.08	0.16	0.16	0.10	0.18	0.18	0.22	0.48	0.48	0.15	0.50	0.50
Sat Flow, veh/h	1810	1211	549	1810	9	985	1810	2833	710	1810	2825	712
Grp Volume(v), veh/h	115	0	125	150	0	233	65	741	729	218	622	601
Grp Sat Flow(s),veh/h/ln	1810	0	1760	1810	0	994	1810	1805	1739	1810	1805	1733
Q Serve(g_s), s	6.9	0.0	7.0	8.9	0.0	20.1	3.2	39.8	41.3	12.0	35.3	35.7
Cycle Q Clear(g_c), s	6.9	0.0	7.0	8.9	0.0	20.1	3.2	39.8	41.3	12.0	35.3	35.7
Prop In Lane	1.00		0.31	1.00		0.99	1.00		0.41	1.00		0.41
Lane Grp Cap(c), veh/h	148	0	288	183	0	182	392	867	835	197	673	646
V/C Ratio(X)	0.77	0.00	0.43	0.82	0.00	1.28	0.17	0.85	0.87	1.10	0.92	0.93
Avail Cap(c_a), veh/h	304	0	296	304	0	182	392	867	835	197	673	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	49.5	0.0	41.4	48.4	0.0	44.9	35.0	25.2	25.6	47.0	26.3	26.4
Incr Delay (d2), s/veh	8.3	0.0	1.0	8.6	0.0	162.0	0.2	10.5	12.2	84.5	15.7	16.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.1	4.5	0.0	13.1	1.4	18.8	19.2	9.8	16.2	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	0.0	42.4	57.1	0.0	206.9	35.2	35.6	37.8	131.5	42.0	43.3
LnGrp LOS	E	A	D	E	A	F	D	D	D	F	D	D
Approach Vol, veh/h		240			383			1535			1441	
Approach Delay, s/veh		49.8			148.2			36.6			56.1	
Approach LOS		D			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	56.9	15.1	22.0	27.9	45.0	13.0	24.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	45.0	18.5	18.5	16.0	41.0	18.5	18.5
Max Q Clear Time (g_c+I1), s	11.0	43.3	10.9	9.0	5.2	37.7	8.9	22.1
Green Ext Time (p_c), s	0.0	1.4	0.2	0.4	0.1	2.3	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.2
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	845	243	81	2021	871	550	1088	105	533	672	462
Future Volume (veh/h)	309	845	243	81	2021	871	550	1088	105	533	672	462
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	309	845	0	81	2021	871	550	1088	105	533	672	462
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	2167		103	1444	644	503	915	88	410	896	400
Arrive On Green	0.08	0.42	0.00	0.06	0.40	0.40	0.14	0.28	0.28	0.12	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3327	321	3510	3610	1610
Grp Volume(v), veh/h	309	845	0	81	2021	871	550	590	603	533	672	462
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1842	1755	1805	1610
Q Serve(g_s), s	9.0	13.6	0.0	5.3	48.0	48.0	17.2	33.0	33.0	14.0	20.6	29.8
Cycle Q Clear(g_c), s	9.0	13.6	0.0	5.3	48.0	48.0	17.2	33.0	33.0	14.0	20.6	29.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	263	2167		103	1444	644	503	496	507	410	896	400
V/C Ratio(X)	1.17	0.39		0.78	1.40	1.35	1.09	1.19	1.19	1.30	0.75	1.16
Avail Cap(c_a), veh/h	263	2167		178	1444	644	503	496	507	410	896	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	24.3	0.0	55.8	36.0	36.0	51.4	43.5	43.5	53.0	41.7	45.1
Incr Delay (d2), s/veh	110.7	0.1	0.0	12.1	184.1	168.6	67.8	103.6	104.0	152.5	5.7	94.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	5.6	0.0	2.8	57.5	48.5	12.3	28.8	29.5	14.8	9.9	22.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	166.2	24.4	0.0	67.9	220.1	204.6	119.2	147.1	147.5	205.5	47.4	139.8
LnGrp LOS	F	C		E	F	F	F	F	F	F	D	F
Approach Vol, veh/h		1154	A		2973			1743			1667	
Approach Delay, s/veh		62.4			211.4			138.4			123.5	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	37.0	10.9	54.1	21.2	33.8	13.0	52.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	33.0	11.8	45.2	17.2	29.8	9.0	48.0
Max Q Clear Time (g_c+I1), s	16.0	35.0	7.3	15.6	19.2	31.8	11.0	50.0
Green Ext Time (p_c), s	0.0	0.0	0.1	6.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	152.3
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1652	7	0	2096	227	11	2	2	140	2	80
Future Volume (veh/h)	105	1652	7	0	2096	227	11	2	2	140	2	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1652	7	0	2096	227	11	2	2	140	2	80
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	3562	15	2	2623	280	318	58	48	435	478	404
Arrive On Green	0.07	0.67	0.67	0.00	0.55	0.55	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	5331	23	1810	4743	506	1014	231	192	1433	1900	1608
Grp Volume(v), veh/h	105	1072	587	0	1520	803	15	0	0	140	2	80
Grp Sat Flow(s),veh/h/ln	1810	1729	1896	1810	1729	1792	1437	0	0	1433	1900	1608
Q Serve(g_s), s	5.7	14.8	14.8	0.0	34.8	36.1	0.0	0.0	0.0	7.3	0.1	3.9
Cycle Q Clear(g_c), s	5.7	14.8	14.8	0.0	34.8	36.1	0.6	0.0	0.0	7.9	0.1	3.9
Prop In Lane	1.00		0.01	1.00		0.28	0.73		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	135	2310	1267	2	1912	991	424	0	0	435	478	404
V/C Ratio(X)	0.78	0.46	0.46	0.00	0.79	0.81	0.04	0.00	0.00	0.32	0.00	0.20
Avail Cap(c_a), veh/h	437	2626	1440	136	2052	1063	424	0	0	435	478	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	7.9	7.9	0.0	17.7	18.0	28.1	0.0	0.0	30.7	27.9	29.3
Incr Delay (d2), s/veh	9.1	0.1	0.3	0.0	2.1	4.6	0.2	0.0	0.0	2.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.9	5.4	0.0	13.4	15.0	0.3	0.0	0.0	3.0	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	8.1	8.2	0.0	19.8	22.6	28.2	0.0	0.0	32.7	27.9	30.4
LnGrp LOS	D	A	A	A	B	C	C	A	A	C	C	C
Approach Vol, veh/h		1764			2323			15			222	
Approach Delay, s/veh		10.9			20.8			28.2			31.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	29.0	0.0	70.4	29.0	11.4	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	7.5	75.5	25.0	24.0	59.0
Max Q Clear Time (g_c+I1), s	2.6	0.0	16.8	9.9	7.7	38.1
Green Ext Time (p_c), s	0.0	0.0	19.3	0.5	0.2	16.9

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	1529	151	66	1984	50	204	0	92	93	0	131
Future Volume (veh/h)	107	1529	151	66	1984	50	204	0	92	93	0	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	1529	151	66	1984	50	204	0	92	93	0	131
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	2522	249	112	2656	67	314	4	114	219	22	262
Arrive On Green	0.08	0.53	0.53	0.06	0.51	0.51	0.28	0.00	0.28	0.28	0.00	0.28
Sat Flow, veh/h	1810	4797	473	1810	5200	131	881	14	403	581	77	928
Grp Volume(v), veh/h	107	1102	578	66	1318	716	296	0	0	224	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1813	1810	1729	1873	1297	0	0	1587	0	0
Q Serve(g_s), s	5.3	20.4	20.5	3.3	27.8	27.9	9.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.3	20.4	20.5	3.3	27.8	27.9	20.0	0.0	0.0	10.5	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.07	0.69		0.31	0.42		0.58
Lane Grp Cap(c), veh/h	139	1818	953	112	1766	957	432	0	0	503	0	0
V/C Ratio(X)	0.77	0.61	0.61	0.59	0.75	0.75	0.69	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	530	2064	1082	530	2064	1118	432	0	0	503	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.7	15.2	15.2	42.1	17.8	17.9	31.2	0.0	0.0	27.5	0.0	0.0
Incr Delay (d2), s/veh	8.6	0.4	0.8	4.8	1.3	2.4	8.6	0.0	0.0	2.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	7.6	8.1	1.6	10.6	11.8	7.0	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	15.6	16.0	46.9	19.1	20.2	39.7	0.0	0.0	30.3	0.0	0.0
LnGrp LOS	D	B	B	D	B	C	D	A	A	C	A	A
Approach Vol, veh/h		1787			2100			296			224	
Approach Delay, s/veh		17.8			20.4			39.7			30.3	
Approach LOS		B			C			D			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	30.0	9.7	52.5	30.0	11.1	51.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	27.0	55.0	26.0	27.0	55.0
Max Q Clear Time (g_c+I1), s	22.0	5.3	22.5	12.5	7.3	29.9
Green Ext Time (p_c), s	0.7	0.1	16.1	1.1	0.2	17.2

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1753	72	9	1993	115	34
Future Volume (veh/h)	1753	72	9	1993	115	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1753	72	9	1993	115	34
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1946	80	27	2227	912	811
Arrive On Green	0.38	0.38	0.03	0.86	0.50	0.50
Sat Flow, veh/h	5281	210	1810	5358	1810	1610
Grp Volume(v), veh/h	1186	639	9	1993	115	34
Grp Sat Flow(s),veh/h/ln	1729	1862	1810	1729	1810	1610
Q Serve(g_s), s	38.8	38.8	0.6	28.1	4.0	1.3
Cycle Q Clear(g_c), s	38.8	38.8	0.6	28.1	4.0	1.3
Prop In Lane		0.11	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1317	709	27	2227	912	811
V/C Ratio(X)	0.90	0.90	0.33	0.89	0.13	0.04
Avail Cap(c_a), veh/h	1317	709	392	2766	912	811
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.41	0.41	1.00	1.00
Uniform Delay (d), s/veh	35.0	35.0	57.6	6.8	15.8	15.1
Incr Delay (d2), s/veh	8.7	14.7	2.8	1.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.6	20.2	0.3	3.2	1.7	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.7	49.7	60.4	8.4	16.0	15.2
LnGrp LOS	D	D	E	A	B	B
Approach Vol, veh/h	1825			2002	149	
Approach Delay, s/veh	45.8			8.6	15.9	
Approach LOS	D			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	64.5	5.8	49.7		55.5
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	48.0	26.0	34.0		64.0
Max Q Clear Time (g_c+I1), s	6.0	2.6	40.8		30.1
Green Ext Time (p_c), s	0.4	0.0	0.0		21.4

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	37	255	286	20	55	133	309	436	35	476	4
Future Volume (veh/h)	7	37	255	286	20	55	133	309	436	35	476	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	37	255	286	20	55	133	309	436	35	476	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	127	254	328	454	437	165	1715	1057	59	1528	13
Arrive On Green	0.01	0.07	0.07	0.18	0.24	0.24	0.15	0.79	0.79	0.03	0.42	0.42
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3669	31
Grp Volume(v), veh/h	7	37	255	286	20	55	133	309	436	35	234	246
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1894
Q Serve(g_s), s	0.3	1.7	6.0	13.8	0.7	2.3	6.4	1.9	6.0	1.7	7.8	7.8
Cycle Q Clear(g_c), s	0.3	1.7	6.0	13.8	0.7	2.3	6.4	1.9	6.0	1.7	7.8	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	16	127	254	328	454	437	165	1715	1057	59	752	789
V/C Ratio(X)	0.43	0.29	1.00	0.87	0.04	0.13	0.81	0.18	0.41	0.60	0.31	0.31
Avail Cap(c_a), veh/h	101	127	254	462	507	482	241	1715	1057	101	752	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	40.0	37.9	35.8	26.3	24.7	37.4	5.1	2.5	43.0	17.6	17.6
Incr Delay (d2), s/veh	17.3	1.3	57.7	12.3	0.0	0.1	10.7	0.2	1.0	9.3	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	9.5	7.1	0.3	0.9	3.1	0.7	1.4	0.9	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	41.2	95.6	48.2	26.4	24.9	48.1	5.3	3.5	52.3	18.7	18.6
LnGrp LOS	E	D	F	D	C	C	D	A	A	D	B	B
Approach Vol, veh/h		299			361			878			515	
Approach Delay, s/veh		88.0			43.4			10.9			20.9	
Approach LOS		F			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	48.8	21.3	12.0	13.2	43.5	5.8	27.5
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	34.0	23.0	6.0	12.0	27.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	3.7	8.0	15.8	8.0	8.4	9.8	2.3	4.3
Green Ext Time (p_c), s	0.0	3.8	0.5	0.0	0.1	2.6	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	3	811	0	0	0	0	787	135	83	936	0
Future Volume (veh/h)	45	3	811	0	0	0	0	787	135	83	936	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	45	0	813				0	787	135	83	936	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	462	0	823				0	1531	263	106	2206	0
Arrive On Green	0.26	0.00	0.26				0.00	0.50	0.50	0.12	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3176	529	1810	3705	0
Grp Volume(v), veh/h	45	0	813				0	461	461	83	936	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1805	1810	1805	0
Q Serve(g_s), s	1.7	0.0	22.6				0.0	15.5	15.5	4.0	0.0	0.0
Cycle Q Clear(g_c), s	1.7	0.0	22.6				0.0	15.5	15.5	4.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.29	1.00		0.00
Lane Grp Cap(c), veh/h	462	0	823				0	897	897	106	2206	0
V/C Ratio(X)	0.10	0.00	0.99				0.00	0.51	0.51	0.78	0.42	0.00
Avail Cap(c_a), veh/h	462	0	823				0	897	897	141	2206	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.84	0.84	0.86	0.86	0.00
Uniform Delay (d), s/veh	25.6	0.0	33.4				0.0	15.3	15.3	39.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	28.3				0.0	1.8	1.8	16.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	11.8				0.0	6.4	6.4	2.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	0.0	61.6				0.0	17.1	17.1	55.3	0.5	0.0
LnGrp LOS	C	A	E				A	B	B	E	A	A
Approach Vol, veh/h		858						922			1019	
Approach Delay, s/veh		59.8						17.1			5.0	
Approach LOS		E						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	10.3	50.7	29.0	61.0
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.3	43.0	23.0	55.0
Max Q Clear Time (g_c+I1), s	6.0	17.5	24.6	2.0
Green Ext Time (p_c), s	0.0	6.6	0.0	8.5

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	296	348	490	382	28	210	740	574	23	1286	120
Future Volume (veh/h)	240	296	348	490	382	28	210	740	574	23	1286	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	240	296	348	490	382	28	210	740	574	23	1286	120
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	272	529	206	437	859	377	196	1474	646	127	1336	579
Arrive On Green	0.15	0.15	0.15	0.24	0.24	0.24	0.11	0.41	0.41	0.07	0.37	0.37
Sat Flow, veh/h	1810	3610	1409	1810	3610	1583	1810	3610	1582	1810	3610	1563
Grp Volume(v), veh/h	240	296	348	490	382	28	210	740	574	23	1286	120
Grp Sat Flow(s),veh/h/ln	1810	1805	1409	1810	1805	1583	1810	1805	1582	1810	1805	1563
Q Serve(g_s), s	15.6	9.1	14.0	29.0	10.8	1.4	13.0	18.3	40.4	1.4	41.8	6.3
Cycle Q Clear(g_c), s	15.6	9.1	14.0	29.0	10.8	1.4	13.0	18.3	40.4	1.4	41.8	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	272	529	206	437	859	377	196	1474	646	127	1336	579
V/C Ratio(X)	0.88	0.56	1.69	1.12	0.44	0.07	1.07	0.50	0.89	0.18	0.96	0.21
Avail Cap(c_a), veh/h	391	557	217	437	859	377	196	1474	646	127	1336	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	0.82	0.82	0.82
Uniform Delay (d), s/veh	50.0	47.6	32.4	45.5	39.0	23.9	53.5	26.4	33.0	52.5	37.0	25.8
Incr Delay (d2), s/veh	15.3	1.1	328.8	80.1	0.4	0.1	79.4	1.0	14.6	0.6	15.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	4.2	23.6	22.6	4.9	0.6	10.2	8.0	17.8	0.7	20.9	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	48.8	361.2	125.6	39.3	24.0	132.9	27.5	47.6	53.1	51.9	26.4
LnGrp LOS	E	D	F	F	D	C	F	C	D	D	D	C
Approach Vol, veh/h		884			900			1524			1429	
Approach Delay, s/veh		176.2			85.8			49.6			49.8	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	53.0	33.0	21.6	17.0	48.4	22.0	32.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	49.0	29.0	18.5	13.0	43.5	25.9	21.6
Max Q Clear Time (g_c+I1), s	13.4	42.4	31.0	16.0	15.0	43.8	17.6	12.8
Green Ext Time (p_c), s	0.0	3.8	0.0	0.9	0.0	0.0	0.4	1.7

Intersection Summary	
HCM 6th Ctrl Delay	80.2
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	61	22	10	74	172	31	1132	15	60	1496	142
Future Volume (veh/h)	101	61	22	10	74	172	31	1132	15	60	1496	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	61	22	10	74	172	31	1132	15	60	1496	142
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	259	219	30	158	133	297	1895	828	342	1986	886
Arrive On Green	0.07	0.14	0.14	0.02	0.08	0.08	0.16	0.52	0.52	0.38	1.00	1.00
Sat Flow, veh/h	1810	1900	1610	1810	1900	1604	1810	3610	1577	1810	3610	1610
Grp Volume(v), veh/h	101	61	22	10	74	172	31	1132	15	60	1496	142
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1604	1810	1805	1577	1810	1805	1610
Q Serve(g_s), s	6.6	3.4	1.1	0.7	4.5	7.2	1.7	26.0	0.5	2.7	0.0	0.0
Cycle Q Clear(g_c), s	6.6	3.4	1.1	0.7	4.5	7.2	1.7	26.0	0.5	2.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	259	219	30	158	133	297	1895	828	342	1986	886
V/C Ratio(X)	0.80	0.24	0.10	0.33	0.47	1.29	0.10	0.60	0.02	0.18	0.75	0.16
Avail Cap(c_a), veh/h	181	364	309	113	293	247	297	1895	828	342	1986	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.11	0.11	0.11
Uniform Delay (d), s/veh	55.0	46.3	24.4	58.4	52.5	28.6	42.7	19.7	9.3	31.1	0.0	0.0
Incr Delay (d2), s/veh	15.1	0.5	0.2	6.4	2.2	157.6	0.2	1.4	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	1.7	0.6	0.4	2.2	8.6	0.8	11.0	0.2	1.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	46.7	24.6	64.7	54.7	186.2	42.8	21.1	9.3	31.1	0.3	0.0
LnGrp LOS	E	D	C	E	D	F	D	C	A	C	A	A
Approach Vol, veh/h		184			256			1178			1698	
Approach Delay, s/veh		56.9			143.4			21.5			1.4	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.7	67.0	6.0	20.3	23.7	70.0	12.4	13.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.5	63.0	7.5	23.0	7.5	66.0	12.0	18.5
Max Q Clear Time (g_c+I1), s	14.7	28.0	2.7	5.4	3.7	2.0	8.6	9.2
Green Ext Time (p_c), s	0.0	10.6	0.0	0.3	0.0	20.3	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	497	250	163	920	207	236	749	56	106	1025	333
Future Volume (veh/h)	184	497	250	163	920	207	236	749	56	106	1025	333
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	497	250	163	920	207	236	749	56	106	1025	333
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1623	724	221	855	725	261	966	431	157	1089	337
Arrive On Green	0.06	0.45	0.45	0.06	0.45	0.45	0.14	0.27	0.27	0.09	0.21	0.21
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1603
Grp Volume(v), veh/h	184	497	250	163	920	207	236	749	56	106	1025	333
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1603
Q Serve(g_s), s	6.2	10.5	7.5	5.5	54.0	7.0	15.4	23.0	2.6	6.8	23.3	20.8
Cycle Q Clear(g_c), s	6.2	10.5	7.5	5.5	54.0	7.0	15.4	23.0	2.6	6.8	23.3	20.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1623	724	221	855	725	261	966	431	157	1089	337
V/C Ratio(X)	0.84	0.31	0.35	0.74	1.08	0.29	0.90	0.78	0.13	0.68	0.94	0.99
Avail Cap(c_a), veh/h	219	1623	724	298	855	725	261	966	431	157	1089	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	21.1	8.2	55.2	33.0	10.8	50.5	40.6	22.6	53.2	46.7	33.1
Incr Delay (d2), s/veh	24.0	0.1	0.3	6.2	53.3	0.2	31.9	6.1	0.6	11.0	16.3	46.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	4.5	2.5	2.6	36.7	2.5	9.3	11.0	1.3	3.6	11.6	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.6	21.2	8.5	61.5	86.3	11.0	82.5	46.7	23.2	64.1	63.0	79.6
LnGrp LOS	E	C	A	E	F	B	F	D	C	E	E	E
Approach Vol, veh/h		931			1290			1041			1464	
Approach Delay, s/veh		29.3			71.1			53.5			66.8	
Approach LOS		C			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	36.1	11.6	57.9	21.3	29.2	11.5	58.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.4	32.1	10.2	51.3	17.3	25.2	7.5	54.0
Max Q Clear Time (g_c+I1), s	9.8	25.0	7.5	12.5	17.4	25.3	8.2	56.0
Green Ext Time (p_c), s	0.0	3.0	0.1	4.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.7
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	334	72	43	472	171	113	767	36	195	725	191
Future Volume (veh/h)	95	334	72	43	472	171	113	767	36	195	725	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	334	72	43	472	171	113	767	36	195	725	191
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	747	633	80	493	179	200	1023	456	263	1343	599
Arrive On Green	0.07	0.39	0.39	0.04	0.37	0.37	0.06	0.28	0.28	0.15	0.37	0.37
Sat Flow, veh/h	1810	1900	1610	1810	1326	480	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	95	334	72	43	0	643	113	767	36	195	725	191
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1806	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	6.2	15.5	3.4	2.8	0.0	41.6	3.8	23.2	1.7	12.4	18.9	10.1
Cycle Q Clear(g_c), s	6.2	15.5	3.4	2.8	0.0	41.6	3.8	23.2	1.7	12.4	18.9	10.1
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	119	747	633	80	0	672	200	1023	456	263	1343	599
V/C Ratio(X)	0.80	0.45	0.11	0.53	0.00	0.96	0.56	0.75	0.08	0.74	0.54	0.32
Avail Cap(c_a), veh/h	121	747	633	113	0	692	246	1023	456	263	1343	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	26.8	23.1	56.1	0.0	36.7	55.1	39.1	22.5	49.1	29.6	26.9
Incr Delay (d2), s/veh	30.4	0.4	0.1	5.4	0.0	23.7	2.5	5.0	0.3	10.6	1.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	7.1	1.3	1.4	0.0	22.4	1.7	10.9	0.8	6.4	8.5	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.7	27.2	23.2	61.5	0.0	60.4	57.6	44.2	22.8	59.7	31.2	28.3
LnGrp LOS	F	C	C	E	A	E	E	D	C	E	C	C
Approach Vol, veh/h		501			686			916			1111	
Approach Delay, s/veh		37.7			60.5			45.0			35.7	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.5	38.0	9.3	51.2	10.8	48.6	11.9	48.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	34.0	7.5	46.5	8.4	41.6	8.0	46.0
Max Q Clear Time (g_c+I1), s	14.4	25.2	4.8	17.5	5.8	20.9	8.2	43.6
Green Ext Time (p_c), s	0.1	3.5	0.0	2.4	0.1	5.8	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	639	1104	24	7	1354	143	17	41	7	151	9	628
Future Volume (veh/h)	639	1104	24	7	1354	143	17	41	7	151	9	628
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	639	1104	24	7	1354	143	17	41	7	151	9	628
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	638	2296	50	22	1400	435	46	246	42	467	741	909
Arrive On Green	0.36	0.88	0.88	0.01	0.27	0.27	0.03	0.16	0.16	0.26	0.39	0.39
Sat Flow, veh/h	3510	5224	114	1810	5187	1610	1810	1573	269	1810	1900	1581
Grp Volume(v), veh/h	639	731	397	7	1354	143	17	0	48	151	9	628
Grp Sat Flow(s),veh/h/ln	1755	1729	1880	1810	1729	1610	1810	0	1842	1810	1900	1581
Q Serve(g_s), s	21.8	5.3	5.3	0.5	30.9	8.5	1.1	0.0	2.7	8.1	0.3	6.2
Cycle Q Clear(g_c), s	21.8	5.3	5.3	0.5	30.9	8.5	1.1	0.0	2.7	8.1	0.3	6.2
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	638	1520	826	22	1400	435	46	0	289	467	741	909
V/C Ratio(X)	1.00	0.48	0.48	0.32	0.97	0.33	0.37	0.00	0.17	0.32	0.01	0.69
Avail Cap(c_a), veh/h	638	1520	826	113	1400	435	113	0	289	467	741	909
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	4.4	4.4	58.8	43.3	35.1	57.6	0.0	43.8	36.0	22.4	9.6
Incr Delay (d2), s/veh	29.9	0.2	0.3	8.1	16.7	0.4	5.0	0.0	1.2	0.4	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	1.3	1.5	0.3	15.3	3.4	0.6	0.0	1.3	3.6	0.2	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.1	4.5	4.7	66.8	60.0	35.5	62.5	0.0	45.1	36.4	22.5	13.9
LnGrp LOS	F	A	A	E	E	D	E	A	D	D	C	B
Approach Vol, veh/h		1767			1504			65			788	
Approach Delay, s/veh		27.5			57.7			49.6			18.3	
Approach LOS		C			E			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.0	22.8	5.5	56.7	7.0	50.8	25.8	36.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	31.0	18.8	7.5	46.7	7.5	42.3	21.8	32.4
Max Q Clear Time (g_c+I1), s	10.1	4.7	2.5	7.3	3.1	8.2	23.8	32.9
Green Ext Time (p_c), s	0.4	0.1	0.0	9.6	0.0	2.8	0.0	0.0

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

Intersection	
Int Delay, s/veh	118.1

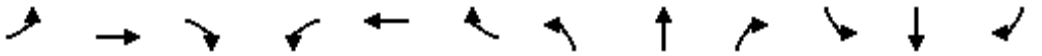
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	34	594	61	10	919	65	142	0	37	0	0	145
Future Vol, veh/h	34	594	61	10	919	65	142	0	37	0	0	145
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	594	61	10	919	65	142	0	37	0	0	145

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	984	0	0	655	0	0	1737	1697	-	1665	1695	952
Stage 1	-	-	-	-	-	-	693	693	-	972	972	-
Stage 2	-	-	-	-	-	-	1044	1004	-	693	723	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	710	-	-	942	-	-	~ 69	93	0	78	94	317
Stage 1	-	-	-	-	-	-	437	448	0	306	333	-
Stage 2	-	-	-	-	-	-	279	322	0	437	434	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	710	-	-	942	-	-	~ 35	84	-	72	85	317
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 35	84	-	72	85	-
Stage 1	-	-	-	-	-	-	404	414	-	283	325	-
Stage 2	-	-	-	-	-	-	148	314	-	404	401	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	$ 1608.7	25.6
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	35	-	710	-	-	942	-	-	317
HCM Lane V/C Ratio	4.057	-	0.048	-	-	0.011	-	-	0.457
HCM Control Delay (s)	$ 1608.7	0	10.3	0	-	8.9	0	-	25.6
HCM Lane LOS	F	A	B	A	-	A	A	-	D
HCM 95th %tile Q(veh)	16.6	-	0.2	-	-	0	-	-	2.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	259	223	115	282	22	219	106	108	4	44	7
Future Volume (veh/h)	24	259	223	115	282	22	219	106	108	4	44	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	259	223	115	282	22	219	106	108	4	44	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	145	335	278	147	342	290	288	139	374	42	462	73
Arrive On Green	0.08	0.18	0.18	0.08	0.18	0.18	0.23	0.23	0.23	0.31	0.31	0.31
Sat Flow, veh/h	1810	1872	1553	1810	1900	1610	1239	599	1610	135	1481	236
Grp Volume(v), veh/h	24	249	233	115	282	22	325	0	108	55	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1620	1810	1900	1610	1838	0	1610	1851	0	0
Q Serve(g_s), s	1.0	10.8	11.3	5.1	11.7	0.9	13.5	0.0	4.5	1.7	0.0	0.0
Cycle Q Clear(g_c), s	1.0	10.8	11.3	5.1	11.7	0.9	13.5	0.0	4.5	1.7	0.0	0.0
Prop In Lane	1.00		0.96	1.00		1.00	0.67		1.00	0.07		0.13
Lane Grp Cap(c), veh/h	145	323	290	147	342	290	427	0	374	577	0	0
V/C Ratio(X)	0.17	0.77	0.80	0.78	0.82	0.08	0.76	0.00	0.29	0.10	0.00	0.00
Avail Cap(c_a), veh/h	166	408	367	243	511	433	427	0	374	577	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.1	32.0	32.2	36.8	32.3	27.9	29.3	0.0	25.8	20.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	6.9	9.7	8.6	6.8	0.1	12.1	0.0	1.9	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.2	5.1	2.6	5.9	0.4	7.2	0.0	1.9	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	38.9	41.9	45.5	39.0	28.0	41.3	0.0	27.8	20.3	0.0	0.0
LnGrp LOS	D	D	D	D	D	C	D	A	C	C	A	A
Approach Vol, veh/h		506			419			433			55	
Approach Delay, s/veh		40.1			40.2			38.0			20.3	
Approach LOS		D			D			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	10.7	18.6		29.5	10.5	18.7				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	11.0	18.5		25.5	7.5	22.0				
Max Q Clear Time (g_c+I1), s		15.5	7.1	13.3		3.7	3.0	13.7				
Green Ext Time (p_c), s		0.8	0.1	1.4		0.2	0.0	1.0				

Intersection Summary												
HCM 6th Ctrl Delay			38.7									
HCM 6th LOS			D									

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	162	361	68	304	74
Future Vol, veh/h	25	162	361	68	304	74
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	162	361	68	304	74
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.4	10.8	16.1
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	80%
Vol Thru, %	100%	64%	0%	0%	20%
Vol Right, %	0%	36%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	241	188	25	162	378
LT Vol	0	0	25	0	304
Through Vol	241	120	0	0	74
RT Vol	0	68	0	162	0
Lane Flow Rate	241	188	25	162	378
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.369	0.276	0.049	0.26	0.584
Departure Headway (Hd)	5.522	5.267	7.003	5.784	5.559
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	655	686	512	622	654
Service Time	3.231	2.975	4.735	3.517	3.567
HCM Lane V/C Ratio	0.368	0.274	0.049	0.26	0.578
HCM Control Delay	11.4	10	10.1	10.5	16.1
HCM Lane LOS	B	A	B	B	C
HCM 95th-tile Q	1.7	1.1	0.2	1	3.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	862	25	39	1263	13	102	27	22	5	18	169
Future Volume (veh/h)	195	862	25	39	1263	13	102	27	22	5	18	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	195	862	25	39	1263	13	102	27	22	5	18	169
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	233	1254	36	371	1686	17	293	78	326	77	278	303
Arrive On Green	0.13	0.24	0.24	0.21	0.32	0.32	0.20	0.20	0.20	0.19	0.19	0.19
Sat Flow, veh/h	1810	5181	150	1810	5292	54	1445	383	1605	409	1471	1605
Grp Volume(v), veh/h	195	575	312	39	825	451	129	0	22	23	0	169
Grp Sat Flow(s),veh/h/ln	1810	1729	1873	1810	1729	1888	1828	0	1605	1880	0	1605
Q Serve(g_s), s	10.5	15.0	15.1	1.7	21.3	21.3	6.0	0.0	1.1	1.0	0.0	9.5
Cycle Q Clear(g_c), s	10.5	15.0	15.1	1.7	21.3	21.3	6.0	0.0	1.1	1.0	0.0	9.5
Prop In Lane	1.00		0.08	1.00		0.03	0.79		1.00	0.22		1.00
Lane Grp Cap(c), veh/h	233	837	453	371	1102	602	371	0	326	355	0	303
V/C Ratio(X)	0.84	0.69	0.69	0.10	0.75	0.75	0.35	0.00	0.07	0.06	0.00	0.56
Avail Cap(c_a), veh/h	429	1995	1080	371	1439	786	371	0	326	355	0	303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.3	34.3	34.3	32.1	30.3	30.3	34.0	0.0	32.0	33.1	0.0	36.6
Incr Delay (d2), s/veh	7.8	1.0	1.9	0.1	1.6	2.9	2.6	0.0	0.4	0.4	0.0	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	6.3	7.0	0.8	8.9	9.9	2.9	0.0	0.5	0.5	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	35.3	36.2	32.2	31.9	33.2	36.6	0.0	32.4	33.5	0.0	43.8
LnGrp LOS	D	D	D	C	C	C	D	A	C	C	A	D
Approach Vol, veh/h		1082			1315			151			192	
Approach Delay, s/veh		38.2			32.4			36.0			42.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.2	24.4	28.1	22.8	16.8	35.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.2	7.6	57.4	18.8	23.6	41.4
Max Q Clear Time (g_c+I1), s	8.0	3.7	17.1	11.5	12.5	23.3
Green Ext Time (p_c), s	0.5	0.0	7.0	0.4	0.4	8.5

Intersection Summary	
HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	842	39	62	1153	6	75	3	98	7	0	44
Future Volume (veh/h)	16	842	39	62	1153	6	75	3	98	7	0	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	842	39	62	1153	6	75	3	98	7	0	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	1235	57	136	1513	8	151	764	766	23	0	534
Arrive On Green	0.03	0.24	0.24	0.08	0.28	0.28	0.08	0.40	0.40	0.01	0.00	0.33
Sat Flow, veh/h	1810	5080	235	1810	5325	28	1810	1900	1603	1810	0	1610
Grp Volume(v), veh/h	16	572	309	62	749	410	75	3	98	7	0	44
Grp Sat Flow(s),veh/h/ln	1810	1729	1857	1810	1729	1895	1810	1900	1603	1810	0	1610
Q Serve(g_s), s	0.5	9.0	9.0	2.0	11.9	11.9	2.4	0.1	2.0	0.2	0.0	1.1
Cycle Q Clear(g_c), s	0.5	9.0	9.0	2.0	11.9	11.9	2.4	0.1	2.0	0.2	0.0	1.1
Prop In Lane	1.00		0.13	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	841	452	136	983	538	151	764	766	23	0	534
V/C Ratio(X)	0.26	0.68	0.68	0.46	0.76	0.76	0.50	0.00	0.13	0.30	0.00	0.08
Avail Cap(c_a), veh/h	226	1089	585	229	1095	600	229	764	766	226	0	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.2	20.6	20.6	26.6	19.6	19.6	26.3	10.7	8.7	29.3	0.0	13.8
Incr Delay (d2), s/veh	2.2	1.2	2.2	2.4	2.9	5.1	2.5	0.0	0.3	7.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.5	3.9	0.9	4.7	5.5	1.1	0.0	0.7	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	21.7	22.8	28.9	22.5	24.8	28.8	10.7	9.1	36.4	0.0	14.1
LnGrp LOS	C	C	C	C	C	C	C	B	A	D	A	B
Approach Vol, veh/h		897			1221			176			51	
Approach Delay, s/veh		22.3			23.6			17.5			17.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	28.1	8.5	18.6	9.0	23.9	6.0	21.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	20.0	7.6	18.9	7.6	19.9	7.5	19.0
Max Q Clear Time (g_c+I1), s	2.2	4.0	4.0	11.0	4.4	3.1	2.5	13.9
Green Ext Time (p_c), s	0.0	0.2	0.0	3.5	0.0	0.1	0.0	3.2

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	221	7	474	506	160	542
Future Volume (veh/h)	221	7	474	506	160	542
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	221	7	474	506	160	542
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	249	725	618	745	565	1354
Arrive On Green	0.14	0.14	0.32	0.32	0.31	0.71
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	221	7	474	506	160	542
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	9.6	0.0	17.9	19.7	5.3	9.2
Cycle Q Clear(g_c), s	9.6	0.0	17.9	19.7	5.3	9.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	249	725	618	745	565	1354
V/C Ratio(X)	0.89	0.01	0.77	0.68	0.28	0.40
Avail Cap(c_a), veh/h	249	725	618	745	577	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	33.9	12.2	24.3	16.9	20.7	4.6
Incr Delay (d2), s/veh	29.8	0.0	0.9	0.5	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.1	7.8	9.0	2.2	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.7	12.2	25.1	17.3	21.0	5.5
LnGrp LOS	E	B	C	B	C	A
Approach Vol, veh/h	228		980			702
Approach Delay, s/veh	62.1		21.1			9.0
Approach LOS	E		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	31.0	32.0				63.0	17.0
Change Period (Y+Rc), s	6.0	* 6				6.0	6.0
Max Green Setting (Gmax), s	25.5	* 26				57.0	11.0
Max Q Clear Time (g_c+I1), s	11.3	21.7				11.2	11.6
Green Ext Time (p_c), s	0.4	2.0				4.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	7	607	0	0	0	0	908	422	17	750	0
Future Volume (veh/h)	77	7	607	0	0	0	0	908	422	17	750	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	77	7	607				0	908	422	17	750	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	515	47	498				0	587	498	0	1105	0
Arrive On Green	0.31	0.31	0.31				0.00	0.31	0.31	0.22	0.58	0.00
Sat Flow, veh/h	1665	151	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	84	0	607				0	908	422	0	750	0
Grp Sat Flow(s),veh/h/ln	1817	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	3.7	0.0	34.0				0.0	34.0	27.0	0.0	30.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	34.0				0.0	34.0	27.0	0.0	30.0	0.0
Prop In Lane	0.92		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	562	0	498				0	587	498	0	1105	0
V/C Ratio(X)	0.15	0.00	1.22				0.00	1.55	0.85	0.00	0.68	0.00
Avail Cap(c_a), veh/h	562	0	498				0	587	498	0	1105	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.75	0.75	0.00	0.82	0.00
Uniform Delay (d), s/veh	27.5	0.0	38.0				0.0	38.0	35.6	0.0	15.9	0.0
Incr Delay (d2), s/veh	0.1	0.0	116.0				0.0	252.1	12.7	0.0	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	29.1				0.0	56.6	12.2	0.0	13.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	0.0	154.0				0.0	290.1	48.3	0.0	18.7	0.0
LnGrp LOS	C	A	F				A	F	D	A	B	A
Approach Vol, veh/h		691						1330			750	
Approach Delay, s/veh		138.6						213.4			18.7	
Approach LOS		F						F			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.0	40.0		40.0		70.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	24.0	34.0		34.0		64.0						
Max Q Clear Time (g_c+I1), s	10.0	36.0		36.0		32.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		6.3						

Intersection Summary		
HCM 6th Ctrl Delay		142.0
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	597	116	94	22	133	230	102	511	21	295	515	546
Future Volume (veh/h)	597	116	94	22	133	230	102	511	21	295	515	546
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	597	116	94	22	133	230	102	511	21	295	515	546
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	679	635	474	56	290	258	298	1151	513	329	1214	535
Arrive On Green	0.19	0.32	0.32	0.03	0.16	0.16	0.16	0.32	0.32	0.18	0.34	0.34
Sat Flow, veh/h	3510	1970	1471	1810	1805	1610	1810	3610	1610	1810	3610	1590
Grp Volume(v), veh/h	597	105	105	22	133	230	102	511	21	295	515	546
Grp Sat Flow(s),veh/h/ln	1755	1805	1635	1810	1805	1610	1810	1805	1610	1810	1805	1590
Q Serve(g_s), s	18.2	4.6	5.1	1.3	7.3	15.4	5.5	12.4	1.0	17.5	12.1	37.0
Cycle Q Clear(g_c), s	18.2	4.6	5.1	1.3	7.3	15.4	5.5	12.4	1.0	17.5	12.1	37.0
Prop In Lane	1.00		0.90	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	679	582	528	56	290	258	298	1151	513	329	1214	535
V/C Ratio(X)	0.88	0.18	0.20	0.39	0.46	0.89	0.34	0.44	0.04	0.90	0.42	1.02
Avail Cap(c_a), veh/h	798	591	535	123	304	271	298	1151	513	428	1214	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.21	0.21	0.21
Uniform Delay (d), s/veh	43.1	26.8	27.0	52.3	41.9	45.2	40.7	29.7	25.9	44.0	28.3	36.5
Incr Delay (d2), s/veh	9.9	0.1	0.2	4.3	1.1	27.7	0.7	1.2	0.1	4.6	0.2	23.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	2.0	2.0	0.7	3.4	8.1	2.5	5.5	0.4	8.2	5.3	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	27.0	27.1	56.6	43.0	72.9	41.4	31.0	26.0	48.6	28.5	59.9
LnGrp LOS	D	C	C	E	D	E	D	C	C	D	C	F
Approach Vol, veh/h		807			385			634			1356	
Approach Delay, s/veh		46.3			61.7			32.5			45.5	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	39.1	7.4	39.5	22.1	41.0	25.3	21.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	24.5	7.5	36.0	13.5	37.0	25.0	18.5
Max Q Clear Time (g_c+I1), s	19.5	14.4	3.3	7.1	7.5	39.0	20.2	17.4
Green Ext Time (p_c), s	0.5	2.5	0.0	1.3	0.1	0.0	1.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	45.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	59	4	149	106	94	4	510	110	82	549	11
Future Volume (veh/h)	11	59	4	149	106	94	4	510	110	82	549	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	59	4	149	106	94	4	510	110	82	549	11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	91	6	159	113	100	13	701	594	362	1042	21
Arrive On Green	0.06	0.06	0.06	0.21	0.21	0.21	0.01	0.74	0.74	0.20	0.56	0.56
Sat Flow, veh/h	278	1489	101	758	539	478	1810	1900	1610	1810	1856	37
Grp Volume(v), veh/h	74	0	0	349	0	0	4	510	110	82	0	560
Grp Sat Flow(s),veh/h/ln	1868	0	0	1776	0	0	1810	1900	1610	1810	0	1893
Q Serve(g_s), s	3.9	0.0	0.0	19.3	0.0	0.0	0.2	15.2	2.1	3.8	0.0	18.4
Cycle Q Clear(g_c), s	3.9	0.0	0.0	19.3	0.0	0.0	0.2	15.2	2.1	3.8	0.0	18.4
Prop In Lane	0.15		0.05	0.43		0.27	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	114	0	0	373	0	0	13	701	594	362	0	1063
V/C Ratio(X)	0.65	0.00	0.00	0.94	0.00	0.00	0.30	0.73	0.19	0.23	0.00	0.53
Avail Cap(c_a), veh/h	346	0	0	373	0	0	136	701	594	362	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.9	0.0	0.0	38.8	0.0	0.0	49.0	10.3	8.5	33.5	0.0	13.6
Incr Delay (d2), s/veh	6.1	0.0	0.0	30.7	0.0	0.0	1.1	0.6	0.1	0.3	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	11.4	0.0	0.0	0.1	3.6	0.7	1.7	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	0.0	0.0	69.5	0.0	0.0	50.1	10.9	8.6	33.8	0.0	15.5
LnGrp LOS	D	A	A	E	A	A	D	B	A	C	A	B
Approach Vol, veh/h		74			349			624			642	
Approach Delay, s/veh		52.0			69.5			10.7			17.9	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.0	40.9		10.1	4.7	60.2		25.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	36.9		18.5	7.5	37.0		21.0
Max Q Clear Time (g_c+I1), s	5.8	17.2		5.9	2.2	20.4		21.3
Green Ext Time (p_c), s	0.0	3.6		0.2	0.0	3.4		0.0

Intersection Summary		
HCM 6th Ctrl Delay		27.4
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	518	55	310	796	46	70	577	289	61	629	77
Future Volume (veh/h)	43	518	55	310	796	46	70	577	289	61	629	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	518	55	310	796	46	70	577	289	61	629	77
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	447	48	253	587	34	109	429	215	136	622	76
Arrive On Green	0.08	0.26	0.26	0.14	0.33	0.33	0.06	0.36	0.36	0.15	0.75	0.75
Sat Flow, veh/h	1810	1688	179	1810	1779	103	1810	1193	598	1810	1660	203
Grp Volume(v), veh/h	43	0	573	310	0	842	70	0	866	61	0	706
Grp Sat Flow(s),veh/h/ln	1810	0	1868	1810	0	1881	1810	0	1790	1810	0	1863
Q Serve(g_s), s	2.3	0.0	26.5	14.0	0.0	33.0	3.8	0.0	36.0	3.1	0.0	37.5
Cycle Q Clear(g_c), s	2.3	0.0	26.5	14.0	0.0	33.0	3.8	0.0	36.0	3.1	0.0	37.5
Prop In Lane	1.00		0.10	1.00		0.05	1.00		0.33	1.00		0.11
Lane Grp Cap(c), veh/h	136	0	495	253	0	621	109	0	645	136	0	699
V/C Ratio(X)	0.32	0.00	1.16	1.22	0.00	1.36	0.64	0.00	1.34	0.45	0.00	1.01
Avail Cap(c_a), veh/h	136	0	495	253	0	621	136	0	645	136	0	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.82	0.00	0.82
Uniform Delay (d), s/veh	43.8	0.0	36.8	43.0	0.0	33.5	46.0	0.0	32.0	40.6	0.0	12.5
Incr Delay (d2), s/veh	1.3	0.0	91.6	130.6	0.0	170.6	7.0	0.0	164.8	1.9	0.0	33.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	24.4	15.4	0.0	44.0	1.9	0.0	44.5	1.4	0.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	0.0	128.4	173.6	0.0	204.1	52.9	0.0	196.8	42.5	0.0	45.9
LnGrp LOS	D	A	F	F	A	F	D	A	F	D	A	F
Approach Vol, veh/h		616			1152			936			767	
Approach Delay, s/veh		122.6			195.9			186.1			45.7	
Approach LOS		F			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	40.0	18.0	30.5	10.0	41.5	11.5	37.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	36.0	14.0	26.5	7.5	36.0	7.5	33.0
Max Q Clear Time (g_c+I1), s	5.1	38.0	16.0	28.5	5.8	39.5	4.3	35.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	147.0
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	130	81	57	186	53	87	667	102	27	661	100
Future Volume (veh/h)	89	130	81	57	186	53	87	667	102	27	661	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	130	81	57	186	53	87	667	102	27	661	100
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	209	122	126	282	78	587	2302	1139	67	1593	238
Arrive On Green	0.06	0.10	0.10	0.07	0.10	0.10	0.65	1.00	1.00	0.04	0.35	0.35
Sat Flow, veh/h	1810	2189	1277	1810	2780	768	1810	3610	1609	1810	4551	681
Grp Volume(v), veh/h	89	106	105	57	119	120	87	667	102	27	500	261
Grp Sat Flow(s),veh/h/ln	1810	1805	1661	1810	1805	1743	1810	1805	1609	1810	1729	1774
Q Serve(g_s), s	4.8	5.6	6.1	3.0	6.3	6.7	1.9	0.0	0.0	1.5	11.0	11.2
Cycle Q Clear(g_c), s	4.8	5.6	6.1	3.0	6.3	6.7	1.9	0.0	0.0	1.5	11.0	11.2
Prop In Lane	1.00		0.77	1.00		0.44	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	116	173	159	126	183	177	587	2302	1139	67	1210	621
V/C Ratio(X)	0.77	0.61	0.66	0.45	0.65	0.68	0.15	0.29	0.09	0.40	0.41	0.42
Avail Cap(c_a), veh/h	253	397	365	235	379	366	587	2302	1139	181	1210	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	43.4	43.7	44.7	43.2	43.4	12.2	0.0	0.0	47.1	24.7	24.8
Incr Delay (d2), s/veh	10.1	3.5	4.7	2.5	3.8	4.6	0.1	0.3	0.2	3.9	1.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.7	2.7	1.4	3.0	3.1	0.8	0.1	0.0	0.7	4.6	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	46.9	48.4	47.2	47.1	47.9	12.3	0.3	0.2	51.0	25.7	26.8
LnGrp LOS	E	D	D	D	D	D	B	A	A	D	C	C
Approach Vol, veh/h		300			296			856			788	
Approach Delay, s/veh		50.2			47.4			1.5			27.0	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	67.8	11.0	13.6	36.5	39.0	10.4	14.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	39.0	13.0	22.0	14.0	35.0	14.0	21.0
Max Q Clear Time (g_c+I1), s	3.5	2.0	5.0	8.1	3.9	13.2	6.8	8.7
Green Ext Time (p_c), s	0.0	5.7	0.1	0.9	0.1	5.2	0.1	1.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	62	30	564	79	97	50	538	372	75	599	106
Future Volume (veh/h)	110	62	30	564	79	97	50	538	372	75	599	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	62	30	564	79	97	50	538	372	75	599	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	596	107	52	603	177	149	401	1847	1107	111	871	152
Arrive On Green	0.33	0.09	0.09	0.33	0.09	0.09	0.22	0.36	0.36	0.12	0.39	0.39
Sat Flow, veh/h	1810	1196	579	1810	1900	1595	1810	5187	1601	1810	4442	774
Grp Volume(v), veh/h	110	0	92	564	79	97	50	538	372	75	464	241
Grp Sat Flow(s),veh/h/ln	1810	0	1775	1810	1900	1595	1810	1729	1601	1810	1729	1758
Q Serve(g_s), s	4.3	0.0	5.0	30.2	3.9	5.0	2.2	7.5	9.4	4.0	11.2	11.5
Cycle Q Clear(g_c), s	4.3	0.0	5.0	30.2	3.9	5.0	2.2	7.5	9.4	4.0	11.2	11.5
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	596	0	159	603	177	149	401	1847	1107	111	678	345
V/C Ratio(X)	0.18	0.00	0.58	0.94	0.45	0.65	0.12	0.29	0.34	0.68	0.68	0.70
Avail Cap(c_a), veh/h	596	0	328	695	844	708	401	1847	1107	136	678	345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	0.97	0.97	0.97
Uniform Delay (d), s/veh	24.0	0.0	43.7	32.3	42.9	31.2	31.2	23.1	6.3	42.9	27.8	27.9
Incr Delay (d2), s/veh	0.1	0.0	3.3	18.6	1.8	4.8	0.1	0.3	0.7	9.2	5.4	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	2.3	15.9	1.9	2.5	1.0	3.1	3.0	2.0	4.3	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	47.1	50.9	44.6	35.9	31.3	23.4	7.0	52.2	33.2	38.8
LnGrp LOS	C	A	D	D	D	D	C	C	A	D	C	D
Approach Vol, veh/h		202			740			960			780	
Approach Delay, s/veh		34.6			48.3			17.5			36.8	
Approach LOS		C			D			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	39.6	37.3	12.9	26.1	23.6	36.9	13.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	19.6	38.4	18.5	7.5	19.6	12.5	44.4
Max Q Clear Time (g_c+I1), s	6.0	11.4	32.2	7.0	4.2	13.5	6.3	7.0
Green Ext Time (p_c), s	0.0	3.2	1.1	0.3	0.0	2.3	0.1	0.8

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

Intersection	
Int Delay, s/veh	0

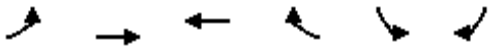
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1276	1476	5	0	12
Future Vol, veh/h	0	1276	1476	5	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1276	1476	5	0	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	741
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*583
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*583
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	583
HCM Lane V/C Ratio	-	-	-	0.021
HCM Control Delay (s)	-	-	-	11.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	187	1096	1466	46	10	14
Future Volume (veh/h)	187	1096	1466	46	10	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	187	1096	1466	46	10	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	221	2419	1604	50	845	752
Arrive On Green	0.12	0.47	0.31	0.31	0.47	0.47
Sat Flow, veh/h	1810	5358	5331	162	1810	1610
Grp Volume(v), veh/h	187	1096	982	530	10	14
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1864	1810	1610
Q Serve(g_s), s	12.1	17.2	32.8	32.8	0.4	0.6
Cycle Q Clear(g_c), s	12.1	17.2	32.8	32.8	0.4	0.6
Prop In Lane	1.00			0.09	1.00	1.00
Lane Grp Cap(c), veh/h	221	2419	1075	579	845	752
V/C Ratio(X)	0.85	0.45	0.91	0.91	0.01	0.02
Avail Cap(c_a), veh/h	754	3977	1095	590	845	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	21.7	39.8	39.8	17.1	17.2
Incr Delay (d2), s/veh	8.6	0.1	11.5	18.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	6.9	15.5	17.9	0.2	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.2	21.8	51.3	58.5	17.2	17.2
LnGrp LOS	E	C	D	E	B	B
Approach Vol, veh/h		1283	1512		24	
Approach Delay, s/veh		27.4	53.8		17.2	
Approach LOS		C	D		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	60.0	60.0	18.7	41.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	92.0	20.0	50.0	38.0
Max Q Clear Time (g_c+I1), s	19.2	2.6	14.1	34.8
Green Ext Time (p_c), s	10.7	0.0	0.5	2.5

Intersection Summary	
HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.6

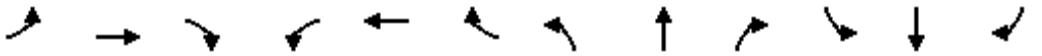
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	1071	1487	46	9	25
Future Vol, veh/h	34	1071	1487	46	9	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	70	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	1071	1487	46	9	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1533	0	-	0	2006	767
Stage 1	-	-	-	-	1510	-
Stage 2	-	-	-	-	496	-
Critical Hdwy	5.3	-	-	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	3.1	-	-	-	3.8	3.9
Pot Cap-1 Maneuver	219	-	-	-	*210	299
Stage 1	-	-	-	-	*119	-
Stage 2	-	-	-	-	*689	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	219	-	-	-	*177	299
Mov Cap-2 Maneuver	-	-	-	-	*177	-
Stage 1	-	-	-	-	*101	-
Stage 2	-	-	-	-	*689	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	219	-	-	-	177	299
HCM Lane V/C Ratio	0.155	-	-	-	0.051	0.084
HCM Control Delay (s)	24.4	-	-	-	26.4	18.1
HCM Lane LOS	C	-	-	-	D	C
HCM 95th %tile Q(veh)	0.5	-	-	-	0.2	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2905	571	0	2740	194	0	0	0	432	0	345
Future Volume (veh/h)	0	2905	571	0	2740	194	0	0	0	432	0	345
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2905	571	0	2740	0				539	0	230
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3178	587	0	3747					709	0	315
Arrive On Green	0.00	0.72	0.72	0.00	1.00	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	4570	812	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	2243	1233	0	2740	0				539	0	230
Grp Sat Flow(s),veh/h/ln	0	1729	1754	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	56.4	72.2	0.0	0.0	0.0				15.5	0.0	14.7
Cycle Q Clear(g_c), s	0.0	56.4	72.2	0.0	0.0	0.0				15.5	0.0	14.7
Prop In Lane	0.00		0.46	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2498	1267	0	3747					709	0	315
V/C Ratio(X)	0.00	0.90	0.97	0.00	0.73					0.76	0.00	0.73
Avail Cap(c_a), veh/h	0	2499	1267	0	3749					709	0	315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.14	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.1	14.3	0.0	0.0	0.0				41.8	0.0	41.5
Incr Delay (d2), s/veh	0.0	4.8	19.1	0.0	0.1	0.0				7.5	0.0	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.6	30.0	0.0	0.0	0.0				7.6	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.9	33.3	0.0	0.1	0.0				49.3	0.0	55.3
LnGrp LOS	A	B	C	A	A					D	A	E
Approach Vol, veh/h		3476			2740	A					769	
Approach Delay, s/veh		22.7			0.1						51.1	
Approach LOS		C			A						D	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		84.0		26.0		84.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		79.5		21.5		79.5						
Max Q Clear Time (g_c+I1), s		74.2		17.5		2.0						
Green Ext Time (p_c), s		5.2		1.2		57.4						

Intersection Summary												
HCM 6th Ctrl Delay			17.0									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	3080	0	0	2416	312	518	0	279	0	0	0
Future Volume (veh/h)	257	3080	0	0	2416	312	518	0	279	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	257	3080	0	0	2416	312	605	0	186			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	281	3804	0	0	2508	314	669	0	298			
Arrive On Green	0.31	1.00	0.00	0.00	0.54	0.54	0.18	0.00	0.18			
Sat Flow, veh/h	1810	5358	0	0	4840	584	3619	0	1610			
Grp Volume(v), veh/h	257	3080	0	0	1769	959	605	0	186			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1795	1810	0	1610			
Q Serve(g_s), s	15.1	0.0	0.0	0.0	53.3	58.3	18.0	0.0	11.7			
Cycle Q Clear(g_c), s	15.1	0.0	0.0	0.0	53.3	58.3	18.0	0.0	11.7			
Prop In Lane	1.00		0.00	0.00		0.33	1.00		1.00			
Lane Grp Cap(c), veh/h	281	3804	0	0	1858	964	669	0	298			
V/C Ratio(X)	0.92	0.81	0.00	0.00	0.95	0.99	0.90	0.00	0.62			
Avail Cap(c_a), veh/h	285	3815	0	0	1858	964	669	0	298			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.23	0.23	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.2	0.0	0.0	0.0	24.1	25.3	43.9	0.0	41.3			
Incr Delay (d2), s/veh	10.6	0.3	0.0	0.0	11.6	27.4	17.9	0.0	9.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.3	0.1	0.0	0.0	23.4	30.5	9.7	0.0	5.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	0.3	0.0	0.0	35.7	52.7	61.8	0.0	50.9			
LnGrp LOS	D	A	A	A	D	D	E	A	D			
Approach Vol, veh/h		3337			2728			791				
Approach Delay, s/veh		4.0			41.7			59.2				
Approach LOS		A			D			E				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	24.8	85.2	21.6	63.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.1	80.9	17.3	59.1
Max Q Clear Time (g_c+I1), s	20.0	2.0	17.1	60.3
Green Ext Time (p_c), s	0.0	67.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	1255	683	603	1159	0	0	0	0	0	0	95
Future Volume (veh/h)	0	1255	683	603	1159	0	0	0	0	0	0	95
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	1255	683	603	1159	0				0	0	95
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1906	850	643	3369	0				0	0	0
Arrive On Green	0.00	0.53	0.53	0.36	0.93	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	1255	683	603	1159	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	22.6	31.3	29.0	2.8	0.0						
Cycle Q Clear(g_c), s	0.0	22.6	31.3	29.0	2.8	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	1906	850	643	3369	0						
V/C Ratio(X)	0.00	0.66	0.80	0.94	0.34	0.00						
Avail Cap(c_a), veh/h	0	1906	850	714	3369	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	15.4	17.4	28.0	0.3	0.0						
Incr Delay (d2), s/veh	0.0	1.8	7.9	19.0	0.3	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	9.1	12.4	15.4	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.2	25.4	47.1	0.6	0.0						
LnGrp LOS	A	B	C	D	A	A						
Approach Vol, veh/h		1938			1762							
Approach Delay, s/veh		20.1			16.5							
Approach LOS		C			B							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	16.5	53.5				90.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	35.5	34.5				74.5						
Max Q Clear Time (g_c+I1), s	31.0	33.3				4.8						
Green Ext Time (p_c), s	1.0	1.1				12.1						

Intersection Summary												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1629	144	0	1868	613	61	336	0	992	26	370
Future Volume (veh/h)	83	1629	144	0	1868	613	61	336	0	992	26	370
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	83	1629	144	0	1868	613	61	336	0	992	26	370
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	1716	150	0	1386	431	236	686	0	317	39	549
Arrive On Green	0.51	0.51	0.51	0.00	0.51	0.51	0.36	0.36	0.00	0.36	0.36	0.36
Sat Flow, veh/h	136	3358	294	0	2806	842	1004	1900	0	1061	107	1520
Grp Volume(v), veh/h	83	868	905	0	1209	1272	61	336	0	992	0	396
Grp Sat Flow(s),veh/h/ln	136	1805	1847	0	1805	1748	1004	1900	0	1061	0	1626
Q Serve(g_s), s	0.0	40.7	42.3	0.0	46.0	46.0	4.9	12.4	0.0	20.1	0.0	18.5
Cycle Q Clear(g_c), s	46.0	40.7	42.3	0.0	46.0	46.0	23.4	12.4	0.0	32.5	0.0	18.5
Prop In Lane	1.00		0.16	0.00		0.48	1.00		0.00	1.00		0.93
Lane Grp Cap(c), veh/h	80	923	944	0	923	894	236	686	0	317	0	587
V/C Ratio(X)	1.04	0.94	0.96	0.00	1.31	1.42	0.26	0.49	0.00	3.12	0.00	0.67
Avail Cap(c_a), veh/h	80	923	944	0	923	894	236	686	0	317	0	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	20.7	21.1	0.0	22.0	22.0	34.2	22.3	0.0	37.5	0.0	24.3
Incr Delay (d2), s/veh	111.3	18.3	20.9	0.0	147.4	197.2	2.6	2.5	0.0	964.4	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	20.3	22.0	0.0	55.4	66.0	1.4	5.8	0.0	92.1	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	156.3	39.1	42.0	0.0	169.4	219.2	36.8	24.8	0.0	1001.8	0.0	27.3
LnGrp LOS	F	D	D	A	F	F	D	C	A	F	A	C
Approach Vol, veh/h		1856			2481			397			1388	
Approach Delay, s/veh		45.7			194.9			26.6			723.8	
Approach LOS		D			F			C			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	52.0	38.0	52.0	38.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	46.0	32.5	46.0	32.5
Max Q Clear Time (g_c+I1), s	48.0	34.5	48.0	25.4
Green Ext Time (p_c), s	0.0	0.0	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	258.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1037	1816	11	9	1389	447	13	170	8	749	122	1047
Future Volume (veh/h)	1037	1816	11	9	1389	447	13	170	8	749	122	1047
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1037	1816	11	9	1389	447	13	170	8	749	122	1047
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	498	2219	13	195	902	387	60	712	602	444	64	548
Arrive On Green	0.28	0.42	0.42	0.11	0.25	0.25	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	5320	32	1810	3610	1549	488	1900	1606	1224	170	1462
Grp Volume(v), veh/h	1037	1180	647	9	1389	447	13	170	8	749	0	1169
Grp Sat Flow(s),veh/h/ln	1810	1729	1894	1810	1805	1549	488	1900	1606	1224	0	1633
Q Serve(g_s), s	33.0	36.2	36.3	0.5	30.0	30.0	0.0	7.4	0.4	37.6	0.0	45.0
Cycle Q Clear(g_c), s	33.0	36.2	36.3	0.5	30.0	30.0	45.0	7.4	0.4	45.0	0.0	45.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	498	1442	790	195	903	387	60	713	602	444	0	612
V/C Ratio(X)	2.08	0.82	0.82	0.05	1.54	1.15	0.22	0.24	0.01	1.69	0.00	1.91
Avail Cap(c_a), veh/h	498	1599	876	195	903	387	60	713	602	444	0	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	31.0	31.0	48.0	45.0	45.0	60.0	25.7	23.6	43.7	0.0	37.5
Incr Delay (d2), s/veh	494.6	3.2	5.7	0.1	248.1	94.9	8.1	0.8	0.0	319.0	0.0	415.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	88.0	15.5	17.5	0.2	44.4	21.6	0.5	3.5	0.2	52.8	0.0	88.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	538.1	34.1	36.6	48.1	293.1	139.9	68.1	26.5	23.6	362.7	0.0	452.8
LnGrp LOS	F	C	D	D	F	F	E	C	C	F	A	F
Approach Vol, veh/h		2864			1845			191			1918	
Approach Delay, s/veh		217.2			254.8			29.2			417.6	
Approach LOS		F			F			C			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	49.0	16.9	54.1	49.0	37.0	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	45.0	7.5	55.5	45.0	33.0	30.0
Max Q Clear Time (g_c+I1), s	47.0	2.5	38.3	47.0	35.0	32.0
Green Ext Time (p_c), s	0.0	0.0	11.8	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	278.5
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1941	475	150	1254	70	603	271	149	63	273	114
Future Volume (veh/h)	183	1941	475	150	1254	70	603	271	149	63	273	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	1941	475	150	1254	70	603	271	149	63	273	114
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	291	1531	361	136	1409	79	452	710	599	93	332	280
Arrive On Green	0.16	0.37	0.37	0.15	0.56	0.56	0.08	0.12	0.12	0.05	0.17	0.17
Sat Flow, veh/h	1810	4176	984	1810	5020	280	1810	1900	1601	1810	1900	1602
Grp Volume(v), veh/h	183	1595	821	150	864	460	603	271	149	63	273	114
Grp Sat Flow(s),veh/h/ln	1810	1729	1701	1810	1729	1842	1810	1900	1601	1810	1900	1602
Q Serve(g_s), s	11.3	44.0	44.0	9.0	26.3	26.3	30.0	15.7	10.1	4.1	16.6	7.6
Cycle Q Clear(g_c), s	11.3	44.0	44.0	9.0	26.3	26.3	30.0	15.7	10.1	4.1	16.6	7.6
Prop In Lane	1.00		0.58	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	1268	624	136	971	517	452	710	599	93	333	280
V/C Ratio(X)	0.63	1.26	1.32	1.11	0.89	0.89	1.33	0.38	0.25	0.68	0.82	0.41
Avail Cap(c_a), veh/h	291	1268	624	136	1066	568	452	710	599	145	333	280
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.41	0.41	0.41	0.38	0.38	0.38	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	38.0	38.0	51.0	24.7	24.7	55.1	39.8	37.4	56.0	47.7	44.0
Incr Delay (d2), s/veh	4.2	122.5	153.7	80.8	4.0	7.1	155.7	0.6	0.4	8.4	19.9	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	39.8	44.6	6.8	8.2	9.2	34.2	8.2	4.4	2.1	9.7	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	160.5	191.7	131.8	28.7	31.8	210.7	40.4	37.7	64.4	67.6	48.3
LnGrp LOS	D	F	F	F	C	C	F	D	D	E	E	D
Approach Vol, veh/h		2599			1474			1023			450	
Approach Delay, s/veh		162.6			40.2			140.4			62.3	
Approach LOS		F			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	48.9	13.0	48.0	34.0	25.0	23.3	37.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	41.4	9.0	44.0	30.0	21.0	16.0	37.0
Max Q Clear Time (g_c+I1), s	6.1	17.7	11.0	46.0	32.0	18.6	13.3	28.3
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.0	0.5	0.1	5.4

Intersection Summary	
HCM 6th Ctrl Delay	117.8
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	2438	402	118	1400	126	470	152	108	250	327	420
Future Volume (veh/h)	328	2438	402	118	1400	126	470	152	108	250	327	420
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	328	2438	0	118	1400	126	311	375	108	250	327	420
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	380	2291		122	1551	482	314	329	275	333	350	297
Arrive On Green	0.21	0.44	0.00	0.13	0.60	0.60	0.17	0.17	0.17	0.06	0.06	0.06
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1589	1810	1900	1610
Grp Volume(v), veh/h	328	2438	0	118	1400	126	311	375	108	250	327	420
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1589	1810	1900	1610
Q Serve(g_s), s	21.0	53.0	0.0	7.8	28.3	4.5	20.6	20.8	7.2	16.3	20.6	22.1
Cycle Q Clear(g_c), s	21.0	53.0	0.0	7.8	28.3	4.5	20.6	20.8	7.2	16.3	20.6	22.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	2291		122	1551	482	314	329	275	333	350	297
V/C Ratio(X)	0.86	1.06		0.97	0.90	0.26	0.99	1.14	0.39	0.75	0.93	1.42
Avail Cap(c_a), veh/h	380	2291		122	1656	514	314	329	275	333	350	297
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	0.68	0.68	0.68	1.00	1.00	1.00	0.26	0.26	0.26
Uniform Delay (d), s/veh	45.7	33.5	0.0	51.8	22.6	17.8	49.5	49.6	44.0	53.6	55.6	56.4
Incr Delay (d2), s/veh	18.1	38.6	0.0	57.0	5.0	0.2	48.7	92.6	4.2	2.5	12.1	192.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	29.7	0.0	5.2	8.4	1.6	13.5	18.3	3.2	8.2	11.7	25.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	72.1	0.0	108.8	27.5	18.0	98.2	142.2	48.1	56.1	67.8	248.9
LnGrp LOS	E	F		F	C	B	F	F	D	E	E	F
Approach Vol, veh/h		2766	A		1644			794			997	
Approach Delay, s/veh		71.1			32.6			112.2			141.2	
Approach LOS		E			C			F			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.8	12.1	57.0	26.1	29.2	39.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.8	8.1	53.0	22.1	22.8	38.3
Max Q Clear Time (g_c+I1), s	22.8	9.8	55.0	24.1	23.0	30.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.6

Intersection Summary	
HCM 6th Ctrl Delay	77.5
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

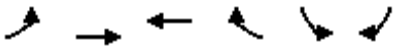
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	352	2166	128	94	1321	355	80	383	115	575	524	236
Future Volume (veh/h)	352	2166	128	94	1321	355	80	383	115	575	524	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	352	2166	128	94	1321	355	80	383	115	575	524	236
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	385	1805	794	113	1421	381	219	444	131	497	872	388
Arrive On Green	0.28	0.67	0.67	0.06	0.35	0.35	0.06	0.16	0.16	0.14	0.24	0.24
Sat Flow, veh/h	1810	3610	1588	1810	4065	1090	3510	2731	809	3510	3610	1604
Grp Volume(v), veh/h	352	2166	128	94	1123	553	80	251	247	575	524	236
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1729	1697	1755	1805	1735	1755	1805	1604
Q Serve(g_s), s	22.6	60.0	2.7	6.2	37.6	37.7	2.6	16.3	16.7	17.0	15.5	15.7
Cycle Q Clear(g_c), s	22.6	60.0	2.7	6.2	37.6	37.7	2.6	16.3	16.7	17.0	15.5	15.7
Prop In Lane	1.00		1.00	1.00		0.64	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	385	1805	794	113	1209	593	219	293	282	497	872	388
V/C Ratio(X)	0.91	1.20	0.16	0.83	0.93	0.93	0.36	0.86	0.88	1.16	0.60	0.61
Avail Cap(c_a), veh/h	385	1805	794	113	1222	600	219	293	282	497	872	388
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.51	0.51	0.51	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	20.1	5.9	55.6	37.6	37.6	54.0	48.9	49.1	51.5	40.4	40.5
Incr Delay (d2), s/veh	3.5	90.5	0.0	22.6	7.1	13.0	1.0	26.1	29.4	91.0	3.1	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	42.4	1.2	3.5	16.8	17.5	1.2	9.4	9.5	13.7	7.2	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	110.6	5.9	78.3	44.7	50.6	55.0	75.0	78.4	142.5	43.4	47.4
LnGrp LOS	D	F	A	E	D	D	D	E	E	F	D	D
Approach Vol, veh/h		2646			1770			578			1335	
Approach Delay, s/veh		96.9			48.3			73.7			86.8	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	23.5	11.5	64.0	11.5	33.0	29.5	46.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	19.5	7.5	60.0	7.5	29.0	25.1	42.4
Max Q Clear Time (g_c+I1), s	19.0	18.7	8.2	62.0	4.6	17.7	24.6	39.7
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	3.4	0.1	2.3

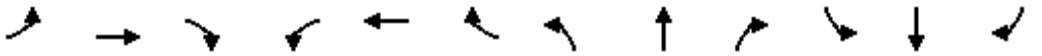
Intersection Summary	
HCM 6th Ctrl Delay	79.1
HCM 6th LOS	E



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	2857	1368	181	419	282
Future Volume (veh/h)	88	2857	1368	181	419	282
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	2857	1368	181	419	282
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	262	2853	1755	1055	1112	743
Arrive On Green	0.15	0.55	0.23	0.23	0.32	0.32
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	88	2857	1368	181	419	282
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	2.6	33.0	14.9	2.9	5.6	0.0
Cycle Q Clear(g_c), s	2.6	33.0	14.9	2.9	5.6	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	262	2853	1755	1055	1112	743
V/C Ratio(X)	0.34	1.00	0.78	0.17	0.38	0.38
Avail Cap(c_a), veh/h	262	2853	1850	1084	1112	743
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.21	0.21	1.00	1.00
Uniform Delay (d), s/veh	23.1	13.5	21.1	4.8	15.9	10.5
Incr Delay (d2), s/veh	0.1	5.4	0.4	0.0	1.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	11.1	6.2	2.0	2.2	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.1	18.9	21.5	4.8	16.9	12.0
LnGrp LOS	C	F	C	A	B	B
Approach Vol, veh/h		2945	1549		701	
Approach Delay, s/veh		19.0	19.6		14.9	
Approach LOS		B	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			37.0		23.0	12.7	24.3
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			33.0		19.0	7.6	21.4
Max Q Clear Time (g_c+I1), s			35.0		7.6	4.6	16.9
Green Ext Time (p_c), s			0.0		2.1	0.0	3.4

Intersection Summary		
HCM 6th Ctrl Delay		18.6
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	2385	281	404	1576	266	164	414	201	260	369	88
Future Volume (veh/h)	133	2385	281	404	1576	266	164	414	201	260	369	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	133	2385	281	404	1576	266	164	414	201	260	369	88
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	161	1624	724	256	2242	377	136	410	196	181	579	137
Arrive On Green	0.09	0.45	0.45	0.28	1.00	1.00	0.02	0.06	0.06	0.10	0.20	0.20
Sat Flow, veh/h	1810	3610	1608	1810	4460	750	1810	2341	1121	1810	2897	683
Grp Volume(v), veh/h	133	2385	281	404	1220	622	164	318	297	260	228	229
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1729	1752	1810	1805	1657	1810	1805	1775
Q Serve(g_s), s	8.7	54.0	14.0	17.0	0.0	0.0	9.0	21.0	21.0	12.0	13.9	14.2
Cycle Q Clear(g_c), s	8.7	54.0	14.0	17.0	0.0	0.0	9.0	21.0	21.0	12.0	13.9	14.2
Prop In Lane	1.00		1.00	1.00		0.43	1.00		0.68	1.00		0.38
Lane Grp Cap(c), veh/h	161	1625	724	256	1738	881	136	316	290	181	361	355
V/C Ratio(X)	0.83	1.47	0.39	1.58	0.70	0.71	1.21	1.01	1.02	1.44	0.63	0.64
Avail Cap(c_a), veh/h	244	1625	724	256	1738	881	136	316	290	181	361	355
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.12	0.12	0.12	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	33.0	22.0	43.0	0.0	0.0	58.5	56.5	56.5	54.0	44.0	44.1
Incr Delay (d2), s/veh	1.3	211.0	0.0	261.5	0.2	0.3	100.3	16.8	22.4	225.1	8.2	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	70.4	5.3	25.1	0.0	0.1	8.1	11.7	11.2	16.8	7.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	244.0	22.0	304.5	0.2	0.3	158.8	73.3	78.9	279.1	52.1	52.8
LnGrp LOS	E	F	C	F	A	A	F	F	F	F	D	D
Approach Vol, veh/h		2799			2246			779			717	
Approach Delay, s/veh		212.7			54.9			93.5			134.7	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	25.0	21.0	58.0	13.0	28.0	14.7	64.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	21.0	17.0	54.0	9.0	24.0	16.2	54.8
Max Q Clear Time (g_c+I1), s	14.0	23.0	19.0	56.0	11.0	16.2	10.7	2.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.7	0.1	23.0

Intersection Summary	
HCM 6th Ctrl Delay	135.8
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	702	2181	474	12	1111	407	164	141	16	242	248	254
Future Volume (veh/h)	702	2181	474	12	1111	407	164	141	16	242	248	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	702	2181	474	12	1111	407	164	141	16	242	248	254
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	558	2364	734	216	997	365	301	572	64	211	743	828
Arrive On Green	0.62	0.91	0.91	0.12	0.27	0.27	0.09	0.17	0.17	0.19	0.34	0.34
Sat Flow, veh/h	1810	5187	1610	1810	3739	1369	3510	3268	365	1810	3610	1610
Grp Volume(v), veh/h	702	2181	474	12	1028	490	164	77	80	242	248	254
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1650	1755	1805	1828	1810	1805	1610
Q Serve(g_s), s	37.0	28.0	7.6	0.7	32.0	32.0	5.4	4.4	4.5	14.0	6.1	6.4
Cycle Q Clear(g_c), s	37.0	28.0	7.6	0.7	32.0	32.0	5.4	4.4	4.5	14.0	6.1	6.4
Prop In Lane	1.00		1.00	1.00		0.83	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	558	2364	734	216	922	440	301	316	320	211	743	828
V/C Ratio(X)	1.26	0.92	0.65	0.06	1.11	1.11	0.54	0.24	0.25	1.15	0.33	0.31
Avail Cap(c_a), veh/h	558	2658	825	216	922	440	301	316	320	211	743	828
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	0.27	0.27	0.27	1.00	1.00	1.00	1.00	1.00	1.00	0.39	0.39	0.39
Uniform Delay (d), s/veh	23.0	4.1	3.2	46.9	44.0	44.0	52.6	42.7	42.7	48.3	33.3	6.1
Incr Delay (d2), s/veh	120.3	1.7	0.4	0.1	66.2	77.9	2.0	1.8	1.9	85.8	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.8	2.3	1.3	0.3	22.0	22.5	2.5	2.1	2.2	10.8	2.6	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	143.3	5.8	3.6	47.0	110.2	121.9	54.6	44.5	44.6	134.1	33.7	6.4
LnGrp LOS	F	A	A	D	F	F	D	D	D	F	C	A
Approach Vol, veh/h		3357			1530			321			744	
Approach Delay, s/veh		34.2			113.5			49.7			57.1	
Approach LOS		C			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	25.0	18.3	58.7	14.3	28.7	41.0	36.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	21.0	7.5	61.5	10.3	24.7	37.0	32.0
Max Q Clear Time (g_c+I1), s	16.0	6.5	2.7	30.0	7.4	8.4	39.0	34.0
Green Ext Time (p_c), s	0.0	0.6	0.0	24.6	0.1	2.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	58.3
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	2425	181	91	1696	317	206	545	105	396	513	212
Future Volume (veh/h)	248	2425	181	91	1696	317	206	545	105	396	513	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	248	2425	181	91	1696	317	206	545	105	396	513	212
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	2278	935	113	1599	296	268	572	249	374	782	569
Arrive On Green	0.14	0.44	0.44	0.06	0.36	0.36	0.05	0.05	0.05	0.21	0.22	0.22
Sat Flow, veh/h	1810	5187	1585	1810	4382	811	1810	3610	1572	1810	3610	1610
Grp Volume(v), veh/h	248	2425	181	91	1335	678	206	545	105	396	513	212
Grp Sat Flow(s),veh/h/ln	1810	1729	1585	1810	1729	1735	1810	1805	1572	1810	1805	1610
Q Serve(g_s), s	16.4	52.7	1.5	6.0	43.8	43.8	13.5	18.1	7.8	24.8	15.6	0.0
Cycle Q Clear(g_c), s	16.4	52.7	1.5	6.0	43.8	43.8	13.5	18.1	7.8	24.8	15.6	0.0
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	2278	935	113	1262	633	268	572	249	374	782	569
V/C Ratio(X)	1.00	1.06	0.19	0.80	1.06	1.07	0.77	0.95	0.42	1.06	0.66	0.37
Avail Cap(c_a), veh/h	247	2278	935	113	1262	633	268	572	249	374	782	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.19	0.19	0.19	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	33.7	4.8	55.5	38.1	38.1	55.0	56.4	51.5	47.6	42.9	28.9
Incr Delay (d2), s/veh	17.8	30.2	0.0	7.9	30.2	38.7	10.6	24.6	4.3	62.9	4.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	27.8	1.1	3.0	23.5	25.0	7.4	10.7	3.5	17.6	7.4	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.6	63.8	4.9	63.5	68.3	76.8	65.6	81.0	55.8	110.5	47.2	30.8
LnGrp LOS	F	F	A	E	F	F	E	F	E	F	D	C
Approach Vol, veh/h		2854			2104			856			1121	
Approach Delay, s/veh		60.6			70.8			74.2			66.5	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.8	23.0	11.5	56.7	21.8	30.0	20.4	47.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	24.8	19.0	7.5	52.7	17.8	26.0	16.4	43.8
Max Q Clear Time (g_c+I1), s	26.8	20.1	8.0	54.7	15.5	17.6	18.4	45.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	2.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	66.3
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	1298	883	7	747	79	579	449	28	187	591	164
Future Volume (veh/h)	184	1298	883	7	747	79	579	449	28	187	591	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	1298	883	7	747	79	579	449	28	187	591	164
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	212	1376	1007	22	908	96	857	1213	75	220	640	177
Arrive On Green	0.12	0.38	0.38	0.01	0.28	0.28	0.24	0.35	0.35	0.04	0.08	0.08
Sat Flow, veh/h	1810	3610	1610	1810	3288	348	3510	3449	214	1810	2793	773
Grp Volume(v), veh/h	184	1298	883	7	410	416	579	234	243	187	381	374
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1830	1755	1805	1858	1810	1805	1761
Q Serve(g_s), s	12.0	41.7	25.3	0.5	25.5	25.6	17.9	11.6	11.7	12.3	25.2	25.3
Cycle Q Clear(g_c), s	12.0	41.7	25.3	0.5	25.5	25.6	17.9	11.6	11.7	12.3	25.2	25.3
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.12	1.00		0.44
Lane Grp Cap(c), veh/h	212	1376	1007	22	499	506	857	635	654	220	414	404
V/C Ratio(X)	0.87	0.94	0.88	0.32	0.82	0.82	0.68	0.37	0.37	0.85	0.92	0.93
Avail Cap(c_a), veh/h	244	1384	1010	113	561	569	857	635	654	318	414	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	52.1	35.9	18.6	58.8	40.7	40.7	41.1	29.0	29.0	56.5	54.4	54.4
Incr Delay (d2), s/veh	24.2	13.0	8.8	6.9	7.5	7.4	2.1	1.6	1.6	11.4	24.3	25.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	20.5	8.1	0.3	12.3	12.5	8.0	5.3	5.5	6.7	15.0	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	48.8	27.5	65.7	48.2	48.1	43.2	30.6	30.6	67.9	78.7	79.7
LnGrp LOS	E	D	C	E	D	D	D	C	C	E	E	E
Approach Vol, veh/h		2365			833			1056			942	
Approach Delay, s/veh		43.0			48.3			37.5			77.0	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	46.2	5.5	49.8	33.3	31.5	18.1	37.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.1	29.4	7.5	46.0	23.0	27.5	16.2	37.3
Max Q Clear Time (g_c+I1), s	14.3	13.7	2.5	43.7	19.9	27.3	14.0	27.6
Green Ext Time (p_c), s	0.3	2.5	0.0	2.1	0.7	0.1	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	48.9
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	188	222	897	164	363	1259
Future Volume (veh/h)	188	222	897	164	363	1259
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	188	222	897	164	363	1259
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	593	272	902	403	1513	2639
Arrive On Green	0.17	0.17	0.25	0.25	0.43	0.73
Sat Flow, veh/h	3510	1610	3705	1610	3510	3705
Grp Volume(v), veh/h	188	222	897	164	363	1259
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1610	1755	1805
Q Serve(g_s), s	3.8	10.6	19.8	6.8	5.2	11.5
Cycle Q Clear(g_c), s	3.8	10.6	19.8	6.8	5.2	11.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	593	272	903	403	1513	2639
V/C Ratio(X)	0.32	0.82	0.99	0.41	0.24	0.48
Avail Cap(c_a), veh/h	878	403	903	403	1513	2639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	32.0	29.9	25.1	14.4	4.4
Incr Delay (d2), s/veh	0.2	5.7	28.5	3.0	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.4	11.8	2.9	2.0	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.4	37.7	58.5	28.1	14.5	5.1
LnGrp LOS	C	D	E	C	B	A
Approach Vol, veh/h	410		1061			1622
Approach Delay, s/veh	33.9		53.8			7.2
Approach LOS	C		D			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	38.5	24.0			62.5	17.5
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	28.0	20.0			52.0	20.0
Max Q Clear Time (g_c+I1), s	17.2	21.8			13.5	12.6
Green Ext Time (p_c), s	1.2	0.0			12.6	0.9

Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	2239	195	163	1603	134	211	380	134	300	428	125
Future Volume (veh/h)	308	2239	195	163	1603	134	211	380	134	300	428	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	308	2239	195	163	1603	134	211	380	134	300	428	125
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	337	2146	184	169	1698	142	234	439	153	296	555	160
Arrive On Green	0.37	0.88	0.88	0.12	0.46	0.46	0.04	0.06	0.06	0.16	0.20	0.20
Sat Flow, veh/h	1810	4858	417	1810	4869	407	1810	2610	906	1810	2741	792
Grp Volume(v), veh/h	308	1585	849	163	1138	599	211	261	253	300	280	273
Grp Sat Flow(s),veh/h/ln	1810	1729	1817	1810	1729	1818	1810	1805	1712	1810	1805	1728
Q Serve(g_s), s	19.4	53.0	53.0	10.8	37.7	37.8	13.9	17.2	17.6	19.6	17.6	17.9
Cycle Q Clear(g_c), s	19.4	53.0	53.0	10.8	37.7	37.8	13.9	17.2	17.6	19.6	17.6	17.9
Prop In Lane	1.00		0.23	1.00		0.22	1.00		0.53	1.00		0.46
Lane Grp Cap(c), veh/h	337	1527	803	169	1206	634	234	304	288	296	366	350
V/C Ratio(X)	0.91	1.04	1.06	0.97	0.94	0.95	0.90	0.86	0.88	1.02	0.77	0.78
Avail Cap(c_a), veh/h	337	1527	803	169	1216	639	234	304	288	296	366	350
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	7.0	7.0	52.4	31.1	31.1	56.7	55.3	55.4	50.2	45.2	45.3
Incr Delay (d2), s/veh	4.0	19.5	29.5	13.5	1.9	3.5	31.1	23.2	26.7	56.2	14.2	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	6.9	9.5	5.3	14.5	15.6	8.8	10.3	10.3	13.4	9.3	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	26.5	36.5	65.9	32.9	34.6	87.8	78.5	82.1	106.4	59.4	61.0
LnGrp LOS	D	F	F	E	C	C	F	E	F	F	E	E
Approach Vol, veh/h		2742			1900			725			853	
Approach Delay, s/veh		31.2			36.3			82.5			76.5	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	24.2	15.2	57.0	19.5	28.3	26.4	45.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.6	20.2	11.2	53.0	15.5	24.3	22.0	42.2
Max Q Clear Time (g_c+I1), s	21.4	19.6	12.8	55.0	15.9	19.9	21.4	39.8
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	1.4	0.1	2.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1038	296	47	563	64	132	486	46	76	672	53
Future Volume (veh/h)	88	1038	296	47	563	64	132	486	46	76	672	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	1038	296	47	563	64	132	486	46	76	672	53
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	1146	325	84	1298	147	159	894	84	252	1083	85
Arrive On Green	0.06	0.41	0.41	0.05	0.40	0.40	0.09	0.27	0.27	0.28	0.64	0.64
Sat Flow, veh/h	1810	2776	786	1810	3267	371	1810	3332	314	1810	3389	267
Grp Volume(v), veh/h	88	672	662	47	310	317	132	262	270	76	358	367
Grp Sat Flow(s),veh/h/ln	1810	1805	1757	1810	1805	1833	1810	1805	1842	1810	1805	1851
Q Serve(g_s), s	5.8	41.8	42.5	3.1	15.0	15.1	8.6	14.9	15.1	4.0	14.2	14.2
Cycle Q Clear(g_c), s	5.8	41.8	42.5	3.1	15.0	15.1	8.6	14.9	15.1	4.0	14.2	14.2
Prop In Lane	1.00		0.45	1.00		0.20	1.00		0.17	1.00		0.14
Lane Grp Cap(c), veh/h	112	745	726	84	717	728	159	484	494	252	577	592
V/C Ratio(X)	0.79	0.90	0.91	0.56	0.43	0.43	0.83	0.54	0.55	0.30	0.62	0.62
Avail Cap(c_a), veh/h	190	785	764	118	717	728	198	484	494	252	577	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.44	0.44	0.44	0.53	0.53	0.53	1.00	1.00	1.00	0.48	0.48	0.48
Uniform Delay (d), s/veh	55.5	33.0	33.2	56.0	26.3	26.3	53.8	37.6	37.6	38.7	17.3	17.3
Incr Delay (d2), s/veh	5.4	6.6	7.5	3.1	0.2	0.2	20.8	4.3	4.3	0.3	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	19.2	19.2	1.5	6.5	6.6	4.8	7.2	7.4	1.7	4.6	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	39.6	40.6	59.2	26.5	26.6	74.6	41.9	41.9	39.0	19.7	19.7
LnGrp LOS	E	D	D	E	C	C	E	D	D	D	B	B
Approach Vol, veh/h		1422			674			664			801	
Approach Delay, s/veh		41.4			28.8			48.4			21.5	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	36.2	9.5	53.6	14.6	42.4	11.4	51.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.8	32.2	7.8	52.2	13.1	30.9	12.6	47.4
Max Q Clear Time (g_c+I1), s	16.0	17.1	5.1	44.5	10.6	16.2	7.8	17.1
Green Ext Time (p_c), s	0.1	2.8	0.0	5.0	0.1	4.0	0.1	4.2

Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	391	98	18	324	200	88	285	55	373	255	27
Future Volume (veh/h)	27	391	98	18	324	200	88	285	55	373	255	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	391	98	18	324	200	88	285	55	373	255	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	724	323	101	409	246	136	1121	213	362	1633	171
Arrive On Green	0.04	0.20	0.20	0.03	0.19	0.19	0.08	0.37	0.37	0.20	0.50	0.50
Sat Flow, veh/h	3510	3610	1610	3510	2152	1296	1810	3026	576	1810	3296	346
Grp Volume(v), veh/h	27	391	98	18	271	253	88	168	172	373	139	143
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1643	1810	1805	1796	1810	1805	1837
Q Serve(g_s), s	0.6	7.8	4.1	0.4	11.4	11.8	3.8	5.2	5.3	16.0	3.4	3.4
Cycle Q Clear(g_c), s	0.6	7.8	4.1	0.4	11.4	11.8	3.8	5.2	5.3	16.0	3.4	3.4
Prop In Lane	1.00		1.00	1.00		0.79	1.00		0.32	1.00		0.19
Lane Grp Cap(c), veh/h	139	724	323	101	343	312	136	669	666	362	894	910
V/C Ratio(X)	0.19	0.54	0.30	0.18	0.79	0.81	0.65	0.25	0.26	1.03	0.15	0.16
Avail Cap(c_a), veh/h	329	835	372	329	417	380	213	669	666	362	894	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.59	0.59	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	28.7	27.2	37.9	30.9	31.0	36.0	17.5	17.5	32.0	11.0	11.0
Incr Delay (d2), s/veh	0.7	0.6	0.5	0.5	4.9	6.6	5.1	0.9	0.9	55.4	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.3	1.6	0.2	5.3	5.1	1.8	2.2	2.3	12.3	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	29.3	27.7	38.4	35.8	37.6	41.1	18.4	18.5	87.4	11.4	11.4
LnGrp LOS	D	C	C	D	D	D	D	B	B	F	B	B
Approach Vol, veh/h		516			542			428			655	
Approach Delay, s/veh		29.4			36.7			23.1			54.7	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	33.6	6.3	20.0	10.0	43.6	7.2	19.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	22.0	7.5	18.5	9.4	28.6	7.5	18.5
Max Q Clear Time (g_c+I1), s	13.8	7.3	2.4	9.8	5.8	5.4	2.6	13.8
Green Ext Time (p_c), s	0.0	1.7	0.0	1.9	0.1	1.6	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	511	1719	501	523	1272	192	493	1024	347	287	1342	247
Future Volume (veh/h)	511	1719	501	523	1272	192	493	1024	347	287	1342	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	511	1719	501	523	1272	192	493	1024	347	287	1342	247
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	506	1143	502	380	1273	192	302	1041	449	277	993	437
Arrive On Green	0.14	0.32	0.32	0.11	0.28	0.28	0.06	0.10	0.10	0.15	0.28	0.28
Sat Flow, veh/h	3510	3610	1584	3510	4532	684	1810	3610	1558	1810	3610	1589
Grp Volume(v), veh/h	511	1719	501	523	971	493	493	1024	347	287	1342	247
Grp Sat Flow(s),veh/h/ln	1755	1805	1584	1755	1729	1758	1810	1805	1558	1810	1805	1589
Q Serve(g_s), s	17.3	38.0	25.0	13.0	33.7	33.7	20.0	34.0	26.1	18.4	33.0	16.0
Cycle Q Clear(g_c), s	17.3	38.0	25.0	13.0	33.7	33.7	20.0	34.0	26.1	18.4	33.0	16.0
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	506	1143	502	380	971	494	302	1041	449	277	993	437
V/C Ratio(X)	1.01	1.50	1.00	1.38	1.00	1.00	1.63	0.98	0.77	1.03	1.35	0.57
Avail Cap(c_a), veh/h	506	1143	502	380	971	494	302	1041	449	277	993	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.37	0.37	0.37	0.44	0.44	0.44	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	41.0	17.8	53.5	43.1	43.1	56.7	54.0	50.4	50.8	43.5	37.3
Incr Delay (d2), s/veh	14.4	227.1	11.7	175.0	17.4	24.5	292.2	15.1	5.7	63.2	165.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	52.7	10.5	15.0	16.6	17.8	34.2	18.7	11.6	13.2	37.3	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	268.1	29.5	228.5	60.6	67.6	348.9	69.1	56.1	114.0	208.5	42.6
LnGrp LOS	F	F	C	F	E	E	F	E	E	F	F	D
Approach Vol, veh/h		2731			1987			1864			1876	
Approach Delay, s/veh		186.5			106.5			140.7			172.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	38.6	17.0	42.0	24.0	37.0	21.3	37.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.4	34.6	13.0	38.0	20.0	33.0	17.3	33.7
Max Q Clear Time (g_c+I1), s	20.4	36.0	15.0	40.0	22.0	35.0	19.3	35.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	154.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	809	320	144	569	81	264	1548	150	182	2013	64
Future Volume (veh/h)	102	809	320	144	569	81	264	1548	150	182	2013	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	102	809	320	144	569	81	264	1548	150	182	2013	64
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	711	281	136	915	130	241	1885	183	209	1936	61
Arrive On Green	0.07	0.28	0.28	0.15	0.58	0.58	0.13	0.39	0.39	0.12	0.38	0.38
Sat Flow, veh/h	1810	2511	991	1810	3173	451	1810	4797	464	1810	5161	164
Grp Volume(v), veh/h	102	581	548	144	323	327	264	1115	583	182	1347	730
Grp Sat Flow(s),veh/h/ln	1810	1805	1697	1810	1805	1819	1810	1729	1804	1810	1729	1867
Q Serve(g_s), s	6.7	34.0	34.0	9.0	14.2	14.3	16.0	34.7	34.8	11.9	45.0	45.0
Cycle Q Clear(g_c), s	6.7	34.0	34.0	9.0	14.2	14.3	16.0	34.7	34.8	11.9	45.0	45.0
Prop In Lane	1.00		0.58	1.00		0.25	1.00		0.26	1.00		0.09
Lane Grp Cap(c), veh/h	127	511	481	136	520	524	241	1359	709	209	1297	700
V/C Ratio(X)	0.81	1.14	1.14	1.06	0.62	0.62	1.09	0.82	0.82	0.87	1.04	1.04
Avail Cap(c_a), veh/h	151	511	481	136	520	524	241	1359	709	210	1297	700
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.37	0.37	0.81	0.81	0.81	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.0	43.0	43.0	51.0	21.1	21.1	52.0	32.6	32.7	52.2	37.5	37.5
Incr Delay (d2), s/veh	9.6	70.8	72.6	86.7	1.8	1.9	85.4	5.7	10.4	3.9	20.4	23.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	25.0	23.8	7.0	4.7	4.8	13.0	15.4	17.0	5.6	22.3	24.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.6	113.8	115.6	137.7	22.9	23.0	137.4	38.3	43.0	56.1	57.9	61.1
LnGrp LOS	E	F	F	F	C	C	F	D	D	E	F	F
Approach Vol, veh/h		1231			794			1962			2259	
Approach Delay, s/veh		110.5			43.7			53.0			58.8	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	51.2	13.0	38.0	20.0	49.0	12.4	38.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.8	47.1	9.0	34.0	16.0	45.0	10.0	33.0
Max Q Clear Time (g_c+I1), s	13.9	36.8	11.0	36.0	18.0	47.0	8.7	16.3
Green Ext Time (p_c), s	0.0	7.5	0.0	0.0	0.0	0.0	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	65.3
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	436	215	461	367	234	275	1671	473	402	1792	59
Future Volume (veh/h)	88	436	215	461	367	234	275	1671	473	402	1792	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	436	215	461	367	234	275	1671	473	402	1792	59
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	369	180	407	681	427	241	1556	475	332	1804	59
Arrive On Green	0.06	0.16	0.16	0.22	0.32	0.32	0.27	0.60	0.60	0.18	0.35	0.35
Sat Flow, veh/h	1810	2332	1138	1810	2118	1327	1810	5187	1582	1810	5154	170
Grp Volume(v), veh/h	88	336	315	461	312	289	275	1671	473	402	1202	649
Grp Sat Flow(s),veh/h/ln	1810	1805	1665	1810	1805	1640	1810	1729	1582	1810	1729	1865
Q Serve(g_s), s	5.8	19.0	19.0	27.0	17.0	17.4	16.0	36.0	35.7	22.0	41.6	41.6
Cycle Q Clear(g_c), s	5.8	19.0	19.0	27.0	17.0	17.4	16.0	36.0	35.7	22.0	41.6	41.6
Prop In Lane	1.00		0.68	1.00		0.81	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	112	286	264	407	581	528	241	1556	475	332	1210	653
V/C Ratio(X)	0.79	1.18	1.19	1.13	0.54	0.55	1.14	1.07	1.00	1.21	0.99	0.99
Avail Cap(c_a), veh/h	185	286	264	407	581	528	241	1556	475	332	1210	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.70	0.70	0.70	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	50.5	50.5	46.5	33.4	33.5	44.0	24.0	23.9	49.0	38.9	38.9
Incr Delay (d2), s/veh	8.6	103.0	110.8	79.4	0.7	0.8	68.0	34.7	11.7	120.0	24.3	33.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	16.7	16.0	21.0	7.6	7.1	10.7	14.8	10.4	20.9	21.4	24.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.1	153.5	161.3	125.9	34.1	34.4	112.0	58.7	35.6	169.0	63.1	72.8
LnGrp LOS	E	F	F	F	C	C	F	F	D	F	E	E
Approach Vol, veh/h		739			1062			2419			2253	
Approach Delay, s/veh		146.2			74.0			60.2			84.8	
Approach LOS		F			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	40.0	31.0	23.0	20.0	46.0	11.4	42.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	36.0	27.0	19.0	16.0	42.0	12.3	33.7
Max Q Clear Time (g_c+I1), s	24.0	38.0	29.0	21.0	18.0	43.6	7.8	19.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	3.3

Intersection Summary	
HCM 6th Ctrl Delay	80.8
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	143	135	339	80	137	112	2299	326	132	2352	60
Future Volume (veh/h)	29	143	135	339	80	137	112	2299	326	132	2352	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	143	135	339	80	137	112	2299	326	132	2352	60
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	177	178	295	70	320	113	2048	281	195	2554	65
Arrive On Green	0.11	0.11	0.11	0.20	0.20	0.20	0.06	0.45	0.45	0.22	0.98	0.98
Sat Flow, veh/h	318	1566	1579	1477	349	1598	1810	4594	629	1810	5199	132
Grp Volume(v), veh/h	172	0	135	419	0	137	112	1711	914	132	1561	851
Grp Sat Flow(s),veh/h/ln	1884	0	1579	1826	0	1598	1810	1729	1765	1810	1729	1873
Q Serve(g_s), s	10.7	0.0	10.0	24.0	0.0	9.0	7.4	53.5	53.5	8.0	9.7	10.3
Cycle Q Clear(g_c), s	10.7	0.0	10.0	24.0	0.0	9.0	7.4	53.5	53.5	8.0	9.7	10.3
Prop In Lane	0.17		1.00	0.81		1.00	1.00		0.36	1.00		0.07
Lane Grp Cap(c), veh/h	213	0	178	365	0	320	113	1542	787	195	1699	920
V/C Ratio(X)	0.81	0.00	0.76	1.15	0.00	0.43	0.99	1.11	1.16	0.68	0.92	0.92
Avail Cap(c_a), veh/h	290	0	243	365	0	320	113	1542	787	195	1699	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.74	0.74	0.74	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.0	0.0	51.6	48.0	0.0	42.0	56.2	33.3	33.3	45.1	0.6	0.6
Incr Delay (d2), s/veh	11.4	0.0	8.8	93.5	0.0	0.9	69.7	56.9	83.6	0.8	1.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	4.4	20.3	0.0	3.6	5.6	33.8	40.4	3.4	0.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	0.0	60.4	141.5	0.0	42.9	126.0	90.1	116.8	45.9	1.7	2.7
LnGrp LOS	E	A	E	F	A	D	F	F	F	D	A	A
Approach Vol, veh/h		307			556			2737			2544	
Approach Delay, s/veh		62.1			117.2			100.5			4.3	
Approach LOS		E			F			F			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	57.5		17.5	11.5	63.0		28.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	53.5		18.5	7.5	54.0		24.0
Max Q Clear Time (g_c+I1), s	10.0	55.5		12.7	9.4	12.3		26.0
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	29.7		0.0

Intersection Summary		
HCM 6th Ctrl Delay		60.3
HCM 6th LOS		E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	0	197	0	0	0	190	2396	0	0	2748	173
Future Volume (veh/h)	255	0	197	0	0	0	190	2396	0	0	2748	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	255	0	197	0	0	0	190	2396	0	0	2748	173
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	238	651	2	2	1	505	4193	0	2	2476	153
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.56	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4994	308
Grp Volume(v), veh/h	255	0	197	0	0	0	190	2396	0	0	1885	1036
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1845
Q Serve(g_s), s	15.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	59.5	59.5
Cycle Q Clear(g_c), s	15.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	59.5	59.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.17
Lane Grp Cap(c), veh/h	226	238	651	2	2	1	505	4193	0	2	1715	915
V/C Ratio(X)	1.13	0.00	0.30	0.00	0.00	0.00	0.38	0.57	0.00	0.00	1.10	1.13
Avail Cap(c_a), veh/h	226	412	798	113	293	248	505	4193	0	113	1715	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh	52.5	0.0	19.1	0.0	0.0	0.0	20.7	0.0	0.0	0.0	30.3	30.3
Incr Delay (d2), s/veh	98.4	0.0	0.3	0.0	0.0	0.0	0.2	0.3	0.0	0.0	45.8	61.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.0	0.0	3.4	0.0	0.0	0.0	2.7	0.1	0.0	0.0	34.6	40.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	150.9	0.0	19.4	0.0	0.0	0.0	20.9	0.3	0.0	0.0	76.0	91.4
LnGrp LOS	F	A	B	A	A	A	C	A	A	A	F	F
Approach Vol, veh/h		452			0			2586			2921	
Approach Delay, s/veh		93.6			0.0			1.8			81.5	
Approach LOS		F						A			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	101.0	0.0	19.0	37.5	63.5	19.0	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	63.0	7.5	26.0	11.0	59.5	15.0	18.5
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0	2.0	9.0	61.5	17.0	0.0
Green Ext Time (p_c), s	0.0	39.9	0.0	0.6	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	85	173	174	29	152	29	2306	147	135	2673	102
Future Volume (veh/h)	116	85	173	174	29	152	29	2306	147	135	2673	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	85	173	174	29	152	29	2306	147	135	2673	102
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	222	228	203	196	213	180	65	2576	163	209	3092	1157
Arrive On Green	0.12	0.13	0.13	0.11	0.11	0.11	0.04	0.52	0.52	0.23	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	4987	315	1810	5187	1610
Grp Volume(v), veh/h	116	85	173	174	29	152	29	1592	861	135	2673	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1843	1810	1729	1610
Q Serve(g_s), s	7.2	5.2	12.6	11.4	1.7	11.1	1.9	49.5	50.8	8.1	0.0	0.0
Cycle Q Clear(g_c), s	7.2	5.2	12.6	11.4	1.7	11.1	1.9	49.5	50.8	8.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	222	228	203	196	213	180	65	1787	952	209	3092	1157
V/C Ratio(X)	0.52	0.37	0.85	0.89	0.14	0.84	0.44	0.89	0.90	0.65	0.86	0.09
Avail Cap(c_a), veh/h	222	278	248	196	323	274	113	1787	952	209	3092	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.49	0.49	0.49
Uniform Delay (d), s/veh	49.4	48.1	51.3	52.8	48.0	52.2	56.6	26.0	26.3	43.9	0.0	0.0
Incr Delay (d2), s/veh	2.2	1.0	20.5	35.2	0.3	13.6	0.4	0.7	1.5	3.3	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	2.4	6.2	7.1	0.8	5.2	0.9	19.7	21.7	3.5	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	49.1	71.8	88.0	48.3	65.9	57.1	26.7	27.8	47.3	1.8	0.1
LnGrp LOS	D	D	E	F	D	E	E	C	C	D	A	A
Approach Vol, veh/h		374			355			2482			2910	
Approach Delay, s/veh		60.4			75.3			27.5			3.8	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	66.0	17.0	19.1	8.3	75.5	18.7	17.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.5	62.0	13.0	18.5	7.5	65.0	11.1	20.4
Max Q Clear Time (g_c+I1), s	11.1	52.8	13.4	14.6	3.9	2.0	9.2	13.1
Green Ext Time (p_c), s	0.0	8.3	0.0	0.5	0.0	48.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	679	893	363	21	602	408	147	1311	22	604	1942	645
Future Volume (veh/h)	679	893	363	21	602	408	147	1311	22	604	1942	645
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	679	893	363	21	602	408	147	1311	22	604	1942	645
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	573	1594	711	103	800	248	219	1275	396	527	1729	537
Arrive On Green	0.32	0.44	0.44	0.03	0.15	0.15	0.06	0.25	0.25	0.15	0.33	0.33
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	679	893	363	21	602	408	147	1311	22	604	1942	645
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	38.0	22.0	15.0	0.7	13.3	18.5	4.9	29.5	1.3	18.0	40.0	17.0
Cycle Q Clear(g_c), s	38.0	22.0	15.0	0.7	13.3	18.5	4.9	29.5	1.3	18.0	40.0	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	573	1594	711	103	800	248	219	1275	396	527	1729	537
V/C Ratio(X)	1.18	0.56	0.51	0.20	0.75	1.64	0.67	1.03	0.06	1.15	1.12	1.20
Avail Cap(c_a), veh/h	573	1594	711	219	800	248	219	1275	396	527	1729	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.48	0.48	0.48
Uniform Delay (d), s/veh	41.0	24.9	14.3	56.9	48.6	50.8	55.0	45.2	34.6	51.0	40.0	7.2
Incr Delay (d2), s/veh	100.0	0.4	0.6	1.0	4.1	307.1	7.6	32.7	0.3	77.1	59.7	99.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.6	9.4	5.5	0.3	6.0	28.6	2.4	16.4	0.5	13.5	26.3	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	141.0	25.3	14.9	57.8	52.6	357.8	62.7	77.9	34.9	128.1	99.7	106.8
LnGrp LOS	F	C	B	E	D	F	E	F	C	F	F	F
Approach Vol, veh/h		1935			1031			1480			3191	
Approach Delay, s/veh		63.9			173.5			75.8			106.5	
Approach LOS		E			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	33.5	7.5	57.0	11.5	44.0	42.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	29.5	7.5	49.0	7.5	40.0	38.0	18.5
Max Q Clear Time (g_c+I1), s	20.0	31.5	2.7	24.0	6.9	42.0	40.0	20.5
Green Ext Time (p_c), s	0.0	0.0	0.0	8.6	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	98.8
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	1966	239	67	1490	256	148	285	52	175	339	143
Future Volume (veh/h)	193	1966	239	67	1490	256	148	285	52	175	339	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	193	1966	239	67	1490	256	148	285	52	175	339	143
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1869	953	94	1642	900	284	285	52	207	537	222
Arrive On Green	0.11	0.52	0.52	0.05	0.45	0.45	0.05	0.12	0.12	0.11	0.22	0.22
Sat Flow, veh/h	1810	3610	1589	1810	3610	1575	3510	1563	285	1810	2489	1031
Grp Volume(v), veh/h	193	1966	239	67	1490	256	148	0	337	175	244	238
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1805	1575	1755	0	1848	1810	1805	1714
Q Serve(g_s), s	12.7	62.1	1.8	4.4	46.0	0.0	4.9	0.0	21.9	11.4	14.7	15.2
Cycle Q Clear(g_c), s	12.7	62.1	1.8	4.4	46.0	0.0	4.9	0.0	21.9	11.4	14.7	15.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.60
Lane Grp Cap(c), veh/h	208	1869	953	94	1642	900	284	0	337	207	390	370
V/C Ratio(X)	0.93	1.05	0.25	0.71	0.91	0.28	0.52	0.00	1.00	0.85	0.63	0.64
Avail Cap(c_a), veh/h	208	1869	953	317	1706	928	284	0	337	207	390	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.97	0.00	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	28.9	4.9	56.0	30.4	13.2	54.5	0.0	52.7	52.1	42.7	42.8
Incr Delay (d2), s/veh	7.2	25.0	0.0	9.5	7.3	0.2	1.6	0.0	48.1	26.3	7.4	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	32.1	1.5	2.2	21.1	3.5	2.3	0.0	15.0	6.7	7.4	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	53.9	4.9	65.4	37.7	13.4	56.1	0.0	100.7	78.4	50.1	51.2
LnGrp LOS	E	F	A	E	D	B	E	A	F	E	D	D
Approach Vol, veh/h		2398			1813			485			657	
Approach Delay, s/veh		49.5			35.3			87.1			58.0	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	25.9	10.2	66.1	13.7	29.9	17.8	58.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	21.9	21.0	49.5	7.6	25.9	13.8	56.7
Max Q Clear Time (g_c+I1), s	13.4	23.9	6.4	64.1	6.9	17.2	14.7	48.0
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	1.9	0.0	6.6

Intersection Summary	
HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	845	177	57	581	51	107	377	41	101	560	76
Future Volume (veh/h)	42	845	177	57	581	51	107	377	41	101	560	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	845	177	57	581	51	107	377	41	101	560	76
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	277	941	197	90	716	63	236	1415	153	125	703	595
Arrive On Green	0.15	0.32	0.32	0.05	0.21	0.21	0.13	0.43	0.43	0.14	0.74	0.74
Sat Flow, veh/h	1810	2969	622	1810	3353	294	1810	3281	355	1810	1900	1609
Grp Volume(v), veh/h	42	514	508	57	312	320	107	206	212	101	560	76
Grp Sat Flow(s),veh/h/ln	1810	1805	1786	1810	1805	1842	1810	1805	1831	1810	1900	1609
Q Serve(g_s), s	2.4	32.6	32.6	3.7	19.7	19.8	6.6	8.8	8.9	6.5	22.4	1.6
Cycle Q Clear(g_c), s	2.4	32.6	32.6	3.7	19.7	19.8	6.6	8.8	8.9	6.5	22.4	1.6
Prop In Lane	1.00		0.35	1.00		0.16	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	277	572	566	90	385	393	236	778	789	125	703	595
V/C Ratio(X)	0.15	0.90	0.90	0.63	0.81	0.81	0.45	0.27	0.27	0.81	0.80	0.13
Avail Cap(c_a), veh/h	277	617	610	115	618	631	236	778	789	217	703	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	44.1	39.1	39.1	56.0	44.9	44.9	48.2	21.9	22.0	50.9	12.7	10.0
Incr Delay (d2), s/veh	0.0	1.8	1.8	7.2	4.3	4.3	1.4	0.8	0.8	10.1	8.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	14.6	14.4	1.9	9.3	9.5	3.1	3.9	4.0	3.1	6.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	40.9	40.9	63.2	49.1	49.2	49.6	22.8	22.8	61.1	20.8	10.4
LnGrp LOS	D	D	D	E	D	D	D	C	C	E	C	B
Approach Vol, veh/h		1064			689			525			737	
Approach Delay, s/veh		41.1			50.3			28.2			25.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	55.7	10.0	42.0	19.6	48.4	22.4	29.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.4	41.0	7.6	41.0	11.0	44.4	7.5	41.1
Max Q Clear Time (g_c+I1), s	8.5	10.9	5.7	34.6	8.6	24.4	4.4	21.8
Green Ext Time (p_c), s	0.1	2.6	0.0	3.4	0.0	3.9	0.0	3.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	1203	136	835	1049	222	105	317	910	129	346	97
Future Volume (veh/h)	176	1203	136	835	1049	222	105	317	910	129	346	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	1203	136	835	1049	222	105	317	910	129	346	97
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	898	101	543	1666	849	130	406	357	121	612	169
Arrive On Green	0.11	0.28	0.28	0.30	0.46	0.46	0.07	0.22	0.22	0.07	0.22	0.22
Sat Flow, veh/h	1810	3264	368	1810	3610	1607	1810	1805	1585	1810	2783	768
Grp Volume(v), veh/h	176	664	675	835	1049	222	105	317	910	129	222	221
Grp Sat Flow(s),veh/h/ln	1810	1805	1827	1810	1805	1607	1810	1805	1585	1810	1805	1746
Q Serve(g_s), s	11.5	33.0	33.0	36.0	26.5	9.1	6.9	19.8	27.0	8.0	13.2	13.5
Cycle Q Clear(g_c), s	11.5	33.0	33.0	36.0	26.5	9.1	6.9	19.8	27.0	8.0	13.2	13.5
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	205	496	502	543	1666	849	130	406	357	121	397	384
V/C Ratio(X)	0.86	1.34	1.34	1.54	0.63	0.26	0.81	0.78	2.55	1.07	0.56	0.57
Avail Cap(c_a), veh/h	271	496	502	543	1666	849	157	406	357	121	397	384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	43.5	43.5	42.0	24.5	15.5	54.9	43.7	46.5	56.0	41.7	41.8
Incr Delay (d2), s/veh	18.4	164.8	167.8	251.3	0.8	0.2	22.3	13.8	706.4	101.8	5.6	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	37.3	38.2	53.7	11.3	3.3	3.9	10.4	80.5	7.1	6.5	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	208.3	211.3	293.3	25.3	15.7	77.1	57.5	752.9	157.8	47.3	47.9
LnGrp LOS	E	F	F	F	C	B	E	E	F	F	D	D
Approach Vol, veh/h		1515			2106			1332			572	
Approach Delay, s/veh		193.7			130.5			534.2			72.5	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	31.0	40.0	37.0	12.6	30.4	17.6	59.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	27.0	36.0	33.0	10.4	24.6	18.0	51.0
Max Q Clear Time (g_c+I1), s	10.0	29.0	38.0	35.0	8.9	15.5	13.5	28.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.8	0.2	9.0

Intersection Summary		
HCM 6th Ctrl Delay		239.1
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1687	272	166	1251	91	205	530	230	77	675	101
Future Volume (veh/h)	155	1687	272	166	1251	91	205	530	230	77	675	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	155	1687	272	166	1251	91	205	530	230	77	675	101
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	855	724	136	871	836	151	530	560	113	417	62
Arrive On Green	0.07	0.45	0.45	0.08	0.46	0.46	0.17	0.56	0.56	0.06	0.26	0.26
Sat Flow, veh/h	1810	1900	1608	1810	1900	1605	1810	1900	1574	1810	1614	242
Grp Volume(v), veh/h	155	1687	272	166	1251	91	205	530	230	77	0	776
Grp Sat Flow(s),veh/h/ln	1810	1900	1608	1810	1900	1605	1810	1900	1574	1810	0	1856
Q Serve(g_s), s	8.0	54.0	13.4	9.0	55.0	0.0	10.0	33.4	0.0	5.0	0.0	31.0
Cycle Q Clear(g_c), s	8.0	54.0	13.4	9.0	55.0	0.0	10.0	33.4	0.0	5.0	0.0	31.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	121	855	724	136	871	836	151	530	560	113	0	479
V/C Ratio(X)	1.28	1.97	0.38	1.22	1.44	0.11	1.36	1.00	0.41	0.68	0.00	1.62
Avail Cap(c_a), veh/h	121	855	724	136	871	836	151	530	560	113	0	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	33.0	21.8	55.5	32.5	14.6	50.0	26.5	16.8	55.1	0.0	44.5
Incr Delay (d2), s/veh	176.9	442.1	0.3	149.3	203.0	0.1	191.5	34.3	1.7	15.3	0.0	287.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	129.0	5.1	9.7	73.5	1.3	12.1	15.8	3.1	2.8	0.0	52.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	232.9	475.1	22.2	204.8	235.5	14.7	241.5	60.8	18.5	70.4	0.0	332.3
LnGrp LOS	F	F	C	F	F	B	F	E	B	E	A	F
Approach Vol, veh/h		2114			1508			965			853	
Approach Delay, s/veh		399.1			218.8			89.1			308.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	37.5	13.0	58.0	14.0	35.0	12.0	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	33.5	9.0	54.0	10.0	31.0	8.0	55.0
Max Q Clear Time (g_c+I1), s	7.0	35.4	11.0	56.0	12.0	33.0	10.0	57.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	280.0
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	619	249	448	527	180	122	670	377	97	878	24
Future Volume (veh/h)	55	619	249	448	527	180	122	670	377	97	878	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	619	249	448	527	180	122	670	0	97	878	24
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	594	656	264	471	697	311	149	933		157	942	26
Arrive On Green	0.33	0.26	0.26	0.26	0.19	0.19	0.08	0.26	0.00	0.17	0.52	0.52
Sat Flow, veh/h	1810	2512	1010	1810	3610	1608	1810	3610	1610	1810	3589	98
Grp Volume(v), veh/h	55	445	423	448	527	180	122	670	0	97	442	460
Grp Sat Flow(s),veh/h/ln	1810	1805	1717	1810	1805	1608	1810	1805	1610	1810	1805	1882
Q Serve(g_s), s	2.5	29.0	29.0	29.2	16.6	12.2	8.0	20.3	0.0	6.0	27.3	27.3
Cycle Q Clear(g_c), s	2.5	29.0	29.0	29.2	16.6	12.2	8.0	20.3	0.0	6.0	27.3	27.3
Prop In Lane	1.00		0.59	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	594	472	449	471	697	311	149	933		157	474	494
V/C Ratio(X)	0.09	0.94	0.94	0.95	0.76	0.58	0.82	0.72		0.62	0.93	0.93
Avail Cap(c_a), veh/h	594	475	452	473	1621	722	149	933		157	474	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	27.9	43.4	43.5	43.6	45.7	44.0	54.2	40.5	0.0	47.8	27.5	27.5
Incr Delay (d2), s/veh	0.1	27.4	28.5	29.2	1.7	1.7	25.7	4.2	0.0	0.7	4.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	16.4	15.8	16.8	7.6	5.0	4.7	9.5	0.0	2.6	9.2	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	70.8	72.0	72.8	47.4	45.7	79.9	44.7	0.0	48.4	31.6	31.5
LnGrp LOS	C	E	E	E	D	D	E	D		D	C	C
Approach Vol, veh/h		923			1155			792	A		999	
Approach Delay, s/veh		68.8			57.0			50.1			33.2	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	35.0	35.2	35.4	13.9	35.5	43.4	27.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	31.0	31.4	31.6	9.5	31.5	9.1	53.9
Max Q Clear Time (g_c+I1), s	8.0	22.3	31.2	31.0	10.0	29.3	4.5	18.6
Green Ext Time (p_c), s	0.0	3.0	0.0	0.3	0.0	1.2	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Notes

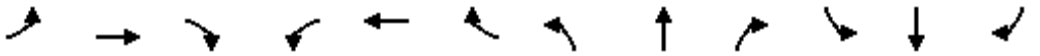
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	88	264	39	121	97	197	980	40	79	1200	179
Future Volume (veh/h)	179	88	264	39	121	97	197	980	40	79	1200	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	88	264	39	121	97	197	980	40	79	1200	179
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	222	334	298	98	366	271	300	2598	106	428	2317	344
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1182	1805	1610	1045	1977	1464	399	3535	144	562	3153	468
Grp Volume(v), veh/h	179	88	264	39	110	108	197	500	520	79	685	694
Grp Sat Flow(s),veh/h/ln	1182	1805	1610	1045	1805	1636	399	1805	1874	562	1805	1816
Q Serve(g_s), s	12.7	4.2	16.0	2.5	5.3	5.8	41.8	10.2	10.2	6.0	16.2	16.4
Cycle Q Clear(g_c), s	18.5	4.2	16.0	18.5	5.3	5.8	58.2	10.2	10.2	16.2	16.2	16.4
Prop In Lane	1.00		1.00	1.00		0.89	1.00		0.08	1.00		0.26
Lane Grp Cap(c), veh/h	222	334	298	98	334	303	300	1327	1377	428	1327	1335
V/C Ratio(X)	0.81	0.26	0.89	0.40	0.33	0.36	0.66	0.38	0.38	0.18	0.52	0.52
Avail Cap(c_a), veh/h	222	334	298	98	334	303	300	1327	1377	428	1327	1335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	34.9	39.7	49.2	35.4	35.6	18.2	4.9	4.9	7.8	5.7	5.7
Incr Delay (d2), s/veh	19.1	0.4	25.7	2.6	0.6	0.7	10.7	0.8	0.8	1.0	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	1.9	8.4	1.0	2.4	2.4	4.4	3.4	3.5	0.8	5.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	35.3	65.5	51.7	35.9	36.3	28.9	5.7	5.6	8.8	7.1	7.1
LnGrp LOS	E	D	E	D	D	D	C	A	A	A	A	A
Approach Vol, veh/h		531			257			1217			1458	
Approach Delay, s/veh		59.9			38.5			9.4			7.2	
Approach LOS		E			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	77.5	22.5	77.5	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	73.5	18.5	73.5	18.5
Max Q Clear Time (g_c+I1), s	60.2	20.5	18.4	20.5
Green Ext Time (p_c), s	7.8	0.0	16.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	392	1362	478	707	1535	132	366	629	730	429	751	206
Future Volume (veh/h)	392	1362	478	707	1535	132	366	629	730	429	751	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	392	1362	478	707	1535	132	366	629	730	429	751	206
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	436	1169	407	702	1867	160	322	806	677	474	742	203
Arrive On Green	0.12	0.31	0.31	0.20	0.38	0.38	0.09	0.22	0.22	0.14	0.27	0.27
Sat Flow, veh/h	3510	3790	1319	3510	4859	418	3510	3610	1589	3510	2781	763
Grp Volume(v), veh/h	392	1242	598	707	1092	575	366	629	730	429	487	470
Grp Sat Flow(s),veh/h/ln	1755	1729	1652	1755	1729	1819	1755	1805	1589	1755	1805	1739
Q Serve(g_s), s	13.2	37.0	37.0	24.0	34.1	34.2	11.0	19.7	26.8	14.5	32.0	32.0
Cycle Q Clear(g_c), s	13.2	37.0	37.0	24.0	34.1	34.2	11.0	19.7	26.8	14.5	32.0	32.0
Prop In Lane	1.00		0.80	1.00		0.23	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	436	1066	509	702	1328	699	322	806	677	474	481	464
V/C Ratio(X)	0.90	1.16	1.17	1.01	0.82	0.82	1.14	0.78	1.08	0.91	1.01	1.01
Avail Cap(c_a), veh/h	436	1066	509	702	1328	699	322	806	677	474	481	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	41.5	41.5	48.0	33.3	33.3	54.5	43.8	34.5	51.1	44.0	44.0
Incr Delay (d2), s/veh	21.2	84.5	97.8	35.7	4.3	7.9	92.7	7.4	57.7	20.8	44.2	45.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	28.0	28.7	13.9	14.9	16.3	9.0	9.6	19.3	7.7	20.1	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	126.0	139.3	83.7	37.5	41.1	147.2	51.2	92.2	71.9	88.2	89.0
LnGrp LOS	E	F	F	F	D	D	F	D	F	E	F	F
Approach Vol, veh/h		2232			2374			1725			1386	
Approach Delay, s/veh		120.3			52.2			88.9			83.4	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.2	30.8	28.0	41.0	15.0	36.0	18.9	50.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.2	26.8	24.0	37.0	11.0	32.0	14.9	46.1
Max Q Clear Time (g_c+I1), s	16.5	28.8	26.0	39.0	13.0	34.0	15.2	36.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2

Intersection Summary	
HCM 6th Ctrl Delay	85.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	49	219	60	40	78	120	1281	85	123	1563	153
Future Volume (veh/h)	319	49	219	60	40	78	120	1281	85	123	1563	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	319	49	219	60	40	78	120	1281	85	123	1563	153
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	244	296	249	97	141	118	138	1762	855	284	1891	183
Arrive On Green	0.13	0.16	0.16	0.05	0.07	0.07	0.15	0.98	0.98	0.16	0.57	0.57
Sat Flow, veh/h	1810	1900	1598	1810	1900	1586	1810	3610	1576	1810	3324	322
Grp Volume(v), veh/h	319	49	219	60	40	78	120	1281	85	123	842	874
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1586	1810	1805	1576	1810	1805	1841
Q Serve(g_s), s	14.8	2.5	14.8	3.6	2.2	5.3	7.1	3.2	0.1	6.8	41.4	42.9
Cycle Q Clear(g_c), s	14.8	2.5	14.8	3.6	2.2	5.3	7.1	3.2	0.1	6.8	41.4	42.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	244	296	249	97	141	118	138	1762	855	284	1027	1047
V/C Ratio(X)	1.31	0.17	0.88	0.62	0.28	0.66	0.87	0.73	0.10	0.43	0.82	0.83
Avail Cap(c_a), veh/h	244	349	293	150	320	267	138	1762	855	284	1027	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.09	0.09	0.09
Uniform Delay (d), s/veh	47.6	40.2	45.4	51.0	48.1	49.6	46.1	0.7	0.2	41.9	19.1	19.5
Incr Delay (d2), s/veh	164.4	0.3	22.6	6.3	1.1	6.2	37.6	2.4	0.2	0.1	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	1.2	7.4	1.8	1.1	2.3	4.4	1.0	0.1	3.0	16.5	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	211.9	40.5	68.0	57.3	49.2	55.8	83.6	3.1	0.4	42.0	19.9	20.2
LnGrp LOS	F	D	E	E	D	E	F	A	A	D	B	C
Approach Vol, veh/h		587			178			1486			1839	
Approach Delay, s/veh		143.9			54.8			9.5			21.5	
Approach LOS		F			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.3	57.7	9.9	21.1	12.4	66.6	18.8	12.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.3	53.7	9.1	20.2	8.4	56.3	10.8	18.5
Max Q Clear Time (g_c+I1), s	16.8	5.2	5.6	16.8	9.1	44.9	16.8	7.3
Green Ext Time (p_c), s	0.1	14.3	0.0	0.3	0.0	8.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	2	10	0	29	1	1333	13	30	1654	21
Future Volume (veh/h)	11	0	2	10	0	29	1	1333	13	30	1654	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	0	2	10	0	29	1	1333	13	30	1654	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	117	0	87	141	0	87	609	1698	17	675	1825	23
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.05	0.67	0.93	0.93	0.75	1.00	1.00
Sat Flow, veh/h	1396	0	1603	1430	0	1603	1810	3662	36	1810	3650	46
Grp Volume(v), veh/h	11	0	2	10	0	29	1	657	689	30	817	858
Grp Sat Flow(s),veh/h/ln	1396	0	1603	1430	0	1603	1810	1805	1892	1810	1805	1892
Q Serve(g_s), s	0.8	0.0	0.1	0.7	0.0	1.9	0.0	10.7	10.7	0.5	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.1	0.9	0.0	1.9	0.0	10.7	10.7	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		0.02
Lane Grp Cap(c), veh/h	117	0	87	141	0	87	609	837	877	675	903	946
V/C Ratio(X)	0.09	0.00	0.02	0.07	0.00	0.33	0.00	0.78	0.79	0.04	0.91	0.91
Avail Cap(c_a), veh/h	422	0	437	454	0	437	609	837	877	675	903	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.37	0.37	0.37
Uniform Delay (d), s/veh	51.4	0.0	49.3	49.7	0.0	50.1	11.9	2.5	2.5	8.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.2	0.0	2.2	0.0	6.5	6.3	0.0	6.2	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.3	0.0	0.8	0.0	2.8	2.9	0.2	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	0.0	49.4	49.9	0.0	52.4	11.9	9.1	8.8	8.8	6.2	6.0
LnGrp LOS	D	A	D	D	A	D	B	A	A	A	A	A
Approach Vol, veh/h		13			39			1347			1705	
Approach Delay, s/veh		51.4			51.7			8.9			6.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	55.0		10.0	41.0	59.0		10.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	51.0		30.0	13.0	55.0		30.0
Max Q Clear Time (g_c+I1), s	2.5	12.7		4.8	2.0	2.0		3.9
Green Ext Time (p_c), s	0.0	12.6		0.0	0.0	20.9		0.1

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1	3	4	2	33	2	1330	13	60	1625	7
Future Volume (veh/h)	13	1	3	4	2	33	2	1330	13	60	1625	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1	3	4	2	33	2	1330	13	60	1625	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	22	65	137	5	79	342	2297	22	383	2396	10
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.19	0.63	0.63	0.42	1.00	1.00
Sat Flow, veh/h	1395	419	1256	1435	91	1509	1810	3662	36	1810	3686	16
Grp Volume(v), veh/h	13	0	4	4	0	35	2	655	688	60	795	837
Grp Sat Flow(s),veh/h/ln	1395	0	1674	1435	0	1600	1810	1805	1893	1810	1805	1897
Q Serve(g_s), s	1.0	0.0	0.2	0.3	0.0	2.3	0.1	23.4	23.4	2.3	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.2	0.5	0.0	2.3	0.1	23.4	23.4	2.3	0.0	0.0
Prop In Lane	1.00		0.75	1.00		0.94	1.00		0.02	1.00		0.01
Lane Grp Cap(c), veh/h	109	0	87	137	0	83	342	1132	1187	383	1173	1233
V/C Ratio(X)	0.12	0.00	0.05	0.03	0.00	0.42	0.01	0.58	0.58	0.16	0.68	0.68
Avail Cap(c_a), veh/h	277	0	289	310	0	276	342	1132	1187	383	1173	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	0.84	0.84	0.84
Uniform Delay (d), s/veh	52.1	0.0	49.5	49.8	0.0	50.5	36.2	12.0	12.0	25.7	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.1	0.0	3.3	0.0	1.9	1.8	0.2	2.7	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.1	0.0	1.0	0.0	9.3	9.8	1.0	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	0.0	49.7	49.9	0.0	53.8	36.2	13.9	13.8	25.8	2.7	2.5
LnGrp LOS	D	A	D	D	A	D	D	B	B	C	A	A
Approach Vol, veh/h		17			39			1345			1692	
Approach Delay, s/veh		51.9			53.4			13.9			3.4	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.3	73.0		9.7	24.8	75.5		9.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	69.0		19.0	7.5	71.5		19.0				
Max Q Clear Time (g_c+I1), s	4.3	25.4		5.3	2.1	2.0		4.3				
Green Ext Time (p_c), s	0.0	13.0		0.0	0.0	21.1		0.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	15	16	69	3	47	10	1220	65	82	1548	20
Future Volume (veh/h)	77	15	16	69	3	47	10	1220	65	82	1548	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	15	16	69	3	47	10	1220	65	82	1548	20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	168	87	92	187	10	157	274	2539	135	106	2322	30
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.30	1.00	1.00	0.08	0.85	0.85
Sat Flow, veh/h	1376	841	897	1400	98	1528	1810	3481	185	1810	3649	47
Grp Volume(v), veh/h	77	0	31	69	0	50	10	632	653	82	765	803
Grp Sat Flow(s),veh/h/ln	1376	0	1738	1400	0	1625	1810	1805	1862	1810	1805	1891
Q Serve(g_s), s	6.0	0.0	1.8	5.2	0.0	3.1	0.4	0.0	0.0	4.9	16.4	16.5
Cycle Q Clear(g_c), s	9.2	0.0	1.8	7.0	0.0	3.1	0.4	0.0	0.0	4.9	16.4	16.5
Prop In Lane	1.00		0.52	1.00		0.94	1.00		0.10	1.00		0.02
Lane Grp Cap(c), veh/h	168	0	179	187	0	168	274	1317	1358	106	1149	1204
V/C Ratio(X)	0.46	0.00	0.17	0.37	0.00	0.30	0.04	0.48	0.48	0.78	0.67	0.67
Avail Cap(c_a), veh/h	277	0	316	297	0	295	274	1317	1358	214	1149	1204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	0.85	0.85	0.85
Uniform Delay (d), s/veh	49.9	0.0	45.0	48.2	0.0	45.7	32.7	0.0	0.0	50.0	4.3	4.3
Incr Delay (d2), s/veh	1.9	0.0	0.5	1.2	0.0	1.0	0.0	1.1	1.1	9.8	2.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.8	1.9	0.0	1.3	0.2	0.4	0.4	2.5	4.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	0.0	45.5	49.5	0.0	46.6	32.7	1.1	1.1	59.9	6.9	6.8
LnGrp LOS	D	A	D	D	A	D	C	A	A	E	A	A
Approach Vol, veh/h		108			119			1295			1650	
Approach Delay, s/veh		50.0			48.3			1.4			9.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	84.2		15.3	20.7	74.0		15.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	13.0	65.0		20.0	8.0	70.0		20.0				
Max Q Clear Time (g_c+I1), s	6.9	2.0		11.2	2.4	18.5		9.0				
Green Ext Time (p_c), s	0.1	12.9		0.2	0.0	18.1		0.3				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1	6	8	1	4	22	1254	8	9	1544	50
Future Volume (veh/h)	51	1	6	8	1	4	22	1254	8	9	1544	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	1	6	8	1	4	22	1254	8	9	1544	50
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	15	92	153	22	87	703	2977	19	28	1557	50
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.78	1.00	1.00	0.03	0.87	0.87
Sat Flow, veh/h	1415	232	1394	1412	328	1314	1810	3677	23	1810	3569	115
Grp Volume(v), veh/h	51	0	7	8	0	5	22	615	647	9	779	815
Grp Sat Flow(s),veh/h/ln	1415	0	1626	1412	0	1642	1810	1805	1896	1810	1805	1879
Q Serve(g_s), s	3.9	0.0	0.4	0.6	0.0	0.3	0.3	0.0	0.0	0.5	44.2	45.8
Cycle Q Clear(g_c), s	4.2	0.0	0.4	1.0	0.0	0.3	0.3	0.0	0.0	0.5	44.2	45.8
Prop In Lane	1.00		0.86	1.00		0.80	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	155	0	107	153	0	108	703	1461	1535	28	788	820
V/C Ratio(X)	0.33	0.00	0.07	0.05	0.00	0.05	0.03	0.42	0.42	0.33	0.99	0.99
Avail Cap(c_a), veh/h	306	0	281	304	0	284	703	1461	1535	132	788	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.82	0.82	0.82	0.84	0.84	0.84
Uniform Delay (d), s/veh	50.1	0.0	48.2	48.7	0.0	48.1	7.5	0.0	0.0	52.8	6.8	6.9
Incr Delay (d2), s/veh	1.2	0.0	0.3	0.1	0.0	0.2	0.0	0.7	0.7	5.6	26.9	27.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.2	0.2	0.0	0.1	0.1	0.3	0.3	0.3	8.7	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	0.0	48.4	48.8	0.0	48.3	7.5	0.7	0.7	58.3	33.7	34.2
LnGrp LOS	D	A	D	D	A	D	A	A	A	E	C	C
Approach Vol, veh/h		58			13			1284			1603	
Approach Delay, s/veh		51.0			48.6			0.8			34.1	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	93.1		11.3	46.7	52.0		11.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	71.0		19.0	31.0	48.0		19.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		6.2	2.3	47.8		3.0				
Green Ext Time (p_c), s	0.0	12.4		0.1	0.0	0.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	20.0	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	5	20	71	4	112	64	1162	80	149	1500	9
Future Volume (veh/h)	10	5	20	71	4	112	64	1162	80	149	1500	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	5	20	71	4	112	64	1162	80	149	1500	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	33	130	115	5	152	446	1361	94	535	1642	10
Arrive On Green	0.06	0.10	0.10	0.06	0.10	0.10	0.25	0.40	0.40	0.20	0.30	0.30
Sat Flow, veh/h	1810	332	1329	1810	54	1510	1810	3427	236	1810	3679	22
Grp Volume(v), veh/h	10	0	25	71	0	116	64	612	630	149	736	773
Grp Sat Flow(s),veh/h/ln	1810	0	1661	1810	0	1564	1810	1805	1857	1810	1805	1896
Q Serve(g_s), s	0.6	0.0	1.5	4.2	0.0	7.9	3.0	34.0	34.1	7.7	43.2	43.3
Cycle Q Clear(g_c), s	0.6	0.0	1.5	4.2	0.0	7.9	3.0	34.0	34.1	7.7	43.2	43.3
Prop In Lane	1.00		0.80	1.00		0.97	1.00		0.13	1.00		0.01
Lane Grp Cap(c), veh/h	111	0	163	115	0	157	446	717	738	535	806	846
V/C Ratio(X)	0.09	0.00	0.15	0.62	0.00	0.74	0.14	0.85	0.85	0.28	0.91	0.91
Avail Cap(c_a), veh/h	304	0	279	306	0	265	446	717	738	535	806	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77
Uniform Delay (d), s/veh	48.7	0.0	45.4	50.2	0.0	48.1	32.4	30.2	30.2	34.2	36.5	36.5
Incr Delay (d2), s/veh	0.3	0.0	0.4	5.3	0.0	6.6	0.1	12.3	12.1	0.2	13.5	13.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.6	2.1	0.0	3.4	1.4	16.8	17.3	3.5	22.7	23.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	45.8	55.5	0.0	54.7	32.5	42.5	42.3	34.4	49.9	49.5
LnGrp LOS	D	A	D	E	A	D	C	D	D	C	D	D
Approach Vol, veh/h		35			187			1306			1658	
Approach Delay, s/veh		46.8			55.0			41.9			48.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	47.7	11.0	14.8	31.1	53.1	10.7	15.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.3	43.7	18.6	18.5	7.8	49.1	18.5	18.6
Max Q Clear Time (g_c+I1), s	9.7	36.1	6.2	3.5	5.0	45.3	2.6	9.9
Green Ext Time (p_c), s	0.1	4.6	0.1	0.1	0.0	3.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	384	2106	572	123	1162	718	242	832	74	762	1203	375
Future Volume (veh/h)	384	2106	572	123	1162	718	242	832	74	762	1203	375
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	384	2106	0	123	1162	718	242	832	74	762	1203	375
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	383	1859		121	1140	509	263	838	75	673	1324	590
Arrive On Green	0.11	0.36	0.00	0.07	0.32	0.32	0.08	0.25	0.25	0.19	0.37	0.37
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3353	298	3510	3610	1610
Grp Volume(v), veh/h	384	2106	0	123	1162	718	242	448	458	762	1203	375
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1846	1755	1805	1610
Q Serve(g_s), s	13.1	43.0	0.0	8.0	37.9	37.9	8.2	29.7	29.7	23.0	38.0	23.1
Cycle Q Clear(g_c), s	13.1	43.0	0.0	8.0	37.9	37.9	8.2	29.7	29.7	23.0	38.0	23.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	383	1859		121	1140	509	263	451	462	673	1324	590
V/C Ratio(X)	1.00	1.13		1.02	1.02	1.41	0.92	0.99	0.99	1.13	0.91	0.64
Avail Cap(c_a), veh/h	383	1859		121	1140	509	263	451	462	673	1324	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	38.5	0.0	56.0	41.0	41.0	55.1	44.9	44.9	48.5	36.1	31.4
Incr Delay (d2), s/veh	46.5	67.2	0.0	87.3	31.6	196.8	34.7	40.5	40.1	77.3	10.7	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	29.4	0.0	6.6	21.6	42.6	4.9	18.2	18.6	17.2	18.4	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.9	105.7	0.0	143.3	72.6	237.8	89.9	85.4	85.0	125.8	46.8	36.5
LnGrp LOS	F	F		F	F	F	F	F	F	F	D	D
Approach Vol, veh/h		2490	A		2003			1148			2340	
Approach Delay, s/veh		104.8			136.2			86.2			70.9	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	34.0	12.0	47.0	13.0	48.0	17.1	41.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	30.0	8.0	43.0	9.0	44.0	13.1	37.9
Max Q Clear Time (g_c+I1), s	15.0	31.7	10.0	45.0	10.2	40.0	15.1	39.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	100.1
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	2321	2	6	2152	109	2	0	2	117	1	125
Future Volume (veh/h)	200	2321	2	6	2152	109	2	0	2	117	1	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	2321	2	6	2152	109	2	0	2	117	1	125
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	232	2562	2	192	2308	116	256	15	223	508	587	497
Arrive On Green	0.13	0.48	0.48	0.11	0.46	0.46	0.31	0.00	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	5352	5	1810	5055	255	673	50	722	1435	1900	1607
Grp Volume(v), veh/h	200	1499	824	6	1469	792	4	0	0	117	1	125
Grp Sat Flow(s),veh/h/ln	1810	1729	1899	1810	1729	1852	1445	0	0	1435	1900	1607
Q Serve(g_s), s	12.3	45.2	45.2	0.3	45.4	46.0	0.0	0.0	0.0	6.7	0.0	6.6
Cycle Q Clear(g_c), s	12.3	45.2	45.2	0.3	45.4	46.0	0.2	0.0	0.0	6.9	0.0	6.6
Prop In Lane	1.00		0.00	1.00		0.14	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	232	1655	909	192	1579	845	494	0	0	508	587	497
V/C Ratio(X)	0.86	0.91	0.91	0.03	0.93	0.94	0.01	0.00	0.00	0.23	0.00	0.25
Avail Cap(c_a), veh/h	336	1680	923	288	1588	851	494	0	0	508	587	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	27.2	27.2	45.4	29.1	29.2	27.1	0.0	0.0	29.4	27.0	29.3
Incr Delay (d2), s/veh	14.3	7.4	12.3	0.1	10.1	17.5	0.0	0.0	0.0	1.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	19.6	22.8	0.2	20.4	23.8	0.1	0.0	0.0	2.6	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.7	34.6	39.5	45.4	39.2	46.8	27.1	0.0	0.0	30.4	27.0	30.5
LnGrp LOS	E	C	D	D	D	D	C	A	A	C	C	C
Approach Vol, veh/h		2523			2267			4			243	
Approach Delay, s/veh		38.4			41.9			27.1			30.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	39.0	16.0	58.2	39.0	18.5	55.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	35.0	18.0	55.0	35.0	21.0	52.0
Max Q Clear Time (g_c+I1), s	2.2	2.3	47.2	8.9	14.3	48.0
Green Ext Time (p_c), s	0.0	0.0	7.0	0.7	0.3	3.7

Intersection Summary	
HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	2237	252	47	1993	113	171	0	93	168	0	94
Future Volume (veh/h)	125	2237	252	47	1993	113	171	0	93	168	0	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	125	2237	252	47	1993	113	171	0	93	168	0	94
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	2554	281	89	2459	139	319	10	149	317	11	153
Arrive On Green	0.10	0.54	0.54	0.05	0.49	0.49	0.30	0.00	0.30	0.30	0.00	0.30
Sat Flow, veh/h	1810	4724	521	1810	5023	284	884	33	499	879	36	512
Grp Volume(v), veh/h	125	1624	865	47	1370	736	264	0	0	262	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1786	1810	1729	1848	1415	0	0	1426	0	0
Q Serve(g_s), s	7.2	43.6	46.2	2.7	35.9	36.2	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.2	43.6	46.2	2.7	35.9	36.2	17.1	0.0	0.0	16.7	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.15	0.65		0.35	0.64		0.36
Lane Grp Cap(c), veh/h	181	1869	966	89	1693	905	478	0	0	481	0	0
V/C Ratio(X)	0.69	0.87	0.90	0.53	0.81	0.81	0.55	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	321	1902	983	287	1838	982	478	0	0	481	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.6	21.3	21.9	49.8	23.1	23.2	32.3	0.0	0.0	32.2	0.0	0.0
Incr Delay (d2), s/veh	4.6	4.6	10.6	4.8	2.6	5.0	4.6	0.0	0.0	4.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	17.7	21.0	1.3	14.6	16.3	6.4	0.0	0.0	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	25.9	32.5	54.6	25.8	28.2	36.9	0.0	0.0	36.6	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	D	A	A	D	A	A
Approach Vol, veh/h		2614			2153			264			262	
Approach Delay, s/veh		29.3			27.2			36.9			36.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	36.0	9.3	62.0	36.0	14.7	56.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	32.0	17.0	59.0	32.0	19.0	57.0
Max Q Clear Time (g_c+I1), s	19.1	4.7	48.2	18.7	9.2	38.2
Green Ext Time (p_c), s	1.3	0.1	9.7	1.3	0.2	14.3

Intersection Summary	
HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2340	64	27	2320	57	25
Future Volume (veh/h)	2340	64	27	2320	57	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2340	64	27	2320	57	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2334	64	63	2687	752	669
Arrive On Green	0.45	0.45	0.07	1.00	0.42	0.42
Sat Flow, veh/h	5357	141	1810	5358	1810	1610
Grp Volume(v), veh/h	1557	847	27	2320	57	25
Grp Sat Flow(s),veh/h/ln	1729	1869	1810	1729	1810	1610
Q Serve(g_s), s	54.0	54.0	1.7	0.0	2.3	1.1
Cycle Q Clear(g_c), s	54.0	54.0	1.7	0.0	2.3	1.1
Prop In Lane		0.08	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1556	841	63	2687	752	669
V/C Ratio(X)	1.00	1.01	0.43	0.86	0.08	0.04
Avail Cap(c_a), veh/h	1556	841	211	3112	752	669
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.33	0.33	1.00	1.00
Uniform Delay (d), s/veh	33.0	33.0	54.7	0.0	21.2	20.8
Incr Delay (d2), s/veh	22.9	32.8	1.5	0.8	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.8	31.3	0.8	0.2	1.0	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.9	65.8	56.3	0.8	21.4	20.9
LnGrp LOS	F	F	E	A	C	C
Approach Vol, veh/h	2404			2347	82	
Approach Delay, s/veh	59.4			1.5	21.2	
Approach LOS	E			A	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	53.8	8.2	58.0		66.2
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	40.0	14.0	54.0		72.0
Max Q Clear Time (g_c+I1), s	4.3	3.7	56.0		2.0
Green Ext Time (p_c), s	0.2	0.0	0.0		41.1

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	40	216	307	52	65	242	620	833	34	292	16
Future Volume (veh/h)	18	40	216	307	52	65	242	620	833	34	292	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	40	216	307	52	65	242	620	833	34	292	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	253	429	340	572	536	241	1452	951	58	1047	57
Arrive On Green	0.02	0.13	0.13	0.19	0.30	0.30	0.22	0.67	0.67	0.03	0.30	0.30
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3481	190
Grp Volume(v), veh/h	18	40	216	307	52	65	242	620	833	34	151	157
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1866
Q Serve(g_s), s	0.9	1.7	10.2	14.9	1.8	2.5	12.0	7.1	36.2	1.7	5.7	5.8
Cycle Q Clear(g_c), s	0.9	1.7	10.2	14.9	1.8	2.5	12.0	7.1	36.2	1.7	5.7	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	36	253	429	340	572	536	241	1452	951	58	543	561
V/C Ratio(X)	0.49	0.16	0.50	0.90	0.09	0.12	1.00	0.43	0.88	0.59	0.28	0.28
Avail Cap(c_a), veh/h	101	253	429	342	572	536	241	1452	951	121	543	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.59	0.59	0.59	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	34.5	27.9	35.7	22.6	20.9	35.0	10.0	10.8	43.0	24.0	24.0
Incr Delay (d2), s/veh	10.0	0.3	0.9	25.8	0.1	0.1	45.3	0.5	7.0	9.3	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.8	4.0	8.9	0.8	0.9	7.6	2.4	6.7	0.9	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	34.8	28.9	61.5	22.7	21.0	80.2	10.5	17.9	52.3	25.3	25.3
LnGrp LOS	D	C	C	E	C	C	F	B	B	D	C	C
Approach Vol, veh/h		274			424			1695			342	
Approach Delay, s/veh		31.4			50.5			24.1			28.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	42.2	21.9	18.0	17.0	33.1	6.8	33.1
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.0	33.0	17.0	12.0	12.0	27.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	3.7	38.2	16.9	12.2	14.0	7.8	2.9	4.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	8	618	0	0	0	0	1618	166	39	775	0
Future Volume (veh/h)	104	8	618	0	0	0	0	1618	166	39	775	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	104	0	623				0	1618	166	39	775	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	322	0	573				0	1981	201	63	2487	0
Arrive On Green	0.18	0.00	0.18				0.00	0.60	0.60	0.07	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3404	335	1810	3705	0
Grp Volume(v), veh/h	104	0	623				0	874	910	39	775	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1840	1810	1805	0
Q Serve(g_s), s	4.5	0.0	16.0				0.0	33.9	35.4	1.9	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	16.0				0.0	33.9	35.4	1.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.18	1.00		0.00
Lane Grp Cap(c), veh/h	322	0	573				0	1081	1101	63	2487	0
V/C Ratio(X)	0.32	0.00	1.09				0.00	0.81	0.83	0.62	0.31	0.00
Avail Cap(c_a), veh/h	322	0	573				0	1081	1101	101	2487	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.31	0.31	0.84	0.84	0.00
Uniform Delay (d), s/veh	32.3	0.0	37.0				0.0	14.0	14.3	41.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	63.8				0.0	2.1	2.3	8.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	11.2				0.0	12.7	13.6	1.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	0.0	100.8				0.0	16.2	16.7	49.5	0.3	0.0
LnGrp LOS	C	A	F				A	B	B	D	A	A
Approach Vol, veh/h		727						1784			814	
Approach Delay, s/veh		91.1						16.4			2.6	
Approach LOS		F						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	8.1	59.9	22.0	68.0
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	52.0	16.0	62.0
Max Q Clear Time (g_c+I1), s	3.9	37.4	18.0	2.0
Green Ext Time (p_c), s	0.0	10.8	0.0	6.6

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	629	124	591	450	102	50	1348	688	46	1081	92
Future Volume (veh/h)	134	629	124	591	450	102	50	1348	688	46	1081	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	134	629	124	591	450	102	50	1348	688	46	1081	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	572	253	513	1271	563	86	1309	580	113	1363	602
Arrive On Green	0.09	0.16	0.16	0.28	0.35	0.35	0.09	0.73	0.73	0.06	0.38	0.38
Sat Flow, veh/h	1810	3610	1595	1810	3610	1599	1810	3610	1600	1810	3610	1595
Grp Volume(v), veh/h	134	629	124	591	450	102	50	1348	688	46	1081	92
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1805	1599	1810	1805	1600	1810	1805	1595
Q Serve(g_s), s	8.7	19.0	8.5	34.0	11.1	4.2	3.2	43.5	19.6	2.9	31.9	4.6
Cycle Q Clear(g_c), s	8.7	19.0	8.5	34.0	11.1	4.2	3.2	43.5	19.6	2.9	31.9	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	572	253	513	1271	563	86	1309	580	113	1363	602
V/C Ratio(X)	0.83	1.10	0.49	1.15	0.35	0.18	0.58	1.03	1.19	0.41	0.79	0.15
Avail Cap(c_a), veh/h	246	572	253	513	1271	563	113	1309	580	113	1363	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.59	0.59	0.59	0.91	0.91	0.91
Uniform Delay (d), s/veh	53.7	50.5	46.1	43.0	28.8	17.2	53.2	16.5	3.4	54.1	33.2	24.7
Incr Delay (d2), s/veh	13.0	68.1	1.5	89.2	0.2	0.2	3.7	27.3	94.3	2.1	4.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	13.9	3.5	27.7	4.8	2.0	1.5	13.0	20.1	1.4	14.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	118.6	47.6	132.2	28.9	17.4	56.9	43.8	97.7	56.2	37.6	25.1
LnGrp LOS	E	F	D	F	C	B	E	F	F	E	D	C
Approach Vol, veh/h		887			1143			2086			1219	
Approach Delay, s/veh		100.8			81.3			61.9			37.3	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	47.5	38.0	23.0	9.7	49.3	14.8	46.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	43.5	34.0	19.0	7.5	43.5	16.3	36.7
Max Q Clear Time (g_c+I1), s	14.9	45.5	36.0	21.0	5.2	33.9	10.7	13.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.3	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	66.9
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	121	83	10	95	85	38	1589	39	120	1307	107
Future Volume (veh/h)	133	121	83	10	95	85	38	1589	39	120	1307	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	133	121	83	10	95	85	38	1589	39	120	1307	107
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	165	139	138	142	121	278	1880	837	330	1986	884
Arrive On Green	0.09	0.09	0.09	0.08	0.07	0.07	0.15	0.52	0.52	0.37	1.00	1.00
Sat Flow, veh/h	1810	1900	1599	1810	1900	1610	1810	3610	1607	1810	3610	1608
Grp Volume(v), veh/h	133	121	83	10	95	85	38	1589	39	120	1307	107
Grp Sat Flow(s),veh/h/ln	1810	1900	1599	1810	1900	1610	1810	1805	1607	1810	1805	1608
Q Serve(g_s), s	8.7	7.5	6.0	0.6	5.8	6.2	2.2	45.2	1.4	5.8	0.0	0.0
Cycle Q Clear(g_c), s	8.7	7.5	6.0	0.6	5.8	6.2	2.2	45.2	1.4	5.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	165	139	138	142	121	278	1880	837	330	1986	884
V/C Ratio(X)	0.83	0.73	0.60	0.07	0.67	0.70	0.14	0.85	0.05	0.36	0.66	0.12
Avail Cap(c_a), veh/h	181	364	306	138	293	248	278	1880	837	330	1986	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.36
Uniform Delay (d), s/veh	53.8	53.4	52.8	51.5	54.0	54.2	43.9	24.6	14.1	33.0	0.0	0.0
Incr Delay (d2), s/veh	24.7	6.2	4.1	0.2	5.3	7.3	0.2	4.9	0.1	0.2	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	3.8	2.6	0.3	3.0	2.8	1.0	19.8	0.5	2.4	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.5	59.6	56.8	51.7	59.3	61.5	44.1	29.5	14.2	33.2	0.6	0.1
LnGrp LOS	E	E	E	D	E	E	D	C	B	C	A	A
Approach Vol, veh/h		337			190			1666			1534	
Approach Delay, s/veh		66.4			59.9			29.5			3.1	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.9	66.5	13.2	14.4	22.4	70.0	14.6	13.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	62.5	7.5	23.0	7.5	66.0	12.0	18.5
Max Q Clear Time (g_c+I1), s	7.8	47.2	2.6	9.5	4.2	2.0	10.7	8.2
Green Ext Time (p_c), s	0.1	10.3	0.0	0.7	0.0	15.6	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	426	1160	283	53	875	124	257	1023	149	88	982	268
Future Volume (veh/h)	426	1160	283	53	875	124	257	1023	149	88	982	268
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	426	1160	283	53	875	124	257	1023	149	88	982	268
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	380	1630	718	170	744	623	285	1098	483	113	1085	335
Arrive On Green	0.11	0.45	0.45	0.05	0.39	0.39	0.16	0.30	0.30	0.06	0.21	0.21
Sat Flow, veh/h	3510	3610	1590	3510	1900	1590	1810	3610	1588	1810	5187	1602
Grp Volume(v), veh/h	426	1160	283	53	875	124	257	1023	149	88	982	268
Grp Sat Flow(s),veh/h/ln	1755	1805	1590	1755	1900	1590	1810	1805	1588	1810	1729	1602
Q Serve(g_s), s	13.0	31.2	14.2	1.8	47.0	6.2	16.7	33.0	7.2	5.8	22.2	14.8
Cycle Q Clear(g_c), s	13.0	31.2	14.2	1.8	47.0	6.2	16.7	33.0	7.2	5.8	22.2	14.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	1630	718	170	744	623	285	1098	483	113	1085	335
V/C Ratio(X)	1.12	0.71	0.39	0.31	1.18	0.20	0.90	0.93	0.31	0.78	0.91	0.80
Avail Cap(c_a), veh/h	380	1630	718	219	744	623	317	1098	483	113	1085	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	26.6	21.9	55.2	36.5	24.1	49.6	40.5	22.3	55.4	46.3	27.3
Incr Delay (d2), s/veh	82.9	1.5	0.4	1.0	92.9	0.2	25.7	15.0	1.7	28.3	12.3	17.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	13.5	5.4	0.8	40.5	0.0	9.6	16.8	2.9	3.5	10.7	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	136.4	28.1	22.3	56.2	129.4	24.2	75.4	55.6	24.0	83.8	58.6	45.2
LnGrp LOS	F	C	C	E	F	C	E	E	C	F	E	D
Approach Vol, veh/h		1869			1052			1429			1338	
Approach Delay, s/veh		51.9			113.3			55.8			57.6	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	40.5	9.8	58.2	22.9	29.1	17.0	51.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	36.5	7.5	52.5	21.0	23.0	13.0	47.0
Max Q Clear Time (g_c+I1), s	7.8	35.0	3.8	33.2	18.7	24.2	15.0	49.0
Green Ext Time (p_c), s	0.0	1.0	0.0	9.6	0.2	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	65.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	538	86	112	390	190	37	758	73	271	960	125
Future Volume (veh/h)	134	538	86	112	390	190	37	758	73	271	960	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	134	538	86	112	390	190	37	758	73	271	960	125
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	633	537	127	384	187	145	1098	479	288	1523	669
Arrive On Green	0.08	0.33	0.33	0.07	0.32	0.32	0.04	0.30	0.30	0.16	0.42	0.42
Sat Flow, veh/h	1810	1900	1610	1810	1200	585	3510	3610	1576	1810	3610	1585
Grp Volume(v), veh/h	134	538	86	112	0	580	37	758	73	271	960	125
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1785	1755	1805	1576	1810	1805	1585
Q Serve(g_s), s	8.8	31.6	4.5	7.4	0.0	38.4	1.2	22.2	3.3	17.8	25.1	4.4
Cycle Q Clear(g_c), s	8.8	31.6	4.5	7.4	0.0	38.4	1.2	22.2	3.3	17.8	25.1	4.4
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	633	537	127	0	571	145	1098	479	288	1523	669
V/C Ratio(X)	0.89	0.85	0.16	0.88	0.00	1.02	0.25	0.69	0.15	0.94	0.63	0.19
Avail Cap(c_a), veh/h	151	633	537	127	0	571	263	1098	479	288	1523	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	37.2	28.2	55.3	0.0	40.8	55.7	36.8	19.7	49.9	27.3	11.9
Incr Delay (d2), s/veh	42.5	10.6	0.1	46.8	0.0	41.6	0.9	3.6	0.7	37.5	2.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	16.4	1.8	5.0	0.0	23.2	0.6	10.3	1.6	11.0	11.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.0	47.8	28.3	102.1	0.0	82.4	56.6	40.3	20.3	87.4	29.3	12.5
LnGrp LOS	F	D	C	F	A	F	E	D	C	F	C	B
Approach Vol, veh/h		758			692			868			1356	
Approach Delay, s/veh		54.3			85.6			39.3			39.4	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	40.5	12.4	44.0	9.0	54.6	14.0	42.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.1	36.5	8.4	40.0	9.0	46.6	10.0	38.4
Max Q Clear Time (g_c+I1), s	10.8	24.2	9.4	33.6	3.2	27.1	10.8	40.4
Green Ext Time (p_c), s	0.0	4.4	0.0	2.0	0.0	7.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	622	1712	23	21	1467	207	12	34	14	212	46	866
Future Volume (veh/h)	622	1712	23	21	1467	207	12	34	14	212	46	866
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	622	1712	23	21	1467	207	12	34	14	212	46	866
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	669	1945	26	220	1555	483	134	220	91	368	575	787
Arrive On Green	0.38	0.74	0.74	0.16	0.40	0.40	0.07	0.17	0.17	0.20	0.30	0.30
Sat Flow, veh/h	3510	5273	71	1810	5187	1610	1810	1272	524	1810	1900	1587
Grp Volume(v), veh/h	622	1123	612	21	1467	207	12	0	48	212	46	866
Grp Sat Flow(s),veh/h/ln	1755	1729	1885	1810	1729	1610	1810	0	1795	1810	1900	1587
Q Serve(g_s), s	20.4	29.2	29.2	1.2	32.7	11.2	0.7	0.0	2.7	12.7	2.1	36.3
Cycle Q Clear(g_c), s	20.4	29.2	29.2	1.2	32.7	11.2	0.7	0.0	2.7	12.7	2.1	36.3
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	669	1275	695	220	1555	483	134	0	311	368	575	787
V/C Ratio(X)	0.93	0.88	0.88	0.10	0.94	0.43	0.09	0.00	0.15	0.58	0.08	1.10
Avail Cap(c_a), veh/h	702	1519	828	220	1565	486	134	0	311	368	575	787
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.29	0.29	0.29	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	13.8	13.8	44.7	35.1	28.6	51.8	0.0	42.1	43.2	29.9	30.3
Incr Delay (d2), s/veh	7.0	1.7	3.1	0.2	11.9	0.6	0.3	0.0	1.1	2.2	0.3	63.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	5.2	5.9	0.5	14.4	4.2	0.3	0.0	1.3	5.9	1.0	25.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	15.5	16.9	44.9	47.0	29.2	52.1	0.0	43.2	45.4	30.2	93.6
LnGrp LOS	D	B	B	D	D	C	D	A	D	D	C	F
Approach Vol, veh/h		2357			1695			60			1124	
Approach Delay, s/veh		23.2			44.8			45.0			81.9	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.4	24.8	18.6	48.3	12.9	40.3	26.9	40.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	20.8	7.5	52.7	7.5	36.3	24.0	36.2
Max Q Clear Time (g_c+I1), s	14.7	4.7	3.2	31.2	2.7	38.3	22.4	34.7
Green Ext Time (p_c), s	0.4	0.1	0.0	13.1	0.0	0.0	0.5	1.3

Intersection Summary	
HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	175.7

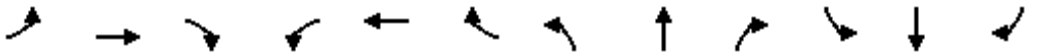
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	172	1150	68	31	750	0	76	0	31	0	0	144
Future Vol, veh/h	172	1150	68	31	750	0	76	0	31	0	0	144
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	172	1150	68	31	750	0	76	0	31	0	0	144

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	750	0	0	1218	0	0	2412	2340	-	2340	2374	750
Stage 1	-	-	-	-	-	-	1528	1528	-	812	812	-
Stage 2	-	-	-	-	-	-	884	812	-	1528	1562	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	868	-	-	580	-	-	~ 23	37	0	26	35	415
Stage 1	-	-	-	-	-	-	148	181	0	376	395	-
Stage 2	-	-	-	-	-	-	343	395	0	148	174	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	868	-	-	580	-	-	~ 7	13	-	12	12	415
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 7	13	-	12	12	-
Stage 1	-	-	-	-	-	-	~ 55	67	-	140	359	-
Stage 2	-	-	-	-	-	-	203	359	-	55	65	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.5	$ 5463.2	18.2
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	7	-	868	-	-	580	-	-	415
HCM Lane V/C Ratio	10.857	-	0.198	-	-	0.053	-	-	0.347
HCM Control Delay (s)	$ 5463.2	0	10.2	0	-	11.6	0	-	18.2
HCM Lane LOS	F	A	B	A	-	B	A	-	C
HCM 95th %tile Q(veh)	11.2	-	0.7	-	-	0.2	-	-	1.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	341	95	127	247	13	92	49	141	19	43	7
Future Volume (veh/h)	9	341	95	127	247	13	92	49	141	19	43	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	341	95	127	247	13	92	49	141	19	43	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	473	130	162	461	390	316	168	419	130	294	48
Arrive On Green	0.02	0.17	0.17	0.09	0.24	0.24	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	2796	768	1810	1900	1610	1201	639	1589	507	1147	187
Grp Volume(v), veh/h	9	218	218	127	247	13	141	0	141	69	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1759	1810	1900	1610	1840	0	1589	1841	0	0
Q Serve(g_s), s	0.4	8.2	8.5	5.0	8.2	0.4	4.4	0.0	5.2	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.4	8.2	8.5	5.0	8.2	0.4	4.4	0.0	5.2	2.1	0.0	0.0
Prop In Lane	1.00		0.44	1.00		1.00	0.65		1.00	0.28		0.10
Lane Grp Cap(c), veh/h	29	305	297	162	461	390	485	0	419	472	0	0
V/C Ratio(X)	0.31	0.72	0.73	0.78	0.54	0.03	0.29	0.00	0.34	0.15	0.00	0.00
Avail Cap(c_a), veh/h	188	463	451	201	500	424	485	0	419	472	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.1	28.3	28.4	32.2	23.8	20.9	21.2	0.0	21.5	20.7	0.0	0.0
Incr Delay (d2), s/veh	5.9	3.1	3.5	14.9	1.0	0.0	1.5	0.0	2.2	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.7	3.7	2.8	3.6	0.2	2.0	0.0	2.1	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	31.5	31.9	47.1	24.8	20.9	22.7	0.0	23.6	21.4	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	A
Approach Vol, veh/h		445			387			282			69	
Approach Delay, s/veh		31.9			32.0			23.2			21.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	10.5	16.2		22.5	5.2	21.5				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	8.0	18.5		18.5	7.5	19.0				
Max Q Clear Time (g_c+I1), s		7.2	7.0	10.5		4.1	2.4	10.2				
Green Ext Time (p_c), s		1.0	0.0	1.6		0.2	0.0	0.9				

Intersection Summary	
HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	169	157	26	232	178
Future Vol, veh/h	39	169	157	26	232	178
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	39	169	157	26	232	178
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9.8	9	15.5
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	57%
Vol Thru, %	100%	67%	0%	0%	43%
Vol Right, %	0%	33%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	78	39	169	410
LT Vol	0	0	39	0	232
Through Vol	105	52	0	0	178
RT Vol	0	26	0	169	0
Lane Flow Rate	105	78	39	169	410
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.159	0.114	0.07	0.247	0.59
Departure Headway (Hd)	5.461	5.226	6.471	5.259	5.18
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	651	679	550	676	693
Service Time	3.246	3.011	4.253	3.04	3.249
HCM Lane V/C Ratio	0.161	0.115	0.071	0.25	0.592
HCM Control Delay	9.3	8.7	9.7	9.8	15.5
HCM Lane LOS	A	A	A	A	C
HCM 95th-tile Q	0.6	0.4	0.2	1	3.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	1678	89	40	1193	6	80	13	34	11	21	239
Future Volume (veh/h)	103	1678	89	40	1193	6	80	13	34	11	21	239
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	1678	89	40	1193	6	80	13	34	11	21	239
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	1909	101	78	1534	8	430	70	437	109	208	273
Arrive On Green	0.27	0.76	0.76	0.04	0.29	0.29	0.27	0.27	0.27	0.17	0.17	0.17
Sat Flow, veh/h	1810	5036	267	1810	5326	27	1567	255	1593	642	1226	1607
Grp Volume(v), veh/h	103	1152	615	40	775	424	93	0	34	32	0	239
Grp Sat Flow(s),veh/h/ln	1810	1729	1844	1810	1729	1895	1822	0	1593	1868	0	1607
Q Serve(g_s), s	5.6	29.0	29.1	2.6	24.7	24.7	4.7	0.0	1.9	1.7	0.0	17.4
Cycle Q Clear(g_c), s	5.6	29.0	29.1	2.6	24.7	24.7	4.7	0.0	1.9	1.7	0.0	17.4
Prop In Lane	1.00		0.14	1.00		0.01	0.86		1.00	0.34		1.00
Lane Grp Cap(c), veh/h	243	1311	699	78	996	546	500	0	437	318	0	273
V/C Ratio(X)	0.42	0.88	0.88	0.51	0.78	0.78	0.19	0.00	0.08	0.10	0.00	0.87
Avail Cap(c_a), veh/h	274	1591	848	118	1291	707	500	0	437	318	0	273
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	12.5	12.5	56.2	39.2	39.2	33.3	0.0	32.3	42.1	0.0	48.6
Incr Delay (d2), s/veh	1.2	5.2	9.2	4.8	2.1	3.9	0.8	0.0	0.3	0.6	0.0	30.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.5	6.7	1.3	10.7	12.0	2.2	0.0	0.8	0.9	0.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	17.7	21.7	61.0	41.4	43.1	34.1	0.0	32.6	42.7	0.0	78.6
LnGrp LOS	D	B	C	E	D	D	C	A	C	D	A	E
Approach Vol, veh/h		1870			1239			127			271	
Approach Delay, s/veh		20.3			42.6			33.7			74.3	
Approach LOS		C			D			C			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	37.0	9.2	49.5	24.4	20.1	38.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.6	7.8	55.2	20.4	18.2	44.8
Max Q Clear Time (g_c+I1), s	6.7	4.6	31.1	19.4	7.6	26.7
Green Ext Time (p_c), s	0.4	0.0	14.4	0.1	0.2	7.9

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1581	114	241	1140	20	60	2	141	13	4	21
Future Volume (veh/h)	35	1581	114	241	1140	20	60	2	141	13	4	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1581	114	241	1140	20	60	2	141	13	4	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	2077	150	279	2791	49	102	464	640	38	55	290
Arrive On Green	0.04	0.42	0.42	0.15	0.53	0.53	0.06	0.24	0.24	0.02	0.21	0.21
Sat Flow, veh/h	1810	4933	355	1810	5249	92	1810	1900	1604	1810	264	1386
Grp Volume(v), veh/h	35	1108	587	241	751	409	60	2	141	13	0	25
Grp Sat Flow(s),veh/h/ln	1810	1729	1830	1810	1729	1883	1810	1900	1604	1810	0	1650
Q Serve(g_s), s	1.9	27.4	27.5	13.1	13.1	13.1	3.3	0.1	0.6	0.7	0.0	1.2
Cycle Q Clear(g_c), s	1.9	27.4	27.5	13.1	13.1	13.1	3.3	0.1	0.6	0.7	0.0	1.2
Prop In Lane	1.00		0.19	1.00		0.05	1.00		1.00	1.00		0.84
Lane Grp Cap(c), veh/h	79	1456	771	279	1839	1001	102	464	640	38	0	345
V/C Ratio(X)	0.45	0.76	0.76	0.86	0.41	0.41	0.59	0.00	0.22	0.34	0.00	0.07
Avail Cap(c_a), veh/h	137	1755	929	432	2320	1263	144	464	640	137	0	345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.9	24.8	24.8	41.5	14.1	14.1	46.2	28.7	11.9	48.5	0.0	31.9
Incr Delay (d2), s/veh	3.9	1.6	3.1	10.7	0.1	0.3	5.2	0.0	0.8	5.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	11.1	12.1	6.6	4.9	5.4	1.6	0.0	1.7	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	26.4	27.9	52.1	14.2	14.3	51.5	28.7	12.7	53.6	0.0	32.3
LnGrp LOS	D	C	C	D	B	B	D	C	B	D	A	C
Approach Vol, veh/h		1730			1401			203			38	
Approach Delay, s/veh		27.4			20.8			24.3			39.6	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	28.6	19.5	46.3	9.7	25.0	8.4	57.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	21.4	24.0	51.0	8.0	21.0	7.6	67.4
Max Q Clear Time (g_c+I1), s	2.7	2.6	15.1	29.5	5.3	3.2	3.9	15.1
Green Ext Time (p_c), s	0.0	0.4	0.5	12.8	0.0	0.1	0.0	10.5

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	291	34	630	659	136	405
Future Volume (veh/h)	291	34	630	659	136	405
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	291	34	630	659	136	405
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	342	458	943	1104	173	1256
Arrive On Green	0.19	0.19	0.50	0.50	0.10	0.66
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	291	34	630	659	136	405
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	12.4	1.2	20.0	17.4	5.9	7.3
Cycle Q Clear(g_c), s	12.4	1.2	20.0	17.4	5.9	7.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	342	458	943	1104	173	1256
V/C Ratio(X)	0.85	0.07	0.67	0.60	0.79	0.32
Avail Cap(c_a), veh/h	543	637	943	1104	328	1256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	31.3	20.9	15.2	6.7	35.4	5.8
Incr Delay (d2), s/veh	7.4	0.1	0.3	0.2	7.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.5	7.9	9.3	2.9	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.7	21.0	15.5	6.9	43.0	6.5
LnGrp LOS	D	C	B	A	D	A
Approach Vol, veh/h	325		1289			541
Approach Delay, s/veh	36.9		11.1			15.7
Approach LOS	D		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.2	45.7				58.9	21.1
Change Period (Y+Rc), s	5.5	6.0				6.0	6.0
Max Green Setting (Gmax), s	14.5	24.0				44.0	24.0
Max Q Clear Time (g_c+I1), s	7.9	22.0				9.3	14.4
Green Ext Time (p_c), s	0.2	1.3				2.7	0.7

Intersection Summary	
HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	0	843	0	0	0	0	1124	550	16	679	0
Future Volume (veh/h)	158	0	843	0	0	0	0	1124	550	16	679	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	158	0	843				0	1124	550	16	679	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	559	0	498				0	587	498	0	1105	0
Arrive On Green	0.31	0.00	0.31				0.00	0.31	0.31	0.22	0.58	0.00
Sat Flow, veh/h	1810	0	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	158	0	843				0	1124	550	0	679	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	7.3	0.0	34.0				0.0	34.0	34.0	0.0	25.6	0.0
Cycle Q Clear(g_c), s	7.3	0.0	34.0				0.0	34.0	34.0	0.0	25.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	559	0	498				0	587	498	0	1105	0
V/C Ratio(X)	0.28	0.00	1.69				0.00	1.91	1.11	0.00	0.61	0.00
Avail Cap(c_a), veh/h	559	0	498				0	587	498	0	1105	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.63	0.63	0.00	0.86	0.00
Uniform Delay (d), s/veh	28.8	0.0	38.0				0.0	38.0	38.0	0.0	15.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	320.8				0.0	415.3	64.8	0.0	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	57.5				0.0	83.2	22.1	0.0	11.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	358.8				0.0	453.3	102.8	0.0	17.2	0.0
LnGrp LOS	C	A	F				A	F	F	A	B	A
Approach Vol, veh/h		1001						1674			679	
Approach Delay, s/veh		306.8						338.1			17.2	
Approach LOS		F						F			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	30.0	40.0		40.0		70.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	24.0	34.0		34.0		64.0
Max Q Clear Time (g_c+I1), s	10.0	36.0		36.0		27.6
Green Ext Time (p_c), s	0.0	0.0		0.0		5.5

Intersection Summary		
HCM 6th Ctrl Delay		263.8
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	789	215	244	89	159	368	205	515	107	287	639	596
Future Volume (veh/h)	789	215	244	89	159	368	205	515	107	287	639	596
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	789	215	244	89	159	368	205	515	107	287	639	596
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	864	634	565	114	304	271	320	953	425	319	952	424
Arrive On Green	0.25	0.35	0.35	0.06	0.17	0.17	0.18	0.26	0.26	0.18	0.26	0.26
Sat Flow, veh/h	3510	1805	1607	1810	1805	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	789	215	244	89	159	368	205	515	107	287	639	596
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1810	1805	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	24.0	9.6	12.8	5.3	8.8	18.5	11.6	13.5	5.8	17.1	17.4	29.0
Cycle Q Clear(g_c), s	24.0	9.6	12.8	5.3	8.8	18.5	11.6	13.5	5.8	17.1	17.4	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	864	634	565	114	304	271	320	953	425	319	952	424
V/C Ratio(X)	0.91	0.34	0.43	0.78	0.52	1.36	0.64	0.54	0.25	0.90	0.67	1.41
Avail Cap(c_a), veh/h	925	634	565	194	304	271	320	953	425	378	952	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	40.3	26.3	27.3	50.8	41.7	45.8	42.0	34.8	31.9	44.3	36.2	40.5
Incr Delay (d2), s/veh	12.7	0.3	0.5	11.1	1.6	183.7	4.3	2.2	1.4	2.7	0.3	183.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	4.2	5.0	2.8	4.1	21.1	5.5	6.2	2.4	7.8	7.7	32.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	26.6	27.8	61.9	43.4	229.4	46.3	37.0	33.3	47.0	36.6	224.3
LnGrp LOS	D	C	C	E	D	F	D	D	C	D	D	F
Approach Vol, veh/h		1248			616			827			1522	
Approach Delay, s/veh		43.6			157.2			38.8			112.1	
Approach LOS		D			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.4	33.0	10.9	42.7	23.4	33.0	31.1	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	23.5	11.8	35.7	17.5	29.0	29.0	18.5
Max Q Clear Time (g_c+I1), s	19.1	15.5	7.3	14.8	13.6	31.0	26.0	20.5
Green Ext Time (p_c), s	0.3	2.4	0.1	2.8	0.2	0.0	1.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	84.0
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	120	31	256	76	141	12	898	342	122	971	16
Future Volume (veh/h)	11	120	31	256	76	141	12	898	342	122	971	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	120	31	256	76	141	12	898	342	122	971	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	13	144	37	206	61	114	35	907	768	121	978	16
Arrive On Green	0.11	0.11	0.11	0.22	0.22	0.22	0.04	0.95	0.95	0.07	0.52	0.52
Sat Flow, veh/h	124	1356	350	952	282	524	1810	1900	1610	1810	1864	31
Grp Volume(v), veh/h	162	0	0	473	0	0	12	898	342	122	0	987
Grp Sat Flow(s),veh/h/ln	1831	0	0	1758	0	0	1810	1900	1610	1810	0	1894
Q Serve(g_s), s	10.4	0.0	0.0	26.0	0.0	0.0	0.8	47.2	2.0	8.0	0.0	62.0
Cycle Q Clear(g_c), s	10.4	0.0	0.0	26.0	0.0	0.0	0.8	47.2	2.0	8.0	0.0	62.0
Prop In Lane	0.07		0.19	0.54		0.30	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	194	0	0	381	0	0	35	907	768	121	0	994
V/C Ratio(X)	0.83	0.00	0.00	1.24	0.00	0.00	0.34	0.99	0.45	1.01	0.00	0.99
Avail Cap(c_a), veh/h	282	0	0	381	0	0	113	907	768	121	0	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.6	0.0	0.0	47.0	0.0	0.0	57.0	2.5	1.5	56.0	0.0	28.3
Incr Delay (d2), s/veh	13.1	0.0	0.0	129.2	0.0	0.0	0.5	7.0	0.2	85.0	0.0	26.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.0	25.0	0.0	0.0	0.4	3.0	0.5	6.5	0.0	34.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	0.0	0.0	176.2	0.0	0.0	57.5	9.5	1.6	141.0	0.0	55.2
LnGrp LOS	E	A	A	F	A	A	E	A	A	F	A	E
Approach Vol, veh/h		162			473			1252			1109	
Approach Delay, s/veh		65.7			176.2			7.8			64.7	
Approach LOS		E			F			A			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	61.3		16.7	6.3	67.0		30.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	51.5		18.5	7.5	52.0		26.0
Max Q Clear Time (g_c+I1), s	10.0	49.2		12.4	2.8	64.0		28.0
Green Ext Time (p_c), s	0.0	1.6		0.4	0.0	0.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay	58.6	
HCM 6th LOS	E	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	916	90	343	646	157	126	894	357	134	984	117
Future Volume (veh/h)	174	916	90	343	646	157	126	894	357	134	984	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	916	90	343	646	157	126	894	357	134	984	117
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	495	49	196	477	116	113	513	205	121	673	80
Arrive On Green	0.08	0.29	0.29	0.11	0.32	0.32	0.06	0.40	0.40	0.09	0.54	0.54
Sat Flow, veh/h	1810	1698	167	1810	1469	357	1810	1282	512	1810	1666	198
Grp Volume(v), veh/h	174	0	1006	343	0	803	126	0	1251	134	0	1101
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1810	0	1825	1810	0	1794	1810	0	1864
Q Serve(g_s), s	9.0	0.0	35.0	13.0	0.0	39.0	7.5	0.0	48.0	8.0	0.0	48.5
Cycle Q Clear(g_c), s	9.0	0.0	35.0	13.0	0.0	39.0	7.5	0.0	48.0	8.0	0.0	48.5
Prop In Lane	1.00		0.09	1.00		0.20	1.00		0.29	1.00		0.11
Lane Grp Cap(c), veh/h	136	0	544	196	0	593	113	0	718	121	0	754
V/C Ratio(X)	1.28	0.00	1.85	1.75	0.00	1.35	1.11	0.00	1.74	1.11	0.00	1.46
Avail Cap(c_a), veh/h	136	0	544	196	0	593	113	0	718	121	0	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	55.5	0.0	42.5	53.5	0.0	40.5	56.3	0.0	36.0	54.7	0.0	27.7
Incr Delay (d2), s/veh	171.6	0.0	389.3	357.6	0.0	169.9	118.6	0.0	340.2	60.9	0.0	208.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	0.0	74.7	25.4	0.0	45.2	7.1	0.0	88.3	5.6	0.0	62.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	227.1	0.0	431.8	411.1	0.0	210.4	174.9	0.0	376.2	115.6	0.0	236.0
LnGrp LOS	F	A	F	F	A	F	F	A	F	F	A	F
Approach Vol, veh/h		1180			1146			1377			1235	
Approach Delay, s/veh		401.6			270.5			357.8			222.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	52.0	17.0	39.0	11.5	52.5	13.0	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	48.0	13.0	35.0	7.5	48.5	9.0	39.0
Max Q Clear Time (g_c+I1), s	10.0	50.0	15.0	37.0	9.5	50.5	11.0	41.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	314.3
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	274	141	80	209	114	110	967	114	166	985	117
Future Volume (veh/h)	135	274	141	80	209	114	110	967	114	166	985	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	274	141	80	209	114	110	967	114	166	985	117
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	164	348	173	114	281	147	428	1966	966	196	1954	232
Arrive On Green	0.09	0.15	0.15	0.06	0.12	0.12	0.47	1.00	1.00	0.11	0.42	0.42
Sat Flow, veh/h	1810	2310	1149	1810	2281	1190	1810	3610	1588	1810	4690	556
Grp Volume(v), veh/h	135	212	203	80	163	160	110	967	114	166	726	376
Grp Sat Flow(s),veh/h/ln	1810	1805	1653	1810	1805	1666	1810	1805	1588	1810	1729	1787
Q Serve(g_s), s	8.8	13.6	14.3	5.2	10.5	11.1	4.4	0.0	0.0	10.8	18.6	18.7
Cycle Q Clear(g_c), s	8.8	13.6	14.3	5.2	10.5	11.1	4.4	0.0	0.0	10.8	18.6	18.7
Prop In Lane	1.00		0.69	1.00		0.71	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	164	272	249	114	222	205	428	1966	966	196	1441	745
V/C Ratio(X)	0.82	0.78	0.81	0.70	0.74	0.78	0.26	0.49	0.12	0.85	0.50	0.51
Avail Cap(c_a), veh/h	290	406	372	214	331	305	428	1966	966	302	1441	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	49.0	49.3	55.1	50.7	51.0	25.3	0.0	0.0	52.5	25.8	25.9
Incr Delay (d2), s/veh	9.8	5.5	8.2	7.7	4.7	7.2	0.3	0.8	0.2	12.7	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	6.5	6.4	2.6	5.0	5.1	1.8	0.2	0.1	5.6	7.9	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	54.5	57.5	62.8	55.4	58.2	25.6	0.8	0.2	65.2	27.1	28.3
LnGrp LOS	E	D	E	E	E	E	C	A	A	E	C	C
Approach Vol, veh/h		550			403			1191			1268	
Approach Delay, s/veh		57.8			58.0			3.0			32.4	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	69.4	11.5	22.1	32.4	54.0	14.9	18.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	42.8	14.2	27.0	12.8	50.0	19.2	22.0
Max Q Clear Time (g_c+I1), s	12.8	2.0	7.2	16.3	6.4	20.7	10.8	13.1
Green Ext Time (p_c), s	0.2	9.2	0.1	1.9	0.1	8.8	0.2	1.2

Intersection Summary	
HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	68	32	543	81	74	54	902	754	117	838	131
Future Volume (veh/h)	108	68	32	543	81	74	54	902	754	117	838	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	108	68	32	543	81	74	54	902	754	117	838	131
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	98	46	576	619	517	334	1275	908	400	1275	198
Arrive On Green	0.07	0.08	0.08	0.32	0.33	0.33	0.18	0.25	0.25	0.07	0.09	0.09
Sat Flow, veh/h	1810	1205	567	1810	1900	1588	1810	5187	1606	1810	4512	701
Grp Volume(v), veh/h	108	0	100	543	81	74	54	902	754	117	641	328
Grp Sat Flow(s),veh/h/ln	1810	0	1773	1810	1900	1588	1810	1729	1606	1810	1729	1754
Q Serve(g_s), s	7.1	0.0	6.6	35.1	3.6	2.3	3.0	19.1	7.9	7.3	21.5	21.7
Cycle Q Clear(g_c), s	7.1	0.0	6.6	35.1	3.6	2.3	3.0	19.1	7.9	7.3	21.5	21.7
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	134	0	144	576	619	517	334	1275	908	400	977	496
V/C Ratio(X)	0.80	0.00	0.69	0.94	0.13	0.14	0.16	0.71	0.83	0.29	0.66	0.66
Avail Cap(c_a), veh/h	220	0	273	663	758	634	334	1275	908	400	977	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63	0.91	0.91	0.91
Uniform Delay (d), s/veh	54.7	0.0	53.7	39.8	28.5	9.4	41.1	41.3	21.4	46.7	48.8	48.9
Incr Delay (d2), s/veh	10.6	0.0	5.9	20.4	0.1	0.1	0.1	2.1	5.7	0.4	3.1	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	3.2	18.7	1.7	1.5	1.4	8.3	17.9	3.5	10.4	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	0.0	59.5	60.3	28.6	9.5	41.3	43.4	27.1	47.1	51.9	55.1
LnGrp LOS	E	A	E	E	C	A	D	D	C	D	D	E
Approach Vol, veh/h		208			698			1710			1086	
Approach Delay, s/veh		62.5			51.2			36.2			52.4	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.5	33.5	42.2	13.8	26.1	37.9	12.9	43.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.6	29.5	44.0	18.5	7.6	33.9	14.6	47.9
Max Q Clear Time (g_c+I1), s	9.3	21.1	37.1	8.6	5.0	23.7	9.1	5.6
Green Ext Time (p_c), s	0.1	5.6	1.1	0.3	0.0	4.6	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.4

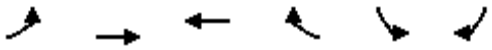
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↱			↱
Traffic Vol, veh/h	0	2000	1573	0	0	110
Future Vol, veh/h	0	2000	1573	0	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2000	1573	0	0	110

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	787
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*561
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*561
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	561
HCM Lane V/C Ratio	-	-	-	0.196
HCM Control Delay (s)	-	-	-	13
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.7

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	139	1816	1533	19	49	44
Future Volume (veh/h)	139	1816	1533	19	49	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	1816	1533	19	49	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	182	2499	1836	23	817	727
Arrive On Green	0.10	0.48	0.11	0.11	0.45	0.45
Sat Flow, veh/h	1810	5358	5452	65	1810	1610
Grp Volume(v), veh/h	139	1816	1004	548	49	44
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1888	1810	1610
Q Serve(g_s), s	9.0	33.5	34.1	34.1	1.8	1.8
Cycle Q Clear(g_c), s	9.0	33.5	34.1	34.1	1.8	1.8
Prop In Lane	1.00			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	182	2499	1202	657	817	727
V/C Ratio(X)	0.76	0.73	0.83	0.83	0.06	0.06
Avail Cap(c_a), veh/h	513	3544	1268	692	817	727
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	24.8	49.7	49.7	18.6	18.6
Incr Delay (d2), s/veh	6.5	0.4	4.8	8.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	13.5	16.7	18.8	0.8	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	59.0	25.2	54.5	58.1	18.7	18.7
LnGrp LOS	E	C	D	E	B	B
Approach Vol, veh/h		1955	1552		93	
Approach Delay, s/veh		27.6	55.8		18.7	
Approach LOS		C	E		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			61.8		58.2	16.1	45.7
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			82.0		30.0	34.0	44.0
Max Q Clear Time (g_c+I1), s			35.5		3.8	11.0	36.1
Green Ext Time (p_c), s			22.3		0.2	0.3	5.6

Intersection Summary	
HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.3

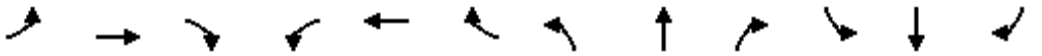
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1867	1500	12	29	48
Future Vol, veh/h	8	1867	1500	12	29	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	70	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	1867	1500	12	29	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1512	0	-	0	2269	756
Stage 1	-	-	-	-	1506	-
Stage 2	-	-	-	-	763	-
Critical Hdwy	5.3	-	-	-	5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	3.1	-	-	-	3.8	3.9
Pot Cap-1 Maneuver	*705	-	-	-	*420	*561
Stage 1	-	-	-	-	*575	-
Stage 2	-	-	-	-	*484	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*705	-	-	-	*415	*561
Mov Cap-2 Maneuver	-	-	-	-	*415	-
Stage 1	-	-	-	-	*569	-
Stage 2	-	-	-	-	*484	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	* 705	-	-	-	415	561
HCM Lane V/C Ratio	0.011	-	-	-	0.07	0.086
HCM Control Delay (s)	10.2	-	-	-	14.3	12
HCM Lane LOS	B	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1686	527	0	3537	268	0	0	0	328	0	280
Future Volume (veh/h)	0	1686	527	0	3537	268	0	0	0	328	0	280
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	1686	527	0	3537	0				415	0	187
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2595	790	0	3415					995	0	443
Arrive On Green	0.00	0.66	0.66	0.00	1.00	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	4113	1200	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	1473	740	0	3537	0				415	0	187
Grp Sat Flow(s),veh/h/ln	0	1729	1684	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	30.4	32.1	0.0	79.0	0.0				11.3	0.0	11.4
Cycle Q Clear(g_c), s	0.0	30.4	32.1	0.0	79.0	0.0				11.3	0.0	11.4
Prop In Lane	0.00		0.71	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2277	1109	0	3415					995	0	443
V/C Ratio(X)	0.00	0.65	0.67	0.00	1.04					0.42	0.00	0.42
Avail Cap(c_a), veh/h	0	2277	1109	0	3415					995	0	443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.2	12.5	0.0	0.0	0.0				35.6	0.0	35.7
Incr Delay (d2), s/veh	0.0	0.6	1.5	0.0	17.4	0.0				1.3	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.1	11.7	0.0	5.5	0.0				5.2	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.8	14.0	0.0	17.4	0.0				36.9	0.0	38.6
LnGrp LOS	A	B	B	A	F					D	A	D
Approach Vol, veh/h		2213			3537	A					602	
Approach Delay, s/veh		13.2			17.4						37.4	
Approach LOS		B			B						D	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		83.0		37.0		83.0						
Change Period (Y+Rc), s		4.0		4.0		4.0						
Max Green Setting (Gmax), s		79.0		33.0		79.0						
Max Q Clear Time (g_c+I1), s		34.1		13.4		81.0						
Green Ext Time (p_c), s		28.5		2.1		0.0						

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

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	1945	0	0	2952	118	854	1	167	0	0	0
Future Volume (veh/h)	69	1945	0	0	2952	118	854	1	167	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	69	1945	0	0	2952	118	906	0	112			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	95	3363	0	0	2880	114	1031	0	459			
Arrive On Green	0.10	1.00	0.00	0.00	0.56	0.56	0.29	0.00	0.29			
Sat Flow, veh/h	1810	5358	0	0	5291	202	3619	0	1610			
Grp Volume(v), veh/h	69	1945	0	0	1981	1089	906	0	112			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1864	1810	0	1610			
Q Serve(g_s), s	4.4	0.0	0.0	0.0	67.5	67.5	28.7	0.0	6.4			
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.0	67.5	67.5	28.7	0.0	6.4			
Prop In Lane	1.00		0.00	0.00		0.11	1.00		1.00			
Lane Grp Cap(c), veh/h	95	3363	0	0	1945	1048	1031	0	459			
V/C Ratio(X)	0.73	0.58	0.00	0.00	1.02	1.04	0.88	0.00	0.24			
Avail Cap(c_a), veh/h	118	3428	0	0	1945	1048	1031	0	459			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.71	0.71	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.9	0.0	0.0	0.0	26.3	26.3	40.9	0.0	33.0			
Incr Delay (d2), s/veh	11.5	0.2	0.0	0.0	25.2	38.3	10.6	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.2	0.1	0.0	0.0	32.8	39.2	14.2	0.0	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	0.2	0.0	0.0	51.5	64.5	51.5	0.0	34.2			
LnGrp LOS	E	A	A	A	F	F	D	A	C			
Approach Vol, veh/h		2014			3070			1018				
Approach Delay, s/veh		2.4			56.1			49.6				
Approach LOS		A			E			D				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	38.2	81.8	10.3	71.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	32.7	79.3	7.8	67.5
Max Q Clear Time (g_c+I1), s	30.7	2.0	6.4	69.5
Green Ext Time (p_c), s	1.0	30.5	0.0	0.0

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	390	200	516	2169	0	0	0	0	0	0	442
Future Volume (veh/h)	0	390	200	516	2169	0	0	0	0	0	0	442
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	390	200	516	2169	0				0	0	442
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2372	1058	439	3404	0				0	0	0
Arrive On Green	0.00	0.66	0.66	0.24	0.94	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	390	200	516	2169	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	4.4	5.1	25.5	9.0	0.0						
Cycle Q Clear(g_c), s	0.0	4.4	5.1	25.5	9.0	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	2372	1058	439	3404	0						
V/C Ratio(X)	0.00	0.16	0.19	1.17	0.64	0.00						
Avail Cap(c_a), veh/h	0	2372	1058	439	3404	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	6.9	7.0	39.8	0.4	0.0						
Incr Delay (d2), s/veh	0.0	0.1	0.4	100.0	0.9	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.7	23.3	0.4	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.1	7.4	139.8	1.4	0.0						
LnGrp LOS	A	A	A	F	A	A						
Approach Vol, veh/h		590			2685							
Approach Delay, s/veh		7.2			28.0							
Approach LOS		A			C							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	30.0	75.0				105.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	25.5	34.0				64.0						
Max Q Clear Time (g_c+I1), s	27.5	7.1				11.0						
Green Ext Time (p_c), s	0.0	3.4				34.6						

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1087	108	0	2414	825	330	510	0	112	21	296
Future Volume (veh/h)	25	1087	108	0	2414	825	330	510	0	112	21	296
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	25	1087	108	0	2414	825	330	510	0	112	21	296
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	2053	204	0	1661	536	171	516	0	72	29	412
Arrive On Green	0.62	0.62	0.62	0.00	0.62	0.62	0.27	0.27	0.00	0.27	0.27	0.27
Sat Flow, veh/h	63	3317	329	0	2778	866	1079	1900	0	904	108	1519
Grp Volume(v), veh/h	25	591	604	0	1578	1661	330	510	0	112	0	317
Grp Sat Flow(s),veh/h/ln	63	1805	1841	0	1805	1744	1079	1900	0	904	0	1627
Q Serve(g_s), s	0.0	19.5	19.5	0.0	65.0	65.0	10.0	28.1	0.0	0.4	0.0	18.5
Cycle Q Clear(g_c), s	65.0	19.5	19.5	0.0	65.0	65.0	28.5	28.1	0.0	28.5	0.0	18.5
Prop In Lane	1.00		0.18	0.00		0.50	1.00		0.00	1.00		0.93
Lane Grp Cap(c), veh/h	69	1117	1140	0	1117	1080	171	516	0	72	0	442
V/C Ratio(X)	0.36	0.53	0.53	0.00	1.41	1.54	1.93	0.99	0.00	1.55	0.00	0.72
Avail Cap(c_a), veh/h	69	1117	1140	0	1117	1080	171	516	0	72	0	442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.5	11.3	11.3	0.0	20.0	20.0	49.5	38.1	0.0	52.5	0.0	34.6
Incr Delay (d2), s/veh	14.3	1.8	1.8	0.0	190.9	247.0	438.2	37.0	0.0	304.3	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	7.8	7.9	0.0	83.4	97.4	25.3	18.1	0.0	8.0	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	13.1	13.1	0.0	210.9	267.0	487.7	75.1	0.0	356.8	0.0	40.2
LnGrp LOS	E	B	B	A	F	F	F	E	A	F	A	D
Approach Vol, veh/h		1220			3239			840			429	
Approach Delay, s/veh		14.2			239.6			237.2			122.8	
Approach LOS		B			F			F			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	71.0	34.0	71.0	34.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	65.0	28.5	65.0	28.5
Max Q Clear Time (g_c+I1), s	67.0	30.5	67.0	30.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	182.5
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	743	889	17	7	1830	403	23	337	17	299	63	858
Future Volume (veh/h)	743	889	17	7	1830	403	23	337	17	299	63	858
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	743	889	17	7	1830	403	23	337	17	299	63	858
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	437	2948	56	22	1203	537	60	618	523	247	36	492
Arrive On Green	0.24	0.56	0.56	0.01	0.33	0.33	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	5237	100	1810	3610	1610	616	1900	1609	1043	111	1515
Grp Volume(v), veh/h	743	587	319	7	1830	403	23	337	17	299	0	921
Grp Sat Flow(s),veh/h/ln	1810	1729	1880	1810	1805	1610	616	1900	1609	1043	0	1626
Q Serve(g_s), s	29.0	10.7	10.7	0.5	40.0	26.7	0.0	17.5	0.9	21.5	0.0	39.0
Cycle Q Clear(g_c), s	29.0	10.7	10.7	0.5	40.0	26.7	39.0	17.5	0.9	39.0	0.0	39.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.93
Lane Grp Cap(c), veh/h	437	1946	1058	22	1203	537	60	618	523	247	0	528
V/C Ratio(X)	1.70	0.30	0.30	0.32	1.52	0.75	0.38	0.55	0.03	1.21	0.00	1.74
Avail Cap(c_a), veh/h	437	1946	1058	113	1203	537	60	618	523	247	0	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.5	13.8	13.8	58.8	40.0	35.6	60.0	33.2	27.6	51.8	0.0	40.5
Incr Delay (d2), s/veh	324.3	0.1	0.2	8.1	238.6	5.9	17.5	3.4	0.1	125.7	0.0	342.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	52.3	4.2	4.5	0.3	57.3	11.3	1.0	8.6	0.4	16.2	0.0	65.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	369.8	13.9	14.0	66.8	278.6	41.4	77.5	36.7	27.7	177.5	0.0	382.7
LnGrp LOS	F	B	B	E	F	D	E	D	C	F	A	F
Approach Vol, veh/h		1649			2240			377			1220	
Approach Delay, s/veh		174.3			235.3			38.8			332.4	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	43.0	5.5	71.5	43.0	33.0	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	39.0	7.5	61.5	39.0	29.0	40.0
Max Q Clear Time (g_c+I1), s	41.0	2.5	12.7	41.0	31.0	42.0
Green Ext Time (p_c), s	0.0	0.0	7.3	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	225.0
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	815	374	86	1725	58	349	123	79	46	175	127
Future Volume (veh/h)	63	815	374	86	1725	58	349	123	79	46	175	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	815	374	86	1725	58	349	123	79	46	175	127
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	1006	459	216	1849	62	510	671	566	187	332	278
Arrive On Green	0.05	0.29	0.29	0.24	0.72	0.72	0.09	0.12	0.12	0.10	0.17	0.17
Sat Flow, veh/h	1810	3461	1579	1810	5153	173	1810	1900	1601	1810	1900	1588
Grp Volume(v), veh/h	63	814	375	86	1157	626	349	123	79	46	175	127
Grp Sat Flow(s),veh/h/ln	1810	1729	1582	1810	1729	1869	1810	1900	1601	1810	1900	1588
Q Serve(g_s), s	4.1	26.2	26.4	4.8	34.3	34.4	22.4	7.0	5.3	2.8	10.0	8.6
Cycle Q Clear(g_c), s	4.1	26.2	26.4	4.8	34.3	34.4	22.4	7.0	5.3	2.8	10.0	8.6
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	1005	460	216	1240	670	510	671	566	187	333	278
V/C Ratio(X)	0.68	0.81	0.81	0.40	0.93	0.93	0.68	0.18	0.14	0.25	0.53	0.46
Avail Cap(c_a), veh/h	121	1176	538	216	1297	701	510	671	566	187	333	278
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.21	0.21	0.21	0.63	0.63	0.63	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	39.5	39.6	42.1	15.7	15.7	49.3	37.4	36.6	49.5	45.0	44.4
Incr Delay (d2), s/veh	9.7	3.8	8.2	0.3	3.2	5.6	2.4	0.4	0.3	0.7	5.9	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	11.6	11.3	2.1	6.9	7.9	11.3	3.5	2.2	1.3	5.3	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	43.3	47.8	42.3	18.9	21.3	51.7	37.8	37.0	50.2	50.8	49.7
LnGrp LOS	E	D	D	D	B	C	D	D	D	D	D	D
Approach Vol, veh/h		1252			1869			551			348	
Approach Delay, s/veh		45.8			20.8			46.4			50.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	46.4	18.3	38.9	37.8	25.0	10.1	47.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.6	42.4	12.2	40.8	30.0	21.0	8.0	45.0
Max Q Clear Time (g_c+I1), s	14.8	9.0	6.8	28.4	24.4	12.0	6.1	36.4
Green Ext Time (p_c), s	0.0	1.0	0.1	6.5	0.6	0.9	0.0	6.6

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1248	339	95	2350	81	408	92	126	76	78	159
Future Volume (veh/h)	183	1248	339	95	2350	81	408	92	126	76	78	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	1248	0	95	2350	81	474	0	126	76	78	159
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	210	1654		426	2274	706	710	0	316	211	221	187
Arrive On Green	0.12	0.32	0.00	0.31	0.58	0.58	0.20	0.00	0.20	0.19	0.19	0.19
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	3619	0	1610	1810	1900	1610
Grp Volume(v), veh/h	183	1248	0	95	2350	81	474	0	126	76	78	159
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	0	1610	1810	1900	1610
Q Serve(g_s), s	11.9	25.9	0.0	4.7	52.6	2.7	14.5	0.0	8.2	4.4	4.3	11.4
Cycle Q Clear(g_c), s	11.9	25.9	0.0	4.7	52.6	2.7	14.5	0.0	8.2	4.4	4.3	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	1654		426	2274	706	710	0	316	211	221	187
V/C Ratio(X)	0.87	0.75		0.22	1.03	0.11	0.67	0.00	0.40	0.36	0.35	0.85
Avail Cap(c_a), veh/h	211	2326		426	2274	706	710	0	316	279	293	248
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	0.00	0.45	0.45	0.45	1.00	0.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	52.2	36.6	0.0	33.1	25.0	14.6	44.6	0.0	42.1	44.5	44.4	47.3
Incr Delay (d2), s/veh	30.4	0.9	0.0	0.1	22.5	0.0	4.9	0.0	3.7	0.9	0.9	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	11.0	0.0	2.0	23.0	1.0	7.0	0.0	3.6	2.0	2.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.6	37.6	0.0	33.2	47.5	14.6	49.6	0.0	45.8	45.4	45.3	64.3
LnGrp LOS	F	D		C	F	B	D	A	D	D	D	E
Approach Vol, veh/h		1431	A		2526			600			313	
Approach Delay, s/veh		43.3			45.9			48.8			55.0	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	27.5	32.2	42.3	18.0	17.9	56.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.9	12.8	53.8	18.5	14.0	52.6
Max Q Clear Time (g_c+I1), s	16.5	6.7	27.9	13.4	13.9	54.6
Green Ext Time (p_c), s	0.6	0.1	10.4	0.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

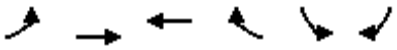
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	705	85	130	2132	242	74	369	24	186	274	158
Future Volume (veh/h)	181	705	85	130	2132	242	74	369	24	186	274	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	181	705	85	130	2132	242	74	369	24	186	274	158
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	1761	774	158	2168	242	418	551	36	462	623	277
Arrive On Green	0.12	0.49	0.49	0.09	0.46	0.46	0.12	0.16	0.16	0.13	0.17	0.17
Sat Flow, veh/h	1810	3610	1587	1810	4731	529	3510	3442	223	3510	3610	1607
Grp Volume(v), veh/h	181	705	85	130	1550	824	74	193	200	186	274	158
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1729	1802	1755	1805	1860	1755	1805	1607
Q Serve(g_s), s	11.8	14.9	2.2	8.5	52.8	54.8	2.3	12.1	12.2	5.8	8.2	10.8
Cycle Q Clear(g_c), s	11.8	14.9	2.2	8.5	52.8	54.8	2.3	12.1	12.2	5.8	8.2	10.8
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	211	1761	774	158	1585	826	418	289	298	462	623	277
V/C Ratio(X)	0.86	0.40	0.11	0.82	0.98	1.00	0.18	0.67	0.67	0.40	0.44	0.57
Avail Cap(c_a), veh/h	312	1790	787	244	1585	826	418	289	298	462	623	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	19.6	6.8	53.8	31.9	32.4	47.6	47.4	47.4	47.8	44.5	45.6
Incr Delay (d2), s/veh	10.7	0.1	0.0	1.4	3.6	9.4	0.2	11.6	11.5	0.6	2.3	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	6.2	1.3	3.9	22.1	25.2	1.0	6.4	6.6	2.6	3.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	19.7	6.8	55.2	35.5	41.9	47.8	59.0	59.0	48.3	46.7	53.8
LnGrp LOS	E	B	A	E	D	D	D	E	E	D	D	D
Approach Vol, veh/h		971			2504			467			618	
Approach Delay, s/veh		26.6			38.6			57.2			49.0	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	23.2	14.5	62.5	18.3	24.7	18.0	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.1	19.2	16.2	59.5	7.6	20.7	20.7	55.0
Max Q Clear Time (g_c+I1), s	7.8	14.2	10.5	16.9	4.3	12.8	13.8	56.8
Green Ext Time (p_c), s	0.1	1.0	0.1	6.1	0.0	1.4	0.3	0.0

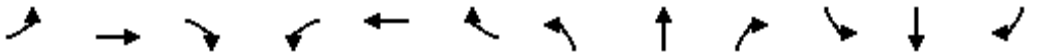
Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	227	1231	2531	161	156	121
Future Volume (veh/h)	227	1231	2531	161	156	121
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	227	1231	2531	161	156	121
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	254	3646	2745	1223	809	597
Arrive On Green	0.28	1.00	0.53	0.53	0.23	0.23
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	227	1231	2531	161	156	121
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	14.5	0.0	53.8	3.2	4.3	6.1
Cycle Q Clear(g_c), s	14.5	0.0	53.8	3.2	4.3	6.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	254	3646	2745	1223	809	597
V/C Ratio(X)	0.89	0.34	0.92	0.13	0.19	0.20
Avail Cap(c_a), veh/h	362	3977	2766	1230	809	597
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	42.3	0.0	26.0	3.8	37.2	25.7
Incr Delay (d2), s/veh	15.5	0.0	0.6	0.0	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	21.2	2.3	1.9	6.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.8	0.0	26.6	3.9	37.7	26.5
LnGrp LOS	E	A	C	A	D	C
Approach Vol, veh/h		1458	2692		277	
Approach Delay, s/veh		9.0	25.2		32.8	
Approach LOS		A	C		C	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		88.3		31.7	20.8	67.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		92.0		20.0	24.0	64.0
Max Q Clear Time (g_c+I1), s		2.0		8.1	16.5	55.8
Green Ext Time (p_c), s		13.0		0.7	0.4	7.7

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	877	71	225	2217	126	186	362	111	199	213	78
Future Volume (veh/h)	26	877	71	225	2217	126	186	362	111	199	213	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	877	71	225	2217	126	186	362	111	199	213	78
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	989	436	356	2192	124	399	738	223	228	459	163
Arrive On Green	0.03	0.27	0.27	0.39	0.87	0.87	0.07	0.09	0.09	0.13	0.18	0.18
Sat Flow, veh/h	1810	3610	1590	1810	5019	283	1810	2729	825	1810	2610	927
Grp Volume(v), veh/h	26	877	71	225	1522	821	186	238	235	199	145	146
Grp Sat Flow(s),veh/h/ln	1810	1805	1590	1810	1729	1844	1810	1805	1749	1810	1805	1731
Q Serve(g_s), s	1.7	28.0	4.1	12.1	52.4	52.4	11.8	15.0	15.4	13.0	8.7	9.1
Cycle Q Clear(g_c), s	1.7	28.0	4.1	12.1	52.4	52.4	11.8	15.0	15.4	13.0	8.7	9.1
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.47	1.00		0.54
Lane Grp Cap(c), veh/h	61	989	436	356	1510	805	399	488	473	228	317	304
V/C Ratio(X)	0.42	0.89	0.16	0.63	1.01	1.02	0.47	0.49	0.50	0.87	0.46	0.48
Avail Cap(c_a), veh/h	115	1071	472	368	1510	805	399	488	473	271	317	304
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.09	0.09	0.09	0.13	0.13	0.13	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	41.8	33.1	32.9	7.6	7.6	48.9	46.7	46.9	51.5	44.3	44.5
Incr Delay (d2), s/veh	4.1	7.8	0.2	0.3	9.1	14.9	0.1	0.5	0.5	22.8	4.7	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	13.4	1.6	4.5	4.9	6.5	5.8	7.4	7.3	7.3	4.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	49.5	33.3	33.2	16.7	22.5	49.0	47.2	47.4	74.3	49.0	49.8
LnGrp LOS	E	D	C	C	F	F	D	D	D	E	D	D
Approach Vol, veh/h		974			2568			659			490	
Approach Delay, s/veh		48.7			20.0			47.8			59.5	
Approach LOS		D			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	36.4	27.6	36.9	30.4	25.1	8.1	56.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	26.0	24.4	35.6	22.9	21.1	7.6	52.4
Max Q Clear Time (g_c+I1), s	15.0	17.4	14.1	30.0	13.8	11.1	3.7	54.4
Green Ext Time (p_c), s	0.2	1.9	0.5	2.9	0.3	1.1	0.0	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	1242	226	18	2074	98	498	68	7	93	54	132
Future Volume (veh/h)	413	1242	226	18	2074	98	498	68	7	93	54	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	413	1242	226	18	2074	98	498	68	7	93	54	132
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	362	1578	490	460	1819	86	439	672	68	190	662	617
Arrive On Green	0.40	0.61	0.61	0.25	0.36	0.36	0.13	0.20	0.20	0.11	0.18	0.18
Sat Flow, veh/h	1810	5187	1610	1810	5076	239	3510	3305	335	1810	3610	1610
Grp Volume(v), veh/h	413	1242	226	18	1410	762	498	37	38	93	54	132
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1857	1755	1805	1835	1810	1805	1610
Q Serve(g_s), s	24.0	21.6	9.2	0.9	43.0	43.0	15.0	2.0	2.0	5.8	1.5	4.2
Cycle Q Clear(g_c), s	24.0	21.6	9.2	0.9	43.0	43.0	15.0	2.0	2.0	5.8	1.5	4.2
Prop In Lane	1.00		1.00	1.00		0.13	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	362	1578	490	460	1239	665	439	367	373	190	662	617
V/C Ratio(X)	1.14	0.79	0.46	0.04	1.14	1.14	1.13	0.10	0.10	0.49	0.08	0.21
Avail Cap(c_a), veh/h	362	2572	798	460	1239	665	439	367	373	190	662	617
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	36.0	20.6	18.1	33.7	38.5	38.5	52.5	38.9	38.9	50.7	40.6	11.7
Incr Delay (d2), s/veh	90.6	0.9	0.7	0.0	72.5	82.0	85.3	0.5	0.6	1.7	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.7	5.9	2.9	0.4	30.3	34.3	11.8	0.9	1.0	2.7	0.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	126.6	21.5	18.8	33.7	111.0	120.5	137.8	39.4	39.4	52.4	40.8	12.4
LnGrp LOS	F	C	B	C	F	F	F	D	D	D	D	B
Approach Vol, veh/h		1881			2190			573			279	
Approach Delay, s/veh		44.2			113.7			124.9			31.2	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	28.4	34.5	40.5	19.0	26.0	28.0	47.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.6	24.4	7.5	59.5	15.0	22.0	24.0	43.0
Max Q Clear Time (g_c+I1), s	7.8	4.0	2.9	23.6	17.0	6.2	26.0	45.0
Green Ext Time (p_c), s	0.1	0.3	0.0	12.9	0.0	0.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	83.8
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	961	55	27	2281	295	214	447	40	245	281	206
Future Volume (veh/h)	172	961	55	27	2281	295	214	447	40	245	281	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	961	55	27	2281	295	214	447	40	245	281	206
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	178	1332	622	542	2134	269	237	626	279	247	647	441
Arrive On Green	0.10	0.26	0.26	0.30	0.46	0.46	0.26	0.35	0.35	0.14	0.18	0.18
Sat Flow, veh/h	1810	5187	1603	1810	4656	586	1810	3610	1607	1810	3610	1580
Grp Volume(v), veh/h	172	961	55	27	1678	898	214	447	40	245	281	206
Grp Sat Flow(s),veh/h/ln	1810	1729	1603	1810	1729	1784	1810	1805	1607	1810	1805	1580
Q Serve(g_s), s	11.4	20.3	0.0	1.3	55.0	55.0	13.7	12.9	2.1	16.2	8.3	0.9
Cycle Q Clear(g_c), s	11.4	20.3	0.0	1.3	55.0	55.0	13.7	12.9	2.1	16.2	8.3	0.9
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	1332	622	542	1585	818	237	626	279	247	647	441
V/C Ratio(X)	0.97	0.72	0.09	0.05	1.06	1.10	0.90	0.71	0.14	0.99	0.43	0.47
Avail Cap(c_a), veh/h	178	2563	1003	542	1585	818	237	626	279	247	647	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.42	0.09	0.09	0.09	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	40.7	23.3	29.9	32.5	32.5	43.6	36.6	33.1	51.7	43.8	35.9
Incr Delay (d2), s/veh	35.0	0.3	0.0	0.0	28.2	46.3	30.3	5.8	0.9	54.5	2.1	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	8.6	1.0	0.6	28.4	33.4	7.3	5.3	0.9	11.1	3.9	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.9	41.0	23.3	29.9	60.7	78.8	73.9	42.5	34.0	106.2	46.0	39.4
LnGrp LOS	F	D	C	C	F	F	E	D	C	F	D	D
Approach Vol, veh/h		1188			2603			701			732	
Approach Delay, s/veh		47.1			66.6			51.6			64.3	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	24.8	40.0	34.8	19.7	25.5	15.8	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.4	20.8	7.5	59.3	15.7	21.5	11.8	55.0
Max Q Clear Time (g_c+I1), s	19.2	14.9	3.3	22.3	15.7	10.3	13.4	57.0
Green Ext Time (p_c), s	0.0	1.5	0.0	8.5	0.0	1.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	677	422	15	1070	113	856	563	8	71	286	90
Future Volume (veh/h)	139	677	422	15	1070	113	856	563	8	71	286	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	677	422	15	1070	113	856	563	8	71	286	90
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	165	885	817	337	1118	118	920	1269	18	158	469	145
Arrive On Green	0.09	0.25	0.25	0.19	0.34	0.34	0.26	0.35	0.35	0.12	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	3290	347	3510	3643	52	1810	2708	834
Grp Volume(v), veh/h	139	677	422	15	587	596	856	279	292	71	189	187
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1832	1755	1805	1890	1810	1805	1737
Q Serve(g_s), s	9.1	20.9	0.0	0.8	38.1	38.2	28.6	14.3	14.3	4.4	11.2	11.6
Cycle Q Clear(g_c), s	9.1	20.9	0.0	0.8	38.1	38.2	28.6	14.3	14.3	4.4	11.2	11.6
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.03	1.00		0.48
Lane Grp Cap(c), veh/h	165	885	817	337	613	623	920	629	658	158	313	301
V/C Ratio(X)	0.84	0.77	0.52	0.04	0.96	0.96	0.93	0.44	0.44	0.45	0.60	0.62
Avail Cap(c_a), veh/h	166	1339	1019	337	617	626	920	629	658	158	313	301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.43	0.43	0.43	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	53.7	42.1	19.7	40.1	38.7	38.8	43.2	30.1	30.1	50.4	42.5	42.6
Incr Delay (d2), s/veh	30.2	1.5	0.5	0.0	14.6	14.7	15.6	2.3	2.2	1.9	7.9	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	9.5	7.8	0.4	19.1	19.5	14.3	6.6	6.9	2.1	5.5	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.8	43.6	20.3	40.1	53.3	53.5	58.8	32.4	32.3	52.3	50.3	51.5
LnGrp LOS	F	D	C	D	D	D	E	C	C	D	D	D
Approach Vol, veh/h		1238			1198			1427			447	
Approach Delay, s/veh		40.1			53.2			48.2			51.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	45.8	26.3	33.4	35.4	24.8	15.0	44.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.3	41.8	7.5	44.5	31.2	20.8	11.0	41.0
Max Q Clear Time (g_c+I1), s	10.4	16.3	2.8	22.9	30.6	13.6	11.1	40.2
Green Ext Time (p_c), s	0.0	3.6	0.0	6.5	0.3	1.3	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	211	413	753	158	199	775
Future Volume (veh/h)	211	413	753	158	199	775
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	211	413	753	158	199	775
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	843	386	1408	627	878	2455
Arrive On Green	0.24	0.24	0.39	0.39	0.25	0.68
Sat Flow, veh/h	3510	1610	3705	1608	3510	3705
Grp Volume(v), veh/h	211	413	753	158	199	775
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1608	1755	1805
Q Serve(g_s), s	4.9	24.0	16.1	6.6	4.5	8.7
Cycle Q Clear(g_c), s	4.9	24.0	16.1	6.6	4.5	8.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	843	386	1408	627	878	2455
V/C Ratio(X)	0.25	1.07	0.53	0.25	0.23	0.32
Avail Cap(c_a), veh/h	843	386	1408	627	878	2455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	38.0	23.5	20.6	29.8	6.5
Incr Delay (d2), s/veh	0.1	49.8	1.5	1.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	14.6	7.0	2.6	1.9	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.8	87.8	25.0	21.6	29.9	6.9
LnGrp LOS	C	F	C	C	C	A
Approach Vol, veh/h	624		911			974
Approach Delay, s/veh	68.5		24.4			11.6
Approach LOS	E		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	39.0	43.0			72.0	28.0
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	25.0	39.0			68.0	24.0
Max Q Clear Time (g_c+I1), s	10.5	18.1			10.7	26.0
Green Ext Time (p_c), s	0.6	5.9			6.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	1011	100	94	2233	83	131	270	70	141	227	108
Future Volume (veh/h)	113	1011	100	94	2233	83	131	270	70	141	227	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	113	1011	100	94	2233	83	131	270	70	141	227	108
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	2125	210	120	2223	82	320	749	190	168	430	197
Arrive On Green	0.15	0.89	0.89	0.04	0.29	0.29	0.35	0.53	0.53	0.09	0.18	0.18
Sat Flow, veh/h	1810	4790	473	1810	5130	190	1810	2839	721	1810	2389	1094
Grp Volume(v), veh/h	113	729	382	94	1502	814	131	170	170	141	169	166
Grp Sat Flow(s),veh/h/ln	1810	1729	1805	1810	1729	1862	1810	1805	1754	1810	1805	1678
Q Serve(g_s), s	7.3	4.9	5.0	6.2	52.0	52.0	6.6	6.6	6.8	9.2	10.2	10.8
Cycle Q Clear(g_c), s	7.3	4.9	5.0	6.2	52.0	52.0	6.6	6.6	6.8	9.2	10.2	10.8
Prop In Lane	1.00		0.26	1.00		0.10	1.00		0.41	1.00		0.65
Lane Grp Cap(c), veh/h	138	1534	801	120	1498	807	320	476	463	168	325	302
V/C Ratio(X)	0.82	0.48	0.48	0.78	1.00	1.01	0.41	0.36	0.37	0.84	0.52	0.55
Avail Cap(c_a), veh/h	262	1534	801	317	1498	807	320	476	463	204	325	302
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.09	0.09	0.09	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	4.1	4.1	56.5	42.6	42.6	34.0	22.4	22.5	53.5	44.5	44.8
Incr Delay (d2), s/veh	9.6	0.2	0.4	1.0	7.5	11.8	0.7	1.8	2.0	21.9	5.9	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	1.3	1.4	2.9	24.5	27.3	2.7	2.8	2.8	5.2	5.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	4.3	4.4	57.5	50.1	54.4	34.8	24.3	24.5	75.5	50.4	51.8
LnGrp LOS	E	A	A	E	F	F	C	C	C	E	D	D
Approach Vol, veh/h		1224			2410			471			476	
Approach Delay, s/veh		9.4			51.8			27.3			58.3	
Approach LOS		A			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	35.6	12.0	57.2	25.2	25.6	13.2	56.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.5	21.1	21.0	48.4	13.0	21.6	17.4	52.0
Max Q Clear Time (g_c+I1), s	11.2	8.8	8.2	7.0	8.6	12.8	9.3	54.0
Green Ext Time (p_c), s	0.1	1.5	0.2	9.6	0.1	1.3	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	623	127	41	1067	64	155	503	70	111	419	54
Future Volume (veh/h)	57	623	127	41	1067	64	155	503	70	111	419	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	623	127	41	1067	64	155	503	70	111	419	54
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	764	155	250	1195	72	456	798	111	398	706	90
Arrive On Green	0.05	0.26	0.26	0.14	0.35	0.35	0.25	0.25	0.25	0.44	0.44	0.44
Sat Flow, veh/h	1810	2976	605	1810	3459	207	1810	3171	439	1810	3210	411
Grp Volume(v), veh/h	57	377	373	41	557	574	155	285	288	111	234	239
Grp Sat Flow(s),veh/h/ln	1810	1805	1776	1810	1805	1862	1810	1805	1805	1810	1805	1816
Q Serve(g_s), s	3.7	23.6	23.7	2.4	35.0	35.1	8.4	16.9	17.0	4.7	11.8	12.0
Cycle Q Clear(g_c), s	3.7	23.6	23.7	2.4	35.0	35.1	8.4	16.9	17.0	4.7	11.8	12.0
Prop In Lane	1.00		0.34	1.00		0.11	1.00		0.24	1.00		0.23
Lane Grp Cap(c), veh/h	90	463	456	250	623	643	456	454	454	398	397	400
V/C Ratio(X)	0.63	0.81	0.82	0.16	0.89	0.89	0.34	0.63	0.63	0.28	0.59	0.60
Avail Cap(c_a), veh/h	205	764	752	250	677	698	456	454	454	398	397	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.88	0.88	0.88	0.29	0.29	0.29	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	56.0	41.9	42.0	45.6	37.2	37.2	36.7	39.9	40.0	27.5	29.5	29.6
Incr Delay (d2), s/veh	6.4	3.1	3.2	0.1	4.6	4.5	0.4	6.4	6.6	0.3	5.6	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	10.9	10.7	1.1	16.0	16.5	3.8	8.3	8.4	2.0	4.9	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	45.1	45.2	45.7	41.8	41.7	37.2	46.3	46.6	27.8	35.1	35.3
LnGrp LOS	E	D	D	D	D	D	D	D	D	C	D	D
Approach Vol, veh/h		807			1172			728			584	
Approach Delay, s/veh		46.3			41.9			44.5			33.8	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.4	34.2	20.6	34.8	34.2	30.4	10.0	45.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.3	30.2	7.8	50.8	19.0	26.4	13.6	45.0
Max Q Clear Time (g_c+I1), s	10.7	19.0	4.4	25.7	10.4	14.0	5.7	37.1
Green Ext Time (p_c), s	0.1	2.7	0.0	5.1	0.2	2.3	0.1	4.4

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	287	87	31	472	498	54	298	36	302	385	33
Future Volume (veh/h)	77	287	87	31	472	498	54	298	36	302	385	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.88	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	287	87	31	472	498	54	298	36	302	385	33
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	217	465	203	747	505	445	236	652	78	532	1239	106
Arrive On Green	0.06	0.13	0.13	0.21	0.28	0.28	0.13	0.20	0.20	0.29	0.37	0.37
Sat Flow, veh/h	3510	3610	1573	3510	1805	1588	1810	3198	380	1810	3366	287
Grp Volume(v), veh/h	77	287	87	31	472	498	54	166	168	302	206	212
Grp Sat Flow(s),veh/h/ln	1755	1805	1573	1755	1805	1588	1810	1805	1773	1810	1805	1848
Q Serve(g_s), s	2.1	7.5	5.1	0.7	25.5	28.0	2.7	8.1	8.3	14.1	8.1	8.2
Cycle Q Clear(g_c), s	2.1	7.5	5.1	0.7	25.5	28.0	2.7	8.1	8.3	14.1	8.1	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.16
Lane Grp Cap(c), veh/h	217	465	203	747	505	445	236	368	362	532	664	680
V/C Ratio(X)	0.36	0.62	0.43	0.04	0.93	1.12	0.23	0.45	0.46	0.57	0.31	0.31
Avail Cap(c_a), veh/h	267	1011	441	747	505	445	236	368	362	532	664	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	41.2	40.2	31.3	35.1	36.0	39.0	34.9	35.0	29.9	22.5	22.6
Incr Delay (d2), s/veh	1.0	1.3	1.4	0.0	18.8	73.1	0.5	4.0	4.2	1.4	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.4	2.0	0.3	13.6	19.6	1.2	3.9	4.0	6.3	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	42.5	41.6	31.3	53.9	109.1	39.5	38.8	39.2	31.3	23.7	23.8
LnGrp LOS	D	D	D	C	D	F	D	D	D	C	C	C
Approach Vol, veh/h		451			1001			388			720	
Approach Delay, s/veh		42.9			80.6			39.1			26.9	
Approach LOS		D			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	24.4	25.3	16.9	17.0	40.8	10.2	32.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	28.0	20.4	7.6	28.0	11.6	36.8	7.6	28.0
Max Q Clear Time (g_c+I1), s	10.1	10.3	2.7	9.5	4.7	10.2	4.1	30.0
Green Ext Time (p_c), s	0.7	1.3	0.0	2.0	0.0	2.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	844	192	267	1725	185	524	1084	246	286	834	298
Future Volume (veh/h)	179	844	192	267	1725	185	524	1084	246	286	834	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	844	192	267	1725	185	524	1084	246	286	834	298
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1036	459	324	1506	161	452	1194	521	283	857	380
Arrive On Green	0.06	0.29	0.29	0.09	0.32	0.32	0.33	0.44	0.44	0.16	0.24	0.24
Sat Flow, veh/h	3510	3610	1600	3510	4756	508	1810	3610	1575	1810	3610	1598
Grp Volume(v), veh/h	179	844	192	267	1253	657	524	1084	246	286	834	298
Grp Sat Flow(s),veh/h/ln	1755	1805	1600	1755	1729	1806	1810	1805	1575	1810	1805	1598
Q Serve(g_s), s	6.0	26.1	11.7	9.0	38.0	38.0	30.0	33.6	10.1	18.8	27.5	17.4
Cycle Q Clear(g_c), s	6.0	26.1	11.7	9.0	38.0	38.0	30.0	33.6	10.1	18.8	27.5	17.4
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1036	459	324	1095	572	452	1194	521	283	857	380
V/C Ratio(X)	0.82	0.81	0.42	0.83	1.14	1.15	1.16	0.91	0.47	1.01	0.97	0.79
Avail Cap(c_a), veh/h	219	1036	459	348	1095	572	452	1194	521	283	857	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.21	0.21	0.21	0.36	0.36	0.36	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	39.8	34.7	53.5	41.0	41.0	40.0	31.9	15.2	50.6	45.4	29.6
Incr Delay (d2), s/veh	18.0	4.4	0.5	3.4	67.4	71.9	80.5	4.8	1.1	55.7	24.8	15.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	12.1	4.6	4.1	26.2	28.1	22.6	14.2	3.5	12.9	15.2	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	44.2	35.2	56.9	108.4	112.9	120.6	36.7	16.3	106.3	70.2	44.6
LnGrp LOS	E	D	D	E	F	F	F	D	B	F	E	D
Approach Vol, veh/h		1215			2177			1854			1418	
Approach Delay, s/veh		47.1			103.5			57.7			72.1	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	43.7	15.1	38.4	34.0	32.5	11.5	42.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.8	39.7	11.9	33.6	30.0	28.5	7.5	38.0
Max Q Clear Time (g_c+I1), s	10.8	35.6	11.0	28.1	32.0	29.5	8.0	40.0
Green Ext Time (p_c), s	0.0	2.8	0.1	3.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	73.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	614	206	185	852	131	303	1631	235	108	1182	101
Future Volume (veh/h)	95	614	206	185	852	131	303	1631	235	108	1182	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	614	206	185	852	131	303	1631	235	108	1182	101
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	656	220	212	937	144	331	1867	268	170	1553	133
Arrive On Green	0.07	0.25	0.25	0.12	0.30	0.30	0.18	0.41	0.41	0.03	0.11	0.11
Sat Flow, veh/h	1810	2653	889	1810	3134	482	1810	4573	656	1810	4864	415
Grp Volume(v), veh/h	95	417	403	185	491	492	303	1232	634	108	840	443
Grp Sat Flow(s),veh/h/ln	1810	1805	1737	1810	1805	1811	1810	1729	1771	1810	1729	1822
Q Serve(g_s), s	6.2	27.2	27.2	12.1	31.4	31.4	19.7	39.3	39.6	7.1	28.4	28.4
Cycle Q Clear(g_c), s	6.2	27.2	27.2	12.1	31.4	31.4	19.7	39.3	39.6	7.1	28.4	28.4
Prop In Lane	1.00		0.51	1.00		0.27	1.00		0.37	1.00		0.23
Lane Grp Cap(c), veh/h	119	446	429	212	540	541	331	1412	723	170	1104	582
V/C Ratio(X)	0.80	0.94	0.94	0.87	0.91	0.91	0.92	0.87	0.88	0.64	0.76	0.76
Avail Cap(c_a), veh/h	124	451	434	226	554	555	362	1412	723	170	1104	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.75	0.75	0.75	0.34	0.34	0.34	1.00	1.00	1.00	0.43	0.43	0.43
Uniform Delay (d), s/veh	55.3	44.2	44.3	52.1	40.5	40.5	48.1	32.6	32.7	56.1	49.2	49.2
Incr Delay (d2), s/veh	23.2	22.0	23.0	11.6	7.8	7.8	26.1	7.7	14.1	3.3	2.2	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	14.8	14.4	6.2	15.0	15.0	11.3	17.6	19.5	3.5	13.5	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.4	66.3	67.3	63.7	48.3	48.3	74.2	40.3	46.9	59.5	51.4	53.3
LnGrp LOS	E	E	E	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		915			1168			2169			1391	
Approach Delay, s/veh		68.0			50.8			47.0			52.6	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	53.0	18.1	33.7	25.9	42.3	11.9	39.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	49.0	15.0	30.0	24.0	35.0	8.2	36.8
Max Q Clear Time (g_c+I1), s	9.1	41.6	14.1	29.2	21.7	30.4	8.2	33.4
Green Ext Time (p_c), s	0.0	6.0	0.0	0.4	0.2	3.1	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	416	167	444	568	178	257	1563	431	206	1079	121
Future Volume (veh/h)	75	416	167	444	568	178	257	1563	431	206	1079	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	416	167	444	568	178	257	1563	431	206	1079	121
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	418	166	467	997	312	279	1651	505	224	1358	152
Arrive On Green	0.05	0.17	0.17	0.26	0.37	0.37	0.31	0.64	0.64	0.12	0.29	0.29
Sat Flow, veh/h	1810	2510	995	1810	2688	839	1810	5187	1587	1810	4716	528
Grp Volume(v), veh/h	75	298	285	444	381	365	257	1563	431	206	791	409
Grp Sat Flow(s),veh/h/ln	1810	1805	1701	1810	1805	1722	1810	1729	1587	1810	1729	1787
Q Serve(g_s), s	4.9	19.8	20.0	29.0	20.2	20.3	16.5	33.1	25.9	13.5	25.3	25.4
Cycle Q Clear(g_c), s	4.9	19.8	20.0	29.0	20.2	20.3	16.5	33.1	25.9	13.5	25.3	25.4
Prop In Lane	1.00		0.59	1.00		0.49	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	97	301	283	467	670	639	279	1651	505	224	996	514
V/C Ratio(X)	0.77	0.99	1.01	0.95	0.57	0.57	0.92	0.95	0.85	0.92	0.79	0.80
Avail Cap(c_a), veh/h	172	301	283	467	670	639	283	1651	505	224	996	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.74	0.74	0.74	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	49.9	50.0	43.8	30.1	30.1	40.8	20.9	19.6	52.0	39.4	39.5
Incr Delay (d2), s/veh	10.6	44.9	50.9	24.3	0.8	0.9	5.1	1.6	1.8	39.0	6.5	12.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	12.6	12.5	16.0	8.9	8.5	6.6	8.5	6.2	8.5	11.6	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	94.8	100.9	68.1	30.9	31.0	45.9	22.5	21.4	91.0	46.0	51.5
LnGrp LOS	E	F	F	E	C	C	D	C	C	F	D	D
Approach Vol, veh/h		658			1190			2251			1406	
Approach Delay, s/veh		94.3			44.8			25.0			54.2	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	42.2	35.0	24.0	22.5	38.5	10.4	48.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.8	38.2	31.0	20.0	18.8	34.2	11.4	39.6
Max Q Clear Time (g_c+I1), s	15.5	35.1	31.0	22.0	18.5	27.4	6.9	22.3
Green Ext Time (p_c), s	0.0	2.7	0.0	0.0	0.0	4.1	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	159	100	261	135	163	106	2085	323	85	1799	4
Future Volume (veh/h)	24	159	100	261	135	163	106	2085	323	85	1799	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	159	100	261	135	163	106	2085	323	85	1799	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	193	188	253	131	329	131	1990	301	184	2503	6
Arrive On Green	0.12	0.12	0.12	0.21	0.21	0.21	0.07	0.44	0.44	0.14	0.62	0.62
Sat Flow, veh/h	248	1640	1602	1212	627	1581	1810	4532	685	1810	5344	12
Grp Volume(v), veh/h	183	0	100	396	0	163	106	1579	829	85	1164	639
Grp Sat Flow(s),veh/h/ln	1888	0	1602	1839	0	1581	1810	1729	1759	1810	1729	1898
Q Serve(g_s), s	11.4	0.0	7.1	25.0	0.0	10.9	6.9	52.7	52.7	5.2	27.6	27.6
Cycle Q Clear(g_c), s	11.4	0.0	7.1	25.0	0.0	10.9	6.9	52.7	52.7	5.2	27.6	27.6
Prop In Lane	0.13		1.00	0.66		1.00	1.00		0.39	1.00		0.01
Lane Grp Cap(c), veh/h	222	0	188	383	0	329	131	1519	772	184	1620	889
V/C Ratio(X)	0.83	0.00	0.53	1.03	0.00	0.49	0.81	1.04	1.07	0.46	0.72	0.72
Avail Cap(c_a), veh/h	291	0	247	383	0	329	155	1519	772	184	1620	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.78	0.78	0.41	0.41	0.41
Uniform Delay (d), s/veh	51.8	0.0	49.8	47.5	0.0	41.9	54.8	33.6	33.7	48.8	17.2	17.2
Incr Delay (d2), s/veh	13.7	0.0	2.3	54.8	0.0	1.2	18.7	31.6	50.4	0.7	1.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	2.9	17.2	0.0	4.4	3.8	28.0	32.6	2.4	9.4	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	0.0	52.2	102.3	0.0	43.1	73.5	65.2	84.1	49.6	18.4	19.3
LnGrp LOS	E	A	D	F	A	D	E	F	F	D	B	B
Approach Vol, veh/h		283			559			2514			1888	
Approach Delay, s/veh		60.8			85.1			71.8			20.1	
Approach LOS		E			F			E			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.2	56.7		18.1	12.7	60.2		29.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.8	52.7		18.5	10.3	50.2		25.0
Max Q Clear Time (g_c+I1), s	11.2	54.7		13.4	8.9	29.6		27.0
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	13.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	0	43	0	0	0	133	2583	0	0	1976	109
Future Volume (veh/h)	97	0	43	0	0	0	133	2583	0	0	1976	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	97	0	43	0	0	0	133	2583	0	0	1976	109
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	127	611	2	2	1	565	2939	0	482	2621	144
Arrive On Green	0.07	0.00	0.07	0.00	0.00	0.00	0.62	1.00	0.00	0.00	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	5032	277
Grp Volume(v), veh/h	97	0	43	0	0	0	133	2583	0	0	1356	729
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1850
Q Serve(g_s), s	6.3	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	0.0	37.1	37.4
Cycle Q Clear(g_c), s	6.3	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	0.0	37.1	37.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.15
Lane Grp Cap(c), veh/h	121	127	611	2	2	1	565	2939	0	482	1801	964
V/C Ratio(X)	0.80	0.00	0.07	0.00	0.00	0.00	0.24	0.88	0.00	0.00	0.75	0.76
Avail Cap(c_a), veh/h	151	333	784	113	293	248	565	2939	0	482	1801	964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.35	0.35	0.00	0.00	0.50	0.50
Uniform Delay (d), s/veh	55.2	0.0	18.9	0.0	0.0	0.0	16.2	0.0	0.0	0.0	22.7	22.7
Incr Delay (d2), s/veh	21.2	0.0	0.0	0.0	0.0	0.0	0.1	1.5	0.0	0.0	1.5	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.7	0.0	0.0	0.0	1.5	0.4	0.0	0.0	15.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.4	0.0	19.0	0.0	0.0	0.0	16.3	1.5	0.0	0.0	24.2	25.6
LnGrp LOS	E	A	B	A	A	A	B	A	A	A	C	C
Approach Vol, veh/h		140			0			2716			2085	
Approach Delay, s/veh		58.7			0.0			2.2			24.7	
Approach LOS		E						A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	72.0	0.0	12.0	41.5	66.5	12.0	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	68.0	7.5	21.0	13.0	62.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0	2.0	5.9	39.4	8.3	0.0
Green Ext Time (p_c), s	0.0	47.0	0.0	0.1	0.2	16.6	0.0	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	8	71	56	98	70	147	2646	97	148	1786	95
Future Volume (veh/h)	50	8	71	56	98	70	147	2646	97	148	1786	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	50	8	71	56	98	70	147	2646	97	148	1786	95
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	112	100	102	135	114	451	3356	122	172	2589	880
Arrive On Green	0.05	0.06	0.06	0.06	0.07	0.07	0.25	0.65	0.65	0.19	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5138	187	1810	5187	1610
Grp Volume(v), veh/h	50	8	71	56	98	70	147	1773	970	148	1786	95
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1866	1810	1729	1610
Q Serve(g_s), s	3.2	0.5	5.2	3.6	6.1	4.2	8.0	43.8	45.0	9.5	0.2	0.0
Cycle Q Clear(g_c), s	3.2	0.5	5.2	3.6	6.1	4.2	8.0	43.8	45.0	9.5	0.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	86	112	100	102	135	114	451	2259	1219	172	2589	880
V/C Ratio(X)	0.58	0.07	0.71	0.55	0.73	0.61	0.33	0.78	0.80	0.86	0.69	0.11
Avail Cap(c_a), veh/h	115	280	250	115	295	250	451	2259	1219	172	2589	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.81	0.81	0.81
Uniform Delay (d), s/veh	56.0	53.0	55.2	55.1	54.6	36.9	36.8	14.8	15.0	47.8	0.1	0.0
Incr Delay (d2), s/veh	6.2	0.3	9.0	4.5	7.2	5.2	0.0	0.3	0.5	28.3	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.2	2.4	1.8	3.2	2.2	3.5	15.9	17.7	5.2	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	53.3	64.3	59.6	61.8	42.1	36.9	15.1	15.5	76.1	1.3	0.2
LnGrp LOS	E	D	E	E	E	D	D	B	B	E	A	A
Approach Vol, veh/h		129			224			2890			2029	
Approach Delay, s/veh		62.8			55.1			16.3			6.7	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	82.4	10.8	11.4	33.9	63.9	9.7	12.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.4	66.4	7.6	18.6	17.9	59.9	7.6	18.6
Max Q Clear Time (g_c+I1), s	10.1	47.0	5.6	7.2	10.0	2.2	5.2	8.1
Green Ext Time (p_c), s	0.0	17.4	0.0	0.2	0.2	24.5	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	460	277	137	4	820	608	451	1874	41	267	1080	548
Future Volume (veh/h)	460	277	137	4	820	608	451	1874	41	267	1080	548
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	460	277	137	4	820	608	451	1874	41	267	1080	548
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	392	1628	726	26	1254	389	486	1729	537	263	1400	435
Arrive On Green	0.22	0.45	0.45	0.01	0.24	0.24	0.14	0.33	0.33	0.08	0.27	0.27
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	460	277	137	4	820	608	451	1874	41	267	1080	548
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	26.0	5.5	6.1	0.1	17.1	29.0	15.2	40.0	1.9	9.0	23.0	19.8
Cycle Q Clear(g_c), s	26.0	5.5	6.1	0.1	17.1	29.0	15.2	40.0	1.9	9.0	23.0	19.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	1628	726	26	1254	389	486	1729	537	263	1400	435
V/C Ratio(X)	1.17	0.17	0.19	0.16	0.65	1.56	0.93	1.08	0.08	1.01	0.77	1.26
Avail Cap(c_a), veh/h	392	1628	726	219	1254	389	486	1729	537	263	1400	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	47.0	19.6	19.8	59.2	41.0	45.5	51.1	40.0	21.6	55.5	40.4	16.4
Incr Delay (d2), s/veh	101.8	0.0	0.1	2.8	1.2	265.4	24.4	48.3	0.3	51.7	3.2	130.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.7	2.3	2.3	0.1	7.4	40.2	8.3	24.4	0.9	5.9	10.2	22.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	148.8	19.6	19.9	62.0	42.2	310.9	75.5	88.3	21.9	107.2	43.5	147.1
LnGrp LOS	F	B	B	E	D	F	E	F	C	F	D	F
Approach Vol, veh/h		874			1432			2366			1895	
Approach Delay, s/veh		87.6			156.3			84.7			82.4	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	44.0	4.9	58.1	20.6	36.4	30.0	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	40.0	7.5	47.5	16.6	32.4	26.0	29.0
Max Q Clear Time (g_c+I1), s	11.0	42.0	2.1	8.1	17.2	25.0	28.0	31.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.0	5.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	100.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1200	96	28	1789	229	163	193	31	203	138	190
Future Volume (veh/h)	132	1200	96	28	1789	229	163	193	31	203	138	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	1200	96	28	1789	229	163	193	31	203	138	190
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	1334	686	392	1820	1004	219	254	41	219	394	349
Arrive On Green	0.16	0.74	0.74	0.22	0.50	0.50	0.10	0.27	0.27	0.12	0.22	0.22
Sat Flow, veh/h	1810	3610	1585	1810	3610	1606	3510	1585	255	1810	1805	1599
Grp Volume(v), veh/h	132	1200	96	28	1789	229	163	0	224	203	138	190
Grp Sat Flow(s),veh/h/ln	1810	1805	1585	1810	1805	1606	1755	0	1840	1810	1805	1599
Q Serve(g_s), s	8.6	31.1	0.9	1.5	58.5	2.3	5.4	0.0	13.4	13.3	7.8	12.6
Cycle Q Clear(g_c), s	8.6	31.1	0.9	1.5	58.5	2.3	5.4	0.0	13.4	13.3	7.8	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	148	1334	686	392	1820	1004	219	0	294	219	394	349
V/C Ratio(X)	0.89	0.90	0.14	0.07	0.98	0.23	0.74	0.00	0.76	0.93	0.35	0.54
Avail Cap(c_a), veh/h	148	1889	930	392	1820	1004	298	0	294	219	394	349
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.52	1.00	1.00	1.00	0.93	0.00	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	13.9	3.2	37.4	29.2	3.5	52.8	0.0	41.9	52.2	39.7	41.6
Incr Delay (d2), s/veh	27.9	2.6	0.0	0.1	17.2	0.1	6.0	0.0	15.8	41.4	2.4	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	5.7	0.3	0.7	28.6	1.0	2.5	0.0	6.8	8.6	3.7	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	16.5	3.3	37.5	46.4	3.7	58.8	0.0	57.7	93.6	42.1	47.6
LnGrp LOS	E	B	A	D	D	A	E	A	E	F	D	D
Approach Vol, veh/h		1428			2046			387			531	
Approach Delay, s/veh		21.2			41.5			58.2			63.8	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	23.2	30.0	48.3	11.5	30.2	13.8	64.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.5	19.2	7.5	62.8	10.2	23.5	9.8	60.5
Max Q Clear Time (g_c+I1), s	15.3	15.4	3.5	33.1	7.4	14.6	10.6	60.5
Green Ext Time (p_c), s	0.0	0.4	0.0	11.3	0.1	1.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	737	139	31	875	52	212	450	30	65	270	108
Future Volume (veh/h)	103	737	139	31	875	52	212	450	30	65	270	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	737	139	31	875	52	212	450	30	65	270	108
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	830	156	98	894	53	243	1201	80	339	766	648
Arrive On Green	0.07	0.28	0.28	0.05	0.26	0.26	0.13	0.35	0.35	0.37	0.81	0.81
Sat Flow, veh/h	1810	3014	568	1810	3461	206	1810	3430	228	1810	1900	1608
Grp Volume(v), veh/h	103	441	435	31	456	471	212	236	244	65	270	108
Grp Sat Flow(s),veh/h/ln	1810	1805	1777	1810	1805	1862	1810	1805	1853	1810	1900	1608
Q Serve(g_s), s	6.7	28.1	28.2	2.0	30.1	30.1	13.8	11.7	11.8	2.9	4.6	1.4
Cycle Q Clear(g_c), s	6.7	28.1	28.2	2.0	30.1	30.1	13.8	11.7	11.8	2.9	4.6	1.4
Prop In Lane	1.00		0.32	1.00		0.11	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	128	497	489	98	466	481	243	632	649	339	766	648
V/C Ratio(X)	0.80	0.89	0.89	0.32	0.98	0.98	0.87	0.37	0.38	0.19	0.35	0.17
Avail Cap(c_a), veh/h	196	548	539	115	466	481	347	632	649	339	766	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.30	0.30	0.30	0.72	0.72	0.72	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	54.9	41.7	41.7	54.6	44.2	44.2	50.9	29.2	29.2	31.4	7.4	4.2
Incr Delay (d2), s/veh	4.2	5.4	5.5	1.3	29.9	29.4	15.6	1.7	1.7	0.3	1.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	13.2	13.0	0.9	17.2	17.7	7.3	5.4	5.6	1.3	1.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	47.1	47.2	56.0	74.1	73.6	66.5	30.9	30.9	31.7	8.6	4.7
LnGrp LOS	E	D	D	E	E	E	E	C	C	C	A	A
Approach Vol, veh/h		979			958			692			443	
Approach Delay, s/veh		48.4			73.2			41.8			11.0	
Approach LOS		D			E			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	46.0	10.5	37.0	20.1	52.4	12.5	35.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.5	42.0	7.6	36.4	23.0	37.0	13.0	31.0
Max Q Clear Time (g_c+I1), s	14.9	13.8	4.0	30.2	15.8	6.6	8.7	32.1
Green Ext Time (p_c), s	0.1	3.0	0.0	2.9	0.3	2.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	973	114	818	1075	137	166	286	559	78	326	132
Future Volume (veh/h)	80	973	114	818	1075	137	166	286	559	78	326	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	80	973	114	818	1075	137	166	286	559	78	326	132
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	102	811	95	648	1992	976	151	367	327	99	441	175
Arrive On Green	0.06	0.25	0.25	0.36	0.55	0.55	0.08	0.20	0.20	0.05	0.17	0.17
Sat Flow, veh/h	1810	3245	380	1810	3610	1609	1810	1805	1608	1810	2519	1000
Grp Volume(v), veh/h	80	541	546	818	1075	137	166	286	559	78	232	226
Grp Sat Flow(s),veh/h/ln	1810	1805	1820	1810	1805	1609	1810	1805	1608	1810	1805	1714
Q Serve(g_s), s	5.2	30.0	30.0	43.0	22.8	4.4	10.0	18.0	24.4	5.1	14.6	15.1
Cycle Q Clear(g_c), s	5.2	30.0	30.0	43.0	22.8	4.4	10.0	18.0	24.4	5.1	14.6	15.1
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	102	451	455	648	1992	976	151	367	327	99	316	300
V/C Ratio(X)	0.78	1.20	1.20	1.26	0.54	0.14	1.10	0.78	1.71	0.79	0.73	0.75
Avail Cap(c_a), veh/h	178	451	455	648	1992	976	151	367	327	113	316	300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	45.0	45.0	38.5	17.2	10.1	55.0	45.2	47.8	56.0	46.9	47.0
Incr Delay (d2), s/veh	12.1	109.3	109.5	129.8	0.3	0.1	102.9	15.0	331.8	26.7	14.0	16.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	27.0	27.2	42.1	9.3	1.5	8.9	9.6	39.9	3.1	7.8	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	154.3	154.5	168.3	17.5	10.2	157.9	60.2	379.6	82.7	60.9	63.1
LnGrp LOS	E	F	F	F	B	B	F	E	F	F	E	E
Approach Vol, veh/h		1167			2030			1011			536	
Approach Delay, s/veh		148.5			77.8			252.8			65.0	
Approach LOS		F			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	28.4	47.0	34.0	14.0	25.0	10.8	70.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	23.5	43.0	30.0	10.0	21.0	11.8	61.2
Max Q Clear Time (g_c+I1), s	7.1	26.4	45.0	32.0	12.0	17.1	7.2	24.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.0	0.1	10.5

Intersection Summary	
HCM 6th Ctrl Delay	131.0
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	896	263	133	1513	55	273	573	177	70	269	175
Future Volume (veh/h)	90	896	263	133	1513	55	273	573	177	70	269	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	896	263	133	1513	55	273	573	177	70	269	175
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	904	766	142	934	876	196	494	536	95	217	141
Arrive On Green	0.06	0.48	0.48	0.08	0.49	0.49	0.11	0.26	0.26	0.05	0.20	0.20
Sat Flow, veh/h	1810	1900	1610	1810	1900	1609	1810	1900	1576	1810	1065	693
Grp Volume(v), veh/h	90	896	263	133	1513	55	273	573	177	70	0	444
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1609	1810	1900	1576	1810	0	1757
Q Serve(g_s), s	5.9	56.1	12.3	8.8	59.0	1.9	13.0	31.2	1.3	4.6	0.0	24.5
Cycle Q Clear(g_c), s	5.9	56.1	12.3	8.8	59.0	1.9	13.0	31.2	1.3	4.6	0.0	24.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	113	904	766	142	934	876	196	494	536	95	0	359
V/C Ratio(X)	0.80	0.99	0.34	0.94	1.62	0.06	1.39	1.16	0.33	0.73	0.00	1.24
Avail Cap(c_a), veh/h	113	904	766	142	934	876	196	494	536	113	0	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.5	31.2	19.7	55.0	30.5	12.9	53.5	44.4	18.0	56.0	0.0	47.8
Incr Delay (d2), s/veh	31.5	27.6	0.3	57.1	283.7	0.0	204.8	92.8	1.7	18.2	0.0	128.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	31.7	4.6	6.2	99.5	0.7	17.0	27.3	3.0	2.6	0.0	23.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.0	58.8	20.0	112.1	314.2	12.9	258.3	137.2	19.6	74.2	0.0	176.4
LnGrp LOS	F	E	B	F	F	B	F	F	B	E	A	F
Approach Vol, veh/h		1249			1701			1023			514	
Approach Delay, s/veh		52.7			288.7			149.2			162.5	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	35.2	13.4	61.1	17.0	28.5	11.5	63.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	30.0	9.4	57.1	13.0	24.5	7.5	59.0
Max Q Clear Time (g_c+I1), s	6.3	33.2	10.8	58.1	15.0	26.5	7.9	61.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		176.7
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	591	193	305	651	136	197	746	447	144	625	49
Future Volume (veh/h)	68	591	193	305	651	136	197	746	447	144	625	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	591	193	305	651	136	197	746	0	144	625	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	356	645	210	335	828	369	345	1248		172	846	66
Arrive On Green	0.20	0.24	0.24	0.18	0.23	0.23	0.19	0.35	0.00	0.09	0.25	0.25
Sat Flow, veh/h	1810	2674	871	1810	3610	1608	1810	3610	1610	1810	3385	265
Grp Volume(v), veh/h	68	399	385	305	651	136	197	746	0	144	333	341
Grp Sat Flow(s),veh/h/ln	1810	1805	1741	1810	1805	1608	1810	1805	1610	1810	1805	1845
Q Serve(g_s), s	3.8	25.8	25.9	19.8	20.3	6.8	11.9	20.5	0.0	9.4	20.3	20.4
Cycle Q Clear(g_c), s	3.8	25.8	25.9	19.8	20.3	6.8	11.9	20.5	0.0	9.4	20.3	20.4
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	356	435	420	335	828	369	345	1248		172	451	461
V/C Ratio(X)	0.19	0.92	0.92	0.91	0.79	0.37	0.57	0.60		0.84	0.74	0.74
Avail Cap(c_a), veh/h	356	451	435	392	1384	616	345	1248		211	451	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	44.3	44.4	47.9	43.5	24.3	44.1	32.4	0.0	53.4	41.4	41.4
Incr Delay (d2), s/veh	0.2	16.0	16.8	22.9	1.7	0.6	2.3	2.1	0.0	21.2	10.3	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	13.4	13.1	11.0	9.2	2.6	5.5	9.3	0.0	5.3	10.3	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	60.3	61.2	70.8	45.2	24.9	46.4	34.5	0.0	74.6	51.7	51.6
LnGrp LOS	D	E	E	E	D	C	D	C		E	D	D
Approach Vol, veh/h		852			1092			943	A		818	
Approach Delay, s/veh		59.1			49.8			37.0			55.7	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	45.5	26.2	32.9	26.9	34.0	27.6	31.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	34.0	26.0	30.0	18.0	30.0	10.0	46.0
Max Q Clear Time (g_c+I1), s	11.4	22.5	21.8	27.9	13.9	22.4	5.8	22.3
Green Ext Time (p_c), s	0.1	4.0	0.4	1.0	0.2	2.5	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D

Notes

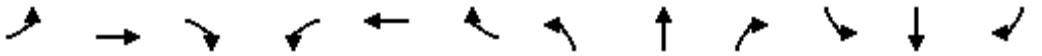
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	370	142	44	284	194	187	1017	61	248	789	151
Future Volume (veh/h)	102	370	142	44	284	194	187	1017	61	248	789	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	102	370	142	44	284	194	187	1017	61	248	789	151
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	161	579	218	153	470	310	424	2406	144	371	2096	401
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	926	2531	954	898	2057	1356	606	3460	208	532	3015	577
Grp Volume(v), veh/h	102	262	250	44	248	230	187	530	548	248	472	468
Grp Sat Flow(s),veh/h/ln	926	1805	1680	898	1805	1608	606	1805	1863	532	1805	1787
Q Serve(g_s), s	10.5	13.7	14.2	4.9	12.9	13.5	19.4	13.3	13.3	39.6	11.3	11.3
Cycle Q Clear(g_c), s	24.0	13.7	14.2	19.1	12.9	13.5	30.7	13.3	13.3	53.0	11.3	11.3
Prop In Lane	1.00		0.57	1.00		0.84	1.00		0.11	1.00		0.32
Lane Grp Cap(c), veh/h	161	413	384	153	413	368	424	1255	1295	371	1255	1242
V/C Ratio(X)	0.63	0.63	0.65	0.29	0.60	0.63	0.44	0.42	0.42	0.67	0.38	0.38
Avail Cap(c_a), veh/h	161	413	384	153	413	368	424	1255	1295	371	1255	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	36.5	36.7	45.4	36.2	36.5	12.9	6.9	6.9	18.3	6.6	6.6
Incr Delay (d2), s/veh	7.8	3.2	3.9	1.0	2.4	3.3	3.3	1.0	1.0	9.2	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	6.4	6.2	1.1	5.9	5.6	2.9	4.9	5.0	5.5	4.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	39.7	40.6	46.4	38.6	39.8	16.2	8.0	7.9	27.6	7.5	7.5
LnGrp LOS	E	D	D	D	D	D	B	A	A	C	A	A
Approach Vol, veh/h		614			522			1265			1188	
Approach Delay, s/veh		42.7			39.8			9.2			11.7	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	77.0	28.0	77.0	28.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	73.0	24.0	73.0	24.0
Max Q Clear Time (g_c+I1), s	32.7	26.0	55.0	21.1
Green Ext Time (p_c), s	12.2	0.0	8.8	0.9

Intersection Summary	
HCM 6th Ctrl Delay	20.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	1102	403	787	1415	187	531	596	621	220	480	174
Future Volume (veh/h)	235	1102	403	787	1415	187	531	596	621	220	480	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	1102	403	787	1415	187	531	596	621	220	480	174
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	514	1056	386	799	1688	223	556	998	808	279	508	182
Arrive On Green	0.15	0.28	0.28	0.23	0.36	0.36	0.16	0.28	0.28	0.08	0.20	0.20
Sat Flow, veh/h	3510	3728	1363	3510	4630	612	3510	3610	1600	3510	2570	924
Grp Volume(v), veh/h	235	1022	483	787	1057	545	531	596	621	220	336	318
Grp Sat Flow(s),veh/h/ln	1755	1729	1634	1755	1729	1784	1755	1805	1600	1755	1805	1688
Q Serve(g_s), s	7.3	34.0	34.0	26.8	33.6	33.6	18.0	17.2	8.6	7.4	22.0	22.4
Cycle Q Clear(g_c), s	7.3	34.0	34.0	26.8	33.6	33.6	18.0	17.2	8.6	7.4	22.0	22.4
Prop In Lane	1.00		0.83	1.00		0.34	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	514	980	463	799	1260	650	556	998	808	279	356	333
V/C Ratio(X)	0.46	1.04	1.04	0.99	0.84	0.84	0.96	0.60	0.77	0.79	0.94	0.95
Avail Cap(c_a), veh/h	514	980	463	799	1375	709	556	998	808	339	356	333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	43.0	43.0	46.2	34.9	34.9	50.1	37.6	11.0	54.2	47.5	47.6
Incr Delay (d2), s/veh	0.6	40.6	53.6	28.1	4.4	8.2	27.3	2.6	6.9	9.8	35.1	38.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	19.9	20.5	14.7	14.7	15.9	10.0	7.9	9.3	3.6	13.3	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	83.6	96.6	74.3	39.3	43.2	77.4	40.3	18.0	64.0	82.6	86.5
LnGrp LOS	D	F	F	E	D	D	E	D	B	E	F	F
Approach Vol, veh/h		1740			2389			1748			874	
Approach Delay, s/veh		82.3			51.7			43.6			79.3	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	37.2	31.3	38.0	23.0	27.7	21.6	47.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	31.1	27.3	34.0	19.0	23.7	13.6	47.7
Max Q Clear Time (g_c+I1), s	9.4	19.2	28.8	36.0	20.0	24.4	9.3	35.6
Green Ext Time (p_c), s	0.2	5.2	0.0	0.0	0.0	0.0	0.3	8.2

Intersection Summary	
HCM 6th Ctrl Delay	61.1
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	413	194	333	83	131	92	354	1414	207	116	1104	207
Future Volume (veh/h)	413	194	333	83	131	92	354	1414	207	116	1104	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	413	194	333	83	131	92	354	1414	207	116	1104	207
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	220	351	290	107	231	195	362	1697	851	255	1248	233
Arrive On Green	0.12	0.18	0.18	0.06	0.12	0.12	0.20	0.47	0.47	0.14	0.41	0.41
Sat Flow, veh/h	1810	1900	1574	1810	1900	1602	1810	3610	1608	1810	3035	567
Grp Volume(v), veh/h	413	194	333	83	131	92	354	1414	207	116	655	656
Grp Sat Flow(s),veh/h/ln	1810	1900	1574	1810	1900	1602	1810	1805	1608	1810	1805	1797
Q Serve(g_s), s	13.4	10.2	20.3	5.0	7.2	4.5	21.4	37.5	3.6	6.5	36.9	37.3
Cycle Q Clear(g_c), s	13.4	10.2	20.3	5.0	7.2	4.5	21.4	37.5	3.6	6.5	36.9	37.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	220	351	290	107	231	195	362	1697	851	255	742	739
V/C Ratio(X)	1.87	0.55	1.15	0.78	0.57	0.47	0.98	0.83	0.24	0.45	0.88	0.89
Avail Cap(c_a), veh/h	220	351	290	191	320	269	362	1697	851	255	742	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.68	0.18	0.18	0.18
Uniform Delay (d), s/veh	48.3	40.7	44.8	51.1	45.6	25.8	43.8	25.4	5.1	43.4	29.9	30.0
Incr Delay (d2), s/veh	409.9	1.9	98.5	11.5	2.2	1.8	33.3	3.4	0.5	0.2	3.1	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.1	4.9	15.8	2.6	3.5	2.4	12.8	16.3	1.5	2.9	16.2	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	458.2	42.6	143.4	62.6	47.8	27.5	77.1	28.8	5.5	43.6	33.0	33.3
LnGrp LOS	F	D	F	E	D	C	E	C	A	D	C	C
Approach Vol, veh/h		940			306			1975			1427	
Approach Delay, s/veh		260.9			45.7			35.0			34.0	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	55.7	10.5	24.3	26.0	49.2	17.4	17.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.4	51.7	11.6	20.3	22.0	40.1	13.4	18.5
Max Q Clear Time (g_c+I1), s	9.5	39.5	7.0	22.3	23.4	39.3	15.4	9.2
Green Ext Time (p_c), s	0.0	8.2	0.1	0.0	0.0	0.7	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	81.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	0	5	21	0	40	4	1928	12	14	1510	12
Future Volume (veh/h)	32	0	5	21	0	40	4	1928	12	14	1510	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	0	5	21	0	40	4	1928	12	14	1510	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	130	0	113	162	0	113	13	1939	12	529	2982	24
Arrive On Green	0.07	0.00	0.07	0.07	0.00	0.07	0.01	1.00	1.00	0.59	1.00	1.00
Sat Flow, veh/h	1375	0	1590	1416	0	1590	1810	3677	23	1810	3670	29
Grp Volume(v), veh/h	32	0	5	21	0	40	4	945	995	14	742	780
Grp Sat Flow(s),veh/h/ln	1375	0	1590	1416	0	1590	1810	1805	1895	1810	1805	1894
Q Serve(g_s), s	2.5	0.0	0.3	1.5	0.0	2.6	0.2	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	5.1	0.0	0.3	1.9	0.0	2.6	0.2	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.02
Lane Grp Cap(c), veh/h	130	0	113	162	0	113	13	952	999	529	1467	1539
V/C Ratio(X)	0.25	0.00	0.04	0.13	0.00	0.35	0.30	0.99	1.00	0.03	0.51	0.51
Avail Cap(c_a), veh/h	267	0	272	303	0	272	125	952	999	529	1467	1539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.73	0.73	0.73	0.35	0.35	0.35
Uniform Delay (d), s/veh	51.1	0.0	47.6	48.5	0.0	48.7	53.9	0.0	0.0	16.2	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.2	0.4	0.0	1.9	9.0	23.3	23.3	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.1	0.6	0.0	1.1	0.1	6.2	6.5	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	47.8	48.8	0.0	50.6	62.9	23.3	23.3	16.2	0.4	0.4
LnGrp LOS	D	A	D	D	A	D	E	C	C	B	A	A
Approach Vol, veh/h		37			61			1944			1536	
Approach Delay, s/veh		51.5			50.0			23.4			0.6	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	62.0		11.8	4.8	93.4		11.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	2.3	58.0		18.8	7.6	71.6		18.8
Max Q Clear Time (g_c+I1), s	2.4	2.0		7.1	2.2	2.0		4.6
Green Ext Time (p_c), s	0.0	28.9		0.0	0.0	18.1		0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	0	10	0	64	12	1906	4	21	1573	9
Future Volume (veh/h)	2	0	0	10	0	64	12	1906	4	21	1573	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		1.00	0.98		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	0	0	10	0	64	12	1906	4	21	1573	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	143	0	172	0	119	35	1814	4	587	2928	17
Arrive On Green	0.08	0.00	0.00	0.08	0.00	0.08	0.04	0.98	0.98	0.65	1.00	1.00
Sat Flow, veh/h	1337	1900	0	1406	0	1572	1810	3696	8	1810	3679	21
Grp Volume(v), veh/h	2	0	0	10	0	64	12	931	979	21	771	811
Grp Sat Flow(s),veh/h/ln	1337	1900	0	1406	0	1572	1810	1805	1898	1810	1805	1895
Q Serve(g_s), s	0.2	0.0	0.0	0.7	0.0	4.3	0.7	54.0	54.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.7	0.0	4.3	0.7	54.0	54.0	0.5	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	114	143	0	172	0	119	35	886	932	587	1437	1508
V/C Ratio(X)	0.02	0.00	0.00	0.06	0.00	0.54	0.34	1.05	1.05	0.04	0.54	0.54
Avail Cap(c_a), veh/h	414	570	0	487	0	472	329	886	932	587	1437	1508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.71	0.71	0.71	0.87	0.87	0.87
Uniform Delay (d), s/veh	51.2	0.0	0.0	47.3	0.0	49.0	52.2	1.0	1.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	3.8	4.0	39.7	39.4	0.0	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	1.8	0.4	10.2	10.6	0.2	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	0.0	0.0	47.5	0.0	52.8	56.1	40.7	40.4	13.1	1.3	1.2
LnGrp LOS	D	A	A	D	A	D	E	F	F	B	A	A
Approach Vol, veh/h		2			74			1922			1603	
Approach Delay, s/veh		51.2			52.1			40.7			1.4	
Approach LOS		D			D			D			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.7	58.0		12.3	6.1	91.5		12.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.0	54.0		33.0	20.0	45.0		33.0
Max Q Clear Time (g_c+I1), s	2.5	56.0		6.5	2.7	2.0		6.3
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	17.4		0.3

Intersection Summary		
HCM 6th Ctrl Delay	23.4	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	5	7	82	12	37	10	1805	43	35	1497	71
Future Volume (veh/h)	89	5	7	82	12	37	10	1805	43	35	1497	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	5	7	82	12	37	10	1805	43	35	1497	71
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	183	81	113	216	46	142	233	2331	55	237	2274	107
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.26	1.00	1.00	0.26	1.00	1.00
Sat Flow, veh/h	1372	714	1000	1417	408	1258	1810	3601	85	1810	3503	166
Grp Volume(v), veh/h	89	0	12	82	0	49	10	901	947	35	769	799
Grp Sat Flow(s),veh/h/ln	1372	0	1714	1417	0	1666	1810	1805	1882	1810	1805	1863
Q Serve(g_s), s	7.0	0.0	0.7	6.0	0.0	3.0	0.5	0.0	0.0	1.6	0.0	0.0
Cycle Q Clear(g_c), s	9.9	0.0	0.7	6.7	0.0	3.0	0.5	0.0	0.0	1.6	0.0	0.0
Prop In Lane	1.00		0.58	1.00		0.76	1.00		0.05	1.00		0.09
Lane Grp Cap(c), veh/h	183	0	193	216	0	188	233	1168	1218	237	1172	1210
V/C Ratio(X)	0.49	0.00	0.06	0.38	0.00	0.26	0.04	0.77	0.78	0.15	0.66	0.66
Avail Cap(c_a), veh/h	265	0	296	301	0	288	233	1168	1218	237	1172	1210
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.54	0.54	0.54	0.86	0.86	0.86
Uniform Delay (d), s/veh	49.1	0.0	43.6	46.6	0.0	44.6	35.7	0.0	0.0	35.9	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.1	1.1	0.0	0.7	0.0	2.7	2.7	0.2	2.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.3	2.2	0.0	1.3	0.2	0.9	0.9	0.7	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	0.0	43.7	47.7	0.0	45.3	35.8	2.7	2.7	36.1	2.5	2.5
LnGrp LOS	D	A	D	D	A	D	D	A	A	D	A	A
Approach Vol, veh/h		101			131			1858			1603	
Approach Delay, s/veh		50.2			46.8			2.9			3.2	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.4	75.2		16.4	18.2	75.4		16.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.8	71.2		19.0	7.6	71.4		19.0				
Max Q Clear Time (g_c+I1), s	10.6	2.0		11.9	2.5	2.0		8.7				
Green Ext Time (p_c), s	0.0	28.3		0.1	0.0	19.5		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	339	8	7	47	3	29	22	1510	23	20	1393	108
Future Volume (veh/h)	339	8	7	47	3	29	22	1510	23	20	1393	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	339	8	7	47	3	29	22	1510	23	20	1393	108
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	429	257	225	446	42	406	56	1455	22	390	1978	153
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.03	0.40	0.40	0.43	1.00	1.00
Sat Flow, veh/h	1392	932	816	1413	152	1473	1810	3637	55	1810	3385	261
Grp Volume(v), veh/h	339	0	15	47	0	32	22	748	785	20	740	761
Grp Sat Flow(s),veh/h/ln	1392	0	1748	1413	0	1625	1810	1805	1888	1810	1805	1842
Q Serve(g_s), s	26.2	0.0	0.7	2.8	0.0	1.6	1.3	44.0	44.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	27.8	0.0	0.7	3.5	0.0	1.6	1.3	44.0	44.0	0.7	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.91	1.00		0.03	1.00		0.14
Lane Grp Cap(c), veh/h	429	0	482	446	0	448	56	722	755	390	1054	1076
V/C Ratio(X)	0.79	0.00	0.03	0.11	0.00	0.07	0.39	1.04	1.04	0.05	0.70	0.71
Avail Cap(c_a), veh/h	488	0	556	506	0	517	125	722	755	390	1054	1076
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.14	0.14	0.14	0.83	0.83	0.83
Uniform Delay (d), s/veh	39.7	0.0	29.1	30.4	0.0	29.4	52.3	33.0	33.0	24.8	0.0	0.0
Incr Delay (d2), s/veh	7.6	0.0	0.0	0.1	0.0	0.1	0.6	23.5	24.0	0.0	3.2	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.0	0.3	1.0	0.0	0.6	0.6	23.3	24.5	0.3	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	0.0	29.1	30.5	0.0	29.5	52.9	56.5	57.0	24.8	3.2	3.3
LnGrp LOS	D	A	C	C	A	C	D	F	F	C	A	A
Approach Vol, veh/h		354			79			1555			1521	
Approach Delay, s/veh		46.6			30.1			56.7			3.5	
Approach LOS		D			C			E			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.7	48.0		34.3	7.4	68.3		34.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	9.0	44.0		35.0	7.6	55.4		35.0
Max Q Clear Time (g_c+I1), s	2.7	46.0		29.8	3.3	2.0		5.5
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	17.0		0.3

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	86	39	150	2	231	65	1218	298	218	994	250
Future Volume (veh/h)	123	86	39	150	2	231	65	1218	298	218	994	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.61	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	86	39	150	2	231	65	1218	298	218	994	250
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	198	90	183	1	173	392	1374	331	197	1055	264
Arrive On Green	0.09	0.16	0.16	0.10	0.18	0.18	0.22	0.48	0.48	0.15	0.50	0.50
Sat Flow, veh/h	1810	1211	549	1810	8	970	1810	2860	688	1810	2830	709
Grp Volume(v), veh/h	123	0	125	150	0	233	65	761	755	218	632	612
Grp Sat Flow(s),veh/h/ln	1810	0	1760	1810	0	979	1810	1805	1744	1810	1805	1734
Q Serve(g_s), s	7.3	0.0	7.0	8.9	0.0	19.6	3.2	41.7	43.6	12.0	36.4	36.9
Cycle Q Clear(g_c), s	7.3	0.0	7.0	8.9	0.0	19.6	3.2	41.7	43.6	12.0	36.4	36.9
Prop In Lane	1.00		0.31	1.00		0.99	1.00		0.39	1.00		0.41
Lane Grp Cap(c), veh/h	156	0	288	183	0	175	392	867	838	197	673	646
V/C Ratio(X)	0.79	0.00	0.43	0.82	0.00	1.33	0.17	0.88	0.90	1.10	0.94	0.95
Avail Cap(c_a), veh/h	304	0	296	304	0	175	392	867	838	197	673	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.68	0.68	0.68
Uniform Delay (d), s/veh	49.2	0.0	41.4	48.4	0.0	45.2	35.0	25.7	26.2	47.0	26.6	26.7
Incr Delay (d2), s/veh	8.4	0.0	1.0	8.6	0.0	184.0	0.2	12.2	14.7	83.7	17.4	18.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	3.1	4.5	0.0	13.6	1.4	20.0	20.7	9.7	16.9	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	0.0	42.4	57.1	0.0	229.1	35.2	37.9	40.9	130.8	43.9	45.5
LnGrp LOS	E	A	D	E	A	F	D	D	D	F	D	D
Approach Vol, veh/h		248			383			1581			1462	
Approach Delay, s/veh		50.0			161.7			39.2			57.5	
Approach LOS		D			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	56.9	15.1	22.0	27.9	45.0	13.5	23.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	45.0	18.5	18.5	16.0	41.0	18.5	18.5
Max Q Clear Time (g_c+I1), s	11.0	45.6	10.9	9.0	5.2	38.9	9.3	21.6
Green Ext Time (p_c), s	0.0	0.0	0.2	0.4	0.1	1.5	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.0
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	317	845	243	81	2021	879	550	1111	105	536	681	465
Future Volume (veh/h)	317	845	243	81	2021	879	550	1111	105	536	681	465
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	317	845	0	81	2021	879	550	1111	105	536	681	465
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	263	2167		103	1444	644	503	917	87	410	896	400
Arrive On Green	0.08	0.42	0.00	0.06	0.40	0.40	0.14	0.28	0.28	0.12	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3334	315	3510	3610	1610
Grp Volume(v), veh/h	317	845	0	81	2021	879	550	601	615	536	681	465
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1843	1755	1805	1610
Q Serve(g_s), s	9.0	13.6	0.0	5.3	48.0	48.0	17.2	33.0	33.0	14.0	21.0	29.8
Cycle Q Clear(g_c), s	9.0	13.6	0.0	5.3	48.0	48.0	17.2	33.0	33.0	14.0	21.0	29.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	263	2167		103	1444	644	503	496	507	410	896	400
V/C Ratio(X)	1.20	0.39		0.78	1.40	1.36	1.09	1.21	1.21	1.31	0.76	1.16
Avail Cap(c_a), veh/h	263	2167		178	1444	644	503	496	507	410	896	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	24.3	0.0	55.8	36.0	36.0	51.4	43.5	43.5	53.0	41.8	45.1
Incr Delay (d2), s/veh	122.1	0.1	0.0	12.1	184.1	174.0	67.8	112.5	113.1	155.6	6.0	97.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	5.6	0.0	2.8	57.5	49.5	12.3	30.1	30.8	15.0	10.0	22.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	177.6	24.4	0.0	67.9	220.1	210.0	119.2	156.0	156.6	208.6	47.8	142.6
LnGrp LOS	F	C		E	F	F	F	F	F	F	D	F
Approach Vol, veh/h		1162	A		2981			1766			1682	
Approach Delay, s/veh		66.2			213.0			144.7			125.2	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	37.0	10.9	54.1	21.2	33.8	13.0	52.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	33.0	11.8	45.2	17.2	29.8	9.0	48.0
Max Q Clear Time (g_c+I1), s	16.0	35.0	7.3	15.6	19.2	31.8	11.0	50.0
Green Ext Time (p_c), s	0.0	0.0	0.1	6.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	155.2
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1842	7	0	2170	230	11	2	2	148	2	80
Future Volume (veh/h)	105	1842	7	0	2170	230	11	2	2	148	2	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1842	7	0	2170	230	11	2	2	148	2	80
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	3584	14	2	2651	276	314	57	48	430	472	400
Arrive On Green	0.07	0.67	0.67	0.00	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	5334	20	1810	4756	496	1014	231	192	1433	1900	1608
Grp Volume(v), veh/h	105	1194	655	0	1568	832	15	0	0	148	2	80
Grp Sat Flow(s),veh/h/ln	1810	1729	1896	1810	1729	1794	1437	0	0	1433	1900	1608
Q Serve(g_s), s	5.7	17.4	17.4	0.0	36.9	38.6	0.0	0.0	0.0	7.9	0.1	4.0
Cycle Q Clear(g_c), s	5.7	17.4	17.4	0.0	36.9	38.6	0.6	0.0	0.0	8.5	0.1	4.0
Prop In Lane	1.00		0.01	1.00		0.28	0.73		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	135	2324	1274	2	1928	1000	419	0	0	430	472	400
V/C Ratio(X)	0.78	0.51	0.51	0.00	0.81	0.83	0.04	0.00	0.00	0.34	0.00	0.20
Avail Cap(c_a), veh/h	432	2595	1423	135	2028	1052	419	0	0	430	472	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	8.3	8.3	0.0	18.0	18.4	28.6	0.0	0.0	31.5	28.4	29.9
Incr Delay (d2), s/veh	9.1	0.2	0.3	0.0	2.5	5.6	0.2	0.0	0.0	2.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	5.8	6.4	0.0	14.3	16.3	0.3	0.0	0.0	3.2	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.9	8.4	8.6	0.0	20.6	24.0	28.8	0.0	0.0	33.7	28.5	31.0
LnGrp LOS	D	A	A	A	C	C	C	A	A	C	C	C
Approach Vol, veh/h		1954			2400			15			230	
Approach Delay, s/veh		11.0			21.7			28.8			32.7	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	29.0	0.0	71.6	29.0	11.5	60.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	7.5	75.5	25.0	24.0	59.0
Max Q Clear Time (g_c+I1), s	2.6	0.0	19.4	10.5	7.7	40.6
Green Ext Time (p_c), s	0.0	0.0	23.1	0.5	0.2	15.5

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	1726	151	66	2061	50	204	0	92	93	0	131
Future Volume (veh/h)	107	1726	151	66	2061	50	204	0	92	93	0	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	1726	151	66	2061	50	204	0	92	93	0	131
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	2591	226	111	2697	65	308	3	111	216	21	258
Arrive On Green	0.08	0.53	0.53	0.06	0.52	0.52	0.28	0.00	0.28	0.28	0.00	0.28
Sat Flow, veh/h	1810	4856	424	1810	5206	126	878	11	401	583	77	929
Grp Volume(v), veh/h	107	1228	649	66	1368	743	296	0	0	224	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1822	1810	1729	1874	1289	0	0	1589	0	0
Q Serve(g_s), s	5.4	24.1	24.2	3.3	29.6	29.7	9.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.4	24.1	24.2	3.3	29.6	29.7	20.6	0.0	0.0	10.8	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.07	0.69		0.31	0.42		0.58
Lane Grp Cap(c), veh/h	139	1845	972	111	1791	971	422	0	0	495	0	0
V/C Ratio(X)	0.77	0.67	0.67	0.60	0.76	0.77	0.70	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	521	2028	1068	521	2028	1099	422	0	0	495	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.5	15.8	15.8	42.9	18.0	18.1	32.3	0.0	0.0	28.3	0.0	0.0
Incr Delay (d2), s/veh	8.6	0.7	1.4	5.0	1.6	2.9	9.4	0.0	0.0	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	9.0	9.7	1.6	11.4	12.7	7.3	0.0	0.0	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	16.6	17.3	47.9	19.6	21.0	41.6	0.0	0.0	31.3	0.0	0.0
LnGrp LOS	D	B	B	D	B	C	D	A	A	C	A	A
Approach Vol, veh/h		1984			2177			296			224	
Approach Delay, s/veh		18.7			20.9			41.6			31.3	
Approach LOS		B			C			D			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	30.0	9.7	54.0	30.0	11.2	52.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	27.0	55.0	26.0	27.0	55.0
Max Q Clear Time (g_c+I1), s	22.6	5.3	26.2	12.8	7.4	31.7
Green Ext Time (p_c), s	0.6	0.1	17.3	1.1	0.2	16.9

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1958	72	9	2073	115	34
Future Volume (veh/h)	1958	72	9	2073	115	34
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1958	72	9	2073	115	34
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2049	75	27	2321	879	782
Arrive On Green	0.40	0.40	0.03	0.89	0.49	0.49
Sat Flow, veh/h	5306	188	1810	5358	1810	1610
Grp Volume(v), veh/h	1317	713	9	2073	115	34
Grp Sat Flow(s),veh/h/ln	1729	1866	1810	1729	1810	1610
Q Serve(g_s), s	44.4	44.6	0.6	25.1	4.2	1.3
Cycle Q Clear(g_c), s	44.4	44.6	0.6	25.1	4.2	1.3
Prop In Lane		0.10	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1380	744	27	2321	879	782
V/C Ratio(X)	0.95	0.96	0.33	0.89	0.13	0.04
Avail Cap(c_a), veh/h	1380	744	618	3501	879	782
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.32	0.32	1.00	1.00
Uniform Delay (d), s/veh	35.0	35.1	57.6	4.8	16.9	16.2
Incr Delay (d2), s/veh	14.8	23.0	2.2	0.7	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.1	24.6	0.3	2.4	1.8	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.8	58.1	59.8	5.5	17.2	16.3
LnGrp LOS	D	E	E	A	B	B
Approach Vol, veh/h	2030			2082	149	
Approach Delay, s/veh	52.7			5.8	17.0	
Approach LOS	D			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	60.8	5.8	53.4		59.2
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	31.0	41.0	36.0		81.0
Max Q Clear Time (g_c+I1), s	6.2	2.6	46.6		27.1
Green Ext Time (p_c), s	0.4	0.0	0.0		29.6

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	37	263	286	20	55	136	312	466	35	484	4
Future Volume (veh/h)	7	37	263	286	20	55	136	312	466	35	484	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	37	263	286	20	55	136	312	466	35	484	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	127	257	328	454	437	168	1715	1057	59	1522	13
Arrive On Green	0.01	0.07	0.07	0.18	0.24	0.24	0.15	0.79	0.79	0.03	0.41	0.41
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3669	30
Grp Volume(v), veh/h	7	37	263	286	20	55	136	312	466	35	238	250
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1895
Q Serve(g_s), s	0.3	1.7	6.0	13.8	0.7	2.3	6.5	1.9	6.8	1.7	8.0	8.0
Cycle Q Clear(g_c), s	0.3	1.7	6.0	13.8	0.7	2.3	6.5	1.9	6.8	1.7	8.0	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	16	127	257	328	454	437	168	1715	1057	59	749	786
V/C Ratio(X)	0.43	0.29	1.02	0.87	0.04	0.13	0.81	0.18	0.44	0.60	0.32	0.32
Avail Cap(c_a), veh/h	101	127	257	462	507	482	241	1715	1057	101	749	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	40.0	37.8	35.8	26.3	24.7	37.3	5.1	2.5	43.0	17.8	17.8
Incr Delay (d2), s/veh	17.3	1.3	62.7	12.3	0.0	0.1	11.0	0.2	1.1	9.3	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	10.0	7.1	0.3	0.9	3.2	0.7	1.5	0.9	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	41.2	100.5	48.2	26.4	24.9	48.3	5.3	3.7	52.3	18.9	18.8
LnGrp LOS	E	D	F	D	C	C	D	A	A	D	B	B
Approach Vol, veh/h		307			361			914			523	
Approach Delay, s/veh		92.5			43.4			10.9			21.1	
Approach LOS		F			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	48.8	21.3	12.0	13.3	43.3	5.8	27.5
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	34.0	23.0	6.0	12.0	27.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	3.7	8.8	15.8	8.0	8.5	10.0	2.3	4.3
Green Ext Time (p_c), s	0.0	4.0	0.5	0.0	0.1	2.7	0.0	0.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	3	887	0	0	0	0	823	135	83	951	0
Future Volume (veh/h)	45	3	887	0	0	0	0	823	135	83	951	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	45	0	889				0	823	135	83	951	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	462	0	823				0	1543	253	106	2206	0
Arrive On Green	0.26	0.00	0.26				0.00	0.50	0.50	0.12	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3199	509	1810	3705	0
Grp Volume(v), veh/h	45	0	889				0	479	479	83	951	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1808	1810	1805	0
Q Serve(g_s), s	1.7	0.0	23.0				0.0	16.3	16.3	4.0	0.0	0.0
Cycle Q Clear(g_c), s	1.7	0.0	23.0				0.0	16.3	16.3	4.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.28	1.00		0.00
Lane Grp Cap(c), veh/h	462	0	823				0	897	899	106	2206	0
V/C Ratio(X)	0.10	0.00	1.08				0.00	0.53	0.53	0.78	0.43	0.00
Avail Cap(c_a), veh/h	462	0	823				0	897	899	141	2206	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.83	0.83	0.85	0.85	0.00
Uniform Delay (d), s/veh	25.6	0.0	33.5				0.0	15.5	15.5	39.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	55.3				0.0	1.9	1.9	16.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	15.0				0.0	6.8	6.8	2.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	0.0	88.8				0.0	17.4	17.4	55.2	0.5	0.0
LnGrp LOS	C	A	F				A	B	B	E	A	A
Approach Vol, veh/h		934						958			1034	
Approach Delay, s/veh		85.8						17.4			4.9	
Approach LOS		F						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	10.3	50.7	29.0	61.0
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.3	43.0	23.0	55.0
Max Q Clear Time (g_c+I1), s	6.0	18.3	25.0	2.0
Green Ext Time (p_c), s	0.0	6.9	0.0	8.7

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	296	356	490	382	28	213	776	574	23	1377	120
Future Volume (veh/h)	240	296	356	490	382	28	213	776	574	23	1377	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	240	296	356	490	382	28	213	776	574	23	1377	120
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	272	529	206	437	859	377	196	1474	646	127	1336	579
Arrive On Green	0.15	0.15	0.15	0.24	0.24	0.24	0.11	0.41	0.41	0.07	0.37	0.37
Sat Flow, veh/h	1810	3610	1409	1810	3610	1583	1810	3610	1582	1810	3610	1563
Grp Volume(v), veh/h	240	296	356	490	382	28	213	776	574	23	1377	120
Grp Sat Flow(s),veh/h/ln	1810	1805	1409	1810	1805	1583	1810	1805	1582	1810	1805	1563
Q Serve(g_s), s	15.6	9.1	14.0	29.0	10.8	1.4	13.0	19.4	40.4	1.4	44.4	6.3
Cycle Q Clear(g_c), s	15.6	9.1	14.0	29.0	10.8	1.4	13.0	19.4	40.4	1.4	44.4	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	272	529	206	437	859	377	196	1474	646	127	1336	579
V/C Ratio(X)	0.88	0.56	1.72	1.12	0.44	0.07	1.09	0.53	0.89	0.18	1.03	0.21
Avail Cap(c_a), veh/h	391	557	217	437	859	377	196	1474	646	127	1336	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83	0.79	0.79	0.79
Uniform Delay (d), s/veh	50.0	47.6	32.4	45.5	39.0	23.9	53.5	26.8	33.0	52.5	37.8	25.8
Incr Delay (d2), s/veh	15.3	1.1	345.5	80.1	0.4	0.1	83.6	1.1	14.4	0.5	30.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	4.2	24.6	22.6	4.9	0.6	10.4	8.5	17.7	0.7	24.8	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	48.8	377.8	125.6	39.3	24.0	137.1	27.9	47.3	53.1	67.9	26.4
LnGrp LOS	E	D	F	F	D	C	F	C	D	D	F	C
Approach Vol, veh/h		892			900			1563			1520	
Approach Delay, s/veh		184.5			85.8			49.9			64.4	
Approach LOS		F			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	53.0	33.0	21.6	17.0	48.4	22.0	32.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	49.0	29.0	18.5	13.0	43.5	25.9	21.6
Max Q Clear Time (g_c+I1), s	13.4	42.4	31.0	16.0	15.0	46.4	17.6	12.8
Green Ext Time (p_c), s	0.0	3.9	0.0	0.9	0.0	0.0	0.4	1.7

Intersection Summary	
HCM 6th Ctrl Delay	85.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	61	22	10	74	172	31	1171	15	60	1595	142
Future Volume (veh/h)	101	61	22	10	74	172	31	1171	15	60	1595	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	61	22	10	74	172	31	1171	15	60	1595	142
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	259	219	30	158	133	297	1895	828	342	1986	886
Arrive On Green	0.07	0.14	0.14	0.02	0.08	0.08	0.16	0.52	0.52	0.38	1.00	1.00
Sat Flow, veh/h	1810	1900	1610	1810	1900	1604	1810	3610	1577	1810	3610	1610
Grp Volume(v), veh/h	101	61	22	10	74	172	31	1171	15	60	1595	142
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1604	1810	1805	1577	1810	1805	1610
Q Serve(g_s), s	6.6	3.4	1.1	0.7	4.5	7.2	1.7	27.4	0.5	2.7	0.0	0.0
Cycle Q Clear(g_c), s	6.6	3.4	1.1	0.7	4.5	7.2	1.7	27.4	0.5	2.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	259	219	30	158	133	297	1895	828	342	1986	886
V/C Ratio(X)	0.80	0.24	0.10	0.33	0.47	1.29	0.10	0.62	0.02	0.18	0.80	0.16
Avail Cap(c_a), veh/h	181	364	309	113	293	247	297	1895	828	342	1986	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.0	46.3	24.4	58.4	52.5	28.6	42.7	20.0	9.3	31.1	0.0	0.0
Incr Delay (d2), s/veh	15.1	0.5	0.2	6.4	2.2	157.6	0.2	1.5	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	1.7	0.6	0.4	2.2	8.6	0.8	11.6	0.2	1.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	46.7	24.6	64.7	54.7	186.2	42.8	21.6	9.3	31.1	0.3	0.0
LnGrp LOS	E	D	C	E	D	F	D	C	A	C	A	A
Approach Vol, veh/h		184			256			1217			1797	
Approach Delay, s/veh		56.9			143.4			21.9			1.3	
Approach LOS		E			F			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	67.0	6.0	20.3	23.7	70.0	12.4	13.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.5	63.0	7.5	23.0	7.5	66.0	12.0	18.5
Max Q Clear Time (g_c+I1), s	4.7	29.4	2.7	5.4	3.7	2.0	8.6	9.2
Green Ext Time (p_c), s	0.0	11.0	0.0	0.3	0.0	22.9	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	497	341	163	920	207	272	788	56	106	1124	333
Future Volume (veh/h)	184	497	341	163	920	207	272	788	56	106	1124	333
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	497	341	163	920	207	272	788	56	106	1124	333
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1623	724	221	855	725	261	966	431	157	1089	337
Arrive On Green	0.06	0.45	0.45	0.06	0.45	0.45	0.14	0.27	0.27	0.09	0.21	0.21
Sat Flow, veh/h	3510	3610	1610	3510	1900	1610	1810	3610	1610	1810	5187	1603
Grp Volume(v), veh/h	184	497	341	163	920	207	272	788	56	106	1124	333
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1900	1610	1810	1805	1610	1810	1729	1603
Q Serve(g_s), s	6.2	10.5	11.0	5.5	54.0	7.0	17.3	24.5	2.6	6.8	25.2	20.8
Cycle Q Clear(g_c), s	6.2	10.5	11.0	5.5	54.0	7.0	17.3	24.5	2.6	6.8	25.2	20.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1623	724	221	855	725	261	966	431	157	1089	337
V/C Ratio(X)	0.84	0.31	0.47	0.74	1.08	0.29	1.04	0.82	0.13	0.68	1.03	0.99
Avail Cap(c_a), veh/h	219	1623	724	298	855	725	261	966	431	157	1089	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	21.1	8.8	55.2	33.0	10.8	51.3	41.2	22.6	53.2	47.4	33.1
Incr Delay (d2), s/veh	24.0	0.1	0.5	6.2	53.3	0.2	67.3	7.6	0.6	11.0	35.8	46.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	4.5	3.7	2.6	36.7	2.5	12.7	11.9	1.3	3.6	14.4	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.6	21.2	9.3	61.5	86.3	11.0	118.6	48.8	23.2	64.1	83.2	79.6
LnGrp LOS	E	C	A	E	F	B	F	D	C	E	F	E
Approach Vol, veh/h		1022			1290			1116			1563	
Approach Delay, s/veh		27.7			71.1			64.5			81.1	
Approach LOS		C			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	36.1	11.6	57.9	21.3	29.2	11.5	58.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.4	32.1	10.2	51.3	17.3	25.2	7.5	54.0
Max Q Clear Time (g_c+I1), s	8.2	26.5	7.5	13.0	19.3	27.2	8.2	56.0
Green Ext Time (p_c), s	0.0	2.6	0.1	5.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.9
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	334	209	43	472	171	166	841	36	195	915	191
Future Volume (veh/h)	95	334	209	43	472	171	166	841	36	195	915	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	334	209	43	472	171	166	841	36	195	915	191
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	747	633	80	493	179	222	1023	456	263	1320	589
Arrive On Green	0.07	0.39	0.39	0.04	0.37	0.37	0.06	0.28	0.28	0.15	0.37	0.37
Sat Flow, veh/h	1810	1900	1610	1810	1326	480	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	95	334	209	43	0	643	166	841	36	195	915	191
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1806	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	6.2	15.5	10.9	2.8	0.0	41.6	5.6	26.1	1.7	12.4	25.8	10.2
Cycle Q Clear(g_c), s	6.2	15.5	10.9	2.8	0.0	41.6	5.6	26.1	1.7	12.4	25.8	10.2
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	119	747	633	80	0	672	222	1023	456	263	1320	589
V/C Ratio(X)	0.80	0.45	0.33	0.53	0.00	0.96	0.75	0.82	0.08	0.74	0.69	0.32
Avail Cap(c_a), veh/h	121	747	633	113	0	692	246	1023	456	263	1320	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	26.8	25.4	56.1	0.0	36.7	55.3	40.2	22.5	49.1	32.3	27.4
Incr Delay (d2), s/veh	30.4	0.4	0.3	5.4	0.0	23.7	10.8	7.4	0.3	10.6	3.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	7.1	4.2	1.4	0.0	22.4	2.8	12.6	0.8	6.4	11.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.7	27.2	25.7	61.5	0.0	60.4	66.0	47.6	22.8	59.7	35.4	28.9
LnGrp LOS	F	C	C	E	A	E	E	D	C	E	D	C
Approach Vol, veh/h		638			686			1043			1301	
Approach Delay, s/veh		35.4			60.5			49.7			38.0	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.5	38.0	9.3	51.2	11.6	47.9	11.9	48.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	34.0	7.5	46.5	8.4	41.6	8.0	46.0
Max Q Clear Time (g_c+I1), s	14.4	28.1	4.8	17.5	7.6	27.8	8.2	43.6
Green Ext Time (p_c), s	0.1	2.9	0.0	2.9	0.0	6.0	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	45.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	639	1309	24	10	1434	271	17	41	15	477	9	628
Future Volume (veh/h)	639	1309	24	10	1434	271	17	41	15	477	9	628
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	639	1309	24	10	1434	271	17	41	15	477	9	628
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	638	2282	42	30	1400	435	46	206	75	467	741	909
Arrive On Green	0.36	0.87	0.87	0.02	0.27	0.27	0.03	0.16	0.16	0.26	0.39	0.39
Sat Flow, veh/h	3510	5245	96	1810	5187	1610	1810	1315	481	1810	1900	1581
Grp Volume(v), veh/h	639	863	470	10	1434	271	17	0	56	477	9	628
Grp Sat Flow(s),veh/h/ln	1755	1729	1883	1810	1729	1610	1810	0	1796	1810	1900	1581
Q Serve(g_s), s	21.8	7.8	7.8	0.7	32.4	17.7	1.1	0.0	3.3	31.0	0.3	6.2
Cycle Q Clear(g_c), s	21.8	7.8	7.8	0.7	32.4	17.7	1.1	0.0	3.3	31.0	0.3	6.2
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	638	1505	819	30	1400	435	46	0	281	467	741	909
V/C Ratio(X)	1.00	0.57	0.57	0.33	1.02	0.62	0.37	0.00	0.20	1.02	0.01	0.69
Avail Cap(c_a), veh/h	638	1505	819	113	1400	435	113	0	281	467	741	909
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	4.9	4.9	58.4	43.8	38.4	57.6	0.0	44.0	44.5	22.4	9.6
Incr Delay (d2), s/veh	31.8	0.4	0.8	6.4	30.3	2.8	5.0	0.0	1.6	46.9	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	1.8	2.0	0.4	17.6	7.3	0.6	0.0	1.6	19.8	0.2	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	5.3	5.7	64.7	74.1	41.2	62.5	0.0	45.6	91.4	22.5	13.9
LnGrp LOS	F	A	A	E	F	D	E	A	D	F	C	B
Approach Vol, veh/h		1972			1715			73			1114	
Approach Delay, s/veh		26.3			68.9			49.6			47.2	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.0	22.8	6.0	56.2	7.0	50.8	25.8	36.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	31.0	18.8	7.5	46.7	7.5	42.3	21.8	32.4
Max Q Clear Time (g_c+I1), s	33.0	5.3	2.7	9.8	3.1	8.2	23.8	34.4
Green Ext Time (p_c), s	0.0	0.2	0.0	12.0	0.0	2.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	131.3

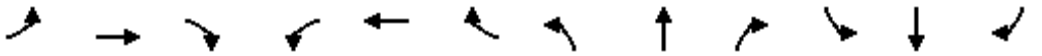
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇃	↱		⇕	
Traffic Vol, veh/h	34	594	69	18	919	65	145	0	40	0	0	145
Future Vol, veh/h	34	594	69	18	919	65	145	0	40	0	0	145
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	594	69	18	919	65	145	0	40	0	0	145

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	984	0	0	663	0	0	1757	1717	-	1685	1719	952
Stage 1	-	-	-	-	-	-	697	697	-	988	988	-
Stage 2	-	-	-	-	-	-	1060	1020	-	697	731	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	710	-	-	935	-	-	~ 67	91	0	75	91	317
Stage 1	-	-	-	-	-	-	435	446	0	300	328	-
Stage 2	-	-	-	-	-	-	273	317	0	435	430	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	710	-	-	935	-	-	~ 33	80	-	68	80	317
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 33	80	-	68	80	-
Stage 1	-	-	-	-	-	-	402	412	-	277	314	-
Stage 2	-	-	-	-	-	-	~ 142	303	-	402	397	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	$ 1771.5	25.6
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	33	-	710	-	-	935	-	-	317
HCM Lane V/C Ratio	4.394	-	0.048	-	-	0.019	-	-	0.457
HCM Control Delay (s)	$ 1771.5	0	10.3	0	-	8.9	0	-	25.6
HCM Lane LOS	F	A	B	A	-	A	A	-	D
HCM 95th %tile Q(veh)	17.2	-	0.2	-	-	0.1	-	-	2.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	259	231	123	282	22	222	112	111	4	59	7
Future Volume (veh/h)	24	259	231	123	282	22	222	112	111	4	59	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	259	231	123	282	22	222	112	111	4	59	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	158	332	285	156	341	289	281	142	371	33	485	58
Arrive On Green	0.09	0.18	0.18	0.09	0.18	0.18	0.23	0.23	0.23	0.31	0.31	0.31
Sat Flow, veh/h	1810	1839	1581	1810	1900	1610	1222	617	1610	106	1569	186
Grp Volume(v), veh/h	24	254	236	123	282	22	334	0	111	70	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1615	1810	1900	1610	1839	0	1610	1861	0	0
Q Serve(g_s), s	1.0	11.1	11.6	5.5	11.8	0.9	14.1	0.0	4.7	2.2	0.0	0.0
Cycle Q Clear(g_c), s	1.0	11.1	11.6	5.5	11.8	0.9	14.1	0.0	4.7	2.2	0.0	0.0
Prop In Lane	1.00		0.98	1.00		1.00	0.66		1.00	0.06		0.10
Lane Grp Cap(c), veh/h	158	326	292	156	341	289	423	0	371	575	0	0
V/C Ratio(X)	0.15	0.78	0.81	0.79	0.83	0.08	0.79	0.00	0.30	0.12	0.00	0.00
Avail Cap(c_a), veh/h	164	405	362	241	506	429	423	0	371	575	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.8	32.2	32.5	37.0	32.6	28.2	29.9	0.0	26.3	20.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	7.6	10.6	9.0	7.0	0.1	13.9	0.0	2.1	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.4	5.3	2.8	5.9	0.4	7.7	0.0	2.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	39.8	43.0	45.9	39.6	28.3	43.7	0.0	28.3	20.9	0.0	0.0
LnGrp LOS	D	D	D	D	D	C	D	A	C	C	A	A
Approach Vol, veh/h		514			427			445			70	
Approach Delay, s/veh		41.1			40.9			39.9			20.9	
Approach LOS		D			D			D			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	11.1	18.9		29.5	11.2	18.8				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	11.0	18.5		25.5	7.5	22.0				
Max Q Clear Time (g_c+I1), s		16.1	7.5	13.6		4.2	3.0	13.8				
Green Ext Time (p_c), s		0.7	0.1	1.3		0.3	0.0	1.0				

Intersection Summary		
HCM 6th Ctrl Delay		39.7
HCM 6th LOS		D

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	162	373	71	304	104
Future Vol, veh/h	33	162	373	71	304	104
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	33	162	373	71	304	104
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.6	11.1	17.8
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	75%
Vol Thru, %	100%	64%	0%	0%	25%
Vol Right, %	0%	36%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	249	195	33	162	408
LT Vol	0	0	33	0	304
Through Vol	249	124	0	0	104
RT Vol	0	71	0	162	0
Lane Flow Rate	249	195	33	162	408
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.386	0.289	0.065	0.265	0.633
Departure Headway (Hd)	5.586	5.328	7.113	5.893	5.588
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	647	676	504	609	649
Service Time	3.31	3.052	4.847	3.626	3.612
HCM Lane V/C Ratio	0.385	0.288	0.065	0.266	0.629
HCM Control Delay	11.8	10.2	10.3	10.7	17.8
HCM Lane LOS	B	B	B	B	C
HCM 95th-tile Q	1.8	1.2	0.2	1.1	4.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	927	31	39	1430	13	117	27	22	5	18	207
Future Volume (veh/h)	210	927	31	39	1430	13	117	27	22	5	18	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	927	31	39	1430	13	117	27	22	5	18	207
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	1319	44	399	1802	16	285	66	309	73	263	287
Arrive On Green	0.14	0.26	0.26	0.22	0.34	0.34	0.19	0.19	0.19	0.18	0.18	0.18
Sat Flow, veh/h	1810	5154	172	1810	5300	48	1483	342	1605	409	1471	1605
Grp Volume(v), veh/h	210	622	336	39	933	510	144	0	22	23	0	207
Grp Sat Flow(s),veh/h/ln	1810	1729	1869	1810	1729	1890	1826	0	1605	1880	0	1605
Q Serve(g_s), s	11.9	17.1	17.2	1.8	25.6	25.6	7.3	0.0	1.2	1.1	0.0	12.8
Cycle Q Clear(g_c), s	11.9	17.1	17.2	1.8	25.6	25.6	7.3	0.0	1.2	1.1	0.0	12.8
Prop In Lane	1.00		0.09	1.00		0.03	0.81		1.00	0.22		1.00
Lane Grp Cap(c), veh/h	246	885	478	399	1176	643	351	0	309	337	0	287
V/C Ratio(X)	0.85	0.70	0.70	0.10	0.79	0.79	0.41	0.00	0.07	0.07	0.00	0.72
Avail Cap(c_a), veh/h	407	1891	1022	399	1364	745	351	0	309	337	0	287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	35.4	35.5	32.6	31.3	31.3	37.2	0.0	34.7	35.8	0.0	40.6
Incr Delay (d2), s/veh	9.0	1.0	1.9	0.1	2.9	5.1	3.5	0.0	0.4	0.4	0.0	14.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	7.3	8.0	0.8	10.9	12.3	3.6	0.0	0.5	0.5	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	36.5	37.4	32.7	34.2	36.5	40.7	0.0	35.2	36.2	0.0	55.1
LnGrp LOS	D	D	D	C	C	D	D	A	D	D	A	E
Approach Vol, veh/h		1168			1482			166			230	
Approach Delay, s/veh		39.8			34.9			39.9			53.2	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.2	27.1	30.9	22.8	18.3	39.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.2	7.6	57.4	18.8	23.6	41.4
Max Q Clear Time (g_c+I1), s	9.3	3.8	19.2	14.8	13.9	27.6
Green Ext Time (p_c), s	0.6	0.0	7.7	0.3	0.4	8.1

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	907	39	62	1320	6	75	3	98	7	0	44
Future Volume (veh/h)	16	907	39	62	1320	6	75	3	98	7	0	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	907	39	62	1320	6	75	3	98	7	0	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	1286	55	135	1593	7	150	754	757	23	0	527
Arrive On Green	0.03	0.25	0.25	0.07	0.30	0.30	0.08	0.40	0.40	0.01	0.00	0.33
Sat Flow, veh/h	1810	5099	219	1810	5329	24	1810	1900	1603	1810	0	1610
Grp Volume(v), veh/h	16	615	331	62	856	470	75	3	98	7	0	44
Grp Sat Flow(s),veh/h/ln	1810	1729	1860	1810	1729	1896	1810	1900	1603	1810	0	1610
Q Serve(g_s), s	0.5	9.8	9.9	2.0	14.0	14.0	2.4	0.1	2.1	0.2	0.0	1.1
Cycle Q Clear(g_c), s	0.5	9.8	9.9	2.0	14.0	14.0	2.4	0.1	2.1	0.2	0.0	1.1
Prop In Lane	1.00		0.12	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	872	469	135	1034	567	150	754	757	23	0	527
V/C Ratio(X)	0.32	0.70	0.71	0.46	0.83	0.83	0.50	0.00	0.13	0.30	0.00	0.08
Avail Cap(c_a), veh/h	223	1075	578	226	1080	592	226	754	757	223	0	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	20.7	20.7	27.0	19.9	19.9	26.7	11.1	9.0	29.7	0.0	14.1
Incr Delay (d2), s/veh	3.5	1.6	3.0	2.4	5.3	9.3	2.6	0.0	0.4	7.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.8	4.3	0.9	5.9	7.1	1.1	0.0	0.7	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	22.3	23.7	29.4	25.2	29.1	29.3	11.1	9.4	36.8	0.0	14.5
LnGrp LOS	C	C	C	C	C	C	C	B	A	D	A	B
Approach Vol, veh/h		962			1388			176			51	
Approach Delay, s/veh		22.9			26.7			17.9			17.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	28.1	8.5	19.3	9.0	23.9	5.7	22.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	20.0	7.6	18.9	7.6	19.9	7.5	19.0
Max Q Clear Time (g_c+I1), s	2.2	4.1	4.0	11.9	4.4	3.1	2.5	16.0
Green Ext Time (p_c), s	0.0	0.2	0.0	3.4	0.0	0.1	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	274	7	486	506	160	572
Future Volume (veh/h)	274	7	486	506	160	572
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	274	7	486	506	160	572
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	249	725	618	745	565	1354
Arrive On Green	0.14	0.14	0.32	0.32	0.31	0.71
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	274	7	486	506	160	572
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	11.0	0.0	18.6	19.7	5.3	9.9
Cycle Q Clear(g_c), s	11.0	0.0	18.6	19.7	5.3	9.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	249	725	618	745	565	1354
V/C Ratio(X)	1.10	0.01	0.79	0.68	0.28	0.42
Avail Cap(c_a), veh/h	249	725	618	745	577	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	34.5	12.2	24.5	16.9	20.7	4.7
Incr Delay (d2), s/veh	86.8	0.0	1.0	0.5	0.3	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	0.1	8.1	9.0	2.2	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	121.3	12.2	25.4	17.3	21.0	5.7
LnGrp LOS	F	B	C	B	C	A
Approach Vol, veh/h	281		992			732
Approach Delay, s/veh	118.6		21.3			9.0
Approach LOS	F		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	31.0	32.0				63.0	17.0
Change Period (Y+Rc), s	6.0	* 6				6.0	6.0
Max Green Setting (Gmax), s	25.0	* 26				57.0	11.0
Max Q Clear Time (g_c+I1), s	13.0	21.7				11.9	13.0
Green Ext Time (p_c), s	0.4	2.0				4.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	7	607	0	0	0	0	920	443	17	833	0
Future Volume (veh/h)	77	7	607	0	0	0	0	920	443	17	833	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	77	7	607				0	920	443	17	833	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	515	47	498				0	587	498	0	1105	0
Arrive On Green	0.31	0.31	0.31				0.00	0.31	0.31	0.22	0.58	0.00
Sat Flow, veh/h	1665	151	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	84	0	607				0	920	443	0	833	0
Grp Sat Flow(s),veh/h/ln	1817	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	3.7	0.0	34.0				0.0	34.0	28.8	0.0	35.9	0.0
Cycle Q Clear(g_c), s	3.7	0.0	34.0				0.0	34.0	28.8	0.0	35.9	0.0
Prop In Lane	0.92		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	562	0	498				0	587	498	0	1105	0
V/C Ratio(X)	0.15	0.00	1.22				0.00	1.57	0.89	0.00	0.75	0.00
Avail Cap(c_a), veh/h	562	0	498				0	587	498	0	1105	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.74	0.74	0.00	0.72	0.00
Uniform Delay (d), s/veh	27.5	0.0	38.0				0.0	38.0	36.2	0.0	17.1	0.0
Incr Delay (d2), s/veh	0.1	0.0	116.0				0.0	261.1	16.3	0.0	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	29.1				0.0	58.1	13.4	0.0	15.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	0.0	154.0				0.0	299.1	52.5	0.0	20.6	0.0
LnGrp LOS	C	A	F				A	F	D	A	C	A
Approach Vol, veh/h		691						1363			833	
Approach Delay, s/veh		138.6						218.9			20.6	
Approach LOS		F						F			C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	30.0	40.0		40.0		70.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	24.0	34.0		34.0		64.0
Max Q Clear Time (g_c+I1), s	10.0	36.0		36.0		37.9
Green Ext Time (p_c), s	0.0	0.0		0.0		7.0

Intersection Summary	
HCM 6th Ctrl Delay	142.5
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	597	116	94	22	133	230	102	544	21	295	598	546
Future Volume (veh/h)	597	116	94	22	133	230	102	544	21	295	598	546
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	597	116	94	22	133	230	102	544	21	295	598	546
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	679	635	474	56	290	258	314	1151	513	329	1181	520
Arrive On Green	0.19	0.32	0.32	0.03	0.16	0.16	0.17	0.32	0.32	0.18	0.33	0.33
Sat Flow, veh/h	3510	1970	1471	1810	1805	1610	1810	3610	1610	1810	3610	1590
Grp Volume(v), veh/h	597	105	105	22	133	230	102	544	21	295	598	546
Grp Sat Flow(s),veh/h/ln	1755	1805	1635	1810	1805	1610	1810	1805	1610	1810	1805	1590
Q Serve(g_s), s	18.2	4.6	5.1	1.3	7.3	15.4	5.4	13.3	1.0	17.5	14.7	36.0
Cycle Q Clear(g_c), s	18.2	4.6	5.1	1.3	7.3	15.4	5.4	13.3	1.0	17.5	14.7	36.0
Prop In Lane	1.00		0.90	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	679	582	528	56	290	258	314	1151	513	329	1181	520
V/C Ratio(X)	0.88	0.18	0.20	0.39	0.46	0.89	0.32	0.47	0.04	0.90	0.51	1.05
Avail Cap(c_a), veh/h	798	591	535	123	304	271	314	1151	513	428	1181	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	43.1	26.8	27.0	52.3	41.9	45.2	39.8	30.0	25.9	44.0	29.8	37.0
Incr Delay (d2), s/veh	9.9	0.1	0.2	4.3	1.1	27.7	0.6	1.4	0.1	2.1	0.1	27.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	2.0	2.0	0.7	3.4	8.1	2.5	6.0	0.4	8.0	6.4	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	27.0	27.1	56.6	43.0	72.9	40.4	31.4	26.0	46.1	30.0	64.6
LnGrp LOS	D	C	C	E	D	E	D	C	C	D	C	F
Approach Vol, veh/h		807			385			667			1439	
Approach Delay, s/veh		46.3			61.7			32.6			46.4	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	39.1	7.4	39.5	23.1	40.0	25.3	21.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	24.5	7.5	36.0	14.5	36.0	25.0	18.5
Max Q Clear Time (g_c+I1), s	19.5	15.3	3.3	7.1	7.4	38.0	20.2	17.4
Green Ext Time (p_c), s	0.5	2.5	0.0	1.3	0.1	0.0	1.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	59	4	164	106	94	4	543	116	82	632	11
Future Volume (veh/h)	11	59	4	164	106	94	4	543	116	82	632	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	59	4	164	106	94	4	543	116	82	632	11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	17	91	6	168	109	96	13	701	594	362	1046	18
Arrive On Green	0.06	0.06	0.06	0.21	0.21	0.21	0.01	0.74	0.74	0.20	0.56	0.56
Sat Flow, veh/h	278	1489	101	801	518	459	1810	1900	1610	1810	1862	32
Grp Volume(v), veh/h	74	0	0	364	0	0	4	543	116	82	0	643
Grp Sat Flow(s),veh/h/ln	1868	0	0	1777	0	0	1810	1900	1610	1810	0	1894
Q Serve(g_s), s	3.9	0.0	0.0	20.3	0.0	0.0	0.2	17.5	2.2	3.8	0.0	22.5
Cycle Q Clear(g_c), s	3.9	0.0	0.0	20.3	0.0	0.0	0.2	17.5	2.2	3.8	0.0	22.5
Prop In Lane	0.15		0.05	0.45		0.26	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	114	0	0	373	0	0	13	701	594	362	0	1064
V/C Ratio(X)	0.65	0.00	0.00	0.98	0.00	0.00	0.30	0.77	0.20	0.23	0.00	0.60
Avail Cap(c_a), veh/h	346	0	0	373	0	0	136	701	594	362	0	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.9	0.0	0.0	39.2	0.0	0.0	49.0	10.6	8.6	33.5	0.0	14.5
Incr Delay (d2), s/veh	6.1	0.0	0.0	39.9	0.0	0.0	1.1	0.8	0.1	0.3	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	12.8	0.0	0.0	0.1	3.9	0.7	1.7	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	0.0	0.0	79.1	0.0	0.0	50.1	11.3	8.6	33.8	0.0	17.1
LnGrp LOS	D	A	A	E	A	A	D	B	A	C	A	B
Approach Vol, veh/h		74			364			663			725	
Approach Delay, s/veh		52.0			79.1			11.1			19.0	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.0	40.9		10.1	4.7	60.2		25.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	36.9		18.5	7.5	37.0		21.0
Max Q Clear Time (g_c+I1), s	5.8	19.5		5.9	2.2	24.5		22.3
Green Ext Time (p_c), s	0.0	3.7		0.2	0.0	3.5		0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	518	55	333	796	46	70	616	298	61	728	77
Future Volume (veh/h)	43	518	55	333	796	46	70	616	298	61	728	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	518	55	333	796	46	70	616	298	61	728	77
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	447	48	253	587	34	109	435	210	136	633	67
Arrive On Green	0.08	0.26	0.26	0.14	0.33	0.33	0.06	0.36	0.36	0.15	0.75	0.75
Sat Flow, veh/h	1810	1688	179	1810	1779	103	1810	1208	585	1810	1689	179
Grp Volume(v), veh/h	43	0	573	333	0	842	70	0	914	61	0	805
Grp Sat Flow(s),veh/h/ln	1810	0	1868	1810	0	1881	1810	0	1793	1810	0	1868
Q Serve(g_s), s	2.3	0.0	26.5	14.0	0.0	33.0	3.8	0.0	36.0	3.1	0.0	37.5
Cycle Q Clear(g_c), s	2.3	0.0	26.5	14.0	0.0	33.0	3.8	0.0	36.0	3.1	0.0	37.5
Prop In Lane	1.00		0.10	1.00		0.05	1.00		0.33	1.00		0.10
Lane Grp Cap(c), veh/h	136	0	495	253	0	621	109	0	645	136	0	700
V/C Ratio(X)	0.32	0.00	1.16	1.31	0.00	1.36	0.64	0.00	1.42	0.45	0.00	1.15
Avail Cap(c_a), veh/h	136	0	495	253	0	621	136	0	645	136	0	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.73	0.00	0.73
Uniform Delay (d), s/veh	43.8	0.0	36.8	43.0	0.0	33.5	46.0	0.0	32.0	40.6	0.0	12.5
Incr Delay (d2), s/veh	1.3	0.0	91.6	166.7	0.0	170.6	7.0	0.0	196.3	1.7	0.0	79.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	24.4	17.9	0.0	44.0	1.9	0.0	50.2	1.4	0.0	20.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	0.0	128.4	209.7	0.0	204.1	52.9	0.0	228.3	42.3	0.0	91.9
LnGrp LOS	D	A	F	F	A	F	D	A	F	D	A	F
Approach Vol, veh/h		616			1175			984			866	
Approach Delay, s/veh		122.6			205.7			215.8			88.4	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	40.0	18.0	30.5	10.0	41.5	11.5	37.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	36.0	14.0	26.5	7.5	36.0	7.5	33.0
Max Q Clear Time (g_c+I1), s	5.1	38.0	16.0	28.5	5.8	39.5	4.3	35.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	166.5
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	130	81	80	186	53	87	715	111	27	782	100
Future Volume (veh/h)	89	130	81	80	186	53	87	715	111	27	782	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	130	81	80	186	53	87	715	111	27	782	100
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	209	122	126	282	78	587	2302	1139	67	1630	207
Arrive On Green	0.06	0.10	0.10	0.07	0.10	0.10	0.65	1.00	1.00	0.04	0.35	0.35
Sat Flow, veh/h	1810	2189	1277	1810	2780	768	1810	3610	1609	1810	4657	592
Grp Volume(v), veh/h	89	106	105	80	119	120	87	715	111	27	579	303
Grp Sat Flow(s),veh/h/ln	1810	1805	1661	1810	1805	1743	1810	1805	1609	1810	1729	1791
Q Serve(g_s), s	4.8	5.6	6.1	4.3	6.3	6.7	1.9	0.0	0.0	1.5	13.1	13.2
Cycle Q Clear(g_c), s	4.8	5.6	6.1	4.3	6.3	6.7	1.9	0.0	0.0	1.5	13.1	13.2
Prop In Lane	1.00		0.77	1.00		0.44	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	116	173	159	126	183	177	587	2302	1139	67	1210	627
V/C Ratio(X)	0.77	0.61	0.66	0.63	0.65	0.68	0.15	0.31	0.10	0.40	0.48	0.48
Avail Cap(c_a), veh/h	253	397	365	235	379	366	587	2302	1139	181	1210	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	43.4	43.7	45.3	43.2	43.4	12.2	0.0	0.0	47.1	25.4	25.4
Incr Delay (d2), s/veh	10.1	3.5	4.7	5.2	3.8	4.6	0.1	0.3	0.2	3.9	1.4	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.7	2.7	2.1	3.0	3.1	0.8	0.1	0.1	0.7	5.5	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	46.9	48.4	50.4	47.1	47.9	12.3	0.3	0.2	51.0	26.7	28.1
LnGrp LOS	E	D	D	D	D	D	B	A	A	D	C	C
Approach Vol, veh/h		300			319			913			909	
Approach Delay, s/veh		50.2			48.2			1.5			27.9	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	67.8	11.0	13.6	36.5	39.0	10.4	14.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	39.0	13.0	22.0	14.0	35.0	14.0	21.0
Max Q Clear Time (g_c+I1), s	3.5	2.0	6.3	8.1	3.9	15.2	6.8	8.7
Green Ext Time (p_c), s	0.0	6.2	0.1	0.9	0.1	5.9	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	62	30	587	79	97	50	594	381	75	743	106
Future Volume (veh/h)	110	62	30	587	79	97	50	594	381	75	743	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	62	30	587	79	97	50	594	381	75	743	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	617	107	52	624	177	149	380	1787	1107	111	900	127
Arrive On Green	0.34	0.09	0.09	0.34	0.09	0.09	0.21	0.34	0.34	0.12	0.39	0.39
Sat Flow, veh/h	1810	1196	579	1810	1900	1595	1810	5187	1600	1810	4590	649
Grp Volume(v), veh/h	110	0	92	587	79	97	50	594	381	75	558	291
Grp Sat Flow(s),veh/h/ln	1810	0	1775	1810	1900	1595	1810	1729	1600	1810	1729	1781
Q Serve(g_s), s	4.3	0.0	5.0	31.5	3.9	5.0	2.2	8.5	9.7	4.0	14.5	14.7
Cycle Q Clear(g_c), s	4.3	0.0	5.0	31.5	3.9	5.0	2.2	8.5	9.7	4.0	14.5	14.7
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	617	0	159	624	177	149	380	1787	1107	111	678	349
V/C Ratio(X)	0.18	0.00	0.58	0.94	0.45	0.65	0.13	0.33	0.34	0.68	0.82	0.83
Avail Cap(c_a), veh/h	617	0	328	695	844	708	380	1787	1107	136	678	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80	0.95	0.95	0.95
Uniform Delay (d), s/veh	23.1	0.0	43.7	31.8	42.9	31.2	32.1	24.3	6.3	42.9	28.8	28.9
Incr Delay (d2), s/veh	0.1	0.0	3.3	19.9	1.8	4.8	0.1	0.4	0.7	9.1	10.4	19.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.3	16.8	1.9	2.5	1.0	3.5	3.1	2.0	5.7	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	0.0	47.1	51.7	44.6	35.9	32.2	24.7	7.0	52.0	39.3	48.3
LnGrp LOS	C	A	D	D	D	D	C	C	A	D	D	D
Approach Vol, veh/h		202			763			1025			924	
Approach Delay, s/veh		34.1			48.9			18.5			43.1	
Approach LOS		C			D			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	38.5	38.5	12.9	25.0	23.6	38.1	13.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	19.6	38.4	18.5	7.5	19.6	12.5	44.4
Max Q Clear Time (g_c+I1), s	6.0	11.7	33.5	7.0	4.2	16.7	6.3	7.0
Green Ext Time (p_c), s	0.0	3.4	1.0	0.3	0.0	1.5	0.1	0.8

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

Intersection	
Int Delay, s/veh	0.5

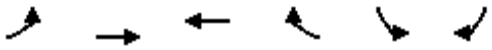
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	1815	1574	13	0	125
Future Vol, veh/h	0	1815	1574	13	0	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1815	1574	13	0	125

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	794
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*539
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*539
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	539
HCM Lane V/C Ratio	-	-	-	0.232
HCM Control Delay (s)	-	-	-	13.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.9

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	760	1062	1516	160	105	70
Future Volume (veh/h)	760	1062	1516	160	105	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	760	1062	1516	160	105	70
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	754	3977	1503	159	302	268
Arrive On Green	0.42	0.77	0.32	0.32	0.17	0.17
Sat Flow, veh/h	1810	5358	4918	501	1810	1610
Grp Volume(v), veh/h	760	1062	1104	572	105	70
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1790	1810	1610
Q Serve(g_s), s	50.0	7.2	38.0	38.0	6.2	4.5
Cycle Q Clear(g_c), s	50.0	7.2	38.0	38.0	6.2	4.5
Prop In Lane	1.00			0.28	1.00	1.00
Lane Grp Cap(c), veh/h	754	3977	1095	567	302	268
V/C Ratio(X)	1.01	0.27	1.01	1.01	0.35	0.26
Avail Cap(c_a), veh/h	754	3977	1095	567	302	268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	4.1	41.0	41.0	44.2	43.6
Incr Delay (d2), s/veh	34.8	0.0	29.2	40.1	3.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.7	2.2	20.4	22.8	3.0	4.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	69.8	4.1	70.2	81.1	47.4	45.9
LnGrp LOS	F	A	F	F	D	D
Approach Vol, veh/h		1822	1676		175	
Approach Delay, s/veh		31.5	73.9		46.8	
Approach LOS		C	E		D	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			96.0		24.0	54.0	42.0
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			92.0		20.0	50.0	38.0
Max Q Clear Time (g_c+I1), s			9.2		8.2	52.0	40.0
Green Ext Time (p_c), s			10.2		0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.6
HCM 6th LOS	D

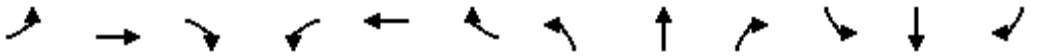
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1166	1608	145	0	67
Future Vol, veh/h	0	1166	1608	145	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1166	1608	145	0	67

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	877
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	254
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	254
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	24.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	254
HCM Lane V/C Ratio	-	-	-	0.264
HCM Control Delay (s)	-	-	-	24.2
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2916	571	0	2765	194	0	0	0	432	0	345
Future Volume (veh/h)	0	2916	571	0	2765	194	0	0	0	432	0	345
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	0	1900	1900				1900	1900	1900
Adj Flow Rate, veh/h	0	2916	571	0	2765	0				539	0	230
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	3180	585	0	3747					709	0	315
Arrive On Green	0.00	0.72	0.72	0.00	1.00	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	4573	810	0	5529	0				3619	0	1610
Grp Volume(v), veh/h	0	2250	1237	0	2765	0				539	0	230
Grp Sat Flow(s),veh/h/ln	0	1729	1754	0	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	56.9	72.9	0.0	0.0	0.0				15.5	0.0	14.7
Cycle Q Clear(g_c), s	0.0	56.9	72.9	0.0	0.0	0.0				15.5	0.0	14.7
Prop In Lane	0.00		0.46	0.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2498	1267	0	3747					709	0	315
V/C Ratio(X)	0.00	0.90	0.98	0.00	0.74					0.76	0.00	0.73
Avail Cap(c_a), veh/h	0	2499	1268	0	3749					709	0	315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.12	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.1	14.4	0.0	0.0	0.0				41.8	0.0	41.5
Incr Delay (d2), s/veh	0.0	5.0	19.6	0.0	0.1	0.0				7.5	0.0	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.8	30.4	0.0	0.0	0.0				7.6	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.1	34.0	0.0	0.1	0.0				49.3	0.0	55.3
LnGrp LOS	A	B	C	A	A					D	A	E
Approach Vol, veh/h		3487			2765	A					769	
Approach Delay, s/veh		23.1			0.1						51.1	
Approach LOS		C			A						D	

Timer - Assigned Phs		4		6		8						
Phs Duration (G+Y+Rc), s		84.0		26.0		84.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		79.5		21.5		79.5						
Max Q Clear Time (g_c+I1), s		74.9		17.5		2.0						
Green Ext Time (p_c), s		4.5		1.2		58.1						

Intersection Summary												
HCM 6th Ctrl Delay		17.1										
HCM 6th LOS		B										

Notes

User approved volume balancing among the lanes for turning movement.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	3091	0	0	2441	312	518	0	279	0	0	0
Future Volume (veh/h)	257	3091	0	0	2441	312	518	0	279	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	257	3091	0	0	2441	312	605	0	186			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	281	3804	0	0	2512	311	669	0	298			
Arrive On Green	0.31	1.00	0.00	0.00	0.54	0.54	0.18	0.00	0.18			
Sat Flow, veh/h	1810	5358	0	0	4846	579	3619	0	1610			
Grp Volume(v), veh/h	257	3091	0	0	1785	968	605	0	186			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1796	1810	0	1610			
Q Serve(g_s), s	15.1	0.0	0.0	0.0	54.3	59.1	18.0	0.0	11.7			
Cycle Q Clear(g_c), s	15.1	0.0	0.0	0.0	54.3	59.1	18.0	0.0	11.7			
Prop In Lane	1.00		0.00	0.00		0.32	1.00		1.00			
Lane Grp Cap(c), veh/h	281	3804	0	0	1858	965	669	0	298			
V/C Ratio(X)	0.92	0.81	0.00	0.00	0.96	1.00	0.90	0.00	0.62			
Avail Cap(c_a), veh/h	285	3815	0	0	1858	965	669	0	298			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.22	0.22	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.2	0.0	0.0	0.0	24.3	25.5	43.9	0.0	41.3			
Incr Delay (d2), s/veh	10.2	0.3	0.0	0.0	12.8	29.9	17.9	0.0	9.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.3	0.1	0.0	0.0	24.0	31.5	9.7	0.0	5.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	0.3	0.0	0.0	37.2	55.3	61.8	0.0	50.9			
LnGrp LOS	D	A	A	A	D	F	E	A	D			
Approach Vol, veh/h		3348			2753			791				
Approach Delay, s/veh		3.9			43.6			59.2				
Approach LOS		A			D			E				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	24.8	85.2	21.6	63.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	20.1	80.9	17.3	59.1
Max Q Clear Time (g_c+I1), s	20.0	2.0	17.1	61.1
Green Ext Time (p_c), s	0.0	67.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Traffic Volume (veh/h)	0	1259	683	671	1167	0	0	0	0	0	0	95
Future Volume (veh/h)	0	1259	683	671	1167	0	0	0	0	0	0	95
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				0	0	1900
Adj Flow Rate, veh/h	0	1259	683	671	1167	0				0	0	95
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1792	799	700	3369	0				0	0	0
Arrive On Green	0.00	0.50	0.50	0.39	0.93	0.00				0.00	0.00	0.00
Sat Flow, veh/h	0	3705	1610	1810	3705	0					0	
Grp Volume(v), veh/h	0	1259	683	671	1167	0					0.0	
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0						
Q Serve(g_s), s	0.0	24.3	33.4	32.5	2.9	0.0						
Cycle Q Clear(g_c), s	0.0	24.3	33.4	32.5	2.9	0.0						
Prop In Lane	0.00		1.00	1.00		0.00						
Lane Grp Cap(c), veh/h	0	1792	799	700	3369	0						
V/C Ratio(X)	0.00	0.70	0.85	0.96	0.35	0.00						
Avail Cap(c_a), veh/h	0	1792	799	714	3369	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	17.5	19.8	26.9	0.3	0.0						
Incr Delay (d2), s/veh	0.0	2.3	11.3	23.7	0.3	0.0						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	10.0	14.0	17.9	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.9	31.1	50.6	0.6	0.0						
LnGrp LOS	A	B	C	D	A	A						
Approach Vol, veh/h		1942			1838							
Approach Delay, s/veh		23.8			18.8							
Approach LOS		C			B							

Timer - Assigned Phs	1	2				6						
Phs Duration (G+Y+Rc), s	39.3	50.7				90.0						
Change Period (Y+Rc), s	4.5	6.0				6.0						
Max Green Setting (Gmax), s	35.5	34.5				74.5						
Max Q Clear Time (g_c+I1), s	34.5	35.4				4.9						
Green Ext Time (p_c), s	0.3	0.0				12.3						

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1655	144	0	1995	613	61	336	0	992	26	370
Future Volume (veh/h)	83	1655	144	0	1995	613	61	336	0	992	26	370
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	83	1655	144	0	1995	613	61	336	0	992	26	370
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	1719	148	0	1408	411	236	686	0	317	39	549
Arrive On Green	0.51	0.51	0.51	0.00	0.51	0.51	0.36	0.36	0.00	0.36	0.36	0.36
Sat Flow, veh/h	120	3363	290	0	2851	804	1004	1900	0	1061	107	1520
Grp Volume(v), veh/h	83	880	919	0	1271	1337	61	336	0	992	0	396
Grp Sat Flow(s),veh/h/ln	120	1805	1848	0	1805	1755	1004	1900	0	1061	0	1626
Q Serve(g_s), s	0.0	41.9	43.5	0.0	46.0	46.0	4.9	12.4	0.0	20.1	0.0	18.5
Cycle Q Clear(g_c), s	46.0	41.9	43.5	0.0	46.0	46.0	23.4	12.4	0.0	32.5	0.0	18.5
Prop In Lane	1.00		0.16	0.00		0.46	1.00		0.00	1.00		0.93
Lane Grp Cap(c), veh/h	80	923	944	0	923	897	236	686	0	317	0	587
V/C Ratio(X)	1.04	0.95	0.97	0.00	1.38	1.49	0.26	0.49	0.00	3.12	0.00	0.67
Avail Cap(c_a), veh/h	80	923	944	0	923	897	236	686	0	317	0	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	21.0	21.4	0.0	22.0	22.0	34.2	22.3	0.0	37.5	0.0	24.3
Incr Delay (d2), s/veh	111.3	20.4	23.5	0.0	176.6	226.8	2.6	2.5	0.0	964.4	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	21.2	23.2	0.0	62.9	73.6	1.4	5.8	0.0	92.1	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	156.3	41.3	44.9	0.0	198.6	248.8	36.8	24.8	0.0	1001.8	0.0	27.3
LnGrp LOS	F	D	D	A	F	F	D	C	A	F	A	C
Approach Vol, veh/h		1882			2608			397			1388	
Approach Delay, s/veh		48.1			224.3			26.6			723.8	
Approach LOS		D			F			C			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	52.0	38.0	52.0	38.0
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	46.0	32.5	46.0	32.5
Max Q Clear Time (g_c+I1), s	48.0	34.5	48.0	25.4
Green Ext Time (p_c), s	0.0	0.0	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	269.5
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1037	1827	11	9	1414	447	13	170	8	749	122	1047
Future Volume (veh/h)	1037	1827	11	9	1414	447	13	170	8	749	122	1047
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1037	1827	11	9	1414	447	13	170	8	749	122	1047
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	498	2227	13	193	902	387	60	712	602	444	64	548
Arrive On Green	0.28	0.42	0.42	0.11	0.25	0.25	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	5320	32	1810	3610	1549	488	1900	1606	1224	170	1462
Grp Volume(v), veh/h	1037	1187	651	9	1414	447	13	170	8	749	0	1169
Grp Sat Flow(s),veh/h/ln	1810	1729	1894	1810	1805	1549	488	1900	1606	1224	0	1633
Q Serve(g_s), s	33.0	36.5	36.5	0.5	30.0	30.0	0.0	7.4	0.4	37.6	0.0	45.0
Cycle Q Clear(g_c), s	33.0	36.5	36.5	0.5	30.0	30.0	45.0	7.4	0.4	45.0	0.0	45.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	498	1448	793	193	903	387	60	713	602	444	0	612
V/C Ratio(X)	2.08	0.82	0.82	0.05	1.57	1.15	0.22	0.24	0.01	1.69	0.00	1.91
Avail Cap(c_a), veh/h	498	1599	876	193	903	387	60	713	602	444	0	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	30.9	30.9	48.2	45.0	45.0	60.0	25.7	23.6	43.7	0.0	37.5
Incr Delay (d2), s/veh	494.6	3.3	5.8	0.1	260.4	94.9	8.1	0.8	0.0	319.0	0.0	415.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	88.0	15.6	17.6	0.2	45.9	21.6	0.5	3.5	0.2	52.8	0.0	88.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	538.1	34.1	36.7	48.2	305.4	139.9	68.1	26.5	23.6	362.7	0.0	452.8
LnGrp LOS	F	C	D	D	F	F	E	C	C	F	A	F
Approach Vol, veh/h		2875			1870			191			1918	
Approach Delay, s/veh		216.5			264.6			29.2			417.6	
Approach LOS		F			F			C			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	49.0	16.8	54.2	49.0	37.0	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	45.0	7.5	55.5	45.0	33.0	30.0
Max Q Clear Time (g_c+I1), s	47.0	2.5	38.5	47.0	35.0	32.0
Green Ext Time (p_c), s	0.0	0.0	11.7	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	280.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1952	475	150	1279	70	603	271	149	63	273	114
Future Volume (veh/h)	183	1952	475	150	1279	70	603	271	149	63	273	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	1952	475	150	1279	70	603	271	149	63	273	114
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	286	1533	359	136	1427	78	452	710	599	93	332	280
Arrive On Green	0.16	0.37	0.37	0.15	0.57	0.57	0.08	0.12	0.12	0.05	0.17	0.17
Sat Flow, veh/h	1810	4181	979	1810	5026	275	1810	1900	1601	1810	1900	1602
Grp Volume(v), veh/h	183	1601	826	150	880	469	603	271	149	63	273	114
Grp Sat Flow(s),veh/h/ln	1810	1729	1702	1810	1729	1843	1810	1900	1601	1810	1900	1602
Q Serve(g_s), s	11.4	44.0	44.0	9.0	26.9	26.9	30.0	15.7	10.1	4.1	16.6	7.6
Cycle Q Clear(g_c), s	11.4	44.0	44.0	9.0	26.9	26.9	30.0	15.7	10.1	4.1	16.6	7.6
Prop In Lane	1.00		0.58	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	1268	624	136	982	523	452	710	599	93	333	280
V/C Ratio(X)	0.64	1.26	1.32	1.11	0.90	0.90	1.33	0.38	0.25	0.68	0.82	0.41
Avail Cap(c_a), veh/h	286	1268	624	136	1066	568	452	710	599	145	333	280
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.39	0.39	0.39	0.37	0.37	0.37	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	38.0	38.0	51.0	24.4	24.4	55.1	39.8	37.4	56.0	47.7	44.0
Incr Delay (d2), s/veh	4.8	124.7	156.4	79.7	4.1	7.3	155.5	0.6	0.4	8.4	19.9	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	40.2	45.1	6.7	8.3	9.3	34.1	8.2	4.4	2.1	9.7	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	162.7	194.4	130.7	28.5	31.7	210.6	40.4	37.7	64.4	67.6	48.3
LnGrp LOS	D	F	F	F	C	C	F	D	D	E	E	D
Approach Vol, veh/h		2610			1499			1023			450	
Approach Delay, s/veh		165.0			39.7			140.3			62.3	
Approach LOS		F			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	48.9	13.0	48.0	34.0	25.0	22.9	38.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	41.4	9.0	44.0	30.0	21.0	16.0	37.0
Max Q Clear Time (g_c+I1), s	6.1	17.7	11.0	46.0	32.0	18.6	13.4	28.9
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.0	0.5	0.1	5.2

Intersection Summary	
HCM 6th Ctrl Delay	118.5
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	2493	402	118	1527	126	470	152	108	250	327	420
Future Volume (veh/h)	328	2493	402	118	1527	126	470	152	108	250	327	420
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	328	2493	0	118	1527	126	311	375	108	250	327	420
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	356	2291		122	1621	503	314	329	275	333	350	297
Arrive On Green	0.20	0.44	0.00	0.14	0.62	0.62	0.17	0.17	0.17	0.06	0.06	0.06
Sat Flow, veh/h	1810	5187	1610	1810	5187	1610	1810	1900	1589	1810	1900	1610
Grp Volume(v), veh/h	328	2493	0	118	1527	126	311	375	108	250	327	420
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1610	1810	1900	1589	1810	1900	1610
Q Serve(g_s), s	21.3	53.0	0.0	7.8	32.2	4.2	20.6	20.8	7.2	16.3	20.6	22.1
Cycle Q Clear(g_c), s	21.3	53.0	0.0	7.8	32.2	4.2	20.6	20.8	7.2	16.3	20.6	22.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	2291		122	1621	503	314	329	275	333	350	297
V/C Ratio(X)	0.92	1.09		0.97	0.94	0.25	0.99	1.14	0.39	0.75	0.93	1.42
Avail Cap(c_a), veh/h	356	2291		122	1656	514	314	329	275	333	350	297
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	0.60	0.60	0.60	1.00	1.00	1.00	0.26	0.26	0.26
Uniform Delay (d), s/veh	47.3	33.5	0.0	51.8	21.5	16.3	49.5	49.6	44.0	53.6	55.6	56.4
Incr Delay (d2), s/veh	28.7	47.8	0.0	53.2	7.4	0.2	48.7	92.6	4.2	2.5	12.1	192.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	31.6	0.0	5.1	9.4	1.5	13.5	18.3	3.2	8.2	11.7	25.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.0	81.3	0.0	104.9	28.9	16.4	98.2	142.2	48.1	56.1	67.8	248.9
LnGrp LOS	E	F		F	C	B	F	F	D	E	E	F
Approach Vol, veh/h		2821	A		1771			794			997	
Approach Delay, s/veh		80.6			33.1			112.2			141.2	
Approach LOS		F			C			F			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.8	12.1	57.0	26.1	27.6	41.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.8	8.1	53.0	22.1	22.8	38.3
Max Q Clear Time (g_c+I1), s	22.8	9.8	55.0	24.1	23.3	34.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	80.8
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

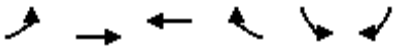
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	352	2177	128	94	1346	355	80	383	115	575	524	236
Future Volume (veh/h)	352	2177	128	94	1346	355	80	383	115	575	524	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	352	2177	128	94	1346	355	80	383	115	575	524	236
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	383	1805	794	113	1433	377	219	444	131	497	872	388
Arrive On Green	0.28	0.67	0.67	0.06	0.35	0.35	0.06	0.16	0.16	0.14	0.24	0.24
Sat Flow, veh/h	1810	3610	1588	1810	4084	1074	3510	2731	809	3510	3610	1604
Grp Volume(v), veh/h	352	2177	128	94	1139	562	80	251	247	575	524	236
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1729	1700	1755	1805	1735	1755	1805	1604
Q Serve(g_s), s	22.6	60.0	2.7	6.2	38.3	38.4	2.6	16.3	16.7	17.0	15.5	15.7
Cycle Q Clear(g_c), s	22.6	60.0	2.7	6.2	38.3	38.4	2.6	16.3	16.7	17.0	15.5	15.7
Prop In Lane	1.00		1.00	1.00		0.63	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	383	1805	794	113	1214	597	219	293	282	497	872	388
V/C Ratio(X)	0.92	1.21	0.16	0.83	0.94	0.94	0.36	0.86	0.88	1.16	0.60	0.61
Avail Cap(c_a), veh/h	383	1805	794	113	1222	601	219	293	282	497	872	388
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.50	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	20.1	5.9	55.6	37.7	37.7	54.0	48.9	49.1	51.5	40.4	40.5
Incr Delay (d2), s/veh	3.8	93.3	0.0	22.3	7.9	14.2	1.0	26.1	29.4	91.0	3.1	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	43.1	1.2	3.5	17.3	18.1	1.2	9.4	9.5	13.7	7.2	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	113.4	5.9	77.9	45.6	51.9	55.0	75.0	78.4	142.5	43.4	47.4
LnGrp LOS	D	F	A	E	D	D	D	E	E	F	D	D
Approach Vol, veh/h		2657			1795			578			1335	
Approach Delay, s/veh		99.3			49.3			73.7			86.8	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	23.5	11.5	64.0	11.5	33.0	29.4	46.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	19.5	7.5	60.0	7.5	29.0	25.1	42.4
Max Q Clear Time (g_c+I1), s	19.0	18.7	8.2	62.0	4.6	17.7	24.6	40.4
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	3.4	0.1	1.7

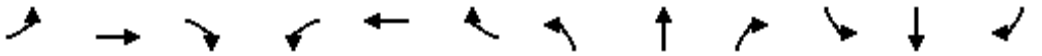
Intersection Summary	
HCM 6th Ctrl Delay	80.2
HCM 6th LOS	F



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	2912	1495	181	419	282
Future Volume (veh/h)	88	2912	1495	181	419	282
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	2912	1495	181	419	282
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	245	2853	1804	1070	1112	728
Arrive On Green	0.14	0.55	0.23	0.23	0.32	0.32
Sat Flow, veh/h	1810	5358	5358	1610	3510	1610
Grp Volume(v), veh/h	88	2912	1495	181	419	282
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1610	1755	1610
Q Serve(g_s), s	2.7	33.0	16.4	2.9	5.6	0.0
Cycle Q Clear(g_c), s	2.7	33.0	16.4	2.9	5.6	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	245	2853	1804	1070	1112	728
V/C Ratio(X)	0.36	1.02	0.83	0.17	0.38	0.39
Avail Cap(c_a), veh/h	245	2853	1850	1084	1112	728
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	23.6	13.5	21.3	4.5	15.9	10.9
Incr Delay (d2), s/veh	0.1	11.6	0.3	0.0	1.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	12.8	6.8	2.0	2.2	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.6	25.1	21.6	4.5	16.9	12.5
LnGrp LOS	C	F	C	A	B	B
Approach Vol, veh/h		3000	1676		701	
Approach Delay, s/veh		25.0	19.8		15.1	
Approach LOS		C	B		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		37.0		23.0	12.1	24.9
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		33.0		19.0	7.6	21.4
Max Q Clear Time (g_c+I1), s		35.0		7.6	4.7	18.4
Green Ext Time (p_c), s		0.0		2.1	0.0	2.4

Intersection Summary		
HCM 6th Ctrl Delay	22.1	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	2400	281	404	1610	266	164	414	201	260	369	88
Future Volume (veh/h)	133	2400	281	404	1610	266	164	414	201	260	369	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	133	2400	281	404	1610	266	164	414	201	260	369	88
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	161	1624	724	256	2250	370	136	410	196	181	579	137
Arrive On Green	0.09	0.45	0.45	0.28	1.00	1.00	0.02	0.06	0.06	0.10	0.20	0.20
Sat Flow, veh/h	1810	3610	1608	1810	4477	736	1810	2341	1121	1810	2897	683
Grp Volume(v), veh/h	133	2400	281	404	1242	634	164	318	297	260	228	229
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1729	1755	1810	1805	1657	1810	1805	1775
Q Serve(g_s), s	8.7	54.0	14.0	17.0	0.0	0.0	9.0	21.0	21.0	12.0	13.9	14.2
Cycle Q Clear(g_c), s	8.7	54.0	14.0	17.0	0.0	0.0	9.0	21.0	21.0	12.0	13.9	14.2
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.68	1.00		0.38
Lane Grp Cap(c), veh/h	161	1625	724	256	1738	882	136	316	290	181	361	355
V/C Ratio(X)	0.83	1.48	0.39	1.58	0.71	0.72	1.21	1.01	1.02	1.44	0.63	0.64
Avail Cap(c_a), veh/h	244	1625	724	256	1738	882	136	316	290	181	361	355
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	33.0	22.0	43.0	0.0	0.0	58.5	56.5	56.5	54.0	44.0	44.1
Incr Delay (d2), s/veh	1.3	215.1	0.0	260.9	0.1	0.3	100.3	16.8	22.4	225.1	8.2	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	71.3	5.3	25.0	0.0	0.1	8.1	11.7	11.2	16.8	7.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	248.1	22.0	303.9	0.1	0.3	158.8	73.3	78.9	279.1	52.1	52.8
LnGrp LOS	E	F	C	F	A	A	F	F	F	F	D	D
Approach Vol, veh/h		2814			2280			779			717	
Approach Delay, s/veh		216.4			54.0			93.5			134.7	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	25.0	21.0	58.0	13.0	28.0	14.7	64.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	21.0	17.0	54.0	9.0	24.0	16.2	54.8
Max Q Clear Time (g_c+I1), s	14.0	23.0	19.0	56.0	11.0	16.2	10.7	2.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.7	0.1	23.7

Intersection Summary	
HCM 6th Ctrl Delay	136.8
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	702	2236	474	12	1238	407	164	141	16	242	248	254
Future Volume (veh/h)	702	2236	474	12	1238	407	164	141	16	242	248	254
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	702	2236	474	12	1238	407	164	141	16	242	248	254
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	558	2395	744	205	1029	338	301	572	64	211	743	828
Arrive On Green	0.62	0.92	0.92	0.11	0.27	0.27	0.09	0.17	0.17	0.19	0.34	0.34
Sat Flow, veh/h	1810	5187	1610	1810	3860	1267	3510	3268	365	1810	3610	1610
Grp Volume(v), veh/h	702	2236	474	12	1109	536	164	77	80	242	248	254
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1669	1755	1805	1828	1810	1805	1610
Q Serve(g_s), s	37.0	28.7	6.6	0.7	32.0	32.0	5.4	4.4	4.5	14.0	6.1	6.4
Cycle Q Clear(g_c), s	37.0	28.7	6.6	0.7	32.0	32.0	5.4	4.4	4.5	14.0	6.1	6.4
Prop In Lane	1.00		1.00	1.00		0.76	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	558	2395	744	205	922	445	301	316	320	211	743	828
V/C Ratio(X)	1.26	0.93	0.64	0.06	1.20	1.20	0.54	0.24	0.25	1.15	0.33	0.31
Avail Cap(c_a), veh/h	558	2658	825	205	922	445	301	316	320	211	743	828
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	0.23	0.23	0.23	1.00	1.00	1.00	1.00	1.00	1.00	0.39	0.39	0.39
Uniform Delay (d), s/veh	23.0	3.6	2.7	47.5	44.0	44.0	52.6	42.7	42.7	48.3	33.3	6.1
Incr Delay (d2), s/veh	119.7	1.7	0.3	0.1	101.5	111.8	2.0	1.8	1.9	85.8	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.7	2.1	1.1	0.3	26.6	26.9	2.5	2.1	2.2	10.8	2.6	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	142.7	5.3	3.0	47.6	145.5	155.8	54.6	44.5	44.6	134.1	33.7	6.4
LnGrp LOS	F	A	A	D	F	F	D	D	D	F	C	A
Approach Vol, veh/h		3412			1657			321			744	
Approach Delay, s/veh		33.3			148.1			49.7			57.1	
Approach LOS		C			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	25.0	17.6	59.4	14.3	28.7	41.0	36.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	21.0	7.5	61.5	10.3	24.7	37.0	32.0
Max Q Clear Time (g_c+I1), s	16.0	6.5	2.7	30.7	7.4	8.4	39.0	34.0
Green Ext Time (p_c), s	0.0	0.6	0.0	24.7	0.1	2.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	68.0
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	2443	181	91	1738	317	206	545	105	396	513	212
Future Volume (veh/h)	248	2443	181	91	1738	317	206	545	105	396	513	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	248	2443	181	91	1738	317	206	545	105	396	513	212
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	2278	935	113	1607	290	268	572	249	374	782	569
Arrive On Green	0.14	0.44	0.44	0.06	0.36	0.36	0.05	0.05	0.05	0.21	0.22	0.22
Sat Flow, veh/h	1810	5187	1585	1810	4402	794	1810	3610	1572	1810	3610	1610
Grp Volume(v), veh/h	248	2443	181	91	1361	694	206	545	105	396	513	212
Grp Sat Flow(s),veh/h/ln	1810	1729	1585	1810	1729	1738	1810	1805	1572	1810	1805	1610
Q Serve(g_s), s	16.4	52.7	1.5	6.0	43.8	43.8	13.5	18.1	7.8	24.8	15.6	0.0
Cycle Q Clear(g_c), s	16.4	52.7	1.5	6.0	43.8	43.8	13.5	18.1	7.8	24.8	15.6	0.0
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	2278	935	113	1262	634	268	572	249	374	782	569
V/C Ratio(X)	1.00	1.07	0.19	0.80	1.08	1.09	0.77	0.95	0.42	1.06	0.66	0.37
Avail Cap(c_a), veh/h	247	2278	935	113	1262	634	268	572	249	374	782	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.14	0.14	0.14	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	33.7	4.8	55.5	38.1	38.1	55.0	56.4	51.5	47.6	42.9	28.9
Incr Delay (d2), s/veh	17.8	33.6	0.0	6.0	37.8	46.4	10.5	24.4	4.3	62.9	4.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	28.5	1.1	2.9	24.8	26.4	7.4	10.7	3.5	17.6	7.4	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.6	67.3	4.9	61.5	75.9	84.5	65.5	80.9	55.8	110.5	47.2	30.8
LnGrp LOS	F	F	A	E	F	F	E	F	E	F	D	C
Approach Vol, veh/h		2872			2146			856			1121	
Approach Delay, s/veh		63.5			78.1			74.1			66.5	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.8	23.0	11.5	56.7	21.8	30.0	20.4	47.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	24.8	19.0	7.5	52.7	17.8	26.0	16.4	43.8
Max Q Clear Time (g_c+I1), s	26.8	20.1	8.0	54.7	15.5	17.6	18.4	45.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	2.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	69.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	1353	883	7	874	79	579	449	28	187	591	164
Future Volume (veh/h)	184	1353	883	7	874	79	579	449	28	187	591	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	1353	883	7	874	79	579	449	28	187	591	164
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	212	1384	988	44	970	88	808	1165	72	220	640	177
Arrive On Green	0.12	0.38	0.38	0.02	0.29	0.29	0.23	0.34	0.34	0.04	0.08	0.08
Sat Flow, veh/h	1810	3610	1610	1810	3342	302	3510	3449	214	1810	2793	773
Grp Volume(v), veh/h	184	1353	883	7	472	481	579	234	243	187	381	374
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1840	1755	1805	1858	1810	1805	1761
Q Serve(g_s), s	12.0	44.4	28.7	0.5	30.2	30.2	18.2	11.9	11.9	12.3	25.2	25.3
Cycle Q Clear(g_c), s	12.0	44.4	28.7	0.5	30.2	30.2	18.2	11.9	11.9	12.3	25.2	25.3
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.12	1.00		0.44
Lane Grp Cap(c), veh/h	212	1384	988	44	524	534	808	610	628	220	414	404
V/C Ratio(X)	0.87	0.98	0.89	0.16	0.90	0.90	0.72	0.38	0.39	0.85	0.92	0.93
Avail Cap(c_a), veh/h	244	1384	988	113	561	572	808	610	628	318	414	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	52.1	36.5	19.9	57.4	40.9	40.9	42.6	30.2	30.3	56.5	54.4	54.4
Incr Delay (d2), s/veh	24.2	19.0	10.5	1.4	14.2	14.0	3.1	1.8	1.8	11.4	24.3	25.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	22.8	10.1	0.2	15.3	15.6	8.2	5.5	5.7	6.7	15.0	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	55.5	30.4	58.7	55.2	55.0	45.7	32.1	32.0	67.9	78.7	79.7
LnGrp LOS	E	E	C	E	E	D	D	C	C	E	E	E
Approach Vol, veh/h		2420			960			1056			942	
Approach Delay, s/veh		47.9			55.1			39.5			77.0	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	44.5	6.9	50.0	31.6	31.5	18.1	38.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.6	29.4	7.5	46.0	23.0	27.5	16.2	37.3
Max Q Clear Time (g_c+I1), s	4.3	13.9	2.5	46.4	20.2	27.3	14.0	32.2
Green Ext Time (p_c), s	0.3	2.5	0.0	0.0	0.7	0.1	0.1	2.7

Intersection Summary	
HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	188	239	897	164	370	1259
Future Volume (veh/h)	188	239	897	164	370	1259
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	188	239	897	164	370	1259
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	628	288	902	403	1478	2603
Arrive On Green	0.18	0.18	0.25	0.25	0.42	0.72
Sat Flow, veh/h	3510	1610	3705	1610	3510	3705
Grp Volume(v), veh/h	188	239	897	164	370	1259
Grp Sat Flow(s),veh/h/ln	1755	1610	1805	1610	1755	1805
Q Serve(g_s), s	3.7	11.4	19.8	6.8	5.5	11.9
Cycle Q Clear(g_c), s	3.7	11.4	19.8	6.8	5.5	11.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	628	288	903	403	1478	2603
V/C Ratio(X)	0.30	0.83	0.99	0.41	0.25	0.48
Avail Cap(c_a), veh/h	878	403	903	403	1478	2603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	31.7	29.9	25.1	15.0	4.8
Incr Delay (d2), s/veh	0.2	6.9	28.5	3.0	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.9	11.8	2.9	2.1	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.7	38.6	58.5	28.1	15.1	5.4
LnGrp LOS	C	D	E	C	B	A
Approach Vol, veh/h	427		1061			1629
Approach Delay, s/veh	34.2		53.8			7.6
Approach LOS	C		D			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	37.7	24.0			61.7	18.3
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	28.0	20.0			52.0	20.0
Max Q Clear Time (g_c+I1), s	17.5	21.8			13.9	13.4
Green Ext Time (p_c), s	1.3	0.0			12.6	0.9

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	2261	195	163	1654	134	211	380	134	300	428	125
Future Volume (veh/h)	308	2261	195	163	1654	134	211	380	134	300	428	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	308	2261	195	163	1654	134	211	380	134	300	428	125
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	333	2148	183	169	1714	139	234	439	153	296	555	160
Arrive On Green	0.37	0.88	0.88	0.12	0.47	0.47	0.04	0.06	0.06	0.16	0.20	0.20
Sat Flow, veh/h	1810	4862	413	1810	4883	395	1810	2610	906	1810	2741	792
Grp Volume(v), veh/h	308	1598	858	163	1171	617	211	261	253	300	280	273
Grp Sat Flow(s),veh/h/ln	1810	1729	1818	1810	1729	1820	1810	1805	1712	1810	1805	1728
Q Serve(g_s), s	19.6	53.0	53.0	10.8	39.4	39.5	13.9	17.2	17.6	19.6	17.6	17.9
Cycle Q Clear(g_c), s	19.6	53.0	53.0	10.8	39.4	39.5	13.9	17.2	17.6	19.6	17.6	17.9
Prop In Lane	1.00		0.23	1.00		0.22	1.00		0.53	1.00		0.46
Lane Grp Cap(c), veh/h	333	1527	803	169	1214	639	234	304	288	296	366	350
V/C Ratio(X)	0.93	1.05	1.07	0.97	0.96	0.97	0.90	0.86	0.88	1.02	0.77	0.78
Avail Cap(c_a), veh/h	333	1527	803	169	1216	640	234	304	288	296	366	350
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	7.0	7.0	52.4	31.3	31.3	56.7	55.3	55.4	50.2	45.2	45.3
Incr Delay (d2), s/veh	4.7	23.1	33.5	13.5	2.9	5.1	30.9	23.0	26.4	56.2	14.2	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	7.7	10.4	5.3	15.3	16.6	8.8	10.3	10.2	13.4	9.3	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	30.1	40.5	65.9	34.1	36.4	87.6	78.3	81.9	106.4	59.4	61.0
LnGrp LOS	D	F	F	E	C	D	F	E	F	F	E	E
Approach Vol, veh/h		2764			1951			725			853	
Approach Delay, s/veh		34.7			37.5			82.2			76.5	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.6	24.2	15.2	57.0	19.5	28.3	26.1	46.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.6	20.2	11.2	53.0	15.5	24.3	22.0	42.2
Max Q Clear Time (g_c+I1), s	21.6	19.6	12.8	55.0	15.9	19.9	21.6	41.5
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	1.4	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1093	296	47	690	64	132	486	46	76	672	53
Future Volume (veh/h)	88	1093	296	47	690	64	132	486	46	76	672	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	1093	296	47	690	64	132	486	46	76	672	53
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	1187	319	84	1357	126	159	894	84	236	1053	83
Arrive On Green	0.06	0.42	0.42	0.05	0.41	0.41	0.09	0.27	0.27	0.26	0.62	0.62
Sat Flow, veh/h	1810	2813	755	1810	3340	310	1810	3332	314	1810	3389	267
Grp Volume(v), veh/h	88	698	691	47	373	381	132	262	270	76	358	367
Grp Sat Flow(s),veh/h/ln	1810	1805	1763	1810	1805	1844	1810	1805	1842	1810	1805	1851
Q Serve(g_s), s	5.8	43.8	44.7	3.1	18.5	18.6	8.6	14.9	15.1	4.1	14.9	15.0
Cycle Q Clear(g_c), s	5.8	43.8	44.7	3.1	18.5	18.6	8.6	14.9	15.1	4.1	14.9	15.0
Prop In Lane	1.00		0.43	1.00		0.17	1.00		0.17	1.00		0.14
Lane Grp Cap(c), veh/h	112	762	744	84	733	749	159	484	494	236	561	575
V/C Ratio(X)	0.79	0.92	0.93	0.56	0.51	0.51	0.83	0.54	0.55	0.32	0.64	0.64
Avail Cap(c_a), veh/h	190	785	767	118	733	749	198	484	494	236	561	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.44	0.44	0.44	0.38	0.38	0.38	1.00	1.00	1.00	0.48	0.48	0.48
Uniform Delay (d), s/veh	55.5	32.7	33.0	56.0	26.6	26.7	53.8	37.6	37.6	40.1	18.5	18.5
Incr Delay (d2), s/veh	5.4	7.8	9.1	2.3	0.2	0.2	20.8	4.3	4.3	0.4	2.7	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	20.3	20.5	1.4	8.0	8.2	4.8	7.2	7.4	1.8	4.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	40.5	42.1	58.3	26.9	26.9	74.6	41.9	41.9	40.5	21.2	21.1
LnGrp LOS	E	D	D	E	C	C	E	D	D	D	C	C
Approach Vol, veh/h		1477			801			664			801	
Approach Delay, s/veh		42.5			28.7			48.4			23.0	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	36.2	9.5	54.6	14.6	41.3	11.4	52.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.8	32.2	7.8	52.2	13.1	30.9	12.6	47.4
Max Q Clear Time (g_c+I1), s	10.1	17.1	5.1	46.7	10.6	17.0	7.8	20.6
Green Ext Time (p_c), s	0.1	2.8	0.0	3.9	0.1	3.9	0.1	5.2

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	398	98	26	341	208	88	285	59	377	255	27
Future Volume (veh/h)	27	398	98	26	341	208	88	285	59	377	255	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	398	98	26	341	208	88	285	59	377	255	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	711	317	135	423	253	136	1089	222	362	1613	169
Arrive On Green	0.04	0.20	0.20	0.04	0.20	0.20	0.08	0.36	0.36	0.20	0.49	0.49
Sat Flow, veh/h	3510	3610	1610	3510	2160	1289	1810	2986	609	1810	3296	346
Grp Volume(v), veh/h	27	398	98	26	284	265	88	171	173	377	139	143
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1644	1810	1805	1790	1810	1805	1837
Q Serve(g_s), s	0.6	8.0	4.2	0.6	12.0	12.4	3.8	5.3	5.5	16.0	3.4	3.5
Cycle Q Clear(g_c), s	0.6	8.0	4.2	0.6	12.0	12.4	3.8	5.3	5.5	16.0	3.4	3.5
Prop In Lane	1.00		1.00	1.00		0.78	1.00		0.34	1.00		0.19
Lane Grp Cap(c), veh/h	139	711	317	135	354	322	136	658	653	362	883	899
V/C Ratio(X)	0.19	0.56	0.31	0.19	0.80	0.82	0.65	0.26	0.27	1.04	0.16	0.16
Avail Cap(c_a), veh/h	329	835	372	329	417	380	213	658	653	362	883	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.56	0.56	0.56	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	29.0	27.5	37.3	30.7	30.8	36.0	17.8	17.9	32.0	11.3	11.3
Incr Delay (d2), s/veh	0.7	0.7	0.5	0.4	5.4	7.0	5.1	1.0	1.0	58.6	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.4	1.6	0.2	5.6	5.4	1.8	2.3	2.3	12.6	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	29.7	28.0	37.6	36.1	37.9	41.1	18.8	18.9	90.6	11.7	11.7
LnGrp LOS	D	C	C	D	D	D	D	B	B	F	B	B
Approach Vol, veh/h		523			575			432			659	
Approach Delay, s/veh		29.8			37.0			23.4			56.8	
Approach LOS		C			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	33.2	7.1	19.8	10.0	43.2	7.2	19.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	22.0	7.5	18.5	9.4	28.6	7.5	18.5
Max Q Clear Time (g_c+I1), s	8.0	7.5	2.6	10.0	5.8	5.5	2.6	14.4
Green Ext Time (p_c), s	0.0	1.7	0.0	1.9	0.1	1.6	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	511	1745	501	523	1331	200	493	1024	347	291	1342	247
Future Volume (veh/h)	511	1745	501	523	1331	200	493	1024	347	291	1342	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	511	1745	501	523	1331	200	493	1024	347	291	1342	247
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	506	1143	502	380	1274	191	302	1041	449	277	993	437
Arrive On Green	0.14	0.32	0.32	0.11	0.28	0.28	0.06	0.10	0.10	0.15	0.28	0.28
Sat Flow, veh/h	3510	3610	1584	3510	4535	681	1810	3610	1558	1810	3610	1589
Grp Volume(v), veh/h	511	1745	501	523	1015	516	493	1024	347	291	1342	247
Grp Sat Flow(s),veh/h/ln	1755	1805	1584	1755	1729	1758	1810	1805	1558	1810	1805	1589
Q Serve(g_s), s	17.3	38.0	25.0	13.0	33.7	33.7	20.0	34.0	26.1	18.4	33.0	16.0
Cycle Q Clear(g_c), s	17.3	38.0	25.0	13.0	33.7	33.7	20.0	34.0	26.1	18.4	33.0	16.0
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	506	1143	502	380	971	494	302	1041	449	277	993	437
V/C Ratio(X)	1.01	1.53	1.00	1.38	1.05	1.05	1.63	0.98	0.77	1.05	1.35	0.57
Avail Cap(c_a), veh/h	506	1143	502	380	971	494	302	1041	449	277	993	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.31	0.31	0.31	0.44	0.44	0.44	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	41.0	17.8	53.5	43.2	43.2	56.7	54.0	50.4	50.8	43.5	37.3
Incr Delay (d2), s/veh	14.4	237.3	11.7	174.1	29.4	35.4	292.2	15.1	5.7	67.4	165.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	54.3	10.5	14.9	18.2	19.3	34.2	18.7	11.6	13.5	37.3	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	278.3	29.5	227.6	72.6	78.5	348.9	69.1	56.1	118.2	208.5	42.6
LnGrp LOS	F	F	C	F	F	F	F	E	E	F	F	D
Approach Vol, veh/h		2757			2054			1864			1880	
Approach Delay, s/veh		193.7			113.5			140.7			172.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	38.6	17.0	42.0	24.0	37.0	21.3	37.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.4	34.6	13.0	38.0	20.0	33.0	17.3	33.7
Max Q Clear Time (g_c+I1), s	20.4	36.0	15.0	40.0	22.0	35.0	19.3	35.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	158.3
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	864	320	144	696	89	264	1548	150	186	2013	64
Future Volume (veh/h)	102	864	320	144	696	89	264	1548	150	186	2013	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	102	864	320	144	696	89	264	1548	150	186	2013	64
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	727	268	136	928	119	241	1883	182	210	1936	61
Arrive On Green	0.07	0.28	0.28	0.15	0.58	0.58	0.13	0.39	0.39	0.12	0.38	0.38
Sat Flow, veh/h	1810	2564	947	1810	3220	411	1810	4797	464	1810	5161	164
Grp Volume(v), veh/h	102	607	577	144	390	395	264	1115	583	186	1347	730
Grp Sat Flow(s),veh/h/ln	1810	1805	1706	1810	1805	1826	1810	1729	1804	1810	1729	1867
Q Serve(g_s), s	6.7	34.0	34.0	9.0	19.3	19.4	16.0	34.7	34.8	12.2	45.0	45.0
Cycle Q Clear(g_c), s	6.7	34.0	34.0	9.0	19.3	19.4	16.0	34.7	34.8	12.2	45.0	45.0
Prop In Lane	1.00		0.55	1.00		0.23	1.00		0.26	1.00		0.09
Lane Grp Cap(c), veh/h	127	511	483	136	520	526	241	1357	708	210	1297	700
V/C Ratio(X)	0.81	1.19	1.19	1.06	0.75	0.75	1.09	0.82	0.82	0.89	1.04	1.04
Avail Cap(c_a), veh/h	151	511	483	136	520	526	241	1357	708	210	1297	700
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.33	0.76	0.76	0.76	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	55.0	43.0	43.0	51.0	22.2	22.2	52.0	32.7	32.7	52.3	37.5	37.5
Incr Delay (d2), s/veh	8.7	91.2	94.0	84.5	4.6	4.6	85.4	5.7	10.4	4.6	20.4	23.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	27.9	26.8	6.9	6.4	6.5	13.0	15.4	17.0	5.8	22.3	24.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	134.2	137.0	135.5	26.8	26.7	137.4	38.4	43.2	56.9	57.9	61.1
LnGrp LOS	E	F	F	F	C	C	F	D	D	E	F	F
Approach Vol, veh/h		1286			929			1962			2263	
Approach Delay, s/veh		129.8			43.6			53.1			58.8	
Approach LOS		F			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	51.1	13.0	38.0	20.0	49.0	12.4	38.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.9	47.1	9.0	34.0	16.0	45.0	10.0	33.0
Max Q Clear Time (g_c+I1), s	11.2	36.8	11.0	36.0	18.0	47.0	8.7	21.4
Green Ext Time (p_c), s	0.0	7.5	0.0	0.0	0.0	0.0	0.0	3.9

Intersection Summary	
HCM 6th Ctrl Delay	69.1
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	451	215	495	401	242	275	1671	488	406	1792	59
Future Volume (veh/h)	88	451	215	495	401	242	275	1671	488	406	1792	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	451	215	495	401	242	275	1671	488	406	1792	59
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	374	177	407	696	415	241	1556	475	332	1804	59
Arrive On Green	0.06	0.16	0.16	0.22	0.32	0.32	0.27	0.60	0.60	0.18	0.35	0.35
Sat Flow, veh/h	1810	2360	1115	1810	2164	1289	1810	5187	1582	1810	5154	170
Grp Volume(v), veh/h	88	344	322	495	334	309	275	1671	488	406	1202	649
Grp Sat Flow(s),veh/h/ln	1810	1805	1670	1810	1805	1648	1810	1729	1582	1810	1729	1865
Q Serve(g_s), s	5.8	19.0	19.0	27.0	18.5	18.8	16.0	36.0	36.0	22.0	41.6	41.6
Cycle Q Clear(g_c), s	5.8	19.0	19.0	27.0	18.5	18.8	16.0	36.0	36.0	22.0	41.6	41.6
Prop In Lane	1.00		0.67	1.00		0.78	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	112	286	264	407	581	530	241	1556	475	332	1210	653
V/C Ratio(X)	0.79	1.20	1.22	1.22	0.57	0.58	1.14	1.07	1.03	1.22	0.99	0.99
Avail Cap(c_a), veh/h	185	286	264	407	581	530	241	1556	475	332	1210	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.65	0.65	0.65	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	50.5	50.5	46.5	33.9	34.0	44.0	24.0	24.0	49.0	38.9	38.9
Incr Delay (d2), s/veh	8.1	112.2	119.4	111.2	0.9	1.1	68.0	34.7	20.5	124.7	24.3	33.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	17.4	16.7	24.6	8.2	7.7	10.7	14.8	11.7	21.4	21.4	24.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	162.7	169.9	157.7	34.8	35.1	112.0	58.7	44.5	173.7	63.1	72.8
LnGrp LOS	E	F	F	F	C	D	F	F	F	F	E	E
Approach Vol, veh/h		754			1138			2434			2257	
Approach Delay, s/veh		154.2			88.3			61.9			85.8	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	40.0	31.0	23.0	20.0	46.0	11.4	42.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	36.0	27.0	19.0	16.0	42.0	12.3	33.7
Max Q Clear Time (g_c+I1), s	24.0	38.0	29.0	21.0	18.0	43.6	7.8	20.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	85.2
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	143	135	339	80	137	112	2314	326	132	2386	60
Future Volume (veh/h)	29	143	135	339	80	137	112	2314	326	132	2386	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	143	135	339	80	137	112	2314	326	132	2386	60
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	177	178	295	70	320	113	2050	279	195	2555	64
Arrive On Green	0.11	0.11	0.11	0.20	0.20	0.20	0.06	0.45	0.45	0.22	0.98	0.98
Sat Flow, veh/h	318	1566	1579	1477	349	1598	1810	4598	625	1810	5201	130
Grp Volume(v), veh/h	172	0	135	419	0	137	112	1719	921	132	1583	863
Grp Sat Flow(s),veh/h/ln	1884	0	1579	1826	0	1598	1810	1729	1766	1810	1729	1873
Q Serve(g_s), s	10.7	0.0	10.0	24.0	0.0	9.0	7.4	53.5	53.5	8.0	11.3	12.2
Cycle Q Clear(g_c), s	10.7	0.0	10.0	24.0	0.0	9.0	7.4	53.5	53.5	8.0	11.3	12.2
Prop In Lane	0.17		1.00	0.81		1.00	1.00		0.35	1.00		0.07
Lane Grp Cap(c), veh/h	213	0	178	365	0	320	113	1542	787	195	1699	920
V/C Ratio(X)	0.81	0.00	0.76	1.15	0.00	0.43	0.99	1.12	1.17	0.68	0.93	0.94
Avail Cap(c_a), veh/h	290	0	243	365	0	320	113	1542	787	195	1699	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.74	0.74	0.74	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.0	0.0	51.6	48.0	0.0	42.0	56.2	33.3	33.3	45.1	0.6	0.6
Incr Delay (d2), s/veh	11.4	0.0	8.8	93.5	0.0	0.9	69.7	59.2	86.5	0.8	1.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	4.4	20.3	0.0	3.6	5.6	34.3	41.0	3.4	0.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	0.0	60.4	141.5	0.0	42.9	126.0	92.5	119.7	45.9	1.9	3.1
LnGrp LOS	E	A	E	F	A	D	F	F	F	D	A	A
Approach Vol, veh/h		307			556			2752			2578	
Approach Delay, s/veh		62.1			117.2			102.9			4.5	
Approach LOS		E			F			F			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	57.5		17.5	11.5	63.0		28.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	53.5		18.5	7.5	54.0		24.0
Max Q Clear Time (g_c+I1), s	10.0	55.5		12.7	9.4	14.2		26.0
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	29.2		0.0

Intersection Summary		
HCM 6th Ctrl Delay	61.2	
HCM 6th LOS	E	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	0	197	0	0	0	190	2411	0	0	2782	173
Future Volume (veh/h)	255	0	197	0	0	0	190	2411	0	0	2782	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	255	0	197	0	0	0	190	2411	0	0	2782	173
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	238	651	2	2	1	505	4193	0	2	2478	151
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.56	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5358	0	1810	4999	305
Grp Volume(v), veh/h	255	0	197	0	0	0	190	2411	0	0	1907	1048
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	0	1810	1729	1845
Q Serve(g_s), s	15.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	59.5	59.5
Cycle Q Clear(g_c), s	15.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	59.5	59.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.17
Lane Grp Cap(c), veh/h	226	238	651	2	2	1	505	4193	0	2	1715	915
V/C Ratio(X)	1.13	0.00	0.30	0.00	0.00	0.00	0.38	0.58	0.00	0.00	1.11	1.15
Avail Cap(c_a), veh/h	226	412	798	113	293	248	505	4193	0	113	1715	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.09	0.09
Uniform Delay (d), s/veh	52.5	0.0	19.1	0.0	0.0	0.0	20.7	0.0	0.0	0.0	30.3	30.3
Incr Delay (d2), s/veh	98.4	0.0	0.3	0.0	0.0	0.0	0.2	0.3	0.0	0.0	51.5	66.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.0	0.0	3.4	0.0	0.0	0.0	2.7	0.1	0.0	0.0	35.9	42.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	150.9	0.0	19.4	0.0	0.0	0.0	20.9	0.3	0.0	0.0	81.7	97.0
LnGrp LOS	F	A	B	A	A	A	C	A	A	A	F	F
Approach Vol, veh/h		452			0			2601			2955	
Approach Delay, s/veh		93.6			0.0			1.8			87.1	
Approach LOS		F						A			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	0.0	101.0	0.0	19.0	37.5	63.5	19.0	0.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	63.0	7.5	26.0	11.0	59.5	15.0	18.5
Max Q Clear Time (g_c+I1), s	0.0	2.0	0.0	2.0	9.0	61.5	17.0	0.0
Green Ext Time (p_c), s	0.0	40.3	0.0	0.6	0.1	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	85	173	174	29	152	29	2321	147	135	2707	102
Future Volume (veh/h)	116	85	173	174	29	152	29	2321	147	135	2707	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	85	173	174	29	152	29	2321	147	135	2707	102
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	222	228	203	196	213	180	65	2578	162	209	3092	1157
Arrive On Green	0.12	0.13	0.13	0.11	0.11	0.11	0.04	0.52	0.52	0.23	1.00	1.00
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	4989	313	1810	5187	1610
Grp Volume(v), veh/h	116	85	173	174	29	152	29	1602	866	135	2707	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1844	1810	1729	1610
Q Serve(g_s), s	7.2	5.2	12.6	11.4	1.7	11.1	1.9	50.0	51.4	8.1	0.0	0.0
Cycle Q Clear(g_c), s	7.2	5.2	12.6	11.4	1.7	11.1	1.9	50.0	51.4	8.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	222	228	203	196	213	180	65	1787	953	209	3092	1157
V/C Ratio(X)	0.52	0.37	0.85	0.89	0.14	0.84	0.44	0.90	0.91	0.65	0.88	0.09
Avail Cap(c_a), veh/h	222	278	248	196	323	274	113	1787	953	209	3092	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.48	0.48	0.48
Uniform Delay (d), s/veh	49.4	48.1	51.3	52.8	48.0	52.2	56.6	26.1	26.4	43.9	0.0	0.0
Incr Delay (d2), s/veh	2.2	1.0	20.5	35.2	0.3	13.6	0.4	0.8	1.6	3.3	1.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	2.4	6.2	7.1	0.8	5.2	0.9	19.9	22.0	3.5	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	49.1	71.8	88.0	48.3	65.9	57.1	26.9	28.1	47.2	1.9	0.1
LnGrp LOS	D	D	E	F	D	E	E	C	C	D	A	A
Approach Vol, veh/h		374			355			2497			2944	
Approach Delay, s/veh		60.4			75.3			27.6			3.9	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	66.0	17.0	19.1	8.3	75.5	18.7	17.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.5	62.0	13.0	18.5	7.5	65.0	11.1	20.4
Max Q Clear Time (g_c+I1), s	11.1	53.4	13.4	14.6	3.9	2.0	9.2	13.1
Green Ext Time (p_c), s	0.0	7.9	0.0	0.5	0.0	49.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	683	893	363	21	602	408	147	1322	22	604	1967	653
Future Volume (veh/h)	683	893	363	21	602	408	147	1322	22	604	1967	653
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	683	893	363	21	602	408	147	1322	22	604	1967	653
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	573	1594	711	103	800	248	219	1275	396	527	1729	537
Arrive On Green	0.32	0.44	0.44	0.03	0.15	0.15	0.06	0.25	0.25	0.15	0.33	0.33
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	683	893	363	21	602	408	147	1322	22	604	1967	653
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	38.0	22.0	15.0	0.7	13.3	18.5	4.9	29.5	1.3	18.0	40.0	17.0
Cycle Q Clear(g_c), s	38.0	22.0	15.0	0.7	13.3	18.5	4.9	29.5	1.3	18.0	40.0	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	573	1594	711	103	800	248	219	1275	396	527	1729	537
V/C Ratio(X)	1.19	0.56	0.51	0.20	0.75	1.64	0.67	1.04	0.06	1.15	1.14	1.22
Avail Cap(c_a), veh/h	573	1594	711	219	800	248	219	1275	396	527	1729	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.46	0.46
Uniform Delay (d), s/veh	41.0	24.9	14.3	56.9	48.6	50.8	55.0	45.2	34.6	51.0	40.0	7.2
Incr Delay (d2), s/veh	102.8	0.4	0.6	1.0	4.1	307.1	7.6	35.2	0.3	76.7	65.7	105.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	33.0	9.4	5.5	0.3	6.0	28.6	2.4	16.7	0.5	13.5	27.2	21.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	143.8	25.3	14.9	57.8	52.6	357.8	62.7	80.5	34.9	127.7	105.7	112.7
LnGrp LOS	F	C	B	E	D	F	E	F	C	F	F	F
Approach Vol, veh/h		1939			1031			1491			3224	
Approach Delay, s/veh		65.1			173.5			78.1			111.2	
Approach LOS		E			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	33.5	7.5	57.0	11.5	44.0	42.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	29.5	7.5	49.0	7.5	40.0	38.0	18.5
Max Q Clear Time (g_c+I1), s	20.0	31.5	2.7	24.0	6.9	42.0	40.0	20.5
Green Ext Time (p_c), s	0.0	0.0	0.0	8.6	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	101.5
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	1995	239	67	1558	256	148	285	52	175	339	143
Future Volume (veh/h)	193	1995	239	67	1558	256	148	285	52	175	339	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	193	1995	239	67	1558	256	148	285	52	175	339	143
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	1901	953	94	1674	900	254	285	52	191	537	222
Arrive On Green	0.11	0.53	0.53	0.05	0.46	0.46	0.05	0.12	0.12	0.11	0.22	0.22
Sat Flow, veh/h	1810	3610	1589	1810	3610	1575	3510	1563	285	1810	2489	1031
Grp Volume(v), veh/h	193	1995	239	67	1558	256	148	0	337	175	244	238
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1805	1575	1755	0	1848	1810	1805	1714
Q Serve(g_s), s	12.7	63.2	1.8	4.4	48.9	0.0	5.0	0.0	21.9	11.5	14.7	15.2
Cycle Q Clear(g_c), s	12.7	63.2	1.8	4.4	48.9	0.0	5.0	0.0	21.9	11.5	14.7	15.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.60
Lane Grp Cap(c), veh/h	208	1901	953	94	1674	900	254	0	337	191	390	370
V/C Ratio(X)	0.93	1.05	0.25	0.71	0.93	0.28	0.58	0.00	1.00	0.92	0.63	0.64
Avail Cap(c_a), veh/h	208	1901	953	317	1706	914	254	0	337	191	390	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.96	0.00	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	28.4	4.9	56.0	30.4	13.2	55.3	0.0	52.7	53.1	42.7	42.8
Incr Delay (d2), s/veh	7.2	24.0	0.0	9.5	9.6	0.2	3.3	0.0	47.8	42.2	7.4	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	32.3	1.5	2.2	22.8	3.5	2.3	0.0	15.0	7.5	7.4	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	52.4	4.9	65.4	39.9	13.4	58.6	0.0	100.5	95.3	50.1	51.2
LnGrp LOS	E	F	A	E	D	B	E	A	F	F	D	D
Approach Vol, veh/h		2427			1881			485			657	
Approach Delay, s/veh		48.3			37.2			87.7			62.5	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	25.9	10.2	67.2	12.7	29.9	17.8	59.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	21.9	21.0	49.5	7.6	25.9	13.8	56.7
Max Q Clear Time (g_c+I1), s	13.5	23.9	6.4	65.2	7.0	17.2	14.7	50.9
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	1.9	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	904	177	57	717	59	107	377	41	105	560	76
Future Volume (veh/h)	42	904	177	57	717	59	107	377	41	105	560	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	904	177	57	717	59	107	377	41	105	560	76
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	222	985	193	90	858	71	217	1372	148	129	703	595
Arrive On Green	0.12	0.33	0.33	0.05	0.25	0.25	0.12	0.42	0.42	0.14	0.74	0.74
Sat Flow, veh/h	1810	3008	589	1810	3373	277	1810	3281	355	1810	1900	1609
Grp Volume(v), veh/h	42	542	539	57	384	392	107	206	212	105	560	76
Grp Sat Flow(s),veh/h/ln	1810	1805	1792	1810	1805	1845	1810	1805	1831	1810	1900	1609
Q Serve(g_s), s	2.5	34.7	34.7	3.7	24.1	24.2	6.6	9.0	9.1	6.8	22.4	1.6
Cycle Q Clear(g_c), s	2.5	34.7	34.7	3.7	24.1	24.2	6.6	9.0	9.1	6.8	22.4	1.6
Prop In Lane	1.00		0.33	1.00		0.15	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	222	591	587	90	459	469	217	755	766	129	703	595
V/C Ratio(X)	0.19	0.92	0.92	0.63	0.84	0.84	0.49	0.27	0.28	0.81	0.80	0.13
Avail Cap(c_a), veh/h	222	617	612	115	618	632	217	755	766	217	703	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	47.3	38.8	38.8	56.0	42.4	42.4	49.4	22.9	23.0	50.6	12.7	10.0
Incr Delay (d2), s/veh	0.0	2.3	2.4	7.2	7.3	7.3	1.7	0.9	0.9	10.0	8.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	15.5	15.4	1.9	11.6	11.9	3.1	4.0	4.1	3.2	6.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	41.1	41.2	63.2	49.7	49.6	51.2	23.8	23.9	60.7	20.8	10.4
LnGrp LOS	D	D	D	E	D	D	D	C	C	E	C	B
Approach Vol, veh/h		1123			833			525			741	
Approach Delay, s/veh		41.4			50.6			29.4			25.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	54.2	10.0	43.3	18.4	48.4	18.7	34.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.4	41.0	7.6	41.0	11.0	44.4	7.5	41.1
Max Q Clear Time (g_c+I1), s	8.8	11.1	5.7	36.7	8.6	24.4	4.5	26.2
Green Ext Time (p_c), s	0.1	2.6	0.0	2.6	0.0	3.9	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	1236	136	843	1125	222	105	317	914	129	346	97
Future Volume (veh/h)	176	1236	136	843	1125	222	105	317	914	129	346	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	1236	136	843	1125	222	105	317	914	129	346	97
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	901	99	543	1666	849	130	406	357	121	612	169
Arrive On Green	0.11	0.28	0.28	0.30	0.46	0.46	0.07	0.22	0.22	0.07	0.22	0.22
Sat Flow, veh/h	1810	3275	359	1810	3610	1607	1810	1805	1585	1810	2783	768
Grp Volume(v), veh/h	176	679	693	843	1125	222	105	317	914	129	222	221
Grp Sat Flow(s),veh/h/ln	1810	1805	1829	1810	1805	1607	1810	1805	1585	1810	1805	1746
Q Serve(g_s), s	11.5	33.0	33.0	36.0	29.2	9.1	6.9	19.8	27.0	8.0	13.2	13.5
Cycle Q Clear(g_c), s	11.5	33.0	33.0	36.0	29.2	9.1	6.9	19.8	27.0	8.0	13.2	13.5
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	205	496	503	543	1666	849	130	406	357	121	397	384
V/C Ratio(X)	0.86	1.37	1.38	1.55	0.68	0.26	0.81	0.78	2.56	1.07	0.56	0.57
Avail Cap(c_a), veh/h	271	496	503	543	1666	849	157	406	357	121	397	384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	43.5	43.5	42.0	25.3	15.5	54.9	43.7	46.5	56.0	41.7	41.8
Incr Delay (d2), s/veh	18.4	178.4	181.9	257.8	1.1	0.2	22.3	13.8	711.5	101.8	5.6	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	39.2	40.2	54.7	12.6	3.3	3.9	10.4	81.0	7.1	6.5	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	221.9	225.4	299.8	26.4	15.7	77.1	57.5	758.0	157.8	47.3	47.9
LnGrp LOS	E	F	F	F	C	B	E	E	F	F	D	D
Approach Vol, veh/h		1548			2190			1336			572	
Approach Delay, s/veh		206.3			130.5			538.3			72.5	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	31.0	40.0	37.0	12.6	30.4	17.6	59.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	27.0	36.0	33.0	10.4	24.6	18.0	51.0
Max Q Clear Time (g_c+I1), s	10.0	29.0	38.0	35.0	8.9	15.5	13.5	31.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.8	0.2	9.2

Intersection Summary	
HCM 6th Ctrl Delay	241.9
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1716	272	166	1319	108	205	530	230	84	675	101
Future Volume (veh/h)	155	1716	272	166	1319	108	205	530	230	84	675	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	155	1716	272	166	1319	108	205	530	230	84	675	101
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	855	724	136	871	836	151	530	560	113	417	62
Arrive On Green	0.07	0.45	0.45	0.08	0.46	0.46	0.17	0.56	0.56	0.06	0.26	0.26
Sat Flow, veh/h	1810	1900	1608	1810	1900	1605	1810	1900	1574	1810	1614	242
Grp Volume(v), veh/h	155	1716	272	166	1319	108	205	530	230	84	0	776
Grp Sat Flow(s),veh/h/ln	1810	1900	1608	1810	1900	1605	1810	1900	1574	1810	0	1856
Q Serve(g_s), s	8.0	54.0	13.4	9.0	55.0	0.0	10.0	33.4	0.0	5.5	0.0	31.0
Cycle Q Clear(g_c), s	8.0	54.0	13.4	9.0	55.0	0.0	10.0	33.4	0.0	5.5	0.0	31.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	121	855	724	136	871	836	151	530	560	113	0	479
V/C Ratio(X)	1.28	2.01	0.38	1.22	1.51	0.13	1.36	1.00	0.41	0.74	0.00	1.62
Avail Cap(c_a), veh/h	121	855	724	136	871	836	151	530	560	113	0	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	33.0	21.8	55.5	32.5	14.8	50.0	26.5	16.8	55.3	0.0	44.5
Incr Delay (d2), s/veh	176.9	457.3	0.3	149.3	237.5	0.1	191.2	34.1	1.7	22.9	0.0	287.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	132.6	5.1	9.7	81.8	1.5	12.1	15.7	3.1	3.2	0.0	52.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	232.9	490.3	22.2	204.8	270.0	14.8	241.2	60.6	18.5	78.2	0.0	332.3
LnGrp LOS	F	F	C	F	F	B	F	E	B	E	A	F
Approach Vol, veh/h		2143			1593			965			860	
Approach Delay, s/veh		412.3			245.9			88.9			307.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	37.5	13.0	58.0	14.0	35.0	12.0	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	33.5	9.0	54.0	10.0	31.0	8.0	55.0
Max Q Clear Time (g_c+I1), s	7.5	35.4	11.0	56.0	12.0	33.0	10.0	57.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	292.3
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	682	249	448	671	188	122	670	377	101	878	24
Future Volume (veh/h)	55	682	249	448	671	188	122	670	377	101	878	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	682	249	448	671	188	122	670	0	101	878	24
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	514	682	249	471	865	385	146	933		153	942	26
Arrive On Green	0.28	0.26	0.26	0.26	0.24	0.24	0.08	0.26	0.00	0.17	0.52	0.52
Sat Flow, veh/h	1810	2589	945	1810	3610	1608	1810	3610	1610	1810	3589	98
Grp Volume(v), veh/h	55	476	455	448	671	188	122	670	0	101	442	460
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1810	1805	1608	1810	1805	1610	1810	1805	1882
Q Serve(g_s), s	2.7	31.6	31.6	29.2	20.8	12.1	8.0	20.3	0.0	6.3	27.3	27.3
Cycle Q Clear(g_c), s	2.7	31.6	31.6	29.2	20.8	12.1	8.0	20.3	0.0	6.3	27.3	27.3
Prop In Lane	1.00		0.55	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	514	475	455	471	865	385	146	933		153	474	494
V/C Ratio(X)	0.11	1.00	1.00	0.95	0.78	0.49	0.84	0.72		0.66	0.93	0.93
Avail Cap(c_a), veh/h	514	475	455	473	1621	722	146	933		153	474	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	31.7	44.2	44.2	43.6	42.6	39.3	54.4	40.5	0.0	48.2	27.5	27.5
Incr Delay (d2), s/veh	0.1	41.4	42.3	29.2	1.5	1.0	29.8	4.2	0.0	0.9	4.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	19.4	18.7	16.8	9.4	4.9	4.8	9.5	0.0	2.7	9.2	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	85.6	86.5	72.8	44.2	40.2	84.2	44.7	0.0	49.2	31.6	31.5
LnGrp LOS	C	F	F	E	D	D	F	D		D	C	C
Approach Vol, veh/h		986			1307			792	A		1003	
Approach Delay, s/veh		83.0			53.4			50.8			33.3	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	35.0	35.2	35.6	13.7	35.5	38.1	32.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	31.0	31.4	31.6	9.5	31.5	9.1	53.9
Max Q Clear Time (g_c+I1), s	9.3	22.3	31.2	33.6	10.0	29.3	4.7	22.8
Green Ext Time (p_c), s	0.0	3.0	0.0	0.0	0.0	1.2	0.0	5.9

Intersection Summary	
HCM 6th Ctrl Delay	55.1
HCM 6th LOS	E

Notes

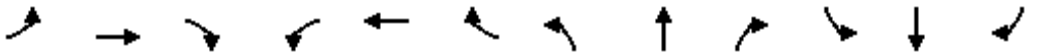
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	88	275	39	121	97	222	980	40	79	1200	179
Future Volume (veh/h)	179	88	275	39	121	97	222	980	40	79	1200	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	88	275	39	121	97	222	980	40	79	1200	179
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	222	334	298	90	366	271	300	2598	106	428	2317	344
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1182	1805	1610	1035	1977	1464	399	3535	144	562	3153	468
Grp Volume(v), veh/h	179	88	275	39	110	108	222	500	520	79	685	694
Grp Sat Flow(s),veh/h/ln	1182	1805	1610	1035	1805	1636	399	1805	1874	562	1805	1816
Q Serve(g_s), s	12.7	4.2	16.8	1.7	5.3	5.8	53.7	10.2	10.2	6.0	16.2	16.4
Cycle Q Clear(g_c), s	18.5	4.2	16.8	18.5	5.3	5.8	70.1	10.2	10.2	16.2	16.2	16.4
Prop In Lane	1.00		1.00	1.00		0.89	1.00		0.08	1.00		0.26
Lane Grp Cap(c), veh/h	222	334	298	90	334	303	300	1327	1377	428	1327	1335
V/C Ratio(X)	0.81	0.26	0.92	0.43	0.33	0.36	0.74	0.38	0.38	0.18	0.52	0.52
Avail Cap(c_a), veh/h	222	334	298	90	334	303	300	1327	1377	428	1327	1335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	34.9	40.1	49.6	35.4	35.6	20.7	4.9	4.9	7.8	5.7	5.7
Incr Delay (d2), s/veh	19.1	0.4	32.8	3.3	0.6	0.7	15.1	0.8	0.8	1.0	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	1.9	9.3	1.1	2.4	2.4	5.8	3.4	3.5	0.8	5.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	35.3	72.8	52.9	35.9	36.3	35.9	5.7	5.6	8.8	7.1	7.1
LnGrp LOS	E	D	E	D	D	D	D	A	A	A	A	A
Approach Vol, veh/h		542			257			1242			1458	
Approach Delay, s/veh		63.8			38.7			11.1			7.2	
Approach LOS		E			D			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	77.5	22.5	77.5	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	73.5	18.5	73.5	18.5
Max Q Clear Time (g_c+I1), s	72.1	20.5	18.4	20.5
Green Ext Time (p_c), s	1.1	0.0	16.5	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	392	1399	478	800	1620	166	366	629	770	444	751	206
Future Volume (veh/h)	392	1399	478	800	1620	166	366	629	770	444	751	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	392	1399	478	800	1620	166	366	629	770	444	751	206
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	436	1178	399	702	1834	188	322	806	677	474	742	203
Arrive On Green	0.12	0.31	0.31	0.20	0.38	0.38	0.09	0.22	0.22	0.14	0.27	0.27
Sat Flow, veh/h	3510	3821	1293	3510	4774	488	3510	3610	1589	3510	2781	763
Grp Volume(v), veh/h	392	1265	612	800	1173	613	366	629	770	444	487	470
Grp Sat Flow(s),veh/h/ln	1755	1729	1657	1755	1729	1805	1755	1805	1589	1755	1805	1739
Q Serve(g_s), s	13.2	37.0	37.0	24.0	37.9	38.1	11.0	19.7	26.8	15.0	32.0	32.0
Cycle Q Clear(g_c), s	13.2	37.0	37.0	24.0	37.9	38.1	11.0	19.7	26.8	15.0	32.0	32.0
Prop In Lane	1.00		0.78	1.00		0.27	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	436	1066	511	702	1328	693	322	806	677	474	481	464
V/C Ratio(X)	0.90	1.19	1.20	1.14	0.88	0.88	1.14	0.78	1.14	0.94	1.01	1.01
Avail Cap(c_a), veh/h	436	1066	511	702	1328	693	322	806	677	474	481	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	41.5	41.5	48.0	34.4	34.5	54.5	43.8	34.5	51.4	44.0	44.0
Incr Delay (d2), s/veh	21.2	93.4	107.2	79.3	7.3	13.1	92.7	7.4	79.2	26.4	44.2	45.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	29.4	30.1	18.2	17.0	18.9	9.0	9.6	23.3	8.3	20.1	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	134.9	148.7	127.3	41.7	47.5	147.2	51.2	113.7	77.7	88.2	89.0
LnGrp LOS	E	F	F	F	D	D	F	D	F	E	F	F
Approach Vol, veh/h		2269			2586			1765			1401	
Approach Delay, s/veh		127.9			69.6			98.4			85.2	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.2	30.8	28.0	41.0	15.0	36.0	18.9	50.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.2	26.8	24.0	37.0	11.0	32.0	14.9	46.1
Max Q Clear Time (g_c+I1), s	17.0	28.8	26.0	39.0	13.0	34.0	15.2	40.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9

Intersection Summary	
HCM 6th Ctrl Delay	95.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	49	219	60	40	78	120	1321	85	123	1656	153
Future Volume (veh/h)	319	49	219	60	40	78	120	1321	85	123	1656	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	319	49	219	60	40	78	120	1321	85	123	1656	153
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	244	296	249	97	141	118	138	1762	855	284	1902	174
Arrive On Green	0.13	0.16	0.16	0.05	0.07	0.07	0.15	0.98	0.98	0.16	0.57	0.57
Sat Flow, veh/h	1810	1900	1598	1810	1900	1586	1810	3610	1576	1810	3344	305
Grp Volume(v), veh/h	319	49	219	60	40	78	120	1321	85	123	885	924
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1586	1810	1805	1576	1810	1805	1844
Q Serve(g_s), s	14.8	2.5	14.8	3.6	2.2	5.3	7.1	3.5	0.1	6.8	45.6	47.6
Cycle Q Clear(g_c), s	14.8	2.5	14.8	3.6	2.2	5.3	7.1	3.5	0.1	6.8	45.6	47.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	244	296	249	97	141	118	138	1762	855	284	1027	1049
V/C Ratio(X)	1.31	0.17	0.88	0.62	0.28	0.66	0.87	0.75	0.10	0.43	0.86	0.88
Avail Cap(c_a), veh/h	244	349	293	150	320	267	138	1762	855	284	1027	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	0.09	0.09	0.09
Uniform Delay (d), s/veh	47.6	40.2	45.4	51.0	48.1	49.6	46.1	0.7	0.2	41.9	20.0	20.5
Incr Delay (d2), s/veh	164.4	0.3	22.6	6.3	1.1	6.2	37.3	2.7	0.2	0.1	1.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	1.2	7.4	1.8	1.1	2.3	4.4	1.0	0.1	3.0	18.1	19.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	211.9	40.5	68.0	57.3	49.2	55.8	83.3	3.4	0.4	42.0	21.0	21.6
LnGrp LOS	F	D	E	E	D	E	F	A	A	D	C	C
Approach Vol, veh/h		587			178			1526			1932	
Approach Delay, s/veh		143.9			54.8			9.5			22.6	
Approach LOS		F			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.3	57.7	9.9	21.1	12.4	66.6	18.8	12.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.3	53.7	9.1	20.2	8.4	56.3	10.8	18.5
Max Q Clear Time (g_c+I1), s	9.8	5.5	5.6	16.8	9.1	49.6	16.8	7.3
Green Ext Time (p_c), s	0.1	15.0	0.0	0.3	0.0	5.5	0.0	0.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	2	10	0	29	1	1370	13	30	1739	29
Future Volume (veh/h)	15	0	2	10	0	29	1	1370	13	30	1739	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	0	2	10	0	29	1	1370	13	30	1739	29
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	0	89	143	0	89	607	1698	16	673	1817	30
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.67	0.93	0.93	0.74	1.00	1.00
Sat Flow, veh/h	1397	0	1603	1430	0	1603	1810	3663	35	1810	3633	60
Grp Volume(v), veh/h	15	0	2	10	0	29	1	675	708	30	862	906
Grp Sat Flow(s),veh/h/ln	1397	0	1603	1430	0	1603	1810	1805	1893	1810	1805	1889
Q Serve(g_s), s	1.1	0.0	0.1	0.7	0.0	1.9	0.0	11.9	11.9	0.5	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.1	0.9	0.0	1.9	0.0	11.9	11.9	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	119	0	89	143	0	89	607	837	878	673	903	944
V/C Ratio(X)	0.13	0.00	0.02	0.07	0.00	0.33	0.00	0.81	0.81	0.04	0.96	0.96
Avail Cap(c_a), veh/h	422	0	437	454	0	437	607	837	878	673	903	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	0.27	0.27	0.27
Uniform Delay (d), s/veh	51.4	0.0	49.1	49.5	0.0	50.0	12.0	2.6	2.6	8.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.1	0.2	0.0	2.1	0.0	7.3	7.0	0.0	8.2	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.3	0.0	0.8	0.0	3.0	3.1	0.2	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	0.0	49.2	49.7	0.0	52.1	12.0	9.9	9.6	8.9	8.2	8.3
LnGrp LOS	D	A	D	D	A	D	B	A	A	A	A	A
Approach Vol, veh/h		17			39			1384			1798	
Approach Delay, s/veh		51.6			51.5			9.7			8.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	55.0		10.1	40.9	59.0		10.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	51.0		30.0	13.0	55.0		30.0
Max Q Clear Time (g_c+I1), s	2.5	13.9		5.1	2.0	2.0		3.9
Green Ext Time (p_c), s	0.0	13.1		0.0	0.0	23.3		0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1	3	4	2	37	2	1363	13	68	1701	7
Future Volume (veh/h)	13	1	3	4	2	37	2	1363	13	68	1701	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	1	3	4	2	37	2	1363	13	68	1701	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	22	67	139	4	81	339	2298	22	380	2397	10
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.19	0.63	0.63	0.42	1.00	1.00
Sat Flow, veh/h	1390	419	1256	1435	82	1517	1810	3663	35	1810	3687	15
Grp Volume(v), veh/h	13	0	4	4	0	39	2	671	705	68	832	876
Grp Sat Flow(s),veh/h/ln	1390	0	1674	1435	0	1599	1810	1805	1893	1810	1805	1897
Q Serve(g_s), s	1.0	0.0	0.2	0.3	0.0	2.6	0.1	24.3	24.3	2.6	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.0	0.2	0.5	0.0	2.6	0.1	24.3	24.3	2.6	0.0	0.0
Prop In Lane	1.00		0.75	1.00		0.95	1.00		0.02	1.00		0.01
Lane Grp Cap(c), veh/h	107	0	89	139	0	85	339	1132	1187	380	1173	1233
V/C Ratio(X)	0.12	0.00	0.04	0.03	0.00	0.46	0.01	0.59	0.59	0.18	0.71	0.71
Avail Cap(c_a), veh/h	273	0	289	310	0	276	339	1132	1187	380	1173	1233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.86	0.86	0.86	0.82	0.82	0.82
Uniform Delay (d), s/veh	52.3	0.0	49.4	49.7	0.0	50.5	36.4	12.2	12.2	25.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.1	0.0	3.8	0.0	2.0	1.9	0.2	3.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.1	0.0	1.1	0.0	9.7	10.2	1.1	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	0.0	49.6	49.7	0.0	54.3	36.4	14.1	14.1	26.1	3.0	2.9
LnGrp LOS	D	A	D	D	A	D	D	B	B	C	A	A
Approach Vol, veh/h		17			43			1378			1776	
Approach Delay, s/veh		52.0			53.8			14.1			3.8	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.1	73.0		9.9	24.6	75.5		9.9				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	69.0		19.0	7.5	71.5		19.0				
Max Q Clear Time (g_c+I1), s	4.6	26.3		5.6	2.1	2.0		4.6				
Green Ext Time (p_c), s	0.0	13.5		0.0	0.0	23.5		0.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	15	16	69	3	47	10	1249	65	82	1616	28
Future Volume (veh/h)	81	15	16	69	3	47	10	1249	65	82	1616	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	15	16	69	3	47	10	1249	65	82	1616	28
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	89	95	191	10	162	269	2533	132	106	2310	40
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.30	1.00	1.00	0.08	0.85	0.85
Sat Flow, veh/h	1376	841	897	1400	98	1528	1810	3486	181	1810	3631	63
Grp Volume(v), veh/h	81	0	31	69	0	50	10	646	668	82	802	842
Grp Sat Flow(s),veh/h/ln	1376	0	1738	1400	0	1625	1810	1805	1863	1810	1805	1888
Q Serve(g_s), s	6.3	0.0	1.8	5.2	0.0	3.1	0.4	0.0	0.0	4.9	18.4	18.5
Cycle Q Clear(g_c), s	9.5	0.0	1.8	7.0	0.0	3.1	0.4	0.0	0.0	4.9	18.4	18.5
Prop In Lane	1.00		0.52	1.00		0.94	1.00		0.10	1.00		0.03
Lane Grp Cap(c), veh/h	172	0	184	191	0	172	269	1311	1353	106	1149	1202
V/C Ratio(X)	0.47	0.00	0.17	0.36	0.00	0.29	0.04	0.49	0.49	0.78	0.70	0.70
Avail Cap(c_a), veh/h	277	0	316	297	0	295	269	1311	1353	214	1149	1202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	0.83	0.83	0.83
Uniform Delay (d), s/veh	49.7	0.0	44.8	47.9	0.0	45.4	33.1	0.0	0.0	50.0	4.5	4.5
Incr Delay (d2), s/veh	2.0	0.0	0.4	1.1	0.0	0.9	0.1	1.2	1.2	9.6	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.8	1.9	0.0	1.3	0.2	0.4	0.4	2.5	4.4	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	0.0	45.2	49.1	0.0	46.3	33.1	1.2	1.2	59.6	7.4	7.3
LnGrp LOS	D	A	D	D	A	D	C	A	A	E	A	A
Approach Vol, veh/h		112			119			1324			1726	
Approach Delay, s/veh		49.9			47.9			1.4			9.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	83.9		15.6	20.4	74.0		15.6				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	13.0	65.0		20.0	8.0	70.0		20.0				
Max Q Clear Time (g_c+I1), s	6.9	2.0		11.5	2.4	20.5		9.0				
Green Ext Time (p_c), s	0.1	13.4		0.2	0.0	19.7		0.3				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1	6	8	1	4	22	1280	8	9	1603	58
Future Volume (veh/h)	55	1	6	8	1	4	22	1280	8	9	1603	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	1	6	8	1	4	22	1280	8	9	1603	58
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	15	93	154	22	88	702	2975	19	28	1551	56
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.78	1.00	1.00	0.03	0.87	0.87
Sat Flow, veh/h	1415	232	1394	1412	328	1314	1810	3678	23	1810	3553	128
Grp Volume(v), veh/h	55	0	7	8	0	5	22	628	660	9	812	849
Grp Sat Flow(s),veh/h/ln	1415	0	1627	1412	0	1642	1810	1805	1896	1810	1805	1877
Q Serve(g_s), s	4.2	0.0	0.4	0.6	0.0	0.3	0.3	0.0	0.0	0.5	48.0	48.0
Cycle Q Clear(g_c), s	4.5	0.0	0.4	1.0	0.0	0.3	0.3	0.0	0.0	0.5	48.0	48.0
Prop In Lane	1.00		0.86	1.00		0.80	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	156	0	108	154	0	110	702	1460	1534	28	788	819
V/C Ratio(X)	0.35	0.00	0.06	0.05	0.00	0.05	0.03	0.43	0.43	0.33	1.03	1.04
Avail Cap(c_a), veh/h	306	0	281	304	0	284	702	1460	1534	132	788	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.81	0.81	0.81	0.82	0.82	0.82
Uniform Delay (d), s/veh	50.2	0.0	48.1	48.6	0.0	48.1	7.6	0.0	0.0	52.8	7.0	7.0
Incr Delay (d2), s/veh	1.4	0.0	0.2	0.1	0.0	0.2	0.0	0.8	0.7	5.5	37.2	38.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.2	0.2	0.0	0.1	0.1	0.3	0.3	0.3	11.0	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	0.0	48.4	48.7	0.0	48.2	7.6	0.8	0.7	58.2	44.2	45.5
LnGrp LOS	D	A	D	D	A	D	A	A	A	E	F	F
Approach Vol, veh/h		62			13			1310			1670	
Approach Delay, s/veh		51.2			48.5			0.8			44.9	
Approach LOS		D			D			A			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.7	93.0		11.3	46.7	52.0		11.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	71.0		19.0	31.0	48.0		19.0
Max Q Clear Time (g_c+I1), s	2.5	2.0		6.5	2.3	50.0		3.0
Green Ext Time (p_c), s	0.0	12.9		0.1	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	5	20	71	4	112	64	1184	80	149	1551	17
Future Volume (veh/h)	14	5	20	71	4	112	64	1184	80	149	1551	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	5	20	71	4	112	64	1184	80	149	1551	17
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	33	131	115	5	152	446	1363	92	534	1633	18
Arrive On Green	0.06	0.10	0.10	0.06	0.10	0.10	0.25	0.40	0.40	0.20	0.30	0.30
Sat Flow, veh/h	1810	332	1329	1810	54	1510	1810	3431	232	1810	3658	40
Grp Volume(v), veh/h	14	0	25	71	0	116	64	622	642	149	765	803
Grp Sat Flow(s),veh/h/ln	1810	0	1661	1810	0	1564	1810	1805	1858	1810	1805	1893
Q Serve(g_s), s	0.8	0.0	1.5	4.2	0.0	7.9	3.0	34.9	35.0	7.7	45.6	45.7
Cycle Q Clear(g_c), s	0.8	0.0	1.5	4.2	0.0	7.9	3.0	34.9	35.0	7.7	45.6	45.7
Prop In Lane	1.00		0.80	1.00		0.97	1.00		0.12	1.00		0.02
Lane Grp Cap(c), veh/h	111	0	163	115	0	157	446	717	738	534	806	845
V/C Ratio(X)	0.13	0.00	0.15	0.62	0.00	0.74	0.14	0.87	0.87	0.28	0.95	0.95
Avail Cap(c_a), veh/h	304	0	279	306	0	265	446	717	738	534	806	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	48.8	0.0	45.4	50.2	0.0	48.1	32.4	30.5	30.5	34.2	37.3	37.4
Incr Delay (d2), s/veh	0.5	0.0	0.4	5.3	0.0	6.6	0.1	13.4	13.3	0.2	17.5	17.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.6	2.1	0.0	3.4	1.4	17.4	17.9	3.5	24.7	25.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	0.0	45.8	55.5	0.0	54.7	32.5	43.9	43.8	34.4	54.8	54.5
LnGrp LOS	D	A	D	E	A	D	C	D	D	C	D	D
Approach Vol, veh/h		39			187			1328			1717	
Approach Delay, s/veh		47.1			55.0			43.3			52.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	47.7	11.0	14.8	31.1	53.1	10.8	15.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.3	43.7	18.6	18.5	7.8	49.1	18.5	18.6
Max Q Clear Time (g_c+I1), s	9.7	37.0	6.2	3.5	5.0	47.7	2.8	9.9
Green Ext Time (p_c), s	0.1	4.3	0.1	0.1	0.0	1.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	388	2106	572	123	1162	722	242	843	74	770	1228	383
Future Volume (veh/h)	388	2106	572	123	1162	722	242	843	74	770	1228	383
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	388	2106	0	123	1162	722	242	843	74	770	1228	383
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	383	1859		121	1140	509	263	839	74	673	1324	590
Arrive On Green	0.11	0.36	0.00	0.07	0.32	0.32	0.08	0.25	0.25	0.19	0.37	0.37
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3357	295	3510	3610	1610
Grp Volume(v), veh/h	388	2106	0	123	1162	722	242	453	464	770	1228	383
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1847	1755	1805	1610
Q Serve(g_s), s	13.1	43.0	0.0	8.0	37.9	37.9	8.2	30.0	30.0	23.0	39.2	23.7
Cycle Q Clear(g_c), s	13.1	43.0	0.0	8.0	37.9	37.9	8.2	30.0	30.0	23.0	39.2	23.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	383	1859		121	1140	509	263	451	462	673	1324	590
V/C Ratio(X)	1.01	1.13		1.02	1.02	1.42	0.92	1.00	1.00	1.14	0.93	0.65
Avail Cap(c_a), veh/h	383	1859		121	1140	509	263	451	462	673	1324	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	38.5	0.0	56.0	41.0	41.0	55.1	45.0	45.0	48.5	36.5	31.6
Incr Delay (d2), s/veh	49.1	67.2	0.0	87.3	31.6	200.2	34.7	43.4	43.0	81.8	12.6	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	29.4	0.0	6.6	21.6	43.1	4.9	18.7	19.1	17.7	19.3	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.6	105.7	0.0	143.3	72.6	241.2	89.9	88.4	88.0	130.3	49.1	37.0
LnGrp LOS	F	F		F	F	F	F	F	F	F	D	D
Approach Vol, veh/h		2494	A		2007			1159			2381	
Approach Delay, s/veh		105.2			137.6			88.6			73.4	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	34.0	12.0	47.0	13.0	48.0	17.1	41.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	30.0	8.0	43.0	9.0	44.0	13.1	37.9
Max Q Clear Time (g_c+I1), s	15.0	32.0	10.0	45.0	10.2	41.2	15.1	39.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	101.5
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	2413	2	6	2364	117	2	0	2	121	1	125
Future Volume (veh/h)	200	2413	2	6	2364	117	2	0	2	121	1	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	2413	2	6	2364	117	2	0	2	121	1	125
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	232	2652	2	196	2407	118	242	15	210	481	552	467
Arrive On Green	0.13	0.50	0.50	0.11	0.48	0.48	0.29	0.00	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	5353	4	1810	5063	248	670	53	723	1434	1900	1607
Grp Volume(v), veh/h	200	1559	856	6	1608	873	4	0	0	121	1	125
Grp Sat Flow(s),veh/h/ln	1810	1729	1899	1810	1729	1853	1446	0	0	1434	1900	1607
Q Serve(g_s), s	12.3	47.0	47.0	0.3	51.8	53.0	0.0	0.0	0.0	7.2	0.0	6.8
Cycle Q Clear(g_c), s	12.3	47.0	47.0	0.3	51.8	53.0	0.2	0.0	0.0	7.4	0.0	6.8
Prop In Lane	1.00		0.00	1.00		0.13	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	232	1714	941	196	1644	881	468	0	0	481	552	467
V/C Ratio(X)	0.86	0.91	0.91	0.03	0.98	0.99	0.01	0.00	0.00	0.25	0.00	0.27
Avail Cap(c_a), veh/h	335	1736	953	287	1644	881	468	0	0	481	552	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	26.3	26.3	45.3	29.2	29.5	28.6	0.0	0.0	31.2	28.6	31.0
Incr Delay (d2), s/veh	14.5	7.5	12.4	0.1	17.2	27.8	0.0	0.0	0.0	1.3	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	20.3	23.6	0.2	24.5	29.3	0.1	0.0	0.0	2.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	33.8	38.7	45.4	46.4	57.3	28.7	0.0	0.0	32.4	28.6	32.4
LnGrp LOS	E	C	D	D	D	E	C	A	A	C	C	C
Approach Vol, veh/h		2615			2487			4			247	
Approach Delay, s/veh		37.7			50.3			28.7			32.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	37.0	16.3	60.3	37.0	18.6	58.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	33.0	18.0	57.0	33.0	21.0	54.0
Max Q Clear Time (g_c+I1), s	2.2	2.3	49.0	9.4	14.3	55.0
Green Ext Time (p_c), s	0.0	0.0	7.2	0.7	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	2333	252	47	2213	113	171	0	93	168	0	94
Future Volume (veh/h)	125	2333	252	47	2213	113	171	0	93	168	0	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	125	2333	252	47	2213	113	171	0	93	168	0	94
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	2566	270	98	2570	130	316	9	147	314	10	151
Arrive On Green	0.09	0.54	0.54	0.05	0.51	0.51	0.29	0.00	0.29	0.29	0.00	0.29
Sat Flow, veh/h	1810	4749	500	1810	5055	257	885	31	498	880	34	511
Grp Volume(v), veh/h	125	1683	902	47	1510	816	264	0	0	262	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1791	1810	1729	1853	1414	0	0	1425	0	0
Q Serve(g_s), s	7.4	47.3	50.6	2.7	41.3	42.0	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.4	47.3	50.6	2.7	41.3	42.0	17.4	0.0	0.0	17.1	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.14	0.65		0.35	0.64		0.36
Lane Grp Cap(c), veh/h	156	1869	968	98	1758	942	472	0	0	475	0	0
V/C Ratio(X)	0.80	0.90	0.93	0.48	0.86	0.87	0.56	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	317	1880	974	284	1817	974	472	0	0	475	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.7	22.3	23.1	49.8	23.3	23.4	33.0	0.0	0.0	32.9	0.0	0.0
Incr Delay (d2), s/veh	9.2	6.4	15.2	3.6	4.3	8.1	4.7	0.0	0.0	4.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	19.6	24.0	1.3	17.0	19.5	6.6	0.0	0.0	6.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	28.7	38.3	53.4	27.5	31.6	37.8	0.0	0.0	37.4	0.0	0.0
LnGrp LOS	E	C	D	D	C	C	D	A	A	D	A	A
Approach Vol, veh/h		2710			2373			264			262	
Approach Delay, s/veh		33.2			29.4			37.8			37.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	36.0	9.9	62.6	36.0	13.3	59.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	32.0	17.0	59.0	32.0	19.0	57.0
Max Q Clear Time (g_c+I1), s	19.4	4.7	52.6	19.1	9.4	44.0
Green Ext Time (p_c), s	1.3	0.1	6.0	1.3	0.2	11.2

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2439	64	27	2549	57	25
Future Volume (veh/h)	2439	64	27	2549	57	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2439	64	27	2549	57	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2380	62	63	2730	737	655
Arrive On Green	0.46	0.46	0.07	1.00	0.41	0.41
Sat Flow, veh/h	5364	136	1810	5358	1810	1610
Grp Volume(v), veh/h	1620	883	27	2549	57	25
Grp Sat Flow(s),veh/h/ln	1729	1870	1810	1729	1810	1610
Q Serve(g_s), s	55.0	55.0	1.7	0.0	2.3	1.1
Cycle Q Clear(g_c), s	55.0	55.0	1.7	0.0	2.3	1.1
Prop In Lane		0.07	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1585	857	63	2730	737	655
V/C Ratio(X)	1.02	1.03	0.43	0.93	0.08	0.04
Avail Cap(c_a), veh/h	1585	857	211	3155	737	655
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	32.5	32.5	54.7	0.0	21.8	21.4
Incr Delay (d2), s/veh	28.3	38.7	0.4	0.6	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.4	33.2	0.8	0.1	1.0	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.8	71.2	55.1	0.6	22.0	21.5
LnGrp LOS	F	F	E	A	C	C
Approach Vol, veh/h	2503			2576	82	
Approach Delay, s/veh	64.5			1.1	21.8	
Approach LOS	E			A	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	52.8	8.2	59.0		67.2
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	39.0	14.0	55.0		73.0
Max Q Clear Time (g_c+I1), s	4.3	3.7	57.0		2.0
Green Ext Time (p_c), s	0.2	0.0	0.0		48.5

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	40	220	307	52	65	250	628	918	34	296	16
Future Volume (veh/h)	18	40	220	307	52	65	250	628	918	34	296	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	40	220	307	52	65	250	628	918	34	296	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	253	429	340	572	536	241	1452	951	58	1048	56
Arrive On Green	0.02	0.13	0.13	0.19	0.30	0.30	0.22	0.67	0.67	0.03	0.30	0.30
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	3610	1610	1810	3484	188
Grp Volume(v), veh/h	18	40	220	307	52	65	250	628	918	34	153	159
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1805	1610	1810	1805	1866
Q Serve(g_s), s	0.9	1.7	10.4	14.9	1.8	2.5	12.0	7.2	36.2	1.7	5.8	5.9
Cycle Q Clear(g_c), s	0.9	1.7	10.4	14.9	1.8	2.5	12.0	7.2	36.2	1.7	5.8	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	36	253	429	340	572	536	241	1452	951	58	543	561
V/C Ratio(X)	0.49	0.16	0.51	0.90	0.09	0.12	1.04	0.43	0.97	0.59	0.28	0.28
Avail Cap(c_a), veh/h	101	253	429	342	572	536	241	1452	951	121	543	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.53	0.53	0.53	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	34.5	28.0	35.7	22.6	20.9	35.0	10.0	13.0	43.0	24.0	24.1
Incr Delay (d2), s/veh	10.0	0.3	1.0	25.8	0.1	0.1	51.8	0.5	14.5	9.3	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.8	4.1	8.9	0.8	0.9	8.1	2.4	19.1	0.9	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	34.8	29.1	61.5	22.7	21.0	86.8	10.5	27.6	52.3	25.3	25.3
LnGrp LOS	D	C	C	E	C	C	F	B	C	D	C	C
Approach Vol, veh/h		278			424			1796			346	
Approach Delay, s/veh		31.5			50.5			29.9			28.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	42.2	21.9	18.0	17.0	33.1	6.8	33.1
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	6.0	33.0	17.0	12.0	12.0	27.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	3.7	38.2	16.9	12.4	14.0	7.9	2.9	4.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.4

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	8	655	0	0	0	0	1720	166	39	782	0
Future Volume (veh/h)	104	8	655	0	0	0	0	1720	166	39	782	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	104	0	660				0	1720	166	39	782	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	322	0	573				0	1994	190	63	2487	0
Arrive On Green	0.18	0.00	0.18				0.00	0.60	0.60	0.07	1.00	0.00
Sat Flow, veh/h	1810	0	3220				0	3426	317	1810	3705	0
Grp Volume(v), veh/h	104	0	660				0	921	965	39	782	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1843	1810	1805	0
Q Serve(g_s), s	4.5	0.0	16.0				0.0	37.6	39.7	1.9	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	16.0				0.0	37.6	39.7	1.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	322	0	573				0	1081	1103	63	2487	0
V/C Ratio(X)	0.32	0.00	1.15				0.00	0.85	0.87	0.62	0.31	0.00
Avail Cap(c_a), veh/h	322	0	573				0	1081	1103	101	2487	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.16	0.16	0.84	0.84	0.00
Uniform Delay (d), s/veh	32.3	0.0	37.0				0.0	14.8	15.2	41.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	87.4				0.0	1.5	1.8	8.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	13.1				0.0	13.9	15.1	1.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	0.0	124.4				0.0	16.3	17.0	49.5	0.3	0.0
LnGrp LOS	C	A	F				A	B	B	D	A	A
Approach Vol, veh/h		764						1886			821	
Approach Delay, s/veh		112.0						16.6			2.6	
Approach LOS		F						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	8.1	59.9	22.0	68.0
Change Period (Y+Rc), s	5.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	52.0	16.0	62.0
Max Q Clear Time (g_c+I1), s	3.9	41.7	18.0	2.0
Green Ext Time (p_c), s	0.0	8.4	0.0	6.7

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	629	128	591	450	102	58	1450	688	46	1125	92
Future Volume (veh/h)	134	629	128	591	450	102	58	1450	688	46	1125	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	134	629	128	591	450	102	58	1450	688	46	1125	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	572	253	513	1271	563	90	1309	580	113	1354	598
Arrive On Green	0.09	0.16	0.16	0.28	0.35	0.35	0.10	0.73	0.73	0.06	0.38	0.38
Sat Flow, veh/h	1810	3610	1595	1810	3610	1599	1810	3610	1600	1810	3610	1595
Grp Volume(v), veh/h	134	629	128	591	450	102	58	1450	688	46	1125	92
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1805	1599	1810	1805	1600	1810	1805	1595
Q Serve(g_s), s	8.7	19.0	8.8	34.0	11.1	4.2	3.7	43.5	19.6	2.9	33.9	4.6
Cycle Q Clear(g_c), s	8.7	19.0	8.8	34.0	11.1	4.2	3.7	43.5	19.6	2.9	33.9	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	572	253	513	1271	563	90	1309	580	113	1354	598
V/C Ratio(X)	0.83	1.10	0.51	1.15	0.35	0.18	0.64	1.11	1.19	0.41	0.83	0.15
Avail Cap(c_a), veh/h	246	572	253	513	1271	563	113	1309	580	113	1354	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.52	0.52	0.52	0.90	0.90	0.90
Uniform Delay (d), s/veh	53.7	50.5	46.2	43.0	28.8	17.2	53.0	16.5	3.4	54.1	34.0	24.9
Incr Delay (d2), s/veh	13.0	68.1	1.6	89.2	0.2	0.2	4.3	55.1	93.2	2.1	5.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	13.9	3.6	27.7	4.8	2.0	1.7	18.0	19.9	1.4	15.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	118.6	47.9	132.2	28.9	17.4	57.3	71.6	96.6	56.2	39.5	25.4
LnGrp LOS	E	F	D	F	C	B	E	F	F	E	D	C
Approach Vol, veh/h		891			1143			2196			1263	
Approach Delay, s/veh		100.6			81.3			79.0			39.1	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	47.5	38.0	23.0	10.0	49.0	14.8	46.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	43.5	34.0	19.0	7.5	43.5	16.3	36.7
Max Q Clear Time (g_c+I1), s	10.9	45.5	36.0	21.0	5.7	35.9	10.7	13.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	4.6	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	73.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	121	83	10	95	85	38	1699	39	120	1355	107
Future Volume (veh/h)	133	121	83	10	95	85	38	1699	39	120	1355	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	133	121	83	10	95	85	38	1699	39	120	1355	107
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	165	139	138	142	121	278	1880	837	330	1986	884
Arrive On Green	0.09	0.09	0.09	0.08	0.07	0.07	0.15	0.52	0.52	0.37	1.00	1.00
Sat Flow, veh/h	1810	1900	1599	1810	1900	1610	1810	3610	1607	1810	3610	1608
Grp Volume(v), veh/h	133	121	83	10	95	85	38	1699	39	120	1355	107
Grp Sat Flow(s),veh/h/ln	1810	1900	1599	1810	1900	1610	1810	1805	1607	1810	1805	1608
Q Serve(g_s), s	8.7	7.5	6.0	0.6	5.8	6.2	2.2	51.1	1.4	5.8	0.0	0.0
Cycle Q Clear(g_c), s	8.7	7.5	6.0	0.6	5.8	6.2	2.2	51.1	1.4	5.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	165	139	138	142	121	278	1880	837	330	1986	884
V/C Ratio(X)	0.83	0.73	0.60	0.07	0.67	0.70	0.14	0.90	0.05	0.36	0.68	0.12
Avail Cap(c_a), veh/h	181	364	306	138	293	248	278	1880	837	330	1986	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Uniform Delay (d), s/veh	53.8	53.4	52.8	51.5	54.0	54.2	43.9	26.0	14.1	33.0	0.0	0.0
Incr Delay (d2), s/veh	24.7	6.2	4.1	0.2	5.3	7.3	0.2	7.6	0.1	0.2	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	3.8	2.6	0.3	3.0	2.8	1.0	23.0	0.5	2.4	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.5	59.6	56.8	51.7	59.3	61.5	44.1	33.7	14.2	33.2	0.6	0.1
LnGrp LOS	E	E	E	D	E	E	D	C	B	C	A	A
Approach Vol, veh/h		337			190			1776			1582	
Approach Delay, s/veh		66.4			59.9			33.5			3.1	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.9	66.5	13.2	14.4	22.4	70.0	14.6	13.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	62.5	7.5	23.0	7.5	66.0	12.0	18.5
Max Q Clear Time (g_c+I1), s	7.8	53.1	2.6	9.5	4.2	2.0	10.7	8.2
Green Ext Time (p_c), s	0.1	7.3	0.0	0.7	0.0	16.7	0.0	0.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	426	1160	327	53	875	124	359	1133	149	88	1030	268
Future Volume (veh/h)	426	1160	327	53	875	124	359	1133	149	88	1030	268
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	426	1160	327	53	875	124	359	1133	149	88	1030	268
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	380	1630	718	170	744	623	317	1098	483	113	994	307
Arrive On Green	0.11	0.45	0.45	0.05	0.39	0.39	0.17	0.30	0.30	0.06	0.19	0.19
Sat Flow, veh/h	3510	3610	1590	3510	1900	1590	1810	3610	1588	1810	5187	1602
Grp Volume(v), veh/h	426	1160	327	53	875	124	359	1133	149	88	1030	268
Grp Sat Flow(s),veh/h/ln	1755	1805	1590	1755	1900	1590	1810	1805	1588	1810	1729	1602
Q Serve(g_s), s	13.0	31.2	17.0	1.8	47.0	6.2	21.0	36.5	7.2	5.8	23.0	15.3
Cycle Q Clear(g_c), s	13.0	31.2	17.0	1.8	47.0	6.2	21.0	36.5	7.2	5.8	23.0	15.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	1630	718	170	744	623	317	1098	483	113	994	307
V/C Ratio(X)	1.12	0.71	0.46	0.31	1.18	0.20	1.13	1.03	0.31	0.78	1.04	0.87
Avail Cap(c_a), veh/h	380	1630	718	219	744	623	317	1098	483	113	994	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	26.6	22.7	55.2	36.5	24.1	49.5	41.8	22.3	55.4	48.5	28.9
Incr Delay (d2), s/veh	82.9	1.5	0.5	1.0	92.9	0.2	91.8	35.7	1.7	28.3	38.3	27.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	13.5	6.4	0.8	40.5	0.0	17.5	21.5	2.9	3.5	13.4	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	136.4	28.1	23.2	56.2	129.4	24.2	141.3	77.4	24.0	83.8	86.8	56.2
LnGrp LOS	F	C	C	E	F	C	F	F	C	F	F	E
Approach Vol, veh/h		1913			1052			1641			1386	
Approach Delay, s/veh		51.3			113.3			86.5			80.7	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	40.5	9.8	58.2	25.0	27.0	17.0	51.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	36.5	7.5	52.5	21.0	23.0	13.0	47.0
Max Q Clear Time (g_c+I1), s	7.8	38.5	3.8	33.2	23.0	25.0	15.0	49.0
Green Ext Time (p_c), s	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	78.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	538	152	112	390	190	190	970	73	271	1052	125
Future Volume (veh/h)	134	538	152	112	390	190	190	970	73	271	1052	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	134	538	152	112	390	190	190	970	73	271	1052	125
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	633	537	127	384	187	246	1098	479	288	1420	623
Arrive On Green	0.08	0.33	0.33	0.07	0.32	0.32	0.07	0.30	0.30	0.16	0.39	0.39
Sat Flow, veh/h	1810	1900	1610	1810	1200	585	3510	3610	1576	1810	3610	1585
Grp Volume(v), veh/h	134	538	152	112	0	580	190	970	73	271	1052	125
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1785	1755	1805	1576	1810	1805	1585
Q Serve(g_s), s	8.8	31.6	8.3	7.4	0.0	38.4	6.4	30.7	3.3	17.8	29.9	4.7
Cycle Q Clear(g_c), s	8.8	31.6	8.3	7.4	0.0	38.4	6.4	30.7	3.3	17.8	29.9	4.7
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	633	537	127	0	571	246	1098	479	288	1420	623
V/C Ratio(X)	0.89	0.85	0.28	0.88	0.00	1.02	0.77	0.88	0.15	0.94	0.74	0.20
Avail Cap(c_a), veh/h	151	633	537	127	0	571	263	1098	479	288	1420	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	37.2	29.4	55.3	0.0	40.8	54.9	39.7	19.7	49.9	31.2	13.6
Incr Delay (d2), s/veh	42.5	10.6	0.3	46.8	0.0	41.6	12.5	10.4	0.7	37.5	3.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	16.4	3.3	5.0	0.0	23.2	3.2	15.0	1.6	11.0	13.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.0	47.8	29.7	102.1	0.0	82.4	67.3	50.1	20.3	87.4	34.7	14.3
LnGrp LOS	F	D	C	F	A	F	E	D	C	F	C	B
Approach Vol, veh/h		824			692			1233			1448	
Approach Delay, s/veh		52.5			85.6			51.0			42.8	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	40.5	12.4	44.0	12.4	51.2	14.0	42.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.1	36.5	8.4	40.0	9.0	46.6	10.0	38.4
Max Q Clear Time (g_c+I1), s	19.8	32.7	9.4	33.6	8.4	31.9	10.8	40.4
Green Ext Time (p_c), s	0.0	2.3	0.0	2.2	0.0	6.9	0.0	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	622	1811	23	29	1696	572	12	34	18	370	46	866
Future Volume (veh/h)	622	1811	23	29	1696	572	12	34	18	370	46	866
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	622	1811	23	29	1696	572	12	34	18	370	46	866
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	669	2020	26	198	1565	486	130	201	107	364	575	787
Arrive On Green	0.38	0.77	0.77	0.07	0.20	0.20	0.07	0.17	0.17	0.20	0.30	0.30
Sat Flow, veh/h	3510	5277	67	1810	5187	1610	1810	1162	615	1810	1900	1587
Grp Volume(v), veh/h	622	1186	648	29	1696	572	12	0	52	370	46	866
Grp Sat Flow(s),veh/h/ln	1755	1729	1886	1810	1729	1610	1810	0	1777	1810	1900	1587
Q Serve(g_s), s	20.4	30.8	30.8	1.8	36.2	36.2	0.7	0.0	3.0	24.1	2.1	36.3
Cycle Q Clear(g_c), s	20.4	30.8	30.8	1.8	36.2	36.2	0.7	0.0	3.0	24.1	2.1	36.3
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	669	1324	722	198	1565	486	130	0	308	364	575	787
V/C Ratio(X)	0.93	0.90	0.90	0.15	1.08	1.18	0.09	0.00	0.17	1.02	0.08	1.10
Avail Cap(c_a), veh/h	702	1519	828	198	1565	486	130	0	308	364	575	787
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.26	0.26	0.26	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	12.3	12.3	50.4	47.9	47.9	52.0	0.0	42.2	47.9	29.9	30.3
Incr Delay (d2), s/veh	6.4	1.9	3.4	0.3	49.2	99.6	0.3	0.0	1.2	51.3	0.3	63.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	4.9	5.7	0.8	23.2	28.4	0.3	0.0	1.4	16.0	1.0	25.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	14.2	15.7	50.7	97.0	147.5	52.3	0.0	43.4	99.2	30.2	93.6
LnGrp LOS	D	B	B	D	F	F	D	A	D	F	C	F
Approach Vol, veh/h		2456			2297			64			1282	
Approach Delay, s/veh		21.9			109.0			45.1			93.0	
Approach LOS		C			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.1	24.8	17.1	49.9	12.6	40.3	26.9	40.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	20.8	7.5	52.7	7.5	36.3	24.0	36.2
Max Q Clear Time (g_c+I1), s	26.1	5.0	3.8	32.8	2.7	38.3	22.4	38.2
Green Ext Time (p_c), s	0.0	0.2	0.0	13.1	0.0	0.0	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	69.9
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	210.6

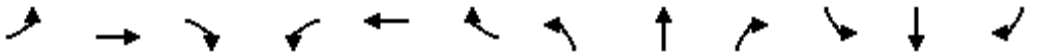
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	172	1150	72	35	750	0	84	0	39	0	0	144
Future Vol, veh/h	172	1150	72	35	750	0	84	0	39	0	0	144
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	400	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	172	1150	72	35	750	0	84	0	39	0	0	144

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	750	0	0	1222	0	0	2422	2350	-	2350	2386	750
Stage 1	-	-	-	-	-	-	1530	1530	-	820	820	-
Stage 2	-	-	-	-	-	-	892	820	-	1530	1566	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	-	3.5	4	3.3
Pot Cap-1 Maneuver	868	-	-	578	-	-	~ 23	36	0	25	35	415
Stage 1	-	-	-	-	-	-	148	181	0	372	392	-
Stage 2	-	-	-	-	-	-	339	392	0	148	174	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	868	-	-	578	-	-	~ 7	12	-	11	12	415
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 7	12	-	11	12	-
Stage 1	-	-	-	-	-	-	~ 54	66	-	137	351	-
Stage 2	-	-	-	-	-	-	198	351	-	54	64	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.5	$ 5978	18.2
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	7	-	868	-	-	578	-	-	415
HCM Lane V/C Ratio	12	-	0.198	-	-	0.061	-	-	0.347
HCM Control Delay (s)	$ 5978	0	10.2	0	-	11.6	0	-	18.2
HCM Lane LOS	F	A	B	A	-	B	A	-	C
HCM 95th %tile Q(veh)	12.2	-	0.7	-	-	0.2	-	-	1.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	341	99	131	247	13	100	66	149	19	50	7
Future Volume (veh/h)	9	341	99	131	247	13	100	66	149	19	50	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	341	99	131	247	13	100	66	149	19	50	7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	471	135	166	467	396	291	192	417	118	310	43
Arrive On Green	0.02	0.17	0.17	0.09	0.25	0.25	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1810	2768	791	1810	1900	1610	1111	733	1589	462	1215	170
Grp Volume(v), veh/h	9	221	219	131	247	13	166	0	149	76	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1754	1810	1900	1610	1844	0	1589	1846	0	0
Q Serve(g_s), s	0.4	8.4	8.6	5.1	8.2	0.4	5.3	0.0	5.5	2.3	0.0	0.0
Cycle Q Clear(g_c), s	0.4	8.4	8.6	5.1	8.2	0.4	5.3	0.0	5.5	2.3	0.0	0.0
Prop In Lane	1.00		0.45	1.00		1.00	0.60		1.00	0.25		0.09
Lane Grp Cap(c), veh/h	29	307	298	166	467	396	484	0	417	471	0	0
V/C Ratio(X)	0.31	0.72	0.74	0.79	0.53	0.03	0.34	0.00	0.36	0.16	0.00	0.00
Avail Cap(c_a), veh/h	187	461	448	200	498	422	484	0	417	471	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.3	28.4	28.5	32.2	23.7	20.8	21.7	0.0	21.8	21.0	0.0	0.0
Incr Delay (d2), s/veh	5.9	3.2	3.5	16.0	0.9	0.0	1.9	0.0	2.4	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.7	3.8	2.9	3.6	0.2	2.4	0.0	2.2	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	31.6	32.0	48.2	24.6	20.8	23.6	0.0	24.2	21.7	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	A	C	C	A	A
Approach Vol, veh/h		449			391			315			76	
Approach Delay, s/veh		32.0			32.4			23.9			21.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	10.7	16.3		22.5	5.2	21.8				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		19.0	8.0	18.5		18.5	7.5	19.0				
Max Q Clear Time (g_c+I1), s		7.5	7.1	10.6		4.3	2.4	10.2				
Green Ext Time (p_c), s		1.1	0.0	1.6		0.2	0.0	0.9				

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

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	169	191	34	232	193
Future Vol, veh/h	43	169	191	34	232	193
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	169	191	34	232	193
Number of Lanes	1	1	2	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10	9.3	16.6
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	100%	0%	55%
Vol Thru, %	100%	65%	0%	0%	45%
Vol Right, %	0%	35%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	98	43	169	425
LT Vol	0	0	43	0	232
Through Vol	127	64	0	0	193
RT Vol	0	34	0	169	0
Lane Flow Rate	127	98	43	169	425
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.195	0.143	0.079	0.253	0.619
Departure Headway (Hd)	5.501	5.255	6.598	5.384	5.244
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	646	674	538	659	684
Service Time	3.298	3.052	4.395	3.18	3.324
HCM Lane V/C Ratio	0.197	0.145	0.08	0.256	0.621
HCM Control Delay	9.6	8.9	10	10	16.6
HCM Lane LOS	A	A	A	A	C
HCM 95th-tile Q	0.7	0.5	0.3	1	4.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	1865	106	40	1274	6	87	13	34	11	21	257
Future Volume (veh/h)	145	1865	106	40	1274	6	87	13	34	11	21	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	145	1865	106	40	1274	6	87	13	34	11	21	257
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	379	2046	116	78	1288	6	389	58	391	109	208	273
Arrive On Green	0.42	0.82	0.82	0.04	0.24	0.24	0.25	0.25	0.25	0.17	0.17	0.17
Sat Flow, veh/h	1810	5015	284	1810	5328	25	1584	237	1591	642	1226	1607
Grp Volume(v), veh/h	145	1285	686	40	827	453	100	0	34	32	0	257
Grp Sat Flow(s),veh/h/ln	1810	1729	1841	1810	1729	1895	1821	0	1591	1868	0	1607
Q Serve(g_s), s	6.7	31.9	32.4	2.6	28.6	28.6	5.3	0.0	2.0	1.7	0.0	19.0
Cycle Q Clear(g_c), s	6.7	31.9	32.4	2.6	28.6	28.6	5.3	0.0	2.0	1.7	0.0	19.0
Prop In Lane	1.00		0.15	1.00		0.01	0.87		1.00	0.34		1.00
Lane Grp Cap(c), veh/h	379	1411	751	78	836	458	447	0	391	318	0	273
V/C Ratio(X)	0.38	0.91	0.91	0.51	0.99	0.99	0.22	0.00	0.09	0.10	0.00	0.94
Avail Cap(c_a), veh/h	513	1591	847	118	836	458	447	0	391	318	0	273
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.5	9.5	9.5	56.2	45.3	45.3	36.1	0.0	34.9	42.1	0.0	49.2
Incr Delay (d2), s/veh	0.6	7.6	13.3	4.8	27.2	37.5	1.2	0.0	0.4	0.6	0.0	41.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	5.3	6.8	1.3	15.3	18.1	2.5	0.0	0.8	0.9	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	17.1	22.8	61.0	72.5	82.8	37.3	0.0	35.3	42.7	0.0	90.3
LnGrp LOS	C	B	C	E	E	F	D	A	D	D	A	F
Approach Vol, veh/h		2116			1320			134			289	
Approach Delay, s/veh		19.8			75.7			36.8			85.0	
Approach LOS		B			E			D			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	33.5	9.2	53.0	24.4	29.1	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.6	7.8	55.2	20.4	34.0	29.0
Max Q Clear Time (g_c+I1), s	7.3	4.6	34.4	21.0	8.7	30.6
Green Ext Time (p_c), s	0.4	0.0	14.6	0.0	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1768	114	241	1221	20	60	2	141	13	4	21
Future Volume (veh/h)	35	1768	114	241	1221	20	60	2	141	13	4	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1768	114	241	1221	20	60	2	141	13	4	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	77	2189	141	277	2894	47	100	444	621	38	53	277
Arrive On Green	0.04	0.44	0.44	0.15	0.55	0.55	0.06	0.23	0.23	0.02	0.20	0.20
Sat Flow, veh/h	1810	4975	320	1810	5256	86	1810	1900	1604	1810	264	1386
Grp Volume(v), veh/h	35	1228	654	241	803	438	60	2	141	13	0	25
Grp Sat Flow(s),veh/h/ln	1810	1729	1837	1810	1729	1885	1810	1900	1604	1810	0	1650
Q Serve(g_s), s	2.0	32.4	32.6	13.7	14.3	14.3	3.4	0.1	0.6	0.7	0.0	1.3
Cycle Q Clear(g_c), s	2.0	32.4	32.6	13.7	14.3	14.3	3.4	0.1	0.6	0.7	0.0	1.3
Prop In Lane	1.00		0.17	1.00		0.05	1.00		1.00	1.00		0.84
Lane Grp Cap(c), veh/h	77	1522	809	277	1904	1038	100	444	621	38	0	330
V/C Ratio(X)	0.45	0.81	0.81	0.87	0.42	0.42	0.60	0.00	0.23	0.34	0.00	0.08
Avail Cap(c_a), veh/h	131	1677	891	413	2216	1208	138	444	621	131	0	330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.2	25.6	25.6	43.5	13.8	13.8	48.6	30.9	13.4	50.8	0.0	34.2
Incr Delay (d2), s/veh	4.1	2.8	5.2	12.4	0.1	0.3	5.7	0.0	0.8	5.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	13.4	14.8	7.0	5.4	5.9	1.7	0.0	1.9	0.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	28.3	30.8	55.9	14.0	14.1	54.3	30.9	14.2	56.0	0.0	34.7
LnGrp LOS	D	C	C	E	B	B	D	C	B	E	A	C
Approach Vol, veh/h		1917			1482			203			38	
Approach Delay, s/veh		29.6			20.8			26.2			42.0	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	28.6	20.1	50.3	9.8	25.0	8.5	61.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	21.4	24.0	51.0	8.0	21.0	7.6	67.4
Max Q Clear Time (g_c+I1), s	2.7	2.6	15.7	34.6	5.4	3.3	4.0	16.3
Green Ext Time (p_c), s	0.0	0.4	0.4	11.7	0.0	0.1	0.0	11.6

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	317	34	664	659	136	420
Future Volume (veh/h)	317	34	664	659	136	420
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	317	34	664	659	136	420
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	368	481	917	1104	173	1229
Arrive On Green	0.20	0.20	0.48	0.48	0.10	0.65
Sat Flow, veh/h	1810	1610	1900	1610	1810	1900
Grp Volume(v), veh/h	317	34	664	659	136	420
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1810	1900
Q Serve(g_s), s	13.5	1.2	22.2	17.4	5.9	8.0
Cycle Q Clear(g_c), s	13.5	1.2	22.2	17.4	5.9	8.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	368	481	917	1104	173	1229
V/C Ratio(X)	0.86	0.07	0.72	0.60	0.79	0.34
Avail Cap(c_a), veh/h	543	637	917	1104	328	1229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	30.8	20.1	16.5	6.7	35.4	6.4
Incr Delay (d2), s/veh	9.3	0.1	0.5	0.2	7.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.4	8.9	9.7	2.9	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.1	20.1	16.9	6.9	43.0	7.2
LnGrp LOS	D	C	B	A	D	A
Approach Vol, veh/h	351		1323			556
Approach Delay, s/veh	38.1		11.9			15.9
Approach LOS	D		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.2	44.6				57.7	22.3
Change Period (Y+Rc), s	5.5	6.0				6.0	6.0
Max Green Setting (Gmax), s	14.5	24.0				44.0	24.0
Max Q Clear Time (g_c+I1), s	17.9	24.2				10.0	15.5
Green Ext Time (p_c), s	0.2	0.0				2.9	0.7

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	0	843	0	0	0	0	1158	609	16	719	0
Future Volume (veh/h)	158	0	843	0	0	0	0	1158	609	16	719	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	158	0	843				0	1158	609	16	719	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	559	0	498				0	587	498	0	1105	0
Arrive On Green	0.31	0.00	0.31				0.00	0.31	0.31	0.22	0.58	0.00
Sat Flow, veh/h	1810	0	1610				0	1900	1610	0	1900	0
Grp Volume(v), veh/h	158	0	843				0	1158	609	0	719	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1900	1610	0	1900	0
Q Serve(g_s), s	7.3	0.0	34.0				0.0	34.0	34.0	0.0	28.0	0.0
Cycle Q Clear(g_c), s	7.3	0.0	34.0				0.0	34.0	34.0	0.0	28.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	559	0	498				0	587	498	0	1105	0
V/C Ratio(X)	0.28	0.00	1.69				0.00	1.97	1.22	0.00	0.65	0.00
Avail Cap(c_a), veh/h	559	0	498				0	587	498	0	1105	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.60	0.60	0.00	0.84	0.00
Uniform Delay (d), s/veh	28.8	0.0	38.0				0.0	38.0	38.0	0.0	15.5	0.0
Incr Delay (d2), s/veh	0.3	0.0	320.8				0.0	441.0	111.4	0.0	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	57.5				0.0	87.4	28.5	0.0	12.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	358.8				0.0	479.0	149.4	0.0	18.0	0.0
LnGrp LOS	C	A	F				A	F	F	A	B	A
Approach Vol, veh/h		1001						1767			719	
Approach Delay, s/veh		306.8						365.4			18.0	
Approach LOS		F						F			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	30.0	40.0	40.0	70.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	34.0	34.0	64.0
Max Q Clear Time (g_c+I1), s	10.0	36.0	36.0	30.0
Green Ext Time (p_c), s	0.0	0.0	0.0	5.9

Intersection Summary	
HCM 6th Ctrl Delay	276.9
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	789	215	244	89	159	368	205	608	107	287	679	596
Future Volume (veh/h)	789	215	244	89	159	368	205	608	107	287	679	596
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	789	215	244	89	159	368	205	608	107	287	679	596
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	864	634	565	114	304	271	336	953	425	319	919	409
Arrive On Green	0.25	0.35	0.35	0.06	0.17	0.17	0.19	0.26	0.26	0.18	0.25	0.25
Sat Flow, veh/h	3510	1805	1607	1810	1805	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	789	215	244	89	159	368	205	608	107	287	679	596
Grp Sat Flow(s),veh/h/ln	1755	1805	1607	1810	1805	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	24.0	9.6	12.8	5.3	8.8	18.5	11.4	16.4	5.8	17.1	19.0	28.0
Cycle Q Clear(g_c), s	24.0	9.6	12.8	5.3	8.8	18.5	11.4	16.4	5.8	17.1	19.0	28.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	864	634	565	114	304	271	336	953	425	319	919	409
V/C Ratio(X)	0.91	0.34	0.43	0.78	0.52	1.36	0.61	0.64	0.25	0.90	0.74	1.46
Avail Cap(c_a), veh/h	925	634	565	194	304	271	336	953	425	378	919	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	40.3	26.3	27.3	50.8	41.7	45.8	41.1	35.8	31.9	44.3	37.6	41.0
Incr Delay (d2), s/veh	12.7	0.3	0.5	11.1	1.6	183.7	3.2	3.3	1.4	2.7	0.5	206.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	4.2	5.0	2.8	4.1	21.1	5.4	7.6	2.4	7.8	8.4	34.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	26.6	27.8	61.9	43.4	229.4	44.3	39.1	33.3	47.0	38.1	247.4
LnGrp LOS	D	C	C	E	D	F	D	D	C	D	D	F
Approach Vol, veh/h		1248			616			920			1562	
Approach Delay, s/veh		43.6			157.2			39.6			119.6	
Approach LOS		D			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.4	33.0	10.9	42.7	24.4	32.0	31.1	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	23.5	11.8	35.7	18.5	28.0	29.0	18.5
Max Q Clear Time (g_c+I1), s	19.1	18.4	7.3	14.8	13.4	30.0	26.0	20.5
Green Ext Time (p_c), s	0.3	2.0	0.1	2.8	0.2	0.0	1.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	86.2
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	120	31	263	76	141	12	991	359	122	1011	16
Future Volume (veh/h)	11	120	31	263	76	141	12	991	359	122	1011	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	120	31	263	76	141	12	991	359	122	1011	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	13	144	37	209	60	112	35	907	768	121	979	15
Arrive On Green	0.11	0.11	0.11	0.22	0.22	0.22	0.03	0.63	0.63	0.07	0.52	0.52
Sat Flow, veh/h	124	1356	350	964	278	517	1810	1900	1610	1810	1865	30
Grp Volume(v), veh/h	162	0	0	480	0	0	12	991	359	122	0	1027
Grp Sat Flow(s),veh/h/ln	1831	0	0	1759	0	0	1810	1900	1610	1810	0	1895
Q Serve(g_s), s	10.4	0.0	0.0	26.0	0.0	0.0	0.8	57.3	13.9	8.0	0.0	63.0
Cycle Q Clear(g_c), s	10.4	0.0	0.0	26.0	0.0	0.0	0.8	57.3	13.9	8.0	0.0	63.0
Prop In Lane	0.07		0.19	0.55		0.29	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	194	0	0	381	0	0	35	907	768	121	0	994
V/C Ratio(X)	0.83	0.00	0.00	1.26	0.00	0.00	0.34	1.09	0.47	1.01	0.00	1.03
Avail Cap(c_a), veh/h	282	0	0	381	0	0	113	907	768	121	0	994
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.09	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.6	0.0	0.0	47.0	0.0	0.0	57.7	21.9	14.0	56.0	0.0	28.5
Incr Delay (d2), s/veh	13.1	0.0	0.0	136.4	0.0	0.0	0.5	43.8	0.2	85.0	0.0	37.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.0	25.7	0.0	0.0	0.4	31.7	4.4	6.5	0.0	37.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	0.0	0.0	183.4	0.0	0.0	58.3	65.8	14.2	141.0	0.0	65.9
LnGrp LOS	E	A	A	F	A	A	E	F	B	F	A	F
Approach Vol, veh/h		162			480			1362			1149	
Approach Delay, s/veh		65.7			183.4			52.1			73.9	
Approach LOS		E			F			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	61.3		16.7	6.3	67.0		30.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	51.5		18.5	7.5	52.0		26.0
Max Q Clear Time (g_c+I1), s	10.0	59.3		12.4	2.8	65.0		28.0
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	80.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	916	90	354	646	157	126	1004	382	134	1032	117
Future Volume (veh/h)	174	916	90	354	646	157	126	1004	382	134	1032	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	916	90	354	646	157	126	1004	382	134	1032	117
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	136	495	49	196	477	116	113	521	198	121	677	77
Arrive On Green	0.08	0.29	0.29	0.11	0.32	0.32	0.06	0.40	0.40	0.09	0.54	0.54
Sat Flow, veh/h	1810	1698	167	1810	1469	357	1810	1302	495	1810	1676	190
Grp Volume(v), veh/h	174	0	1006	354	0	803	126	0	1386	134	0	1149
Grp Sat Flow(s),veh/h/ln	1810	0	1865	1810	0	1825	1810	0	1798	1810	0	1866
Q Serve(g_s), s	9.0	0.0	35.0	13.0	0.0	39.0	7.5	0.0	48.0	8.0	0.0	48.5
Cycle Q Clear(g_c), s	9.0	0.0	35.0	13.0	0.0	39.0	7.5	0.0	48.0	8.0	0.0	48.5
Prop In Lane	1.00		0.09	1.00		0.20	1.00		0.28	1.00		0.10
Lane Grp Cap(c), veh/h	136	0	544	196	0	593	113	0	719	121	0	754
V/C Ratio(X)	1.28	0.00	1.85	1.81	0.00	1.35	1.11	0.00	1.93	1.11	0.00	1.52
Avail Cap(c_a), veh/h	136	0	544	196	0	593	113	0	719	121	0	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	55.5	0.0	42.5	53.5	0.0	40.5	56.3	0.0	36.0	54.7	0.0	27.7
Incr Delay (d2), s/veh	171.6	0.0	389.3	382.1	0.0	169.9	118.6	0.0	422.6	60.9	0.0	236.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	0.0	74.7	26.7	0.0	45.2	7.1	0.0	104.9	5.6	0.0	68.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	227.1	0.0	431.8	435.6	0.0	210.4	174.9	0.0	458.6	115.6	0.0	264.0
LnGrp LOS	F	A	F	F	A	F	F	A	F	F	A	F
Approach Vol, veh/h		1180			1157			1512			1283	
Approach Delay, s/veh		401.6			279.3			434.9			248.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	52.0	17.0	39.0	11.5	52.5	13.0	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	48.0	13.0	35.0	7.5	48.5	9.0	39.0
Max Q Clear Time (g_c+I1), s	10.0	50.0	15.0	37.0	9.5	50.5	11.0	41.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	345.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	274	141	91	209	114	110	1103	139	166	1044	117
Future Volume (veh/h)	135	274	141	91	209	114	110	1103	139	166	1044	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	274	141	91	209	114	110	1103	139	166	1044	117
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	166	348	173	115	281	147	426	1963	966	196	1968	220
Arrive On Green	0.09	0.15	0.15	0.06	0.12	0.12	0.47	1.00	1.00	0.11	0.42	0.42
Sat Flow, veh/h	1810	2310	1149	1810	2281	1190	1810	3610	1588	1810	4723	528
Grp Volume(v), veh/h	135	212	203	91	163	160	110	1103	139	166	764	397
Grp Sat Flow(s),veh/h/ln	1810	1805	1653	1810	1805	1666	1810	1805	1588	1810	1729	1793
Q Serve(g_s), s	8.8	13.6	14.3	5.9	10.5	11.1	4.4	0.0	0.0	10.8	19.8	19.9
Cycle Q Clear(g_c), s	8.8	13.6	14.3	5.9	10.5	11.1	4.4	0.0	0.0	10.8	19.8	19.9
Prop In Lane	1.00		0.69	1.00		0.71	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	166	272	249	115	222	205	426	1963	966	196	1441	747
V/C Ratio(X)	0.82	0.78	0.81	0.79	0.74	0.78	0.26	0.56	0.14	0.85	0.53	0.53
Avail Cap(c_a), veh/h	290	406	372	214	331	305	426	1963	966	302	1441	747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	49.0	49.3	55.4	50.7	51.0	25.4	0.0	0.0	52.5	26.2	26.2
Incr Delay (d2), s/veh	9.3	5.5	8.2	11.3	4.7	7.2	0.2	0.9	0.2	12.7	1.4	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	6.5	6.4	3.1	5.0	5.1	1.8	0.2	0.1	5.6	8.4	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	54.5	57.5	66.6	55.4	58.2	25.7	0.9	0.2	65.2	27.6	28.9
LnGrp LOS	E	D	E	E	E	E	C	A	A	E	C	C
Approach Vol, veh/h		550			414			1352			1327	
Approach Delay, s/veh		57.7			59.0			2.9			32.7	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	69.3	11.6	22.1	32.2	54.0	15.0	18.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	42.8	14.2	27.0	12.8	50.0	19.2	22.0
Max Q Clear Time (g_c+I1), s	12.8	2.0	7.9	16.3	6.4	21.9	10.8	13.1
Green Ext Time (p_c), s	0.2	11.3	0.1	1.9	0.1	9.3	0.2	1.2

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	68	32	554	81	74	54	1063	779	117	908	131
Future Volume (veh/h)	108	68	32	554	81	74	54	1063	779	117	908	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	108	68	32	554	81	74	54	1063	779	117	908	131
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	98	46	586	629	526	324	1275	917	390	1290	185
Arrive On Green	0.07	0.08	0.08	0.32	0.33	0.33	0.18	0.25	0.25	0.07	0.09	0.09
Sat Flow, veh/h	1810	1205	567	1810	1900	1588	1810	5187	1606	1810	4566	656
Grp Volume(v), veh/h	108	0	100	554	81	74	54	1063	779	117	687	352
Grp Sat Flow(s),veh/h/ln	1810	0	1773	1810	1900	1588	1810	1729	1606	1810	1729	1764
Q Serve(g_s), s	7.1	0.0	6.6	35.8	3.6	2.3	3.0	23.3	9.5	7.4	23.1	23.3
Cycle Q Clear(g_c), s	7.1	0.0	6.6	35.8	3.6	2.3	3.0	23.3	9.5	7.4	23.1	23.3
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	134	0	144	586	629	526	324	1275	917	390	977	498
V/C Ratio(X)	0.80	0.00	0.69	0.94	0.13	0.14	0.17	0.83	0.85	0.30	0.70	0.71
Avail Cap(c_a), veh/h	220	0	273	663	758	634	324	1275	917	390	977	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.54	0.54	0.54	0.89	0.89	0.89
Uniform Delay (d), s/veh	54.7	0.0	53.7	39.5	28.0	9.4	41.7	42.9	21.5	47.1	49.5	49.6
Incr Delay (d2), s/veh	10.6	0.0	5.9	21.1	0.1	0.1	0.1	3.6	5.5	0.4	3.8	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	3.2	19.1	1.7	1.5	1.4	10.3	18.7	3.5	11.3	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	0.0	59.5	60.6	28.1	9.5	41.8	46.6	27.0	47.5	53.3	56.9
LnGrp LOS	E	A	E	E	C	A	D	D	C	D	D	E
Approach Vol, veh/h		208			709			1896			1156	
Approach Delay, s/veh		62.5			51.5			38.4			53.8	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	33.5	42.9	13.8	25.5	37.9	12.9	43.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	29.5	44.0	18.5	7.6	33.9	14.6	47.9
Max Q Clear Time (g_c+I1), s	9.1	25.3	37.8	8.6	5.0	25.3	9.1	5.6
Green Ext Time (p_c), s	0.1	3.3	1.1	0.3	0.0	4.4	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	5

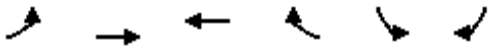
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	2261	1853	4	0	432
Future Vol, veh/h	0	2261	1853	4	0	432
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2261	1853	4	0	432

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	929
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*472
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*472
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	52.8
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	472
HCM Lane V/C Ratio	-	-	-	0.915
HCM Control Delay (s)	-	-	-	52.8
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	10.5

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	408	1808	1656	74	324	205
Future Volume (veh/h)	408	1808	1656	74	324	205
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	408	1808	1656	74	324	205
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	362	3234	1986	89	561	499
Arrive On Green	0.20	0.62	0.13	0.13	0.31	0.31
Sat Flow, veh/h	1810	5358	5260	227	1810	1610
Grp Volume(v), veh/h	408	1808	1125	605	324	205
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1859	1810	1610
Q Serve(g_s), s	24.0	24.2	38.1	38.1	18.1	12.1
Cycle Q Clear(g_c), s	24.0	24.2	38.1	38.1	18.1	12.1
Prop In Lane	1.00			0.12	1.00	1.00
Lane Grp Cap(c), veh/h	362	3234	1349	725	561	499
V/C Ratio(X)	1.13	0.56	0.83	0.83	0.58	0.41
Avail Cap(c_a), veh/h	362	3328	1412	759	561	499
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	13.1	48.5	48.5	34.8	32.8
Incr Delay (d2), s/veh	86.5	0.2	4.3	7.7	4.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.4	9.0	18.5	20.6	8.6	11.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	134.5	13.3	52.8	56.2	39.1	35.2
LnGrp LOS	F	B	D	E	D	D
Approach Vol, veh/h		2216	1730		529	
Approach Delay, s/veh		35.6	54.0		37.6	
Approach LOS		D	D		D	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	78.8	41.2	28.0	50.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	77.0	35.0	24.0	49.0
Max Q Clear Time (g_c+I1), s	26.2	20.1	26.0	40.1
Green Ext Time (p_c), s	23.0	1.5	0.0	6.7

Intersection Summary	
HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2142	1559	60	0	167
Future Vol, veh/h	0	2142	1559	60	0	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2142	1559	60	0	167

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	810
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0	*561
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*561
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	561
HCM Lane V/C Ratio	-	-	-	0.298
HCM Control Delay (s)	-	-	-	14.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.2

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	518	184	179	496	68	188	587	302	80	462	46
Future Volume (veh/h)	67	518	184	179	496	68	188	587	302	80	462	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	648	230	224	620	85	235	734	0	100	578	58
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	350	708	251	255	791	464	379	1346		126	769	77
Arrive On Green	0.19	0.27	0.27	0.14	0.22	0.22	0.21	0.37	0.00	0.07	0.23	0.23
Sat Flow, veh/h	1810	2610	926	1810	3610	1608	1810	3610	1610	1810	3305	331
Grp Volume(v), veh/h	84	448	430	224	620	85	235	734	0	100	315	321
Grp Sat Flow(s),veh/h/ln	1810	1805	1731	1810	1805	1608	1810	1805	1610	1810	1805	1831
Q Serve(g_s), s	4.3	26.5	26.5	13.3	17.8	2.5	13.0	17.6	0.0	6.0	17.8	17.9
Cycle Q Clear(g_c), s	4.3	26.5	26.5	13.3	17.8	2.5	13.0	17.6	0.0	6.0	17.8	17.9
Prop In Lane	1.00		0.53	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	350	490	470	255	791	464	379	1346		126	420	426
V/C Ratio(X)	0.24	0.91	0.92	0.88	0.78	0.18	0.62	0.55		0.80	0.75	0.75
Avail Cap(c_a), veh/h	350	509	488	303	1241	664	379	1346		155	420	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	38.8	38.9	46.3	40.5	12.8	39.5	27.2	0.0	50.4	39.2	39.3
Incr Delay (d2), s/veh	0.2	13.3	13.9	21.5	1.7	0.2	3.1	1.6	0.0	20.4	11.6	11.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	13.4	12.9	7.5	8.0	1.1	6.1	7.8	0.0	3.4	9.2	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	52.2	52.7	67.8	42.2	13.0	42.6	28.8	0.0	70.8	50.9	50.9
LnGrp LOS	D	D	D	E	D	B	D	C		E	D	D
Approach Vol, veh/h		962			929			969	A		736	
Approach Delay, s/veh		51.2			45.7			32.1			53.6	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	45.0	19.5	33.8	27.0	29.6	25.3	28.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.4	35.2	18.4	31.0	19.0	25.6	11.6	37.8
Max Q Clear Time (g_c+I1), s	8.0	19.6	15.3	28.5	15.0	19.9	6.3	19.8
Green Ext Time (p_c), s	0.0	4.6	0.2	1.4	0.3	1.9	0.1	4.3

Intersection Summary	
HCM 6th Ctrl Delay	45.1
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	914	22	10	652	210	13	39	15	435	9	228
Future Volume (veh/h)	280	914	22	10	652	210	13	39	15	435	9	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	359	1172	28	13	836	269	17	50	19	558	12	292
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	363	1422	34	39	991	308	177	436	166	678	817	1490
Arrive On Green	0.21	0.55	0.55	0.04	0.38	0.38	0.10	0.33	0.33	0.19	0.43	0.43
Sat Flow, veh/h	3510	5211	124	1810	5187	1610	1810	1303	495	3510	1900	2783
Grp Volume(v), veh/h	359	778	422	13	836	269	17	0	69	558	12	292
Grp Sat Flow(s),veh/h/ln	1755	1729	1878	1810	1729	1610	1810	0	1799	1755	1900	1392
Q Serve(g_s), s	9.2	16.7	16.7	0.6	13.2	9.1	0.8	0.0	2.4	13.7	0.3	0.0
Cycle Q Clear(g_c), s	9.2	16.7	16.7	0.6	13.2	9.1	0.8	0.0	2.4	13.7	0.3	0.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	363	943	512	39	991	308	177	0	602	678	817	1490
V/C Ratio(X)	0.99	0.82	0.82	0.33	0.84	0.87	0.10	0.00	0.11	0.82	0.01	0.20
Avail Cap(c_a), veh/h	363	943	512	151	1066	331	177	0	602	1053	817	1490
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	18.7	18.7	42.4	26.6	11.4	37.0	0.0	20.7	34.8	14.7	10.9
Incr Delay (d2), s/veh	27.3	2.5	4.5	4.9	6.0	21.0	0.2	0.0	0.4	3.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	4.7	5.3	0.3	4.8	4.2	0.3	0.0	1.0	6.0	0.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	21.2	23.2	47.3	32.6	32.4	37.2	0.0	21.1	37.9	14.7	11.2
LnGrp LOS	E	C	C	D	C	C	D	A	C	D	B	B
Approach Vol, veh/h		1559			1118			86			862	
Approach Delay, s/veh		31.3			32.7			24.3			28.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	34.1	5.9	28.6	12.8	42.7	13.3	21.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.4	19.2	7.5	20.3	7.5	38.7	9.3	18.5
Max Q Clear Time (g_c+I1), s	15.7	4.4	2.6	18.7	2.8	2.3	11.2	15.2
Green Ext Time (p_c), s	1.7	0.2	0.0	1.1	0.0	1.3	0.0	2.0

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



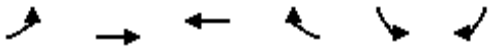
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	209	66	17	416	1	138	0	26	0	0	3
Future Volume (veh/h)	1	209	66	17	416	1	138	0	26	0	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	268	85	22	533	1	177	0	0	0	0	4
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	615	194	152	819	2	636	0		0	0	417
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.26	0.00	0.00	0.00	0.00	0.26
Sat Flow, veh/h	1	1382	437	30	1842	3	1425	0	1610	0	0	1610
Grp Volume(v), veh/h	354	0	0	556	0	0	177	0	0	0	0	4
Grp Sat Flow(s),veh/h/ln	1820	0	0	1875	0	0	1425	0	1610	0	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.0	0.0	6.2	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.24	0.04		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	943	0	0	973	0	0	636	0		0	0	417
V/C Ratio(X)	0.38	0.00	0.00	0.57	0.00	0.00	0.28	0.00		0.00	0.00	0.01
Avail Cap(c_a), veh/h	2219	0	0	2265	0	0	1379	0		0	0	1252
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	5.2	0.0	0.0	5.9	0.0	0.0	8.5	0.0	0.0	0.0	0.0	7.4
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.2	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.4	0.0	0.0	6.4	0.0	0.0	8.7	0.0	0.0	0.0	0.0	7.4
LnGrp LOS	A	A	A	A	A	A	A	A		A	A	A
Approach Vol, veh/h		354			556			177	A		4	
Approach Delay, s/veh		5.4			6.4			8.7			7.4	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	11.0	16.0	11.0	16.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	31.0	21.0	31.0
Max Q Clear Time (g_c+I1), s	4.9	5.6	2.0	8.2
Green Ext Time (p_c), s	0.8	2.3	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	760	627	689	160	105	70
Future Volume (veh/h)	760	627	689	160	105	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.96	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	844	697	766	178	117	78
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	980	2883	971	223	643	572
Arrive On Green	0.28	0.56	0.23	0.23	0.36	0.36
Sat Flow, veh/h	3510	5358	4352	960	1810	1610
Grp Volume(v), veh/h	844	697	632	312	117	78
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1683	1810	1610
Q Serve(g_s), s	20.5	6.2	15.5	15.7	4.0	3.0
Cycle Q Clear(g_c), s	20.5	6.2	15.5	15.7	4.0	3.0
Prop In Lane	1.00			0.57	1.00	1.00
Lane Grp Cap(c), veh/h	980	2883	803	391	643	572
V/C Ratio(X)	0.86	0.24	0.79	0.80	0.18	0.14
Avail Cap(c_a), veh/h	1287	3516	922	449	643	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	10.3	32.5	32.6	20.0	19.7
Incr Delay (d2), s/veh	4.9	0.0	4.0	8.7	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	2.2	6.8	7.2	1.8	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.6	10.3	36.5	41.3	20.6	20.2
LnGrp LOS	D	B	D	D	C	C
Approach Vol, veh/h		1541	944		195	
Approach Delay, s/veh		24.2	38.1		20.4	
Approach LOS		C	D		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			54.0		36.0	29.1	24.9
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			61.0		21.0	33.0	24.0
Max Q Clear Time (g_c+I1), s			8.2		6.0	22.5	17.7
Green Ext Time (p_c), s			5.8		0.5	2.6	3.2

Intersection Summary		
HCM 6th Ctrl Delay		28.8
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	417	237	198	499	69	116	453	157	33	558	23
Future Volume (veh/h)	51	417	237	198	499	69	116	453	157	33	558	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	430	244	204	514	71	120	467	0	34	575	24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	528	297	238	1127	502	152	1475		81	1304	54
Arrive On Green	0.06	0.24	0.24	0.13	0.31	0.31	0.08	0.41	0.00	0.01	0.12	0.12
Sat Flow, veh/h	1810	2226	1252	1810	3610	1609	1810	3610	1610	1810	3531	147
Grp Volume(v), veh/h	53	348	326	204	514	71	120	467	0	34	294	305
Grp Sat Flow(s),veh/h/ln	1810	1805	1673	1810	1805	1609	1810	1805	1610	1810	1805	1873
Q Serve(g_s), s	2.6	16.4	16.6	9.9	10.3	2.9	5.9	7.9	0.0	1.7	13.6	13.6
Cycle Q Clear(g_c), s	2.6	16.4	16.6	9.9	10.3	2.9	5.9	7.9	0.0	1.7	13.6	13.6
Prop In Lane	1.00		0.75	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	103	429	397	238	1127	502	152	1475		81	667	692
V/C Ratio(X)	0.51	0.81	0.82	0.86	0.46	0.14	0.79	0.32		0.42	0.44	0.44
Avail Cap(c_a), veh/h	153	542	502	241	1259	561	221	1475		153	667	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	41.2	32.4	32.5	38.2	24.8	22.3	40.5	18.1	0.0	43.2	30.9	30.9
Incr Delay (d2), s/veh	3.9	7.3	8.5	24.6	0.3	0.1	11.0	0.5	0.0	2.9	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	7.8	7.5	6.0	4.3	1.1	3.0	3.3	0.0	0.8	6.8	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	39.8	41.0	62.8	25.1	22.4	51.4	18.6	0.0	46.1	32.7	32.6
LnGrp LOS	D	D	D	E	C	C	D	B		D	C	C
Approach Vol, veh/h		727			789			587	A		633	
Approach Delay, s/veh		40.7			34.6			25.3			33.4	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	40.8	15.9	25.4	11.5	37.2	9.1	32.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	27.4	12.0	27.0	11.0	24.0	7.6	31.4
Max Q Clear Time (g_c+I1), s	3.7	9.9	11.9	18.6	7.9	15.6	4.6	12.3
Green Ext Time (p_c), s	0.0	2.9	0.0	2.7	0.1	2.3	0.0	3.6

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	741	17	28	1000	487	11	34	17	265	44	352
Future Volume (veh/h)	211	741	17	28	1000	487	11	34	17	265	44	352
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	772	18	29	1042	507	11	35	18	276	46	367
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	279	1745	41	65	1513	470	182	215	111	1096	750	1329
Arrive On Green	0.16	0.67	0.67	0.04	0.29	0.29	0.10	0.18	0.18	0.31	0.40	0.40
Sat Flow, veh/h	3510	5212	121	1810	5187	1610	1810	1175	604	3510	1900	2795
Grp Volume(v), veh/h	220	512	278	29	1042	507	11	0	53	276	46	367
Grp Sat Flow(s),veh/h/ln	1755	1729	1875	1810	1729	1610	1810	0	1779	1755	1900	1397
Q Serve(g_s), s	7.2	8.3	8.4	1.9	21.4	35.0	0.7	0.0	3.0	7.0	1.8	0.0
Cycle Q Clear(g_c), s	7.2	8.3	8.4	1.9	21.4	35.0	0.7	0.0	3.0	7.0	1.8	0.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	279	1158	628	65	1513	470	182	0	326	1096	751	1329
V/C Ratio(X)	0.79	0.44	0.44	0.44	0.69	1.08	0.06	0.00	0.16	0.25	0.06	0.28
Avail Cap(c_a), veh/h	410	1181	641	121	1513	470	182	0	326	1096	751	1329
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	14.6	14.6	56.6	37.7	42.5	48.8	0.0	41.2	30.8	22.5	19.0
Incr Delay (d2), s/veh	4.9	0.2	0.4	4.6	1.3	64.6	0.1	0.0	1.1	0.1	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.7	2.9	0.9	9.2	22.2	0.3	0.0	1.4	3.0	0.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	14.8	14.9	61.3	39.0	107.1	49.0	0.0	42.3	30.9	22.7	19.6
LnGrp LOS	D	B	B	E	D	F	D	A	D	C	C	B
Approach Vol, veh/h		1010			1578			64			689	
Approach Delay, s/veh		23.5			61.3			43.5			24.3	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	26.0	8.3	44.2	16.1	51.4	13.5	39.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	33.0	22.0	8.0	41.0	7.6	47.4	14.0	35.0
Max Q Clear Time (g_c+I1), s	9.0	5.0	3.9	10.4	2.7	3.8	9.2	37.0
Green Ext Time (p_c), s	0.9	0.2	0.0	5.8	0.0	1.9	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D



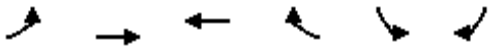
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	373	69	13	229	0	80	0	21	0	0	1
Future Volume (veh/h)	1	373	69	13	229	0	80	0	21	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	414	77	14	254	0	89	0	0	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	545	101	97	640	0	839	0		0	0	758
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.00	0.47	0.00	0.00	0.00	0.00	0.47
Sat Flow, veh/h	1	1558	289	36	1832	0	1438	0	1610	0	0	1610
Grp Volume(v), veh/h	492	0	0	268	0	0	89	0	0	0	0	1
Grp Sat Flow(s),veh/h/ln	1848	0	0	1867	0	0	1438	0	1610	0	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.5	0.0	0.0	4.8	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.16	0.05		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	727	0	0	738	0	0	839	0		0	0	758
V/C Ratio(X)	0.68	0.00	0.00	0.36	0.00	0.00	0.11	0.00		0.00	0.00	0.00
Avail Cap(c_a), veh/h	1365	0	0	1360	0	0	839	0		0	0	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	11.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	6.2
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	0.0	1.7	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	0.0	0.0	11.3	0.0	0.0	6.9	0.0	0.0	0.0	0.0	6.3
LnGrp LOS	B	A	A	B	A	A	A	A		A	A	A
Approach Vol, veh/h		492			268			89	A		1	
Approach Delay, s/veh		14.0			11.3			6.9			6.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	25.0	19.6	25.0	19.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	31.0	21.0	31.0
Max Q Clear Time (g_c+I1), s	3.6	12.5	2.0	6.8
Green Ext Time (p_c), s	0.3	3.1	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	408	637	882	74	324	205
Future Volume (veh/h)	408	637	882	74	324	205
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	434	678	938	79	345	218
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	533	2295	1200	101	848	755
Arrive On Green	0.15	0.44	0.25	0.25	0.47	0.47
Sat Flow, veh/h	3510	5358	5045	409	1810	1610
Grp Volume(v), veh/h	434	678	665	352	345	218
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1825	1810	1610
Q Serve(g_s), s	10.8	7.5	16.1	16.2	11.3	7.5
Cycle Q Clear(g_c), s	10.8	7.5	16.1	16.2	11.3	7.5
Prop In Lane	1.00			0.22	1.00	1.00
Lane Grp Cap(c), veh/h	533	2295	851	449	848	755
V/C Ratio(X)	0.81	0.30	0.78	0.78	0.41	0.29
Avail Cap(c_a), veh/h	741	2824	999	527	848	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	16.1	31.7	31.7	15.7	14.7
Incr Delay (d2), s/veh	4.9	0.1	3.5	6.5	1.4	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	2.9	7.0	7.8	4.8	8.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.9	16.2	35.1	38.2	17.1	15.7
LnGrp LOS	D	B	D	D	B	B
Approach Vol, veh/h		1112	1017		563	
Approach Delay, s/veh		26.2	36.2		16.6	
Approach LOS		C	D		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	43.8	46.2	17.7	26.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	49.0	33.0	19.0	26.0
Max Q Clear Time (g_c+I1), s	9.5	13.3	12.8	18.2
Green Ext Time (p_c), s	5.4	1.8	0.9	3.9

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	343	207	102	711	18	265	373	132	27	261	99
Future Volume (veh/h)	34	343	207	102	711	18	265	373	132	27	261	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	413	249	123	857	22	319	449	159	33	314	119
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	653	291	228	950	485	469	990	1031	70	393	149
Arrive On Green	0.04	0.18	0.18	0.13	0.26	0.26	0.26	0.52	0.52	0.04	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	1810	3610	1607	1810	1900	1590	1810	1308	496
Grp Volume(v), veh/h	41	413	249	123	857	22	319	449	159	33	0	433
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1607	1810	1900	1590	1810	0	1803
Q Serve(g_s), s	2.7	12.7	18.0	7.7	27.5	0.9	19.0	17.8	1.0	2.1	0.0	26.5
Cycle Q Clear(g_c), s	2.7	12.7	18.0	7.7	27.5	0.9	19.0	17.8	1.0	2.1	0.0	26.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	79	653	291	228	950	485	469	990	1031	70	0	542
V/C Ratio(X)	0.52	0.63	0.86	0.54	0.90	0.05	0.68	0.45	0.15	0.47	0.00	0.80
Avail Cap(c_a), veh/h	113	761	339	235	1005	510	469	990	1031	113	0	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	45.5	47.6	49.2	42.7	19.1	40.0	18.0	3.4	56.5	0.0	38.6
Incr Delay (d2), s/veh	5.3	1.3	16.9	2.3	10.8	0.0	4.0	1.5	0.3	4.8	0.0	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.8	8.6	3.6	13.6	0.4	9.0	8.1	0.8	1.1	0.0	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	46.8	64.5	51.5	53.5	19.1	43.9	19.5	3.7	61.2	0.0	50.2
LnGrp LOS	E	D	E	D	D	B	D	B	A	E	A	D
Approach Vol, veh/h		703			1002			927			466	
Approach Delay, s/veh		53.9			52.5			25.2			51.0	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	66.5	19.1	25.7	35.1	40.1	9.2	35.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	55.6	15.6	25.3	27.0	36.1	7.5	33.4
Max Q Clear Time (g_c+I1), s	4.7	19.8	9.7	20.0	21.0	28.5	4.7	29.5
Green Ext Time (p_c), s	0.0	3.7	0.1	1.7	0.5	1.6	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	412	186	208	485	80	190	623	335	87	499	47
Future Volume (veh/h)	67	412	186	208	485	80	190	623	335	87	499	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	515	232	260	606	100	238	779	0	109	624	59
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	345	596	267	289	777	467	391	1349		135	774	73
Arrive On Green	0.19	0.25	0.25	0.16	0.22	0.22	0.22	0.37	0.00	0.07	0.23	0.23
Sat Flow, veh/h	1810	2421	1086	1810	3610	1608	1810	3610	1610	1810	3326	314
Grp Volume(v), veh/h	84	383	364	260	606	100	238	779	0	109	338	345
Grp Sat Flow(s),veh/h/ln	1810	1805	1701	1810	1805	1608	1810	1805	1610	1810	1805	1835
Q Serve(g_s), s	4.3	22.4	22.5	15.5	17.4	3.0	13.1	19.0	0.0	6.5	19.5	19.5
Cycle Q Clear(g_c), s	4.3	22.4	22.5	15.5	17.4	3.0	13.1	19.0	0.0	6.5	19.5	19.5
Prop In Lane	1.00		0.64	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	345	444	419	289	777	467	391	1349		135	420	427
V/C Ratio(X)	0.24	0.86	0.87	0.90	0.78	0.21	0.61	0.58		0.80	0.81	0.81
Avail Cap(c_a), veh/h	345	509	479	303	1241	673	391	1349		155	420	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	39.7	39.7	45.3	40.7	12.9	38.9	27.5	0.0	50.1	39.8	39.9
Incr Delay (d2), s/veh	0.3	9.4	10.3	27.1	1.7	0.2	2.7	1.8	0.0	23.2	15.1	15.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	11.0	10.5	9.1	7.9	1.3	6.1	8.4	0.0	3.8	10.3	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	49.1	50.1	72.4	42.4	13.1	41.7	29.3	0.0	73.3	54.9	54.9
LnGrp LOS	D	D	D	E	D	B	D	C		E	D	D
Approach Vol, veh/h		831			966			1017	A		792	
Approach Delay, s/veh		48.4			47.5			32.2			57.5	
Approach LOS		D			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	45.1	21.6	31.1	27.7	29.6	25.0	27.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.4	35.2	18.4	31.0	19.0	25.6	11.6	37.8
Max Q Clear Time (g_c+I1), s	10.5	21.0	17.5	24.5	15.1	21.5	6.3	19.4
Green Ext Time (p_c), s	0.0	4.7	0.1	2.5	0.3	1.6	0.1	4.3

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	594	207	35	1359	462	426	654	45	282	419	445
Future Volume (veh/h)	297	594	207	35	1359	462	426	654	45	282	419	445
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	313	625	0	37	1431	486	448	688	47	297	441	468
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	345	2394		78	1467	824	485	838	57	370	765	499
Arrive On Green	0.10	0.46	0.00	0.04	0.41	0.41	0.14	0.24	0.24	0.11	0.21	0.21
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3429	234	3510	3610	1610
Grp Volume(v), veh/h	313	625	0	37	1431	486	448	362	373	297	441	468
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1858	1755	1805	1610
Q Serve(g_s), s	9.7	8.1	0.0	2.2	42.9	11.6	13.9	20.8	20.9	9.1	12.1	17.0
Cycle Q Clear(g_c), s	9.7	8.1	0.0	2.2	42.9	11.6	13.9	20.8	20.9	9.1	12.1	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	345	2394		78	1467	824	485	441	454	370	765	499
V/C Ratio(X)	0.91	0.26		0.47	0.98	0.59	0.92	0.82	0.82	0.80	0.58	0.94
Avail Cap(c_a), veh/h	345	2394		123	1467	824	485	441	454	370	765	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	18.1	0.0	51.4	32.1	18.8	46.8	39.3	39.3	48.1	38.9	23.1
Incr Delay (d2), s/veh	26.8	0.1	0.0	4.4	17.9	1.1	23.5	15.6	15.3	12.0	3.2	27.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	3.2	0.0	1.1	21.7	3.4	7.6	11.0	11.3	4.6	5.7	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.9	18.2	0.0	55.8	50.0	19.9	70.3	54.8	54.6	60.1	42.1	50.5
LnGrp LOS	E	B		E	D	B	E	D	D	E	D	D
Approach Vol, veh/h		938	A		1954			1183			1206	
Approach Delay, s/veh		37.5			42.6			60.6			49.8	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	30.9	8.7	54.8	19.2	27.3	14.8	48.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	26.9	7.5	48.0	15.2	23.3	10.8	44.7
Max Q Clear Time (g_c+I1), s	11.7	22.9	4.2	10.1	15.9	19.0	11.7	44.9
Green Ext Time (p_c), s	0.1	1.7	0.0	4.9	0.0	1.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	362	808	22	7	756	105	14	39	7	134	9	319
Future Volume (veh/h)	362	808	22	7	756	105	14	39	7	134	9	319
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	464	1036	28	9	969	135	18	50	9	172	12	409
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	544	2024	55	27	1296	402	48	260	47	1036	827	1652
Arrive On Green	0.16	0.39	0.39	0.02	0.25	0.25	0.03	0.17	0.17	0.30	0.44	0.44
Sat Flow, veh/h	3510	5193	140	1810	5187	1610	1810	1559	281	3510	1900	2784
Grp Volume(v), veh/h	464	690	374	9	969	135	18	0	59	172	12	409
Grp Sat Flow(s),veh/h/ln	1755	1729	1875	1810	1729	1610	1810	0	1840	1755	1900	1392
Q Serve(g_s), s	15.4	18.2	18.3	0.6	20.7	8.2	1.2	0.0	3.3	4.4	0.4	1.2
Cycle Q Clear(g_c), s	15.4	18.2	18.3	0.6	20.7	8.2	1.2	0.0	3.3	4.4	0.4	1.2
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	544	1348	731	27	1296	402	48	0	307	1036	827	1652
V/C Ratio(X)	0.85	0.51	0.51	0.33	0.75	0.34	0.38	0.00	0.19	0.17	0.01	0.25
Avail Cap(c_a), veh/h	761	1628	883	173	1815	564	113	0	307	1036	827	1652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	27.9	27.9	58.5	41.5	36.9	57.5	0.0	43.0	31.3	19.2	5.9
Incr Delay (d2), s/veh	3.8	0.2	0.3	6.8	1.1	0.5	4.9	0.0	1.4	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	7.6	8.2	0.3	8.9	3.3	0.6	0.0	1.6	1.9	0.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	28.1	28.2	65.3	42.6	37.3	62.3	0.0	44.4	31.4	19.3	6.2
LnGrp LOS	D	C	C	E	D	D	E	A	D	C	B	A
Approach Vol, veh/h		1528			1113			77			593	
Approach Delay, s/veh		35.7			42.2			48.6			13.8	
Approach LOS		D			D			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	24.0	5.8	50.8	7.2	56.3	22.6	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	20.0	11.5	56.5	7.5	28.5	26.0	42.0
Max Q Clear Time (g_c+I1), s	6.4	5.3	2.6	20.3	3.2	3.2	17.4	22.7
Green Ext Time (p_c), s	0.4	0.2	0.0	8.8	0.0	1.8	1.2	7.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	297	59	9	530	16	137	0	26	0	0	35
Future Volume (veh/h)	9	297	59	9	530	16	137	0	26	0	0	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	381	76	12	679	21	176	0	0	0	0	45
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	785	153	122	940	29	513	0		0	0	365
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.23	0.00	0.00	0.00	0.00	0.23
Sat Flow, veh/h	14	1515	296	10	1815	55	1247	0	1610	0	0	1610
Grp Volume(v), veh/h	469	0	0	712	0	0	176	0	0	0	0	45
Grp Sat Flow(s),veh/h/ln	1825	0	0	1880	0	0	1247	0	1610	0	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	5.1	0.0	0.0	9.1	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.7
Prop In Lane	0.03		0.16	0.02		0.03	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1063	0	0	1090	0	0	513	0		0	0	365
V/C Ratio(X)	0.44	0.00	0.00	0.65	0.00	0.00	0.34	0.00		0.00	0.00	0.12
Avail Cap(c_a), veh/h	1902	0	0	1967	0	0	1126	0		0	0	1079
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	4.9	0.0	0.0	5.8	0.0	0.0	11.4	0.0	0.0	0.0	0.0	9.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.7	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	1.7	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.2	0.0	0.0	6.5	0.0	0.0	11.8	0.0	0.0	0.0	0.0	9.8
LnGrp LOS	A	A	A	A	A	A	B	A		A	A	A
Approach Vol, veh/h		469			712			176	A		45	
Approach Delay, s/veh		5.2			6.5			11.8			9.8	
Approach LOS		A			A			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	11.1	20.2	11.1	20.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	31.0	21.0	31.0
Max Q Clear Time (g_c+I1), s	6.3	7.1	2.7	11.1
Green Ext Time (p_c), s	0.8	3.2	0.1	5.1

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	4	400	0	0	0	0	646	221	9	422	0
Future Volume (veh/h)	62	4	400	0	0	0	0	646	221	9	422	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	539				0	743	254	10	485	0
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	0	364	616				0	987	837	161	1283	0
Arrive On Green	0.00	0.00	0.19				0.00	1.00	1.00	0.09	0.68	0.00
Sat Flow, veh/h	0	1900	3220				0	1900	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	539				0	743	254	10	485	0
Grp Sat Flow(s),veh/h/ln	0	1900	1610				0	1900	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	14.6				0.0	0.0	0.0	0.5	10.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	14.6				0.0	0.0	0.0	0.5	10.0	0.0
Prop In Lane	0.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	364	616				0	987	837	161	1283	0
V/C Ratio(X)	0.00	0.00	0.87				0.00	0.75	0.30	0.06	0.38	0.00
Avail Cap(c_a), veh/h	0	401	680				0	987	837	161	1283	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00				0.00	0.90	0.90	0.93	0.93	0.00
Uniform Delay (d), s/veh	0.0	0.0	35.3				0.0	0.0	0.0	37.6	6.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	11.4				0.0	4.8	0.8	0.7	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	6.6				0.0	1.3	0.2	0.2	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	46.8				0.0	4.8	0.8	38.3	7.2	0.0
LnGrp LOS	A	A	D				A	A	A	D	A	A
Approach Vol, veh/h		539						997			495	
Approach Delay, s/veh		46.8						3.8			7.8	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	14.0	52.8	23.2	66.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	45.0	19.0	59.0
Max Q Clear Time (g_c+I1), s	12.5	2.0	16.6	12.0
Green Ext Time (p_c), s	0.0	7.6	0.6	3.5

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

Notes

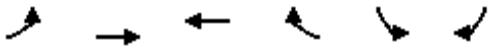
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	197	51	110	340	19	62	486	92	21	482	74
Future Volume (veh/h)	41	197	51	110	340	19	62	486	92	21	482	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	235	61	131	405	23	74	579	110	25	574	88
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	278	72	225	464	26	119	925	175	364	1385	212
Arrive On Green	0.05	0.19	0.19	0.12	0.26	0.26	0.07	0.31	0.31	0.20	0.44	0.44
Sat Flow, veh/h	1810	1454	378	1810	1781	101	1810	3026	573	1810	3138	480
Grp Volume(v), veh/h	49	0	296	131	0	428	74	345	344	25	329	333
Grp Sat Flow(s),veh/h/ln	1810	0	1832	1810	0	1882	1810	1805	1795	1810	1805	1813
Q Serve(g_s), s	2.4	0.0	14.0	6.2	0.0	19.6	3.6	14.8	14.8	1.0	11.2	11.3
Cycle Q Clear(g_c), s	2.4	0.0	14.0	6.2	0.0	19.6	3.6	14.8	14.8	1.0	11.2	11.3
Prop In Lane	1.00		0.21	1.00		0.05	1.00		0.32	1.00		0.26
Lane Grp Cap(c), veh/h	99	0	350	225	0	490	119	552	548	364	796	800
V/C Ratio(X)	0.49	0.00	0.85	0.58	0.00	0.87	0.62	0.62	0.63	0.07	0.41	0.42
Avail Cap(c_a), veh/h	153	0	523	265	0	654	189	552	548	364	796	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	0.0	35.1	37.2	0.0	31.9	41.0	26.8	26.9	29.1	17.2	17.2
Incr Delay (d2), s/veh	3.7	0.0	8.0	2.4	0.0	9.9	5.3	5.3	5.4	0.1	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	6.9	2.8	0.0	10.0	1.8	7.0	7.0	0.4	4.8	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	0.0	43.1	39.6	0.0	41.7	46.2	32.1	32.2	29.2	18.8	18.8
LnGrp LOS	D	A	D	D	A	D	D	C	C	C	B	B
Approach Vol, veh/h		345			559			763			687	
Approach Delay, s/veh		43.4			41.2			33.5			19.2	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	31.5	15.2	21.2	9.9	43.7	8.9	27.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	27.5	13.2	25.7	9.4	25.7	7.6	31.3
Max Q Clear Time (g_c+I1), s	3.0	16.8	8.2	16.0	5.6	13.3	4.4	21.6
Green Ext Time (p_c), s	0.0	3.2	0.1	1.2	0.0	3.3	0.0	1.8

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	245	726	830	51	25	18
Future Volume (veh/h)	245	726	830	51	25	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.96	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	272	807	922	57	28	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	312	2476	1298	80	785	698
Arrive On Green	0.17	0.48	0.26	0.26	0.43	0.43
Sat Flow, veh/h	1810	5358	5153	307	1810	1610
Grp Volume(v), veh/h	272	807	639	340	28	20
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1831	1810	1610
Q Serve(g_s), s	13.2	8.7	15.1	15.2	0.8	0.6
Cycle Q Clear(g_c), s	13.2	8.7	15.1	15.2	0.8	0.6
Prop In Lane	1.00			0.17	1.00	1.00
Lane Grp Cap(c), veh/h	312	2476	901	477	785	698
V/C Ratio(X)	0.87	0.33	0.71	0.71	0.04	0.03
Avail Cap(c_a), veh/h	402	3400	1345	712	785	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	14.6	30.2	30.2	14.7	14.6
Incr Delay (d2), s/veh	15.3	0.1	1.0	2.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	3.3	6.2	6.8	0.3	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.6	14.6	31.2	32.2	14.7	14.7
LnGrp LOS	D	B	C	C	B	B
Approach Vol, veh/h		1079	979		48	
Approach Delay, s/veh		23.9	31.6		14.7	
Approach LOS		C	C		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			47.0		43.0	19.5	27.5
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			59.0		23.0	20.0	35.0
Max Q Clear Time (g_c+I1), s			10.7		2.8	15.2	17.2
Green Ext Time (p_c), s			6.9		0.1	0.4	6.3

Intersection Summary		
HCM 6th Ctrl Delay		27.3
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	714	229	100	494	37	168	443	150	27	411	40
Future Volume (veh/h)	79	714	229	100	494	37	168	443	150	27	411	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	81	729	234	102	504	38	171	452	153	28	419	41
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	122	926	412	130	942	481	208	864	838	71	645	63
Arrive On Green	0.07	0.26	0.26	0.07	0.26	0.26	0.04	0.15	0.15	0.04	0.38	0.38
Sat Flow, veh/h	1810	3610	1606	1810	3610	1601	1810	1900	1589	1810	1703	167
Grp Volume(v), veh/h	81	729	234	102	504	38	171	452	153	28	0	460
Grp Sat Flow(s),veh/h/ln	1810	1805	1606	1810	1805	1601	1810	1900	1589	1810	0	1870
Q Serve(g_s), s	3.9	16.9	8.3	5.0	10.8	1.5	8.4	19.7	1.2	1.4	0.0	18.2
Cycle Q Clear(g_c), s	3.9	16.9	8.3	5.0	10.8	1.5	8.4	19.7	1.2	1.4	0.0	18.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	122	926	412	130	942	481	208	864	838	71	0	708
V/C Ratio(X)	0.66	0.79	0.57	0.78	0.54	0.08	0.82	0.52	0.18	0.40	0.00	0.65
Avail Cap(c_a), veh/h	151	1163	518	161	1183	588	241	864	838	151	0	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.0	31.2	15.3	41.1	28.6	22.6	42.4	29.3	8.0	42.2	0.0	23.0
Incr Delay (d2), s/veh	7.6	2.9	1.2	18.2	0.5	0.1	17.0	2.2	0.5	3.5	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.6	3.0	2.9	4.6	0.6	5.0	10.5	1.4	0.7	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	34.1	16.6	59.2	29.0	22.7	59.4	31.4	8.5	45.7	0.0	27.6
LnGrp LOS	D	C	B	E	C	C	E	C	A	D	A	C
Approach Vol, veh/h		1044			644			776			488	
Approach Delay, s/veh		31.3			33.5			33.1			28.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	44.9	10.5	27.1	14.4	38.1	10.1	27.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	29.5	8.0	29.0	12.0	25.0	7.5	29.5
Max Q Clear Time (g_c+I1), s	3.4	21.7	7.0	18.9	10.4	20.2	5.9	12.8
Green Ext Time (p_c), s	0.0	2.1	0.0	4.2	0.1	1.2	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	417	240	255	400	88	117	502	207	44	631	23
Future Volume (veh/h)	52	417	240	255	400	88	117	502	207	44	631	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	430	247	263	412	91	121	518	0	45	651	24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	528	300	241	1133	505	153	1437		95	1300	48
Arrive On Green	0.06	0.24	0.24	0.13	0.31	0.31	0.08	0.40	0.00	0.02	0.12	0.12
Sat Flow, veh/h	1810	2215	1261	1810	3610	1609	1810	3610	1610	1810	3550	131
Grp Volume(v), veh/h	54	350	327	263	412	91	121	518	0	45	331	344
Grp Sat Flow(s),veh/h/ln	1810	1805	1671	1810	1805	1609	1810	1805	1610	1810	1805	1876
Q Serve(g_s), s	2.6	16.5	16.7	12.0	8.0	3.7	5.9	9.1	0.0	2.2	15.4	15.5
Cycle Q Clear(g_c), s	2.6	16.5	16.7	12.0	8.0	3.7	5.9	9.1	0.0	2.2	15.4	15.5
Prop In Lane	1.00		0.75	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	104	430	398	241	1133	505	153	1437		95	661	687
V/C Ratio(X)	0.52	0.81	0.82	1.09	0.36	0.18	0.79	0.36		0.47	0.50	0.50
Avail Cap(c_a), veh/h	153	542	501	241	1259	561	221	1437		153	661	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.00	0.72	0.72	0.72
Uniform Delay (d), s/veh	41.2	32.4	32.5	39.0	23.9	22.4	40.4	19.0	0.0	43.0	31.9	31.9
Incr Delay (d2), s/veh	3.9	7.4	8.6	84.1	0.2	0.2	11.0	0.7	0.0	2.6	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.9	7.5	10.9	3.3	1.4	3.1	3.8	0.0	1.1	7.8	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	39.8	41.1	123.1	24.1	22.6	51.4	19.7	0.0	45.6	33.8	33.7
LnGrp LOS	D	D	D	F	C	C	D	B		D	C	C
Approach Vol, veh/h		731			766			639	A		720	
Approach Delay, s/veh		40.8			57.9			25.7			34.5	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	39.8	16.0	25.4	11.6	37.0	9.2	32.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.6	27.4	12.0	27.0	11.0	24.0	7.6	31.4
Max Q Clear Time (g_c+I1), s	4.2	11.1	14.0	18.7	7.9	17.5	4.6	10.0
Green Ext Time (p_c), s	0.0	3.1	0.0	2.7	0.1	2.2	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	1320	400	40	783	311	238	480	27	376	654	361
Future Volume (veh/h)	370	1320	400	40	783	311	238	480	27	376	654	361
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	1404	0	43	833	331	253	511	29	400	696	384
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	491	1809		99	951	633	342	901	51	455	1053	695
Arrive On Green	0.14	0.35	0.00	0.05	0.26	0.26	0.10	0.26	0.26	0.13	0.29	0.29
Sat Flow, veh/h	3510	5187	1610	1810	3610	1610	3510	3473	197	3510	3610	1610
Grp Volume(v), veh/h	394	1404	0	43	833	331	253	265	275	400	696	384
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1805	1610	1755	1805	1865	1755	1805	1610
Q Serve(g_s), s	8.4	18.6	0.0	1.8	17.0	6.2	5.4	9.8	9.9	8.6	13.0	3.6
Cycle Q Clear(g_c), s	8.4	18.6	0.0	1.8	17.0	6.2	5.4	9.8	9.9	8.6	13.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	491	1809		99	951	633	342	468	484	455	1053	695
V/C Ratio(X)	0.80	0.78		0.43	0.88	0.52	0.74	0.57	0.57	0.88	0.66	0.55
Avail Cap(c_a), veh/h	592	1809		176	983	647	410	468	484	455	1053	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	22.4	0.0	35.3	27.2	6.5	33.8	24.8	24.8	33.0	24.0	6.2
Incr Delay (d2), s/veh	6.6	2.2	0.0	3.0	8.8	0.7	5.7	4.9	4.8	17.5	3.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	7.5	0.0	0.8	8.1	2.4	2.5	4.7	4.8	4.7	5.8	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	24.6	0.0	38.3	36.0	7.2	39.5	29.7	29.6	50.5	27.2	9.3
LnGrp LOS	D	C		D	D	A	D	C	C	D	C	A
Approach Vol, veh/h		1798	A		1207			793			1480	
Approach Delay, s/veh		27.7			28.2			32.8			28.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	24.0	8.2	30.9	11.5	26.5	14.8	24.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	20.0	7.5	26.5	9.0	21.0	13.0	21.0
Max Q Clear Time (g_c+I1), s	10.6	11.9	3.8	20.6	7.4	15.0	10.4	19.0
Green Ext Time (p_c), s	0.0	2.0	0.0	4.2	0.1	3.1	0.4	1.3

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	890	18	20	939	157	11	34	13	139	45	469
Future Volume (veh/h)	304	890	18	20	939	157	11	34	13	139	45	469
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	317	927	19	21	978	164	11	35	14	145	47	489
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	384	1746	36	53	1317	409	486	209	83	1197	446	966
Arrive On Green	0.22	0.67	0.67	0.03	0.25	0.25	0.27	0.16	0.16	0.34	0.23	0.23
Sat Flow, veh/h	3510	5229	107	1810	5187	1610	1810	1284	513	3510	1900	2791
Grp Volume(v), veh/h	317	613	333	21	978	164	11	0	49	145	47	489
Grp Sat Flow(s),veh/h/ln	1755	1729	1878	1810	1729	1610	1810	0	1797	1755	1900	1395
Q Serve(g_s), s	10.3	10.9	11.0	1.4	20.8	10.2	0.5	0.0	2.8	3.4	2.3	3.3
Cycle Q Clear(g_c), s	10.3	10.9	11.0	1.4	20.8	10.2	0.5	0.0	2.8	3.4	2.3	3.3
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	384	1155	627	53	1317	409	486	0	292	1197	447	966
V/C Ratio(X)	0.83	0.53	0.53	0.40	0.74	0.40	0.02	0.00	0.17	0.12	0.11	0.51
Avail Cap(c_a), veh/h	652	1671	908	113	1867	580	486	0	292	1197	447	966
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	15.1	15.1	57.2	41.2	37.2	32.3	0.0	43.3	27.2	36.0	31.2
Incr Delay (d2), s/veh	3.2	0.3	0.5	4.7	1.0	0.6	0.0	0.0	1.2	0.0	0.5	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	3.3	3.6	0.7	9.0	4.1	0.2	0.0	1.4	1.4	1.1	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	15.4	15.6	61.9	42.2	37.8	32.3	0.0	44.5	27.2	36.5	33.1
LnGrp LOS	D	B	B	E	D	D	C	A	D	C	D	C
Approach Vol, veh/h		1263			1163			60			681	
Approach Delay, s/veh		23.9			41.9			42.3			32.1	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	44.9	23.5	7.5	44.1	36.2	32.2	17.1	34.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.3	19.5	7.5	58.0	10.3	28.2	22.3	43.2
Max Q Clear Time (g_c+I1), s	15.4	4.8	3.4	13.0	2.5	5.3	12.3	22.8
Green Ext Time (p_c), s	0.3	0.1	0.0	7.7	0.0	2.3	0.8	7.7

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	550	66	14	347	0	73	0	17	0	0	34
Future Volume (veh/h)	40	550	66	14	347	0	73	0	17	0	0	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	611	73	16	386	0	81	0	0	0	0	38
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	726	84	82	854	0	655	0		0	0	627
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.00	0.39	0.00	0.00	0.00	0.00	0.39
Sat Flow, veh/h	60	1572	182	27	1848	0	1339	0	1610	0	0	1610
Grp Volume(v), veh/h	728	0	0	402	0	0	81	0	0	0	0	38
Grp Sat Flow(s),veh/h/ln	1814	0	0	1875	0	0	1339	0	1610	0	0	1610
Q Serve(g_s), s	8.4	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s	19.2	0.0	0.0	7.8	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.8
Prop In Lane	0.06		0.10	0.04		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	909	0	0	936	0	0	655	0		0	0	627
V/C Ratio(X)	0.80	0.00	0.00	0.43	0.00	0.00	0.12	0.00		0.00	0.00	0.06
Avail Cap(c_a), veh/h	1110	0	0	1139	0	0	655	0		0	0	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	9.9	0.0	0.0	11.2	0.0	0.0	0.0	0.0	10.3
Incr Delay (d2), s/veh	3.5	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	0.0	2.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	0.0	10.2	0.0	0.0	11.6	0.0	0.0	0.0	0.0	10.5
LnGrp LOS	B	A	A	B	A	A	B	A		A	A	B
Approach Vol, veh/h		728			402			81	A		38	
Approach Delay, s/veh		16.4			10.2			11.6			10.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	25.0	28.9	25.0	28.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	31.0	21.0	31.0
Max Q Clear Time (g_c+I1), s	4.9	21.2	2.8	9.8
Green Ext Time (p_c), s	0.3	3.7	0.1	2.5

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	0	560	0	0	0	0	692	283	8	404	0
Future Volume (veh/h)	109	0	560	0	0	0	0	692	283	8	404	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	727				0	744	304	9	434	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	0	482	816				0	855	725	211	1190	0
Arrive On Green	0.00	0.00	0.25				0.00	0.15	0.15	0.12	0.63	0.00
Sat Flow, veh/h	0	1900	3220				0	1900	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	727				0	744	304	9	434	0
Grp Sat Flow(s),veh/h/ln	0	1900	1610				0	1900	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	21.8				0.0	38.3	17.1	0.4	11.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	21.8				0.0	38.3	17.1	0.4	11.1	0.0
Prop In Lane	0.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	482	816				0	855	725	211	1190	0
V/C Ratio(X)	0.00	0.00	0.89				0.00	0.87	0.42	0.04	0.36	0.00
Avail Cap(c_a), veh/h	0	551	934				0	855	725	211	1190	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00				0.00	0.87	0.87	0.93	0.93	0.00
Uniform Delay (d), s/veh	0.0	0.0	36.0				0.0	39.7	30.7	39.2	9.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	9.8				0.0	10.4	1.6	0.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	9.5				0.0	21.9	7.7	0.2	4.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	45.8				0.0	50.1	32.3	39.6	9.8	0.0
LnGrp LOS	A	A	D				A	D	C	D	A	A
Approach Vol, veh/h		727						1048			443	
Approach Delay, s/veh		45.8						45.0			10.4	
Approach LOS		D						D			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	17.7	51.0	31.3	68.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	45.0	29.0	59.0
Max Q Clear Time (g_c+I1), s	12.4	40.3	23.8	13.1
Green Ext Time (p_c), s	0.0	2.6	1.6	3.1

Intersection Summary	
HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D

Notes

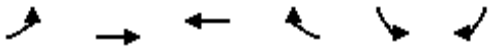
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	357	71	124	227	55	81	578	128	47	655	75
Future Volume (veh/h)	132	357	71	124	227	55	81	578	128	47	655	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	376	75	131	239	58	85	608	135	49	689	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	414	83	159	276	67	348	974	216	317	1034	118
Arrive On Green	0.17	0.27	0.27	0.09	0.19	0.19	0.19	0.33	0.33	0.18	0.32	0.32
Sat Flow, veh/h	1810	1534	306	1810	1472	357	1810	2923	648	1810	3264	374
Grp Volume(v), veh/h	139	0	451	131	0	297	85	375	368	49	381	387
Grp Sat Flow(s),veh/h/ln	1810	0	1840	1810	0	1829	1810	1805	1766	1810	1805	1833
Q Serve(g_s), s	8.3	0.0	28.4	8.5	0.0	18.9	4.8	21.0	21.1	2.8	21.9	22.0
Cycle Q Clear(g_c), s	8.3	0.0	28.4	8.5	0.0	18.9	4.8	21.0	21.1	2.8	21.9	22.0
Prop In Lane	1.00		0.17	1.00		0.20	1.00		0.37	1.00		0.20
Lane Grp Cap(c), veh/h	309	0	497	159	0	343	348	602	589	317	572	580
V/C Ratio(X)	0.45	0.00	0.91	0.83	0.00	0.87	0.24	0.62	0.63	0.15	0.67	0.67
Avail Cap(c_a), veh/h	309	0	613	226	0	570	348	602	589	317	572	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	0.0	42.3	53.8	0.0	47.3	41.1	33.7	33.7	41.9	35.5	35.5
Incr Delay (d2), s/veh	1.0	0.0	15.2	15.3	0.0	7.6	0.4	4.8	5.0	0.2	6.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	14.9	4.6	0.0	9.3	2.2	9.9	9.8	1.3	10.6	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	0.0	57.5	69.1	0.0	54.9	41.5	38.5	38.7	42.2	41.5	41.5
LnGrp LOS	D	A	E	E	A	D	D	D	D	D	D	D
Approach Vol, veh/h		590			428			828			817	
Approach Delay, s/veh		54.8			59.2			38.9			41.6	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	44.0	14.5	36.4	27.0	42.0	24.5	26.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	40.0	15.0	40.0	11.0	38.0	17.6	37.4
Max Q Clear Time (g_c+I1), s	14.8	23.1	10.5	30.4	6.8	24.0	10.3	20.9
Green Ext Time (p_c), s	0.0	4.4	0.1	2.0	0.1	4.2	0.2	1.6

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	160	903	940	22	89	51
Future Volume (veh/h)	160	903	940	22	89	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	170	961	1000	23	95	54
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	206	2229	1414	33	871	775
Arrive On Green	0.11	0.43	0.27	0.27	0.48	0.48
Sat Flow, veh/h	1810	5358	5387	120	1810	1610
Grp Volume(v), veh/h	170	961	663	360	95	54
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1878	1810	1610
Q Serve(g_s), s	8.3	11.7	15.6	15.6	2.6	1.6
Cycle Q Clear(g_c), s	8.3	11.7	15.6	15.6	2.6	1.6
Prop In Lane	1.00			0.06	1.00	1.00
Lane Grp Cap(c), veh/h	206	2229	938	509	871	775
V/C Ratio(X)	0.82	0.43	0.71	0.71	0.11	0.07
Avail Cap(c_a), veh/h	281	3170	1422	772	871	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	18.0	29.6	29.6	12.8	12.5
Incr Delay (d2), s/veh	13.2	0.1	1.0	1.8	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	4.5	6.4	7.1	1.1	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.2	18.1	30.6	31.4	13.0	12.7
LnGrp LOS	D	B	C	C	B	B
Approach Vol, veh/h		1131	1023		149	
Approach Delay, s/veh		23.2	30.9		12.9	
Approach LOS		C	C		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	42.7	47.3	14.3	28.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	55.0	27.0	14.0	37.0
Max Q Clear Time (g_c+I1), s	13.7	4.6	10.3	17.6
Green Ext Time (p_c), s	8.5	0.4	0.1	6.8

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	989	88	0	2131	632	315	419	0	78	14	203
Future Volume (veh/h)	19	989	88	0	2131	632	315	419	0	78	14	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	19	989	88	0	2131	632	315	419	0	78	14	203
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	3170	984	0	2787	972	401	542	0	234	195	212
Arrive On Green	0.03	0.61	0.61	0.00	0.54	0.54	0.11	0.15	0.00	0.07	0.10	0.10
Sat Flow, veh/h	1810	5187	1610	0	5358	1610	3510	3705	0	3510	1900	1610
Grp Volume(v), veh/h	19	989	88	0	2131	632	315	419	0	78	14	203
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	0	1729	1610	1755	1805	0	1755	1900	1610
Q Serve(g_s), s	0.9	8.2	2.0	0.0	29.0	23.0	7.9	10.0	0.0	1.9	0.6	9.2
Cycle Q Clear(g_c), s	0.9	8.2	2.0	0.0	29.0	23.0	7.9	10.0	0.0	1.9	0.6	9.2
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	3170	984	0	2787	972	401	542	0	234	195	212
V/C Ratio(X)	0.36	0.31	0.09	0.00	0.76	0.65	0.78	0.77	0.00	0.33	0.07	0.96
Avail Cap(c_a), veh/h	141	3170	984	0	2787	972	546	542	0	273	195	212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	8.4	7.2	0.0	16.4	11.6	38.8	36.8	0.0	40.1	36.5	38.8
Incr Delay (d2), s/veh	4.0	0.3	0.2	0.0	2.1	3.4	5.2	10.3	0.0	0.8	0.2	49.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.9	0.7	0.0	11.0	8.2	3.6	5.1	0.0	0.8	0.3	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	8.7	7.4	0.0	18.4	15.0	44.0	47.1	0.0	40.9	36.7	88.2
LnGrp LOS	D	A	A	A	B	B	D	D	A	D	D	F
Approach Vol, veh/h		1096			2763			734			295	
Approach Delay, s/veh		9.2			17.6			45.8			73.3	
Approach LOS		A			B			D			E	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	61.0	14.3	14.7	6.6	54.3	10.0	19.0
Change Period (Y+Rc), s	6.0	4.0	5.5	4.0	6.0	4.0	5.5
Max Green Setting (Gmax), s	54.0	14.0	6.5	7.0	43.0	7.0	13.5
Max Q Clear Time (g_c+I1), s	10.2	9.9	11.2	2.9	31.0	3.9	12.0
Green Ext Time (p_c), s	9.3	0.4	0.0	0.0	10.8	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	512	785	17	7	1604	296	19	238	17	207	48	570
Future Volume (veh/h)	512	785	17	7	1604	296	19	238	17	207	48	570
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	512	785	17	7	1604	296	19	238	17	207	48	570
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	601	2560	55	43	1718	667	50	534	452	151	640	542
Arrive On Green	0.17	0.49	0.49	0.01	0.33	0.33	0.03	0.28	0.28	0.08	0.34	0.34
Sat Flow, veh/h	3510	5223	113	3510	5187	1610	1810	1900	1608	1810	1900	1609
Grp Volume(v), veh/h	512	519	283	7	1604	296	19	238	17	207	48	570
Grp Sat Flow(s),veh/h/ln	1755	1729	1878	1755	1729	1610	1810	1900	1608	1810	1900	1609
Q Serve(g_s), s	17.0	10.8	10.8	0.2	35.9	8.5	1.2	12.4	0.9	10.0	2.1	25.9
Cycle Q Clear(g_c), s	17.0	10.8	10.8	0.2	35.9	8.5	1.2	12.4	0.9	10.0	2.1	25.9
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	601	1695	920	43	1718	667	50	534	452	151	640	542
V/C Ratio(X)	0.85	0.31	0.31	0.16	0.93	0.44	0.38	0.45	0.04	1.37	0.07	1.05
Avail Cap(c_a), veh/h	907	1830	994	219	1729	671	106	534	452	151	640	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	18.4	18.4	58.7	38.9	10.3	57.4	35.4	31.3	55.0	27.1	16.4
Incr Delay (d2), s/veh	5.1	0.1	0.2	1.8	9.9	0.5	4.8	2.7	0.2	203.9	0.2	52.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	4.3	4.7	0.1	16.6	2.8	0.6	6.1	0.4	13.1	1.0	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	18.5	18.6	60.5	48.7	10.8	62.2	38.1	31.5	258.9	27.3	69.1
LnGrp LOS	D	B	B	E	D	B	E	D	C	F	C	F
Approach Vol, veh/h		1314			1907			274			825	
Approach Delay, s/veh		32.1			42.9			39.4			114.3	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	37.7	5.5	62.8	7.3	44.4	24.5	43.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	23.0	7.5	63.5	7.0	26.0	31.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	14.4	2.2	12.8	3.2	27.9	19.0	37.9
Green Ext Time (p_c), s	0.0	0.9	0.0	6.3	0.0	0.0	1.5	1.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	712	64	172	1932	124	142	298	76	162	189	76
Future Volume (veh/h)	26	712	64	172	1932	124	142	298	76	162	189	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	712	64	172	1932	124	142	298	76	162	189	76
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	1007	309	478	2113	135	416	865	217	191	453	176
Arrive On Green	0.03	0.19	0.19	0.53	0.85	0.85	0.08	0.10	0.10	0.11	0.18	0.18
Sat Flow, veh/h	1810	5187	1589	1810	4977	318	1810	2858	717	1810	2540	985
Grp Volume(v), veh/h	26	712	64	172	1340	716	142	186	188	162	132	133
Grp Sat Flow(s),veh/h/ln	1810	1729	1589	1810	1729	1837	1810	1805	1769	1810	1805	1721
Q Serve(g_s), s	1.7	15.4	4.1	6.6	31.2	32.0	8.9	11.5	11.9	10.6	7.8	8.2
Cycle Q Clear(g_c), s	1.7	15.4	4.1	6.6	31.2	32.0	8.9	11.5	11.9	10.6	7.8	8.2
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.41	1.00		0.57
Lane Grp Cap(c), veh/h	61	1007	309	478	1468	780	416	546	535	191	322	307
V/C Ratio(X)	0.42	0.71	0.21	0.36	0.91	0.92	0.34	0.34	0.35	0.85	0.41	0.43
Avail Cap(c_a), veh/h	115	2256	691	478	1677	891	416	546	535	271	322	307
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.43	0.43	0.43	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	45.2	40.6	22.4	7.6	7.6	46.8	42.9	43.0	52.7	43.7	43.9
Incr Delay (d2), s/veh	4.3	0.9	0.3	0.2	3.5	6.5	0.4	1.3	1.4	15.6	3.8	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.7	1.6	2.6	3.9	4.8	4.3	5.8	5.9	5.6	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	46.0	40.9	22.6	11.0	14.1	47.2	44.2	44.4	68.3	47.6	48.3
LnGrp LOS	E	D	D	C	B	B	D	D	D	E	D	D
Approach Vol, veh/h		802			2228			516			427	
Approach Delay, s/veh		46.1			12.9			45.1			55.7	
Approach LOS		D			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	40.3	35.7	27.3	31.6	25.4	8.1	55.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	20.2	13.6	52.2	16.8	21.4	7.6	58.2
Max Q Clear Time (g_c+I1), s	12.6	13.9	8.6	17.4	10.9	10.2	3.7	34.0
Green Ext Time (p_c), s	0.2	1.1	0.2	5.9	0.2	1.1	0.0	17.0

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	650	150	208	1405	160	432	948	194	239	698	266
Future Volume (veh/h)	156	650	150	208	1405	160	432	948	194	239	698	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	650	150	208	1405	160	432	948	194	239	698	266
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	1576	486	272	1516	173	452	1176	513	289	850	376
Arrive On Green	0.06	0.30	0.30	0.08	0.32	0.32	0.25	0.33	0.33	0.16	0.24	0.24
Sat Flow, veh/h	3510	5187	1601	3510	4721	538	1810	3610	1575	1810	3610	1598
Grp Volume(v), veh/h	156	650	150	208	1029	536	432	948	194	239	698	266
Grp Sat Flow(s),veh/h/ln	1755	1729	1601	1755	1729	1801	1810	1805	1575	1810	1805	1598
Q Serve(g_s), s	5.2	12.0	8.6	7.0	34.5	34.5	28.2	28.8	8.9	15.3	22.0	15.3
Cycle Q Clear(g_c), s	5.2	12.0	8.6	7.0	34.5	34.5	28.2	28.8	8.9	15.3	22.0	15.3
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	1576	486	272	1110	578	452	1176	513	289	850	376
V/C Ratio(X)	0.74	0.41	0.31	0.76	0.93	0.93	0.95	0.81	0.38	0.83	0.82	0.71
Avail Cap(c_a), veh/h	219	1576	486	439	1124	585	452	1176	513	289	850	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.62	0.62	0.62	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	33.3	32.1	54.3	39.4	39.4	44.3	37.0	19.2	48.8	43.5	29.3
Incr Delay (d2), s/veh	11.2	0.2	0.3	2.8	8.7	14.7	22.4	3.7	1.3	17.7	8.8	10.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.1	3.4	3.2	15.8	17.4	15.4	13.2	3.4	8.3	10.8	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	33.4	32.4	57.1	48.1	54.1	66.7	40.6	20.5	66.6	52.2	40.0
LnGrp LOS	E	C	C	E	D	D	E	D	C	E	D	D
Approach Vol, veh/h		956			1773			1574			1203	
Approach Delay, s/veh		38.7			51.0			45.3			52.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.2	43.1	13.3	40.5	34.0	32.3	11.2	42.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.4	39.1	15.0	31.5	30.0	27.5	7.5	39.0
Max Q Clear Time (g_c+I1), s	7.3	30.8	9.0	14.0	30.2	24.0	7.2	36.5
Green Ext Time (p_c), s	0.1	4.5	0.3	4.7	0.0	1.8	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	377	188	113	3	584	448	379	1688	29	183	925	440
Future Volume (veh/h)	377	188	113	3	584	448	379	1688	29	183	925	440
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	377	188	113	3	584	448	379	1688	29	183	925	440
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	1018	454	19	756	550	454	1988	617	687	2333	952
Arrive On Green	0.14	0.28	0.28	0.01	0.15	0.15	0.13	0.38	0.38	0.20	0.45	0.45
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	377	188	113	3	584	448	379	1688	29	183	925	440
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	17.0	4.7	6.5	0.1	13.0	7.0	12.6	35.7	1.2	5.3	14.3	7.3
Cycle Q Clear(g_c), s	17.0	4.7	6.5	0.1	13.0	7.0	12.6	35.7	1.2	5.3	14.3	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	1018	454	19	756	550	454	1988	617	687	2333	952
V/C Ratio(X)	1.47	0.18	0.25	0.15	0.77	0.81	0.83	0.85	0.05	0.27	0.40	0.46
Avail Cap(c_a), veh/h	256	1018	454	219	865	584	670	1988	617	687	2333	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	51.5	32.6	33.3	59.4	49.3	36.0	51.0	33.8	18.1	40.9	22.1	4.8
Incr Delay (d2), s/veh	231.8	0.1	0.3	3.6	3.8	8.3	5.9	4.8	0.1	0.2	0.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.2	2.1	2.6	0.1	5.9	13.1	5.9	15.6	0.5	2.3	5.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	283.3	32.7	33.6	63.0	53.1	44.3	56.9	38.6	18.3	41.1	22.6	6.3
LnGrp LOS	F	C	C	E	D	D	E	D	B	D	C	A
Approach Vol, veh/h		678			1035			2096			1548	
Approach Delay, s/veh		172.2			49.4			41.6			20.1	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.5	50.0	4.7	37.8	19.5	58.0	21.0	21.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.5	46.0	7.5	29.5	22.9	44.1	17.0	20.0
Max Q Clear Time (g_c+I1), s	17.3	37.7	2.1	8.5	14.6	16.3	19.0	15.0
Green Ext Time (p_c), s	0.5	6.4	0.0	1.5	0.9	9.6	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	634	236	118	1136	37	269	479	156	49	265	139
Future Volume (veh/h)	63	634	236	118	1136	37	269	479	156	49	265	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	634	236	118	1136	37	269	479	156	49	265	139
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	784	350	298	1194	607	496	832	961	85	486	247
Arrive On Green	0.05	0.22	0.22	0.16	0.33	0.33	0.27	0.44	0.44	0.05	0.21	0.21
Sat Flow, veh/h	1810	3610	1610	1810	3610	1608	1810	1900	1590	1810	2306	1170
Grp Volume(v), veh/h	63	634	236	118	1136	37	269	479	156	49	206	198
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1608	1810	1900	1590	1810	1805	1671
Q Serve(g_s), s	4.1	20.0	16.1	7.0	36.9	1.8	15.2	22.7	1.0	3.2	12.2	12.8
Cycle Q Clear(g_c), s	4.1	20.0	16.1	7.0	36.9	1.8	15.2	22.7	1.0	3.2	12.2	12.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	93	784	350	298	1194	607	496	832	961	85	381	352
V/C Ratio(X)	0.68	0.81	0.67	0.40	0.95	0.06	0.54	0.58	0.16	0.58	0.54	0.56
Avail Cap(c_a), veh/h	151	1017	454	298	1203	611	496	832	961	121	381	352
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	44.6	43.1	44.8	39.2	23.8	37.2	25.4	4.6	56.0	42.2	42.4
Incr Delay (d2), s/veh	8.4	3.8	2.6	0.9	15.7	0.0	1.2	2.9	0.4	6.0	5.4	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	9.3	6.7	3.2	18.7	0.7	6.9	10.8	1.0	1.6	6.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	48.4	45.7	45.6	54.9	23.8	38.4	28.3	5.0	62.1	47.6	48.8
LnGrp LOS	E	D	D	D	D	C	D	C	A	E	D	D
Approach Vol, veh/h		933			1291			904			453	
Approach Delay, s/veh		48.8			53.2			27.2			49.7	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	56.5	23.8	30.1	36.9	29.3	10.1	43.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	46.0	16.2	33.8	28.7	25.3	10.0	40.0
Max Q Clear Time (g_c+I1), s	5.2	24.7	9.0	22.0	17.2	14.8	6.1	38.9
Green Ext Time (p_c), s	0.0	3.6	0.1	4.1	0.6	1.8	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	504	190	259	574	110	194	688	394	117	566	48
Future Volume (veh/h)	68	504	190	259	574	110	194	688	394	117	566	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	504	190	259	574	110	194	688	0	117	566	48
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	575	215	290	1199	663	360	1452		145	953	81
Arrive On Green	0.05	0.22	0.22	0.16	0.33	0.33	0.20	0.40	0.00	0.08	0.28	0.28
Sat Flow, veh/h	1810	2566	962	1810	3610	1609	1810	3610	1610	1810	3362	284
Grp Volume(v), veh/h	68	354	340	259	574	110	194	688	0	117	303	311
Grp Sat Flow(s),veh/h/ln	1810	1805	1724	1810	1805	1609	1810	1805	1610	1810	1805	1841
Q Serve(g_s), s	4.4	22.7	22.9	16.8	15.2	5.2	11.5	16.9	0.0	7.6	17.4	17.5
Cycle Q Clear(g_c), s	4.4	22.7	22.9	16.8	15.2	5.2	11.5	16.9	0.0	7.6	17.4	17.5
Prop In Lane	1.00		0.56	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	95	404	386	290	1199	663	360	1452		145	511	522
V/C Ratio(X)	0.72	0.88	0.88	0.89	0.48	0.17	0.54	0.47		0.81	0.59	0.60
Avail Cap(c_a), veh/h	151	451	431	392	1384	746	360	1452		287	511	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	44.9	45.0	49.3	31.8	22.3	43.1	26.5	0.0	54.3	37.0	37.1
Incr Delay (d2), s/veh	7.5	12.8	14.0	17.6	0.3	0.1	1.6	1.1	0.0	10.1	5.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	11.5	11.3	9.0	6.7	2.0	5.3	7.5	0.0	3.9	8.4	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	57.7	59.1	66.9	32.1	22.4	44.7	27.6	0.0	64.4	42.0	42.0
LnGrp LOS	E	E	E	E	C	C	D	C		E	D	D
Approach Vol, veh/h		762			943			882	A		731	
Approach Delay, s/veh		58.8			40.5			31.4			45.6	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	52.3	23.3	30.9	27.9	38.0	10.3	43.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	29.0	26.0	30.0	14.0	34.0	10.0	46.0
Max Q Clear Time (g_c+I1), s	19.6	18.9	18.8	24.9	13.5	19.5	6.4	17.2
Green Ext Time (p_c), s	0.2	3.3	0.4	2.0	0.0	3.3	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	727	226	60	1709	683	492	895	77	417	557	456
Future Volume (veh/h)	307	727	226	60	1709	683	492	895	77	417	557	456
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	307	727	0	60	1709	683	492	895	77	417	557	456
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	295	1871		92	1699	745	562	1073	92	474	1062	609
Arrive On Green	0.08	0.36	0.00	0.05	0.33	0.33	0.16	0.32	0.32	0.14	0.29	0.29
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3364	289	3510	3610	1610
Grp Volume(v), veh/h	307	727	0	60	1709	683	492	480	492	417	557	456
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1848	1755	1805	1610
Q Serve(g_s), s	10.0	12.4	0.0	3.9	39.0	39.0	16.3	29.4	29.4	13.9	15.3	29.3
Cycle Q Clear(g_c), s	10.0	12.4	0.0	3.9	39.0	39.0	16.3	29.4	29.4	13.9	15.3	29.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	295	1871		92	1699	745	562	576	590	474	1062	609
V/C Ratio(X)	1.04	0.39		0.65	1.01	0.92	0.88	0.83	0.83	0.88	0.52	0.75
Avail Cap(c_a), veh/h	295	1871		179	1699	745	660	576	590	501	1062	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	28.3	0.0	55.5	40.0	29.9	48.8	37.6	37.6	50.5	35.1	32.1
Incr Delay (d2), s/veh	63.6	0.1	0.0	7.6	23.3	16.2	11.2	13.3	13.0	15.8	1.9	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	5.2	0.0	2.0	20.0	21.0	8.0	15.0	15.3	7.1	7.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.2	28.4	0.0	63.1	63.4	46.1	60.1	50.9	50.7	66.3	36.9	40.4
LnGrp LOS	F	C		E	F	D	E	D	D	E	D	D
Approach Vol, veh/h		1034	A		2452			1464			1430	
Approach Delay, s/veh		55.1			58.5			53.9			46.6	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	42.0	10.0	47.0	23.1	39.0	14.0	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	38.0	11.8	37.2	22.4	32.6	10.0	39.0
Max Q Clear Time (g_c+I1), s	15.9	31.4	5.9	14.4	18.3	31.3	12.0	41.0
Green Ext Time (p_c), s	0.2	3.3	0.0	5.3	0.8	0.8	0.0	0.0

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	250	301	345	281	25	159	695	406	20	1207	118
Future Volume (veh/h)	236	250	301	345	281	25	159	695	406	20	1207	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.87	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	236	250	301	345	281	25	159	695	406	20	1207	118
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	400	528	206	375	478	209	186	1474	980	190	1481	999
Arrive On Green	0.22	0.15	0.15	0.21	0.13	0.13	0.10	0.41	0.41	0.10	0.41	0.41
Sat Flow, veh/h	1810	3610	1409	1810	3610	1577	1810	3610	1582	1810	3610	1568
Grp Volume(v), veh/h	236	250	301	345	281	25	159	695	406	20	1207	118
Grp Sat Flow(s),veh/h/ln	1810	1805	1409	1810	1805	1577	1810	1805	1582	1810	1805	1568
Q Serve(g_s), s	14.0	7.6	14.1	22.4	8.8	1.7	10.4	16.9	0.0	1.2	35.5	1.3
Cycle Q Clear(g_c), s	14.0	7.6	14.1	22.4	8.8	1.7	10.4	16.9	0.0	1.2	35.5	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	400	528	206	375	478	209	186	1474	980	190	1481	999
V/C Ratio(X)	0.59	0.47	1.46	0.92	0.59	0.12	0.85	0.47	0.41	0.11	0.81	0.12
Avail Cap(c_a), veh/h	400	557	217	437	752	329	196	1474	980	190	1481	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.84	0.84	0.84
Uniform Delay (d), s/veh	41.8	47.0	32.9	46.6	49.0	45.9	53.0	26.0	11.9	48.6	31.3	3.0
Incr Delay (d2), s/veh	2.3	0.7	232.1	22.6	1.2	0.3	25.9	1.0	1.2	0.2	4.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	3.5	18.1	12.4	4.0	0.7	6.0	7.4	5.7	0.6	16.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	47.6	265.0	69.2	50.1	46.2	78.8	27.0	13.0	48.8	35.6	3.2
LnGrp LOS	D	D	F	E	D	D	E	C	B	D	D	A
Approach Vol, veh/h		787			651			1260			1345	
Approach Delay, s/veh		129.7			60.1			29.0			33.0	
Approach LOS		F			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	53.0	28.9	21.6	16.3	53.2	30.5	19.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	49.0	29.0	18.5	13.0	43.5	22.5	25.0
Max Q Clear Time (g_c+I1), s	12.2	18.9	24.4	16.1	12.4	37.5	16.0	10.8
Green Ext Time (p_c), s	0.0	7.3	0.5	0.7	0.0	4.0	0.4	1.5

Intersection Summary	
HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	508	1069	23	9	1116	194	16	40	11	310	9	483
Future Volume (veh/h)	508	1069	23	9	1116	194	16	40	11	310	9	483
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	508	1069	23	9	1116	194	16	40	11	310	9	483
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	575	2173	47	27	1387	430	44	237	65	944	782	1609
Arrive On Green	0.33	0.83	0.83	0.02	0.36	0.36	0.02	0.17	0.17	0.27	0.41	0.41
Sat Flow, veh/h	3510	5225	112	1810	5187	1610	1810	1424	392	3510	1900	2783
Grp Volume(v), veh/h	508	707	385	9	1116	194	16	0	51	310	9	483
Grp Sat Flow(s),veh/h/ln	1755	1729	1880	1810	1729	1610	1810	0	1816	1755	1900	1391
Q Serve(g_s), s	16.4	7.0	7.0	0.6	23.3	11.1	1.0	0.0	2.9	8.5	0.3	1.4
Cycle Q Clear(g_c), s	16.4	7.0	7.0	0.6	23.3	11.1	1.0	0.0	2.9	8.5	0.3	1.4
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	575	1438	782	27	1387	430	44	0	303	944	782	1609
V/C Ratio(X)	0.88	0.49	0.49	0.33	0.80	0.45	0.37	0.00	0.17	0.33	0.01	0.30
Avail Cap(c_a), veh/h	761	1628	885	113	1643	510	113	0	303	944	782	1609
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	6.5	6.5	58.2	35.8	31.9	57.7	0.0	42.9	35.2	20.9	6.8
Incr Delay (d2), s/veh	7.1	0.2	0.3	6.8	2.6	0.7	5.1	0.0	1.2	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	1.8	2.0	0.3	9.5	4.2	0.5	0.0	1.4	3.7	0.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	6.7	6.8	65.0	38.4	32.6	62.7	0.0	44.1	35.4	20.9	7.3
LnGrp LOS	D	A	A	E	D	C	E	A	D	D	C	A
Approach Vol, veh/h		1600			1319			67			802	
Approach Delay, s/veh		19.3			37.8			48.5			18.3	
Approach LOS		B			D			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.3	24.0	5.8	53.9	6.9	53.4	23.6	36.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	20.0	7.5	56.5	7.5	32.5	26.0	38.0
Max Q Clear Time (g_c+I1), s	10.5	4.9	2.6	9.0	3.0	3.4	18.4	25.3
Green Ext Time (p_c), s	0.8	0.1	0.0	9.5	0.0	2.1	1.2	6.8

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	454	64	14	736	42	141	0	34	0	0	93
Future Volume (veh/h)	22	454	64	14	736	42	141	0	34	0	0	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	454	64	14	736	42	141	0	0	0	0	93
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	752	103	52	844	48	598	0		0	0	675
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.42	0.00	0.00	0.00	0.00	0.42
Sat Flow, veh/h	34	1563	215	13	1756	99	1211	0	1610	0	0	1610
Grp Volume(v), veh/h	540	0	0	792	0	0	141	0	0	0	0	93
Grp Sat Flow(s),veh/h/ln	1812	0	0	1868	0	0	1211	0	1610	0	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	7.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	2.8
Cycle Q Clear(g_c), s	17.0	0.0	0.0	30.4	0.0	0.0	8.7	0.0	0.0	0.0	0.0	2.8
Prop In Lane	0.04		0.12	0.02		0.05	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	918	0	0	944	0	0	598	0		0	0	675
V/C Ratio(X)	0.59	0.00	0.00	0.84	0.00	0.00	0.24	0.00		0.00	0.00	0.14
Avail Cap(c_a), veh/h	1235	0	0	1279	0	0	598	0		0	0	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.86	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	0.0	18.6	0.0	0.0	17.0	0.0	0.0	0.0	0.0	14.3
Incr Delay (d2), s/veh	0.6	0.0	0.0	3.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.0	0.0	12.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	0.0	0.0	22.4	0.0	0.0	17.8	0.0	0.0	0.0	0.0	14.7
LnGrp LOS	B	A	A	C	A	A	B	A		A	A	B
Approach Vol, veh/h		540			792			141	A		93	
Approach Delay, s/veh		15.8			22.4			17.8			14.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	37.5	42.5	37.5	42.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	53.0	19.0	53.0
Max Q Clear Time (g_c+I1), s	10.7	19.0	4.8	32.4
Green Ext Time (p_c), s	0.4	4.2	0.4	6.0

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	6	510	0	0	0	0	791	339	13	639	0
Future Volume (veh/h)	70	6	510	0	0	0	0	791	339	13	639	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	589				0	791	339	13	639	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	0	385	653				0	2124	947	82	1308	0
Arrive On Green	0.00	0.00	0.20				0.00	0.39	0.39	0.05	0.69	0.00
Sat Flow, veh/h	0	1900	3220				0	3705	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	589				0	791	339	13	639	0
Grp Sat Flow(s),veh/h/ln	0	1900	1610				0	1805	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	19.6				0.0	17.1	16.3	0.8	17.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	19.6				0.0	17.1	16.3	0.8	17.4	0.0
Prop In Lane	0.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	385	653				0	2124	947	82	1308	0
V/C Ratio(X)	0.00	0.00	0.90				0.00	0.37	0.36	0.16	0.49	0.00
Avail Cap(c_a), veh/h	0	415	703				0	2124	947	82	1308	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00				0.00	0.85	0.85	0.90	0.90	0.00
Uniform Delay (d), s/veh	0.0	0.0	42.8				0.0	18.9	18.7	50.5	8.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	14.3				0.0	0.4	0.9	3.7	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	9.0				0.0	7.8	6.8	0.4	6.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	57.1				0.0	19.3	19.6	54.1	9.2	0.0
LnGrp LOS	A	A	E				A	B	B	D	A	A
Approach Vol, veh/h		589						1130			652	
Approach Delay, s/veh		57.1						19.4			10.1	
Approach LOS		E						B			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	11.0	70.7	28.3	81.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	63.0	24.0	74.0
Max Q Clear Time (g_c+I1), s	2.8	19.1	21.6	19.4
Green Ext Time (p_c), s	0.0	8.4	0.7	5.2

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

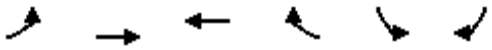
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	367	53	227	581	33	66	555	201	42	611	75
Future Volume (veh/h)	42	367	53	227	581	33	66	555	201	42	611	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	367	53	227	581	33	66	555	201	42	611	75
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	479	69	263	746	42	106	1083	482	440	1568	192
Arrive On Green	0.08	0.15	0.15	0.15	0.21	0.21	0.06	0.30	0.30	0.24	0.48	0.48
Sat Flow, veh/h	1810	3169	454	1810	3473	197	1810	3610	1607	1810	3237	397
Grp Volume(v), veh/h	42	208	212	227	302	312	66	555	201	42	340	346
Grp Sat Flow(s),veh/h/ln	1810	1805	1818	1810	1805	1865	1810	1805	1607	1810	1805	1828
Q Serve(g_s), s	2.2	11.0	11.2	12.3	15.8	15.8	3.6	12.7	6.8	1.8	12.0	12.0
Cycle Q Clear(g_c), s	2.2	11.0	11.2	12.3	15.8	15.8	3.6	12.7	6.8	1.8	12.0	12.0
Prop In Lane	1.00		0.25	1.00		0.11	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	148	273	275	263	388	400	106	1083	482	440	874	886
V/C Ratio(X)	0.28	0.76	0.77	0.86	0.78	0.78	0.62	0.51	0.42	0.10	0.39	0.39
Avail Cap(c_a), veh/h	148	451	455	362	677	699	145	1083	482	440	874	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	40.7	40.8	41.8	37.0	37.0	46.0	29.0	12.9	29.3	16.4	16.4
Incr Delay (d2), s/veh	1.0	4.4	4.6	14.5	3.4	3.3	5.8	1.7	2.6	0.1	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.2	5.3	6.5	7.2	7.5	1.8	5.7	0.4	0.8	5.1	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	45.1	45.3	56.2	40.4	40.4	51.7	30.7	15.5	29.4	17.7	17.7
LnGrp LOS	D	D	D	E	D	D	D	C	B	C	B	B
Approach Vol, veh/h		462			841			822			728	
Approach Delay, s/veh		45.1			44.7			28.7			18.4	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	34.0	18.5	19.1	9.9	52.4	12.2	25.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	30.0	20.0	25.0	8.0	31.0	7.5	37.5
Max Q Clear Time (g_c+I1), s	3.8	14.7	14.3	13.2	5.6	14.0	4.2	17.8
Green Ext Time (p_c), s	0.0	4.0	0.3	1.9	0.0	4.0	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	509	904	1193	107	68	46
Future Volume (veh/h)	509	904	1193	107	68	46
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	509	904	1193	107	68	46
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	603	2782	1600	143	718	639
Arrive On Green	0.17	0.54	0.11	0.11	0.40	0.40
Sat Flow, veh/h	3510	5358	5001	433	1810	1610
Grp Volume(v), veh/h	509	904	854	446	68	46
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1805	1810	1610
Q Serve(g_s), s	16.9	11.7	28.7	28.8	2.8	2.1
Cycle Q Clear(g_c), s	16.9	11.7	28.7	28.8	2.8	2.1
Prop In Lane	1.00			0.24	1.00	1.00
Lane Grp Cap(c), veh/h	603	2782	1146	598	718	639
V/C Ratio(X)	0.84	0.32	0.75	0.75	0.09	0.07
Avail Cap(c_a), veh/h	1082	3933	1441	752	718	639
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	15.6	48.5	48.5	22.7	22.5
Incr Delay (d2), s/veh	3.3	0.1	1.6	3.1	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	4.6	13.6	14.5	1.3	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.5	15.7	50.2	51.7	22.9	22.7
LnGrp LOS	D	B	D	D	C	C
Approach Vol, veh/h		1413	1300		114	
Approach Delay, s/veh		28.6	50.7		22.8	
Approach LOS		C	D		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			68.4		51.6	24.6	43.8
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			91.0		21.0	37.0	50.0
Max Q Clear Time (g_c+I1), s			13.7		4.8	18.9	30.8
Green Ext Time (p_c), s			8.1		0.2	1.8	9.0

Intersection Summary		
HCM 6th Ctrl Delay		38.5
HCM 6th LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1458	117	0	1814	431	59	244	0	710	18	277
Future Volume (veh/h)	59	1458	117	0	1814	431	59	244	0	710	18	277
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	59	1458	117	0	1814	431	59	244	0	710	18	277
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	2773	861	0	2308	1083	187	351	0	798	516	523
Arrive On Green	0.05	0.53	0.53	0.00	0.45	0.45	0.05	0.10	0.00	0.23	0.27	0.27
Sat Flow, veh/h	1810	5187	1610	0	5358	1610	3510	3705	0	3510	1900	1610
Grp Volume(v), veh/h	59	1458	117	0	1814	431	59	244	0	710	18	277
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	0	1729	1610	1755	1805	0	1755	1900	1610
Q Serve(g_s), s	3.5	20.0	4.0	0.0	32.8	13.2	1.8	7.2	0.0	21.6	0.8	15.4
Cycle Q Clear(g_c), s	3.5	20.0	4.0	0.0	32.8	13.2	1.8	7.2	0.0	21.6	0.8	15.4
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	2773	861	0	2308	1083	187	351	0	798	516	523
V/C Ratio(X)	0.61	0.53	0.14	0.00	0.79	0.40	0.32	0.69	0.00	0.89	0.03	0.53
Avail Cap(c_a), veh/h	115	2773	861	0	2308	1083	223	351	0	925	565	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	16.6	12.8	0.0	26.0	8.1	50.2	48.1	0.0	41.2	29.5	30.3
Incr Delay (d2), s/veh	6.7	0.7	0.3	0.0	2.8	1.1	1.0	10.8	0.0	9.7	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	7.8	1.5	0.0	13.7	4.5	0.8	3.8	0.0	10.3	0.4	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	17.3	13.2	0.0	28.8	9.2	51.1	58.9	0.0	50.9	29.5	31.1
LnGrp LOS	E	B	B	A	C	A	D	E	A	D	C	C
Approach Vol, veh/h		1634			2245			303			1005	
Approach Delay, s/veh		18.5			25.1			57.4			45.0	
Approach LOS		B			C			E			D	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	64.8	9.8	35.4	9.8	55.0	29.0	16.2
Change Period (Y+Rc), s	6.0	4.0	5.5	4.0	6.0	4.0	5.5
Max Green Setting (Gmax), s	54.8	7.0	32.7	7.0	43.8	29.0	10.7
Max Q Clear Time (g_c+I1), s	22.0	3.8	17.4	5.5	34.8	23.6	9.2
Green Ext Time (p_c), s	14.6	0.0	0.9	0.0	7.6	1.4	0.2

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	722	1608	11	9	1220	343	11	129	8	541	91	705
Future Volume (veh/h)	722	1608	11	9	1220	343	11	129	8	541	91	705
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	722	1608	11	9	1220	343	11	129	8	541	91	705
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	801	2005	14	325	1254	737	279	332	280	401	461	389
Arrive On Green	0.23	0.38	0.38	0.09	0.24	0.24	0.15	0.17	0.17	0.22	0.24	0.24
Sat Flow, veh/h	3510	5315	36	3510	5187	1573	1810	1900	1602	1810	1900	1604
Grp Volume(v), veh/h	722	1046	573	9	1220	343	11	129	8	541	91	705
Grp Sat Flow(s),veh/h/ln	1755	1729	1893	1755	1729	1573	1810	1900	1602	1810	1900	1604
Q Serve(g_s), s	24.0	32.4	32.4	0.3	28.0	0.0	0.6	7.2	0.5	26.6	4.6	17.8
Cycle Q Clear(g_c), s	24.0	32.4	32.4	0.3	28.0	0.0	0.6	7.2	0.5	26.6	4.6	17.8
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	801	1305	714	325	1254	737	279	333	280	401	461	389
V/C Ratio(X)	0.90	0.80	0.80	0.03	0.97	0.47	0.04	0.39	0.03	1.35	0.20	1.81
Avail Cap(c_a), veh/h	907	1513	828	325	1254	737	279	333	280	401	461	389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	33.4	33.4	49.5	45.1	21.9	43.2	43.8	41.0	46.7	36.1	16.9
Incr Delay (d2), s/veh	11.2	2.8	5.0	0.0	19.3	0.5	0.3	3.4	0.2	172.2	1.0	374.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	13.9	15.7	0.1	14.1	6.6	0.3	3.7	0.2	31.1	2.3	47.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	36.2	38.3	49.6	64.4	22.4	43.5	47.2	41.2	218.9	37.1	391.9
LnGrp LOS	E	D	D	D	E	C	D	D	D	F	D	F
Approach Vol, veh/h		2341			1572			148			1337	
Approach Delay, s/veh		42.9			55.1			46.6			297.7	
Approach LOS		D			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.6	25.0	15.1	49.3	22.5	33.1	31.4	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.6	21.0	7.5	52.5	18.5	25.5	31.0	29.0
Max Q Clear Time (g_c+I1), s	28.6	9.2	2.3	34.4	2.6	19.8	26.0	30.0
Green Ext Time (p_c), s	0.0	0.5	0.0	10.9	0.0	1.9	1.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	109.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	2007	232	314	1374	227	136	341	154	214	300	81
Future Volume (veh/h)	124	2007	232	314	1374	227	136	341	154	214	300	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	124	2007	232	314	1374	227	136	341	154	214	300	81
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	2246	696	211	2087	345	236	443	196	241	526	140
Arrive On Green	0.08	0.43	0.43	0.23	0.93	0.93	0.04	0.06	0.06	0.13	0.19	0.19
Sat Flow, veh/h	1810	5187	1608	1810	4473	739	1810	2411	1065	1810	2819	748
Grp Volume(v), veh/h	124	2007	232	314	1062	539	136	253	242	214	190	191
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1810	1729	1754	1810	1805	1671	1810	1805	1762
Q Serve(g_s), s	8.1	42.9	11.5	14.0	6.4	6.4	8.9	16.6	17.1	13.9	11.5	11.8
Cycle Q Clear(g_c), s	8.1	42.9	11.5	14.0	6.4	6.4	8.9	16.6	17.1	13.9	11.5	11.8
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.64	1.00		0.42
Lane Grp Cap(c), veh/h	151	2246	696	211	1613	818	236	331	307	241	337	329
V/C Ratio(X)	0.82	0.89	0.33	1.49	0.66	0.66	0.58	0.76	0.79	0.89	0.56	0.58
Avail Cap(c_a), veh/h	187	2291	710	211	1613	818	236	331	307	256	337	329
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.58	0.58	0.58	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	31.5	22.5	46.0	2.4	2.4	54.2	53.8	54.1	51.1	44.4	44.5
Incr Delay (d2), s/veh	2.3	0.5	0.0	233.5	0.6	1.1	2.5	11.6	13.9	28.0	6.7	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	17.6	4.3	19.1	1.2	1.3	4.4	9.1	8.9	8.2	5.8	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	31.9	22.6	279.5	2.9	3.5	56.7	65.4	67.9	79.1	51.1	51.8
LnGrp LOS	E	C	C	F	A	A	E	E	E	E	D	D
Approach Vol, veh/h		2363			1915			631			595	
Approach Delay, s/veh		32.3			48.4			64.5			61.4	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	26.0	18.0	56.0	19.6	26.4	14.0	60.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	20.0	14.0	53.0	14.6	22.4	12.4	54.6
Max Q Clear Time (g_c+I1), s	15.9	19.1	16.0	44.9	10.9	13.8	10.1	8.4
Green Ext Time (p_c), s	0.1	0.3	0.0	7.0	0.1	1.4	0.1	17.4

Intersection Summary	
HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	469	1372	407	402	1061	168	402	876	262	235	1124	223
Future Volume (veh/h)	469	1372	407	402	1061	168	402	876	262	235	1124	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	469	1372	407	402	1061	168	402	876	262	235	1124	223
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	420	1340	408	410	1148	182	347	1249	541	264	1083	477
Arrive On Green	0.12	0.26	0.26	0.12	0.26	0.26	0.19	0.35	0.35	0.15	0.30	0.30
Sat Flow, veh/h	3510	5187	1578	3510	4498	711	1810	3610	1564	1810	3610	1591
Grp Volume(v), veh/h	469	1372	407	402	815	414	402	876	262	235	1124	223
Grp Sat Flow(s),veh/h/ln	1755	1729	1578	1755	1729	1751	1810	1805	1564	1810	1805	1591
Q Serve(g_s), s	14.4	31.0	20.2	13.7	27.6	27.6	23.0	25.1	15.8	15.3	36.0	13.7
Cycle Q Clear(g_c), s	14.4	31.0	20.2	13.7	27.6	27.6	23.0	25.1	15.8	15.3	36.0	13.7
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	420	1340	408	410	883	447	347	1249	541	264	1083	477
V/C Ratio(X)	1.12	1.02	1.00	0.98	0.92	0.93	1.16	0.70	0.48	0.89	1.04	0.47
Avail Cap(c_a), veh/h	420	1340	408	410	893	452	347	1249	541	306	1083	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.36	0.63	0.63	0.63	0.72	0.72	0.72	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.8	44.5	18.9	52.9	43.5	43.6	48.5	33.9	30.8	50.3	42.0	34.2
Incr Delay (d2), s/veh	64.1	21.2	26.3	30.6	10.3	17.8	92.6	2.4	2.2	23.9	37.7	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	15.8	10.2	7.8	13.0	14.1	19.2	11.4	6.3	8.7	21.5	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.9	65.7	45.2	83.4	53.9	61.4	141.1	36.3	33.1	74.2	79.7	37.5
LnGrp LOS	F	F	D	F	D	E	F	D	C	E	F	D
Approach Vol, veh/h		2248			1631			1540			1582	
Approach Delay, s/veh		72.7			63.1			63.1			72.9	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.5	45.5	18.0	35.0	27.0	40.0	18.4	34.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.3	38.7	14.0	31.0	23.0	36.0	14.0	31.0
Max Q Clear Time (g_c+I1), s	17.3	27.1	15.7	33.0	25.0	38.0	16.4	29.6
Green Ext Time (p_c), s	0.2	5.4	0.0	0.0	0.0	0.0	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	68.4
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	554	620	288	14	409	284	115	1108	15	432	1660	527
Future Volume (veh/h)	554	620	288	14	409	284	115	1108	15	432	1660	527
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	554	620	288	14	409	284	115	1108	15	432	1660	527
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	407	1290	575	76	800	481	219	1780	553	507	2204	1047
Arrive On Green	0.22	0.36	0.36	0.02	0.15	0.15	0.06	0.34	0.34	0.14	0.43	0.43
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	554	620	288	14	409	284	115	1108	15	432	1660	527
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	27.0	16.0	13.4	0.5	8.7	18.0	3.8	21.4	0.7	14.4	32.5	10.9
Cycle Q Clear(g_c), s	27.0	16.0	13.4	0.5	8.7	18.0	3.8	21.4	0.7	14.4	32.5	10.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	407	1290	575	76	800	481	219	1780	553	507	2204	1047
V/C Ratio(X)	1.36	0.48	0.50	0.18	0.51	0.59	0.52	0.62	0.03	0.85	0.75	0.50
Avail Cap(c_a), veh/h	407	1290	575	219	800	481	219	1780	553	673	2204	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	46.5	29.9	19.3	57.6	46.6	35.8	54.5	32.9	26.1	50.1	29.2	4.0
Incr Delay (d2), s/veh	177.6	0.3	0.7	1.1	0.6	1.9	2.3	1.7	0.1	6.1	1.8	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.1	7.0	5.1	0.2	3.8	7.3	1.8	9.2	0.3	6.7	13.6	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	224.1	30.2	19.9	58.8	47.2	37.8	56.8	34.6	26.2	56.2	31.0	5.2
LnGrp LOS	F	C	B	E	D	D	E	C	C	E	C	A
Approach Vol, veh/h		1462			707			1238			2619	
Approach Delay, s/veh		101.6			43.6			36.5			30.0	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.3	45.2	6.6	46.9	11.5	55.0	31.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	35.5	7.5	38.0	7.5	51.0	27.0	18.5
Max Q Clear Time (g_c+I1), s	10.4	23.4	2.5	18.0	5.8	34.5	29.0	20.0
Green Ext Time (p_c), s	0.9	6.1	0.0	5.3	0.0	12.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	1244	252	135	929	74	188	489	192	57	551	72
Future Volume (veh/h)	119	1244	252	135	929	74	188	489	192	57	551	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	1244	252	135	929	74	188	489	192	57	551	72
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	262	1291	575	162	1092	636	306	618	661	171	803	105
Arrive On Green	0.14	0.36	0.36	0.09	0.30	0.30	0.34	0.65	0.65	0.09	0.25	0.25
Sat Flow, veh/h	1810	3610	1607	1810	3610	1602	1810	1900	1589	1810	3211	418
Grp Volume(v), veh/h	119	1244	252	135	929	74	188	489	192	57	309	314
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1602	1810	1900	1589	1810	1805	1824
Q Serve(g_s), s	7.2	40.5	14.3	8.8	29.0	0.0	10.4	22.3	0.0	3.5	18.6	18.7
Cycle Q Clear(g_c), s	7.2	40.5	14.3	8.8	29.0	0.0	10.4	22.3	0.0	3.5	18.6	18.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	262	1291	575	162	1092	636	306	618	661	171	451	456
V/C Ratio(X)	0.45	0.96	0.44	0.83	0.85	0.12	0.61	0.79	0.29	0.33	0.68	0.69
Avail Cap(c_a), veh/h	262	1294	576	211	1294	726	306	618	661	171	451	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	37.8	29.4	53.7	39.3	22.9	36.4	18.1	11.4	50.8	40.7	40.8
Incr Delay (d2), s/veh	1.2	17.0	0.5	18.9	4.9	0.1	3.2	9.0	1.0	1.1	8.2	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	20.6	5.6	4.9	13.5	1.3	4.3	7.5	1.9	1.7	9.3	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	54.8	29.9	72.7	44.2	23.0	39.6	27.1	12.3	52.0	48.9	49.0
LnGrp LOS	D	D	C	E	D	C	D	C	B	D	D	D
Approach Vol, veh/h		1615			1138			869			680	
Approach Delay, s/veh		50.4			46.2			26.5			49.2	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	43.0	14.8	46.9	24.3	34.0	21.4	40.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	39.0	14.0	43.0	17.0	30.0	14.0	43.0
Max Q Clear Time (g_c+I1), s	11.5	24.3	10.8	42.5	12.4	20.7	9.2	31.0
Green Ext Time (p_c), s	0.0	3.4	0.1	0.4	0.2	2.6	0.1	5.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	557	245	357	541	142	120	591	297	74	762	24
Future Volume (veh/h)	54	557	245	357	541	142	120	591	297	74	762	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	557	245	357	541	142	120	591	0	74	762	24
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	633	278	385	1530	874	216	993		216	982	31
Arrive On Green	0.05	0.26	0.26	0.21	0.42	0.42	0.12	0.28	0.00	0.24	0.55	0.55
Sat Flow, veh/h	1810	2440	1071	1810	3610	1609	1810	3610	1610	1810	3572	112
Grp Volume(v), veh/h	54	412	390	357	541	142	120	591	0	74	385	401
Grp Sat Flow(s),veh/h/ln	1810	1805	1706	1810	1805	1609	1810	1805	1610	1810	1805	1879
Q Serve(g_s), s	3.5	26.3	26.4	23.2	12.2	1.0	7.5	17.0	0.0	4.1	20.1	20.1
Cycle Q Clear(g_c), s	3.5	26.3	26.4	23.2	12.2	1.0	7.5	17.0	0.0	4.1	20.1	20.1
Prop In Lane	1.00		0.63	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	88	469	443	385	1530	874	216	993		216	496	517
V/C Ratio(X)	0.61	0.88	0.88	0.93	0.35	0.16	0.56	0.60		0.34	0.78	0.78
Avail Cap(c_a), veh/h	136	526	498	422	1625	916	216	993		216	496	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.00	0.77	0.77	0.77
Uniform Delay (d), s/veh	56.0	42.6	42.7	46.3	23.4	6.7	49.9	37.7	0.0	41.8	24.1	24.1
Incr Delay (d2), s/veh	6.7	14.5	15.5	25.3	0.1	0.1	2.9	2.4	0.0	0.7	8.9	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	13.5	12.9	13.1	5.2	1.2	3.6	7.8	0.0	1.8	7.4	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.7	57.1	58.2	71.6	23.6	6.8	52.7	40.1	0.0	42.5	33.0	32.7
LnGrp LOS	E	E	E	E	C	A	D	D		D	C	C
Approach Vol, veh/h		856			1040			711	A		860	
Approach Delay, s/veh		57.9			37.8			42.3			33.6	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	37.0	29.5	35.2	18.3	37.0	9.8	54.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	33.0	28.0	35.0	8.0	33.0	9.0	54.0
Max Q Clear Time (g_c+I1), s	10.1	19.0	25.2	28.4	9.5	22.1	5.5	14.2
Green Ext Time (p_c), s	0.0	3.4	0.3	2.8	0.0	3.7	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	380	1736	491	84	984	528	240	672	52	586	958	373
Future Volume (veh/h)	380	1736	491	84	984	528	240	672	52	586	958	373
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	380	1736	0	84	984	528	240	672	52	586	958	373
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	447	1863		108	1512	768	303	839	65	651	1250	763
Arrive On Green	0.13	0.36	0.00	0.06	0.29	0.29	0.09	0.25	0.25	0.19	0.35	0.35
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3395	263	3510	3610	1610
Grp Volume(v), veh/h	380	1736	0	84	984	528	240	357	367	586	958	373
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1853	1755	1805	1610
Q Serve(g_s), s	11.4	34.7	0.0	4.9	17.9	27.5	7.2	20.0	20.0	17.6	25.4	17.1
Cycle Q Clear(g_c), s	11.4	34.7	0.0	4.9	17.9	27.5	7.2	20.0	20.0	17.6	25.4	17.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	447	1863		108	1512	768	303	446	458	651	1250	763
V/C Ratio(X)	0.85	0.93		0.78	0.65	0.69	0.79	0.80	0.80	0.90	0.77	0.49
Avail Cap(c_a), veh/h	505	1878		126	1512	768	332	446	458	684	1250	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	33.2	0.0	49.9	33.4	21.9	48.3	38.0	38.1	42.9	31.3	19.4
Incr Delay (d2), s/veh	11.8	9.0	0.0	22.6	1.0	2.6	11.4	14.0	13.7	14.6	4.5	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	15.7	0.0	2.9	7.6	10.6	3.6	10.5	10.7	8.9	11.7	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	42.2	0.0	72.6	34.4	24.5	59.6	52.0	51.8	57.5	35.9	21.7
LnGrp LOS	E	D		E	C	C	E	D	D	E	D	C
Approach Vol, veh/h		2116	A		1596			964			1917	
Approach Delay, s/veh		45.0			33.1			53.8			39.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	30.6	10.4	42.7	13.3	41.3	17.7	35.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	26.5	7.5	39.0	10.2	37.3	15.5	31.0
Max Q Clear Time (g_c+I1), s	19.6	22.0	6.9	36.7	9.2	27.4	13.4	29.5
Green Ext Time (p_c), s	0.4	1.8	0.0	2.0	0.1	5.5	0.3	1.2

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	446	100	425	331	74	50	1205	505	34	968	85
Future Volume (veh/h)	107	446	100	425	331	74	50	1205	505	34	968	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	446	100	425	331	74	50	1205	505	34	968	85
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	533	235	452	1168	517	86	1550	1090	72	1522	793
Arrive On Green	0.07	0.15	0.15	0.25	0.32	0.32	0.09	0.86	0.86	0.04	0.42	0.42
Sat Flow, veh/h	1810	3610	1594	1810	3610	1598	1810	3610	1601	1810	3610	1596
Grp Volume(v), veh/h	107	446	100	425	331	74	50	1205	505	34	968	85
Grp Sat Flow(s),veh/h/ln	1810	1805	1594	1810	1805	1598	1810	1805	1601	1810	1805	1596
Q Serve(g_s), s	7.0	14.4	5.9	27.6	8.2	3.9	3.2	17.0	1.8	2.2	25.4	3.4
Cycle Q Clear(g_c), s	7.0	14.4	5.9	27.6	8.2	3.9	3.2	17.0	1.8	2.2	25.4	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	533	235	452	1168	517	86	1550	1090	72	1522	793
V/C Ratio(X)	0.80	0.84	0.42	0.94	0.28	0.14	0.58	0.78	0.46	0.48	0.64	0.11
Avail Cap(c_a), veh/h	324	617	272	483	1168	517	271	1550	1090	113	1522	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	0.93	0.93	0.93
Uniform Delay (d), s/veh	54.7	49.7	34.9	44.1	30.2	28.8	53.2	6.0	0.6	56.4	27.4	16.1
Incr Delay (d2), s/veh	10.2	8.7	1.2	25.8	0.1	0.1	4.8	3.1	1.1	4.5	1.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	7.1	0.1	15.5	3.6	1.5	1.5	3.3	0.8	1.1	11.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	58.5	36.1	69.9	30.4	28.9	58.0	9.1	1.7	60.9	29.3	16.4
LnGrp LOS	E	E	D	E	C	C	E	A	A	E	C	B
Approach Vol, veh/h		653			830			1760			1087	
Approach Delay, s/veh		56.1			50.5			8.4			29.3	
Approach LOS		E			D			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	55.5	34.0	21.7	9.7	54.6	12.9	42.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	44.0	32.0	20.5	18.0	33.5	21.5	31.0
Max Q Clear Time (g_c+I1), s	4.2	19.0	29.6	16.4	5.2	27.4	9.0	10.2
Green Ext Time (p_c), s	0.0	12.7	0.4	1.2	0.1	3.4	0.2	2.3

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	473	1377	21	26	1336	370	12	34	15	260	45	679
Future Volume (veh/h)	473	1377	21	26	1336	370	12	34	15	260	45	679
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	473	1377	21	26	1336	370	12	34	15	260	45	679
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	534	1676	26	296	1712	532	271	202	89	780	446	1087
Arrive On Green	0.30	0.64	0.64	0.05	0.11	0.11	0.15	0.16	0.16	0.22	0.23	0.23
Sat Flow, veh/h	3510	5261	80	1810	5187	1610	1810	1242	548	3510	1900	2791
Grp Volume(v), veh/h	473	905	493	26	1336	370	12	0	49	260	45	679
Grp Sat Flow(s),veh/h/ln	1755	1729	1884	1810	1729	1610	1810	0	1790	1755	1900	1395
Q Serve(g_s), s	15.4	23.9	23.9	1.6	30.1	15.1	0.7	0.0	2.8	7.5	2.2	14.0
Cycle Q Clear(g_c), s	15.4	23.9	23.9	1.6	30.1	15.1	0.7	0.0	2.8	7.5	2.2	14.0
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	534	1101	600	296	1712	532	271	0	291	780	447	1087
V/C Ratio(X)	0.89	0.82	0.82	0.09	0.78	0.70	0.04	0.00	0.17	0.33	0.10	0.62
Avail Cap(c_a), veh/h	652	1671	910	296	1867	580	271	0	291	780	447	1087
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	19.2	19.2	48.2	49.2	15.4	43.7	0.0	43.3	39.2	36.0	13.1
Incr Delay (d2), s/veh	9.4	1.5	2.8	0.1	2.0	3.3	0.1	0.0	1.2	0.2	0.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	6.2	7.0	0.8	14.3	6.9	0.3	0.0	1.4	3.3	1.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.2	20.7	22.0	48.4	51.2	18.7	43.8	0.0	44.5	39.5	36.4	15.8
LnGrp LOS	D	C	C	D	D	B	D	A	D	D	D	B
Approach Vol, veh/h		1871			1732			61			984	
Approach Delay, s/veh		28.5			44.3			44.4			23.0	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.6	23.5	23.6	42.2	21.9	32.2	22.2	43.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.6	19.5	7.5	58.0	10.3	28.2	22.3	43.2
Max Q Clear Time (g_c+I1), s	19.5	4.8	3.6	25.9	2.7	16.0	17.4	32.1
Green Ext Time (p_c), s	0.6	0.1	0.0	12.3	0.0	2.7	0.8	7.5

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	867	69	25	561	0	79	0	29	0	0	92
Future Volume (veh/h)	110	867	69	25	561	0	79	0	29	0	0	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	867	69	25	561	0	79	0	0	0	0	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	142	935	73	69	1128	0	377	0		0	0	421
Arrive On Green	0.64	0.64	0.64	0.64	0.64	0.00	0.26	0.00	0.00	0.00	0.00	0.26
Sat Flow, veh/h	145	1464	114	35	1767	0	1098	0	1610	0	0	1610
Grp Volume(v), veh/h	1046	0	0	586	0	0	79	0	0	0	0	92
Grp Sat Flow(s),veh/h/ln	1723	0	0	1802	0	0	1098	0	1610	0	0	1610
Q Serve(g_s), s	31.3	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	3.6
Cycle Q Clear(g_c), s	44.1	0.0	0.0	12.9	0.0	0.0	7.6	0.0	0.0	0.0	0.0	3.6
Prop In Lane	0.11		0.07	0.04		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	1150	0	0	1198	0	0	377	0		0	0	421
V/C Ratio(X)	0.91	0.00	0.00	0.49	0.00	0.00	0.21	0.00		0.00	0.00	0.22
Avail Cap(c_a), veh/h	1210	0	0	1261	0	0	377	0		0	0	421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.98	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	0.0	7.6	0.0	0.0	26.1	0.0	0.0	0.0	0.0	23.1
Incr Delay (d2), s/veh	10.0	0.0	0.0	0.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.4	0.0	0.0	4.5	0.0	0.0	1.3	0.0	0.0	0.0	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	0.0	0.0	7.9	0.0	0.0	27.3	0.0	0.0	0.0	0.0	24.3
LnGrp LOS	C	A	A	A	A	A	C	A		A	A	C
Approach Vol, veh/h		1046			586			79	A		92	
Approach Delay, s/veh		22.6			7.9			27.3			24.3	
Approach LOS		C			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	24.9	55.1	24.9	55.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	54.0	18.0	54.0
Max Q Clear Time (g_c+I1), s	9.6	46.1	5.6	14.9
Green Ext Time (p_c), s	0.2	5.0	0.3	4.8

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	0	710	0	0	0	0	938	455	12	571	0
Future Volume (veh/h)	135	0	710	0	0	0	0	938	455	12	571	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	855				0	938	455	12	571	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	0	538	912				0	1833	817	82	1154	0
Arrive On Green	0.00	0.00	0.28				0.00	0.51	0.51	0.05	0.61	0.00
Sat Flow, veh/h	0	1900	3220				0	3705	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	855				0	938	455	12	571	0
Grp Sat Flow(s),veh/h/ln	0	1900	1610				0	1805	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	28.5				0.0	19.0	21.3	0.7	18.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	28.5				0.0	19.0	21.3	0.7	18.5	0.0
Prop In Lane	0.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	538	912				0	1833	817	82	1154	0
V/C Ratio(X)	0.00	0.00	0.94				0.00	0.51	0.56	0.15	0.49	0.00
Avail Cap(c_a), veh/h	0	553	937				0	1833	817	82	1154	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00				0.00	0.79	0.79	0.89	0.89	0.00
Uniform Delay (d), s/veh	0.0	0.0	38.5				0.0	18.0	18.6	50.4	12.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	16.2				0.0	0.8	2.2	3.3	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	13.1				0.0	7.9	8.2	0.4	7.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	54.6				0.0	18.8	20.7	53.7	13.5	0.0
LnGrp LOS	A	A	D				A	B	C	D	B	A
Approach Vol, veh/h		855						1393			583	
Approach Delay, s/veh		54.6						19.5			14.3	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	11.0	61.8	37.2	72.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	55.0	32.0	66.0
Max Q Clear Time (g_c+I1), s	12.7	23.3	30.5	20.5
Green Ext Time (p_c), s	0.0	10.4	0.7	4.4

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

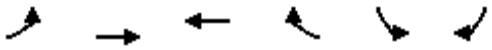
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	653	81	245	449	109	105	802	263	93	854	97
Future Volume (veh/h)	154	653	81	245	449	109	105	802	263	93	854	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	653	81	245	449	109	105	802	263	93	854	97
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	347	749	93	275	554	133	276	1191	524	276	1078	122
Arrive On Green	0.19	0.23	0.23	0.15	0.19	0.19	0.15	0.33	0.33	0.15	0.33	0.33
Sat Flow, veh/h	1810	3226	400	1810	2875	692	1810	3610	1588	1810	3267	371
Grp Volume(v), veh/h	154	365	369	245	280	278	105	802	263	93	472	479
Grp Sat Flow(s),veh/h/ln	1810	1805	1821	1810	1805	1762	1810	1805	1588	1810	1805	1833
Q Serve(g_s), s	9.0	23.4	23.4	15.9	17.8	18.1	6.3	23.0	16.0	5.5	28.5	28.5
Cycle Q Clear(g_c), s	9.0	23.4	23.4	15.9	17.8	18.1	6.3	23.0	16.0	5.5	28.5	28.5
Prop In Lane	1.00		0.22	1.00		0.39	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	347	419	423	275	348	340	276	1191	524	276	596	605
V/C Ratio(X)	0.44	0.87	0.87	0.89	0.81	0.82	0.38	0.67	0.50	0.34	0.79	0.79
Avail Cap(c_a), veh/h	347	478	483	350	528	515	276	1191	524	276	596	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	44.3	44.4	49.9	46.3	46.4	45.8	34.6	32.3	45.4	36.5	36.5
Incr Delay (d2), s/veh	0.9	14.6	14.7	20.0	5.4	6.1	0.9	3.0	3.4	0.7	10.4	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	12.1	12.2	8.7	8.5	8.5	2.9	10.5	6.6	2.5	14.1	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	58.9	59.1	69.9	51.7	52.5	46.6	37.7	35.7	46.2	46.8	46.7
LnGrp LOS	D	E	E	E	D	D	D	D	D	D	D	D
Approach Vol, veh/h		888			803			1170			1044	
Approach Delay, s/veh		56.4			57.5			38.0			46.7	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.3	43.6	22.3	31.9	22.3	43.6	27.0	27.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.4	39.6	23.2	31.8	9.4	39.6	19.9	35.1
Max Q Clear Time (g_c+I1), s	7.5	25.0	17.9	25.4	8.3	30.5	11.0	20.1
Green Ext Time (p_c), s	0.0	5.7	0.3	2.4	0.0	4.1	0.2	3.0

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	289	1382	1317	49	209	130
Future Volume (veh/h)	289	1382	1317	49	209	130
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	289	1382	1317	49	209	130
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	362	2302	1577	59	886	788
Arrive On Green	0.10	0.44	0.61	0.61	0.49	0.49
Sat Flow, veh/h	3510	5358	5303	191	1810	1610
Grp Volume(v), veh/h	289	1382	887	479	209	130
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1865	1810	1610
Q Serve(g_s), s	9.7	24.2	24.4	24.4	8.0	5.4
Cycle Q Clear(g_c), s	9.7	24.2	24.4	24.4	8.0	5.4
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	362	2302	1063	573	886	788
V/C Ratio(X)	0.80	0.60	0.83	0.84	0.24	0.16
Avail Cap(c_a), veh/h	644	3285	1441	777	886	788
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	25.3	20.7	20.7	17.7	17.0
Incr Delay (d2), s/veh	4.1	0.3	3.3	5.9	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	9.9	6.9	7.9	3.5	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.7	25.6	24.0	26.6	18.3	17.5
LnGrp LOS	E	C	C	C	B	B
Approach Vol, veh/h		1671	1366		339	
Approach Delay, s/veh		30.9	24.9		18.0	
Approach LOS		C	C		B	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	57.3	62.7	16.4	40.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	76.0	36.0	22.0	50.0
Max Q Clear Time (g_c+I1), s	26.2	10.0	11.7	26.4
Green Ext Time (p_c), s	14.7	1.0	0.7	10.5

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1069	103	0	2348	777	327	487	0	103	19	273
Future Volume (veh/h)	24	1069	103	0	2348	777	327	487	0	103	19	273
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	24	1069	103	0	2348	777	327	487	0	103	19	273
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	3143	976	0	2730	963	413	542	0	252	198	224
Arrive On Green	0.04	0.61	0.61	0.00	0.53	0.53	0.12	0.15	0.00	0.07	0.10	0.10
Sat Flow, veh/h	1810	5187	1610	0	5358	1610	3510	3705	0	3510	1900	1610
Grp Volume(v), veh/h	24	1069	103	0	2348	777	327	487	0	103	19	273
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	0	1729	1610	1755	1805	0	1755	1900	1610
Q Serve(g_s), s	1.2	9.2	2.4	0.0	35.3	33.7	8.2	11.9	0.0	2.5	0.8	9.4
Cycle Q Clear(g_c), s	1.2	9.2	2.4	0.0	35.3	33.7	8.2	11.9	0.0	2.5	0.8	9.4
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	3143	976	0	2730	963	413	542	0	252	198	224
V/C Ratio(X)	0.38	0.34	0.11	0.00	0.86	0.81	0.79	0.90	0.00	0.41	0.10	1.22
Avail Cap(c_a), veh/h	141	3143	976	0	2730	963	546	542	0	273	198	224
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	8.8	7.5	0.0	18.4	14.0	38.6	37.6	0.0	39.9	36.5	38.7
Incr Delay (d2), s/veh	3.7	0.3	0.2	0.0	3.8	7.2	5.8	20.5	0.0	1.1	0.2	131.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.2	0.8	0.0	13.8	12.7	3.8	6.7	0.0	1.1	0.4	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	9.1	7.7	0.0	22.3	21.2	44.4	58.0	0.0	41.0	36.7	169.9
LnGrp LOS	D	A	A	A	C	C	D	E	A	D	D	F
Approach Vol, veh/h		1196			3125			814			395	
Approach Delay, s/veh		9.7			22.0			52.6			129.9	
Approach LOS		A			C			D			F	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	60.5	14.6	14.9	7.2	53.4	10.5	19.0
Change Period (Y+Rc), s	6.0	4.0	5.5	4.0	6.0	4.0	5.5
Max Green Setting (Gmax), s	54.0	14.0	6.5	7.0	43.0	7.0	13.5
Max Q Clear Time (g_c+I1), s	11.2	10.2	11.4	3.2	37.3	4.5	13.9
Green Ext Time (p_c), s	10.3	0.4	0.0	0.0	5.5	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	685	866	17	7	1775	376	22	312	17	276	59	786
Future Volume (veh/h)	685	866	17	7	1775	376	22	312	17	276	59	786
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	685	866	17	7	1775	376	22	312	17	276	59	786
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	768	2827	55	43	1729	671	55	439	372	151	540	457
Arrive On Green	0.22	0.54	0.54	0.01	0.33	0.33	0.03	0.23	0.23	0.08	0.28	0.28
Sat Flow, veh/h	3510	5235	103	3510	5187	1610	1810	1900	1608	1810	1900	1608
Grp Volume(v), veh/h	685	572	311	7	1775	376	22	312	17	276	59	786
Grp Sat Flow(s),veh/h/ln	1755	1729	1880	1755	1729	1610	1810	1900	1608	1810	1900	1608
Q Serve(g_s), s	22.7	10.9	11.0	0.2	40.0	9.7	1.4	18.1	1.0	10.0	2.8	20.5
Cycle Q Clear(g_c), s	22.7	10.9	11.0	0.2	40.0	9.7	1.4	18.1	1.0	10.0	2.8	20.5
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	768	1867	1015	43	1729	671	55	439	372	151	540	457
V/C Ratio(X)	0.89	0.31	0.31	0.16	1.03	0.56	0.40	0.71	0.05	1.83	0.11	1.72
Avail Cap(c_a), veh/h	907	1867	1015	219	1729	671	106	439	372	151	540	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	15.2	15.2	58.7	40.0	10.5	57.1	42.4	35.8	55.0	31.7	15.5
Incr Delay (d2), s/veh	9.9	0.1	0.2	1.8	28.7	1.1	4.7	9.4	0.2	398.3	0.4	332.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	4.3	4.7	0.1	21.3	3.1	0.7	9.6	0.4	21.2	1.3	49.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	15.3	15.4	60.5	68.7	11.5	61.8	51.8	36.1	453.3	32.1	348.4
LnGrp LOS	E	B	B	E	F	B	E	D	D	F	C	F
Approach Vol, veh/h		1568			2158			351			1121	
Approach Delay, s/veh		32.8			58.7			51.7			357.6	
Approach LOS		C			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	31.7	5.5	68.8	7.6	38.1	30.3	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	23.0	7.5	63.5	7.0	26.0	31.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	20.1	2.2	13.0	3.4	22.5	24.7	42.0
Green Ext Time (p_c), s	0.0	0.5	0.0	7.1	0.0	1.4	1.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	114.9
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	679	85	127	2068	229	73	356	23	179	273	158
Future Volume (veh/h)	174	679	85	127	2068	229	73	356	23	179	273	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	679	85	127	2068	229	73	356	23	179	273	158
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	2741	839	156	2396	262	280	551	35	324	623	277
Arrive On Green	0.04	0.17	0.17	0.09	0.51	0.51	0.08	0.16	0.16	0.09	0.17	0.17
Sat Flow, veh/h	1810	5187	1588	1810	4743	519	3510	3444	222	3510	3610	1607
Grp Volume(v), veh/h	174	679	85	127	1501	796	73	186	193	179	273	158
Grp Sat Flow(s),veh/h/ln	1810	1729	1588	1810	1729	1804	1755	1805	1860	1755	1805	1607
Q Serve(g_s), s	11.5	13.6	3.7	8.3	45.5	46.9	2.3	11.6	11.7	5.9	8.1	8.5
Cycle Q Clear(g_c), s	11.5	13.6	3.7	8.3	45.5	46.9	2.3	11.6	11.7	5.9	8.1	8.5
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	198	2741	839	156	1747	911	280	289	298	324	623	277
V/C Ratio(X)	0.88	0.25	0.10	0.82	0.86	0.87	0.26	0.64	0.65	0.55	0.44	0.57
Avail Cap(c_a), veh/h	198	2741	839	288	1807	943	280	289	298	324	623	277
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.32	0.32	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	29.0	12.2	53.9	26.0	26.3	51.9	47.2	47.2	52.1	44.4	28.3
Incr Delay (d2), s/veh	26.7	0.0	0.0	3.4	1.4	3.1	0.5	10.6	10.5	2.0	2.2	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	6.3	2.0	3.9	18.4	20.2	1.1	6.0	6.3	2.7	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.8	29.0	12.2	57.3	27.4	29.4	52.4	57.8	57.7	54.1	46.7	36.5
LnGrp LOS	F	C	B	E	C	C	D	E	E	D	D	D
Approach Vol, veh/h		938			2424			452			610	
Approach Delay, s/veh		37.6			29.6			56.9			46.2	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	23.2	14.3	67.4	13.6	24.7	17.1	64.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	19.2	19.1	56.7	7.5	20.7	13.1	62.7
Max Q Clear Time (g_c+I1), s	7.9	13.7	10.3	15.6	4.3	10.5	13.5	48.9
Green Ext Time (p_c), s	0.1	1.0	0.2	5.8	0.0	1.6	0.0	11.7

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	839	69	212	2147	126	175	346	102	190	207	77
Future Volume (veh/h)	26	839	69	212	2147	126	175	346	102	190	207	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	839	69	212	2147	126	175	346	102	190	207	77
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	1169	358	914	2263	132	367	717	208	219	463	167
Arrive On Green	0.03	0.23	0.23	0.52	0.90	0.90	0.07	0.09	0.09	0.12	0.18	0.18
Sat Flow, veh/h	3510	5187	1589	3510	5008	292	1810	2758	801	1810	2598	936
Grp Volume(v), veh/h	26	839	69	212	1478	795	175	225	223	190	142	142
Grp Sat Flow(s),veh/h/ln	1755	1729	1589	1755	1729	1842	1810	1805	1754	1810	1805	1730
Q Serve(g_s), s	0.9	17.9	4.2	3.9	34.0	36.4	11.2	14.2	14.6	12.4	8.4	8.8
Cycle Q Clear(g_c), s	0.9	17.9	4.2	3.9	34.0	36.4	11.2	14.2	14.6	12.4	8.4	8.8
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.46	1.00		0.54
Lane Grp Cap(c), veh/h	119	1169	358	914	1563	832	367	469	456	219	322	308
V/C Ratio(X)	0.22	0.72	0.19	0.23	0.95	0.95	0.48	0.48	0.49	0.87	0.44	0.46
Avail Cap(c_a), veh/h	222	2256	691	914	1677	893	367	469	456	271	322	308
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.20	0.20	0.20	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	43.0	37.6	22.2	4.8	4.9	49.9	47.1	47.3	51.8	44.0	44.1
Incr Delay (d2), s/veh	0.9	0.8	0.2	0.0	2.9	5.9	0.6	2.1	2.3	21.1	4.3	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.7	1.7	1.6	2.8	3.7	5.5	7.2	7.2	6.9	4.2	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	43.8	37.9	22.2	7.7	10.8	50.4	49.2	49.5	72.9	48.3	49.0
LnGrp LOS	E	D	D	C	A	B	D	D	D	E	D	D
Approach Vol, veh/h		934			2485			623			474	
Approach Delay, s/veh		43.7			9.9			49.7			58.4	
Approach LOS		D			A			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	35.2	35.2	31.0	28.3	25.4	8.1	58.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	20.2	13.6	52.2	16.8	21.4	7.6	58.2
Max Q Clear Time (g_c+I1), s	11.4	16.6	5.9	19.9	13.2	10.8	2.9	38.4
Green Ext Time (p_c), s	0.2	0.9	0.4	7.1	0.1	1.1	0.0	15.8

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	909	54	27	2190	281	213	445	40	234	280	203
Future Volume (veh/h)	165	909	54	27	2190	281	213	445	40	234	280	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	165	909	54	27	2190	281	213	445	40	234	280	203
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	1264	607	1062	2251	283	244	626	279	266	671	395
Arrive On Green	0.06	0.24	0.24	0.30	0.48	0.48	0.27	0.35	0.35	0.15	0.19	0.19
Sat Flow, veh/h	3510	5187	1602	3510	4658	585	1810	3610	1607	1810	3610	1581
Grp Volume(v), veh/h	165	909	54	27	1613	858	213	445	40	234	280	203
Grp Sat Flow(s),veh/h/ln	1755	1729	1602	1755	1729	1784	1810	1805	1607	1810	1805	1581
Q Serve(g_s), s	5.5	19.3	0.0	0.6	54.2	57.4	13.5	12.8	2.1	15.2	8.2	5.6
Cycle Q Clear(g_c), s	5.5	19.3	0.0	0.6	54.2	57.4	13.5	12.8	2.1	15.2	8.2	5.6
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	1264	607	1062	1671	862	244	626	279	266	671	395
V/C Ratio(X)	0.75	0.72	0.09	0.03	0.97	0.99	0.87	0.71	0.14	0.88	0.42	0.51
Avail Cap(c_a), veh/h	234	2529	998	1062	1671	862	244	626	279	266	671	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.39	0.39	0.39	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	41.6	24.0	29.4	30.0	30.8	42.9	36.6	33.1	50.1	43.1	38.8
Incr Delay (d2), s/veh	8.0	0.5	0.0	0.0	7.5	17.8	24.6	5.8	0.9	26.6	1.9	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.3	1.0	0.3	23.4	27.9	6.9	5.3	0.9	8.8	3.9	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	42.1	24.0	29.4	37.5	48.6	67.5	42.4	34.0	76.8	45.0	43.5
LnGrp LOS	E	D	C	C	D	D	E	D	C	E	D	D
Approach Vol, veh/h		1128			2498			698			717	
Approach Delay, s/veh		44.4			41.2			49.6			54.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.7	24.8	40.3	33.3	20.2	26.3	11.5	62.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.7	20.8	7.5	58.5	15.7	22.3	8.0	58.0
Max Q Clear Time (g_c+I1), s	7.5	14.8	2.6	21.3	15.5	10.2	7.5	59.4
Green Ext Time (p_c), s	0.0	1.5	0.0	8.0	0.0	2.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	802	181	252	1647	179	501	1050	233	275	800	290
Future Volume (veh/h)	173	802	181	252	1647	179	501	1050	233	275	800	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	802	181	252	1647	179	501	1050	233	275	800	290
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1543	476	316	1543	167	452	1176	513	277	827	366
Arrive On Green	0.06	0.30	0.30	0.09	0.32	0.32	0.33	0.43	0.43	0.15	0.23	0.23
Sat Flow, veh/h	3510	5187	1600	3510	4748	515	1810	3610	1575	1810	3610	1598
Grp Volume(v), veh/h	173	802	181	252	1198	628	501	1050	233	275	800	290
Grp Sat Flow(s),veh/h/ln	1755	1729	1600	1755	1729	1805	1810	1805	1575	1810	1805	1598
Q Serve(g_s), s	5.8	15.4	10.7	8.4	39.0	39.0	30.0	32.3	9.6	18.2	26.3	17.1
Cycle Q Clear(g_c), s	5.8	15.4	10.7	8.4	39.0	39.0	30.0	32.3	9.6	18.2	26.3	17.1
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1543	476	316	1124	587	452	1176	513	277	827	366
V/C Ratio(X)	0.79	0.52	0.38	0.80	1.07	1.07	1.11	0.89	0.45	0.99	0.97	0.79
Avail Cap(c_a), veh/h	219	1543	476	439	1124	587	452	1176	513	277	827	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.50	0.50	0.50	0.42	0.42	0.42	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	35.0	33.4	53.5	40.5	40.5	40.0	32.1	15.6	50.7	45.8	30.2
Incr Delay (d2), s/veh	15.6	0.3	0.4	3.6	39.6	47.1	61.8	4.9	1.2	51.5	24.2	16.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	6.5	4.2	3.9	22.5	24.7	20.2	13.7	3.4	12.2	14.5	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	35.3	33.8	57.1	80.1	87.6	101.9	36.9	16.8	102.2	70.0	46.2
LnGrp LOS	E	D	C	E	F	F	F	D	B	F	E	D
Approach Vol, veh/h		1156			2078			1784			1365	
Approach Delay, s/veh		40.4			79.6			52.5			71.4	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	43.1	14.8	39.7	34.0	31.5	11.5	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.4	39.1	15.0	31.5	30.0	27.5	7.5	39.0
Max Q Clear Time (g_c+I1), s	20.2	34.3	10.4	17.4	32.0	28.3	7.8	41.0
Green Ext Time (p_c), s	0.0	3.2	0.3	5.3	0.0	0.0	0.0	0.0

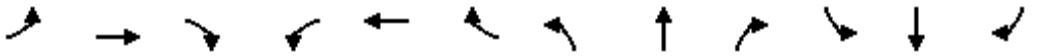
Intersection Summary	
HCM 6th Ctrl Delay	63.2
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	409	160	426	561	172	252	1498	421	197	1012	116
Future Volume (veh/h)	72	409	160	426	561	172	252	1498	421	197	1012	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	409	160	426	561	172	252	1498	421	197	1012	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	390	151	452	948	290	274	1707	924	242	1465	168
Arrive On Green	0.05	0.15	0.15	0.25	0.35	0.35	0.30	0.66	0.66	0.13	0.31	0.31
Sat Flow, veh/h	1810	2531	978	1810	2703	826	1810	5187	1588	1810	4705	538
Grp Volume(v), veh/h	72	290	279	426	374	359	252	1498	421	197	743	385
Grp Sat Flow(s),veh/h/ln	1810	1805	1704	1810	1805	1724	1810	1729	1588	1810	1729	1785
Q Serve(g_s), s	4.7	18.5	18.5	27.7	20.4	20.5	16.1	28.0	0.0	12.7	22.6	22.7
Cycle Q Clear(g_c), s	4.7	18.5	18.5	27.7	20.4	20.5	16.1	28.0	0.0	12.7	22.6	22.7
Prop In Lane	1.00		0.57	1.00		0.48	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	96	278	263	452	633	605	274	1707	924	242	1076	556
V/C Ratio(X)	0.75	1.04	1.06	0.94	0.59	0.59	0.92	0.88	0.46	0.81	0.69	0.69
Avail Cap(c_a), veh/h	172	278	263	467	633	605	287	1707	924	242	1076	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.76	0.76	0.76	0.29	0.29	0.29	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	50.8	50.8	44.2	31.9	32.0	41.1	18.5	6.3	50.5	36.2	36.3
Incr Delay (d2), s/veh	9.4	61.0	68.1	22.9	1.1	1.2	12.8	2.1	0.5	18.8	3.6	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	13.0	12.8	15.2	9.0	8.7	7.1	7.0	2.9	7.0	10.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	111.8	118.8	67.1	33.0	33.2	53.9	20.6	6.7	69.3	39.9	43.2
LnGrp LOS	E	F	F	E	C	C	D	C	A	E	D	D
Approach Vol, veh/h		641			1159			2171			1325	
Approach Delay, s/veh		109.6			45.6			21.8			45.2	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	43.5	33.9	22.5	22.2	41.4	10.4	46.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	39.5	31.0	18.5	19.0	35.5	11.4	38.1
Max Q Clear Time (g_c+I1), s	14.7	30.0	29.7	20.5	18.1	24.7	6.7	22.5
Green Ext Time (p_c), s	0.0	7.2	0.2	0.0	0.1	5.5	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	158	98	255	135	162	106	2005	317	84	1694	4
Future Volume (veh/h)	24	158	98	255	135	162	106	2005	317	84	1694	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	158	98	255	135	162	106	2005	317	84	1694	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	192	187	297	128	153	131	2178	337	186	2741	6
Arrive On Green	0.12	0.12	0.12	0.16	0.16	0.16	0.07	0.48	0.48	0.14	0.68	0.68
Sat Flow, veh/h	249	1639	1602	1810	777	933	1810	4515	699	1810	5343	13
Grp Volume(v), veh/h	182	0	98	255	0	297	106	1526	796	84	1096	602
Grp Sat Flow(s),veh/h/ln	1888	0	1602	1810	0	1710	1810	1729	1756	1810	1729	1897
Q Serve(g_s), s	11.3	0.0	6.9	16.5	0.0	19.7	6.9	49.1	51.5	5.1	20.9	20.9
Cycle Q Clear(g_c), s	11.3	0.0	6.9	16.5	0.0	19.7	6.9	49.1	51.5	5.1	20.9	20.9
Prop In Lane	0.13		1.00	1.00		0.55	1.00		0.40	1.00		0.01
Lane Grp Cap(c), veh/h	221	0	187	297	0	281	131	1668	847	186	1774	973
V/C Ratio(X)	0.82	0.00	0.52	0.86	0.00	1.06	0.81	0.91	0.94	0.45	0.62	0.62
Avail Cap(c_a), veh/h	293	0	248	297	0	281	158	1668	847	186	1774	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.80	0.80	0.80	0.54	0.54	0.54
Uniform Delay (d), s/veh	51.8	0.0	49.8	48.8	0.0	50.2	54.8	28.8	29.4	48.7	12.6	12.6
Incr Delay (d2), s/veh	13.3	0.0	2.3	21.4	0.0	69.9	18.4	7.7	16.5	0.9	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	2.9	9.2	0.0	13.8	3.8	21.4	24.8	2.3	6.6	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	0.0	52.1	70.2	0.0	120.0	73.2	36.5	45.8	49.6	13.5	14.2
LnGrp LOS	E	A	D	E	A	F	E	D	D	D	B	B
Approach Vol, veh/h		280			552			2428			1782	
Approach Delay, s/veh		60.6			97.0			41.1			15.4	
Approach LOS		E			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.4	61.9		18.0	12.7	65.6		23.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.8	57.9		18.6	10.5	55.2		19.7				
Max Q Clear Time (g_c+I1), s	7.1	53.5		13.3	8.9	22.9		21.7				
Green Ext Time (p_c), s	0.0	4.1		0.6	0.0	16.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			39.2									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	440	255	131	4	761	568	433	1830	38	246	1042	521
Future Volume (veh/h)	440	255	131	4	761	568	433	1830	38	246	1042	521
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	440	255	131	4	761	568	433	1830	38	246	1042	521
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	492	1082	482	26	865	552	507	1988	617	619	2154	894
Arrive On Green	0.14	0.30	0.30	0.01	0.17	0.17	0.14	0.38	0.38	0.18	0.42	0.42
Sat Flow, veh/h	3510	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	440	255	131	4	761	568	433	1830	38	246	1042	521
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	14.8	6.4	7.4	0.1	17.2	20.0	14.4	40.3	1.6	7.4	17.6	10.2
Cycle Q Clear(g_c), s	14.8	6.4	7.4	0.1	17.2	20.0	14.4	40.3	1.6	7.4	17.6	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	492	1082	482	26	865	552	507	1988	617	619	2154	894
V/C Ratio(X)	0.89	0.24	0.27	0.16	0.88	1.03	0.85	0.92	0.06	0.40	0.48	0.58
Avail Cap(c_a), veh/h	497	1082	482	219	865	552	670	1988	617	619	2154	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	50.7	31.7	32.0	59.2	48.8	39.4	50.1	35.3	18.1	43.8	25.7	6.4
Incr Delay (d2), s/veh	18.2	0.1	0.3	2.8	10.4	45.7	8.2	8.5	0.2	0.3	0.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	2.8	3.0	0.1	8.2	13.5	6.9	18.2	0.7	3.3	7.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	31.8	32.3	62.0	59.3	85.1	58.3	43.7	18.3	44.1	26.3	8.5
LnGrp LOS	E	C	C	E	E	F	E	D	B	D	C	A
Approach Vol, veh/h		826			1333			2301			1809	
Approach Delay, s/veh		51.7			70.3			46.0			23.6	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.2	50.0	4.9	40.0	21.3	53.8	20.8	24.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	46.0	7.5	29.5	22.9	44.1	17.0	20.0
Max Q Clear Time (g_c+I1), s	19.4	42.3	2.1	9.4	16.4	19.6	16.8	22.0
Green Ext Time (p_c), s	0.6	3.2	0.0	2.0	0.9	10.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	838	256	129	1421	51	272	549	172	67	268	166
Future Volume (veh/h)	83	838	256	129	1421	51	272	549	172	67	268	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	838	256	129	1421	51	272	549	172	67	268	166
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	1117	347	288	1641	592	509	836	956	94	455	272
Arrive On Green	0.06	0.22	0.22	0.16	0.32	0.32	0.28	0.44	0.44	0.05	0.21	0.21
Sat Flow, veh/h	1810	5187	1610	1810	5187	1608	1810	1900	1590	1810	2160	1292
Grp Volume(v), veh/h	83	838	256	129	1421	51	272	549	172	67	222	212
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1608	1810	1900	1590	1810	1805	1647
Q Serve(g_s), s	5.4	18.1	17.8	7.7	31.0	2.5	15.3	27.3	1.2	4.4	13.3	14.0
Cycle Q Clear(g_c), s	5.4	18.1	17.8	7.7	31.0	2.5	15.3	27.3	1.2	4.4	13.3	14.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	106	1117	347	288	1641	592	509	836	956	94	381	347
V/C Ratio(X)	0.79	0.75	0.74	0.45	0.87	0.09	0.53	0.66	0.18	0.71	0.58	0.61
Avail Cap(c_a), veh/h	151	1461	454	288	1729	620	509	836	956	121	381	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	44.1	43.9	45.7	38.6	24.7	36.5	26.5	4.6	56.0	42.6	42.9
Incr Delay (d2), s/veh	15.9	1.6	4.5	1.1	4.7	0.1	1.1	4.0	0.4	12.9	6.4	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	7.9	7.5	3.6	13.7	1.0	6.9	13.1	1.2	2.3	6.6	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.7	45.7	48.4	46.7	43.4	24.8	37.6	30.5	5.1	68.9	49.0	50.6
LnGrp LOS	E	D	D	D	D	C	D	C	A	E	D	D
Approach Vol, veh/h		1177			1601			993			501	
Approach Delay, s/veh		48.1			43.1			28.0			52.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	56.8	23.1	29.8	37.7	29.3	11.0	42.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	46.0	16.2	33.8	28.7	25.3	10.0	40.0
Max Q Clear Time (g_c+I1), s	6.4	29.3	9.7	20.1	17.3	16.0	7.4	33.0
Green Ext Time (p_c), s	0.0	3.9	0.2	5.7	0.6	1.8	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	584	192	294	637	130	197	732	434	138	610	49
Future Volume (veh/h)	68	584	192	294	637	130	197	732	434	138	610	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	584	192	294	637	130	197	732	0	138	610	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	640	210	324	1324	739	297	1283		167	957	77
Arrive On Green	0.05	0.24	0.24	0.18	0.37	0.37	0.16	0.36	0.00	0.09	0.28	0.28
Sat Flow, veh/h	1810	2669	876	1810	3610	1609	1810	3610	1610	1810	3378	271
Grp Volume(v), veh/h	68	394	382	294	637	130	197	732	0	138	325	334
Grp Sat Flow(s),veh/h/ln	1810	1805	1740	1810	1805	1609	1810	1805	1610	1810	1805	1844
Q Serve(g_s), s	4.4	25.5	25.6	19.1	16.3	5.7	12.3	19.7	0.0	9.0	18.9	19.0
Cycle Q Clear(g_c), s	4.4	25.5	25.6	19.1	16.3	5.7	12.3	19.7	0.0	9.0	18.9	19.0
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	95	433	417	324	1324	739	297	1283		167	511	523
V/C Ratio(X)	0.72	0.91	0.91	0.91	0.48	0.18	0.66	0.57		0.83	0.64	0.64
Avail Cap(c_a), veh/h	151	451	435	392	1384	765	297	1283		287	511	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	44.4	44.4	48.3	29.2	19.1	47.0	31.3	0.0	53.5	37.6	37.6
Incr Delay (d2), s/veh	7.3	17.6	18.6	21.6	0.3	0.1	5.4	1.8	0.0	9.8	5.9	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	13.5	13.1	10.5	7.1	2.2	6.0	8.9	0.0	4.5	9.2	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	62.0	63.0	69.9	29.5	19.2	52.4	33.1	0.0	63.3	43.5	43.5
LnGrp LOS	E	E	E	E	C	B	D	C		E	D	D
Approach Vol, veh/h		844			1061			929	A		797	
Approach Delay, s/veh		62.6			39.4			37.2			46.9	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	46.6	25.5	32.8	23.7	38.0	10.3	48.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	29.0	26.0	30.0	14.0	34.0	10.0	46.0
Max Q Clear Time (g_c+I1), s	11.0	21.7	21.1	27.6	14.3	21.0	6.4	18.3
Green Ext Time (p_c), s	0.2	2.9	0.4	1.1	0.0	3.4	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	45.9
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	815	239	76	1943	831	535	1060	98	506	651	463
Future Volume (veh/h)	315	815	239	76	1943	831	535	1060	98	506	651	463
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	315	815	0	76	1943	831	535	1060	98	506	651	463
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	1838		98	1686	751	599	1058	98	497	1039	598
Arrive On Green	0.08	0.35	0.00	0.05	0.32	0.32	0.17	0.32	0.32	0.14	0.29	0.29
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3341	309	3510	3610	1610
Grp Volume(v), veh/h	315	815	0	76	1943	831	535	572	586	506	651	463
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1844	1755	1805	1610
Q Serve(g_s), s	10.0	14.4	0.0	5.0	39.0	39.0	17.9	38.0	38.0	17.0	18.8	30.5
Cycle Q Clear(g_c), s	10.0	14.4	0.0	5.0	39.0	39.0	17.9	38.0	38.0	17.0	18.8	30.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	293	1838		98	1686	751	599	572	584	497	1039	598
V/C Ratio(X)	1.08	0.44		0.78	1.15	1.11	0.89	1.00	1.00	1.02	0.63	0.77
Avail Cap(c_a), veh/h	293	1838		178	1686	751	655	572	584	497	1039	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	29.7	0.0	56.1	40.5	32.0	48.7	41.0	41.0	51.5	37.1	33.3
Incr Delay (d2), s/veh	74.5	0.2	0.0	12.5	76.0	65.8	13.9	38.0	37.9	44.8	2.9	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	6.0	0.0	2.6	28.2	34.7	9.0	22.7	23.1	10.5	8.7	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	129.5	29.8	0.0	68.5	116.5	97.8	62.6	79.0	78.9	96.3	40.0	42.8
LnGrp LOS	F	C		E	F	F	E	F	F	F	D	D
Approach Vol, veh/h		1130	A		2850			1693			1620	
Approach Delay, s/veh		57.6			109.7			73.8			58.4	
Approach LOS		E			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	42.0	10.5	46.5	24.5	38.5	14.0	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	38.0	11.8	37.2	22.4	32.6	10.0	39.0
Max Q Clear Time (g_c+I1), s	19.0	40.0	7.0	16.4	19.9	32.5	12.0	41.0
Green Ext Time (p_c), s	0.0	0.0	0.1	5.8	0.6	0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	81.9
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	285	343	454	357	27	200	760	532	22	1345	119
Future Volume (veh/h)	239	285	343	454	357	27	200	760	532	22	1345	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	239	285	343	454	357	27	200	760	532	22	1345	119
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	447	528	206	437	509	223	196	1474	1035	127	1337	976
Arrive On Green	0.25	0.15	0.15	0.24	0.14	0.14	0.11	0.41	0.41	0.07	0.37	0.37
Sat Flow, veh/h	1810	3610	1409	1810	3610	1578	1810	3610	1582	1810	3610	1563
Grp Volume(v), veh/h	239	285	343	454	357	27	200	760	532	22	1345	119
Grp Sat Flow(s),veh/h/ln	1810	1805	1409	1810	1805	1578	1810	1805	1582	1810	1805	1563
Q Serve(g_s), s	13.8	8.8	14.0	29.0	11.3	1.8	13.0	18.9	0.0	1.4	44.4	1.4
Cycle Q Clear(g_c), s	13.8	8.8	14.0	29.0	11.3	1.8	13.0	18.9	0.0	1.4	44.4	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	447	528	206	437	509	223	196	1474	1035	127	1337	976
V/C Ratio(X)	0.53	0.54	1.66	1.04	0.70	0.12	1.02	0.52	0.51	0.17	1.01	0.12
Avail Cap(c_a), veh/h	447	557	217	437	752	329	196	1474	1035	127	1337	976
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	0.80	0.80	0.80
Uniform Delay (d), s/veh	39.2	47.5	32.4	45.5	49.1	45.0	53.5	26.6	11.0	52.5	37.8	3.3
Incr Delay (d2), s/veh	1.2	0.9	318.8	53.3	1.8	0.2	64.6	1.1	1.6	0.5	23.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	4.0	23.0	19.4	5.2	0.7	9.4	8.3	7.4	0.6	23.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	48.4	351.2	98.8	50.9	45.3	118.1	27.7	12.5	53.0	61.3	3.5
LnGrp LOS	D	D	F	F	D	D	F	C	B	D	F	A
Approach Vol, veh/h		867			838			1492			1486	
Approach Delay, s/veh		166.0			76.7			34.4			56.6	
Approach LOS		F			E			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	53.0	33.0	21.6	17.0	48.4	33.6	20.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	49.0	29.0	18.5	13.0	43.5	22.5	25.0
Max Q Clear Time (g_c+I1), s	13.4	20.9	31.0	16.0	15.0	46.4	15.8	13.3
Green Ext Time (p_c), s	0.0	8.6	0.0	0.9	0.0	0.0	0.4	1.8

Intersection Summary	
HCM 6th Ctrl Delay	73.4
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	463	327	160	864	199	258	761	54	101	1095	312
Future Volume (veh/h)	172	463	327	160	864	199	258	761	54	101	1095	312
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	463	327	160	864	199	258	761	54	101	1095	312
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	1044	466	218	1031	460	382	1125	502	368	1578	489
Arrive On Green	0.07	0.29	0.29	0.06	0.29	0.29	0.21	0.31	0.31	0.20	0.30	0.30
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	1810	3610	1610	1810	5187	1607
Grp Volume(v), veh/h	172	463	327	160	864	199	258	761	54	101	1095	312
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1810	1805	1610	1810	1729	1607
Q Serve(g_s), s	5.8	12.5	13.2	5.4	27.0	7.5	15.7	22.1	2.3	5.6	22.3	16.3
Cycle Q Clear(g_c), s	5.8	12.5	13.2	5.4	27.0	7.5	15.7	22.1	2.3	5.6	22.3	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	1044	466	218	1031	460	382	1125	502	368	1578	489
V/C Ratio(X)	0.74	0.44	0.70	0.73	0.84	0.43	0.68	0.68	0.11	0.27	0.69	0.64
Avail Cap(c_a), veh/h	328	1264	564	298	1233	550	382	1125	502	368	1578	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	34.8	14.1	55.3	40.3	13.5	43.6	36.0	19.4	40.3	36.8	23.6
Incr Delay (d2), s/veh	5.5	0.3	3.0	5.9	4.5	0.6	4.7	3.3	0.4	0.4	2.5	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	5.6	5.1	2.6	12.5	2.8	7.5	10.2	1.2	2.6	9.8	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	35.1	17.2	61.2	44.8	14.2	48.2	39.3	19.9	40.7	39.4	29.9
LnGrp LOS	E	D	B	E	D	B	D	D	B	D	D	C
Approach Vol, veh/h		962			1223			1073			1508	
Approach Delay, s/veh		33.5			41.9			40.5			37.5	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	41.4	11.5	38.7	29.3	40.5	11.9	38.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.4	37.4	10.2	42.0	15.3	36.5	11.2	41.0
Max Q Clear Time (g_c+I1), s	7.8	24.1	7.4	15.2	17.7	24.3	7.8	29.0
Green Ext Time (p_c), s	0.1	4.5	0.1	4.5	0.0	6.8	0.2	5.3

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	606	1273	24	10	1363	265	17	41	15	473	9	592
Future Volume (veh/h)	606	1273	24	10	1363	265	17	41	15	473	9	592
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	606	1273	24	10	1363	265	17	41	15	473	9	592
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	664	2482	47	30	1562	485	46	219	80	737	667	1512
Arrive On Green	0.38	0.95	0.95	0.02	0.40	0.40	0.03	0.17	0.17	0.21	0.35	0.35
Sat Flow, veh/h	3510	5241	99	1810	5187	1610	1810	1315	481	3510	1900	2780
Grp Volume(v), veh/h	606	840	457	10	1363	265	17	0	56	473	9	592
Grp Sat Flow(s),veh/h/ln	1755	1729	1882	1810	1729	1610	1810	0	1797	1755	1900	1390
Q Serve(g_s), s	19.7	3.0	3.0	0.7	29.1	15.2	1.1	0.0	3.2	14.8	0.4	1.9
Cycle Q Clear(g_c), s	19.7	3.0	3.0	0.7	29.1	15.2	1.1	0.0	3.2	14.8	0.4	1.9
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	664	1638	891	30	1562	485	46	0	299	737	667	1512
V/C Ratio(X)	0.91	0.51	0.51	0.33	0.87	0.55	0.37	0.00	0.19	0.64	0.01	0.39
Avail Cap(c_a), veh/h	761	1638	891	113	1643	510	113	0	299	737	667	1512
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	1.7	1.7	58.0	33.9	29.7	57.6	0.0	43.0	43.3	25.4	8.7
Incr Delay (d2), s/veh	10.6	0.2	0.4	6.4	5.3	1.1	5.0	0.0	1.4	1.9	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.7	0.8	0.4	12.0	5.6	0.6	0.0	1.6	6.6	0.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	1.9	2.1	64.4	39.2	30.8	62.5	0.0	44.4	45.2	25.4	9.5
LnGrp LOS	D	A	A	E	D	C	E	A	D	D	C	A
Approach Vol, veh/h		1903			1638			73			1074	
Approach Delay, s/veh		16.3			38.0			48.6			25.4	
Approach LOS		B			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	24.0	6.0	60.8	7.0	46.2	26.7	40.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	20.0	7.5	56.5	7.5	32.5	26.0	38.0
Max Q Clear Time (g_c+I1), s	16.8	5.2	2.7	5.0	3.1	3.9	21.7	31.1
Green Ext Time (p_c), s	0.6	0.2	0.0	12.4	0.0	2.7	1.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	26.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	559	69	18	873	59	144	0	39	0	0	132
Future Volume (veh/h)	31	559	69	18	873	59	144	0	39	0	0	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	559	69	18	873	59	144	0	0	0	0	132
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	932	115	54	972	65	446	0		0	0	544
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.34	0.00	0.00	0.00	0.00	0.34
Sat Flow, veh/h	610	1658	205	15	1729	115	1054	0	1610	0	0	1610
Grp Volume(v), veh/h	31	0	628	950	0	0	144	0	0	0	0	132
Grp Sat Flow(s),veh/h/ln	610	0	1863	1859	0	0	1054	0	1610	0	0	1610
Q Serve(g_s), s	0.0	0.0	17.8	10.6	0.0	0.0	7.3	0.0	0.0	0.0	0.0	4.7
Cycle Q Clear(g_c), s	6.2	0.0	17.8	36.3	0.0	0.0	12.1	0.0	0.0	0.0	0.0	4.7
Prop In Lane	1.00		0.11	0.02		0.06	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	249	0	1048	1091	0	0	446	0		0	0	544
V/C Ratio(X)	0.12	0.00	0.60	0.87	0.00	0.00	0.32	0.00		0.00	0.00	0.24
Avail Cap(c_a), veh/h	310	0	1234	1275	0	0	446	0		0	0	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.85	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	0.0	11.6	15.5	0.0	0.0	23.5	0.0	0.0	0.0	0.0	19.1
Incr Delay (d2), s/veh	0.2	0.0	0.6	6.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	6.7	15.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	0.0	12.2	21.6	0.0	0.0	25.1	0.0	0.0	0.0	0.0	20.2
LnGrp LOS	A	A	B	C	A	A	C	A		A	A	C
Approach Vol, veh/h		659			950			144	A		132	
Approach Delay, s/veh		12.0			21.6			25.1			20.2	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	31.0	49.0	31.0	49.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	53.0	19.0	53.0
Max Q Clear Time (g_c+I1), s	14.1	19.8	6.7	38.3
Green Ext Time (p_c), s	0.3	5.3	0.5	6.6

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	7	583	0	0	0	0	889	419	16	794	0
Future Volume (veh/h)	75	7	583	0	0	0	0	889	419	16	794	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	668				0	889	419	16	794	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	0	415	703				0	2068	922	82	1278	0
Arrive On Green	0.00	0.00	0.22				0.00	0.38	0.38	0.05	0.67	0.00
Sat Flow, veh/h	0	1900	3220				0	3705	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	668				0	889	419	16	794	0
Grp Sat Flow(s),veh/h/ln	0	1900	1610				0	1805	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	22.5				0.0	20.0	21.4	0.9	25.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	22.5				0.0	20.0	21.4	0.9	25.8	0.0
Prop In Lane	0.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	415	703				0	2068	922	82	1278	0
V/C Ratio(X)	0.00	0.00	0.95				0.00	0.43	0.45	0.19	0.62	0.00
Avail Cap(c_a), veh/h	0	415	703				0	2068	922	82	1278	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00				0.00	0.77	0.77	0.84	0.84	0.00
Uniform Delay (d), s/veh	0.0	0.0	42.4				0.0	20.6	21.1	50.6	10.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	22.6				0.0	0.5	1.2	4.4	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	11.0				0.0	9.1	8.9	0.5	10.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	65.0				0.0	21.1	22.3	54.9	12.0	0.0
LnGrp LOS	A	A	E				A	C	C	D	B	A
Approach Vol, veh/h		668						1308			810	
Approach Delay, s/veh		65.0						21.5			12.9	
Approach LOS		E						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	11.0	69.0	30.0	80.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	63.0	24.0	74.0
Max Q Clear Time (g_c+I1), s	2.9	23.4	24.5	27.8
Green Ext Time (p_c), s	0.0	10.0	0.0	7.3

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	57	4	153	102	89	4	539	108	77	616	10
Future Volume (veh/h)	10	57	4	153	102	89	4	539	108	77	616	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	57	4	153	102	89	4	539	108	77	616	10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	275	18	260	169	148	13	1007	853	306	1290	21
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.01	0.53	0.53	0.17	0.69	0.69
Sat Flow, veh/h	110	1519	97	1363	936	817	1810	1900	1610	1810	1864	30
Grp Volume(v), veh/h	71	0	0	153	0	191	4	539	108	77	0	626
Grp Sat Flow(s),veh/h/ln	1726	0	0	1363	0	1753	1810	1900	1610	1810	0	1895
Q Serve(g_s), s	0.0	0.0	0.0	5.2	0.0	10.0	0.2	18.6	3.4	3.7	0.0	15.2
Cycle Q Clear(g_c), s	10.0	0.0	0.0	15.2	0.0	10.0	0.2	18.6	3.4	3.7	0.0	15.2
Prop In Lane	0.14		0.06	1.00		0.47	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	353	0	0	260	0	317	13	1007	853	306	0	1311
V/C Ratio(X)	0.20	0.00	0.00	0.59	0.00	0.60	0.30	0.54	0.13	0.25	0.00	0.48
Avail Cap(c_a), veh/h	456	0	0	340	0	421	145	1007	853	306	0	1311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.9	0.0	0.0	40.8	0.0	37.7	49.4	15.4	11.8	36.0	0.0	7.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.1	0.0	1.8	12.1	2.0	0.3	0.4	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	3.8	0.0	4.4	0.1	8.2	1.2	1.7	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	0.0	0.0	42.9	0.0	39.5	61.4	17.5	12.1	36.5	0.0	8.3
LnGrp LOS	D	A	A	D	A	D	E	B	B	D	A	A
Approach Vol, veh/h		71			344			651			703	
Approach Delay, s/veh		35.2			41.0			16.8			11.4	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	80.9	57.0		22.1	4.7	73.2		22.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	11.0	53.0		24.0	8.0	56.0		24.0
Max Q Clear Time (g_c+I1), s	15.7	20.6		12.0	2.2	17.2		17.2
Green Ext Time (p_c), s	0.1	4.3		0.2	0.0	4.9		0.9

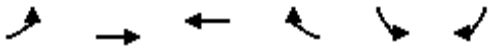
Intersection Summary		
HCM 6th Ctrl Delay		20.1
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	480	55	309	742	43	69	605	275	56	710	76
Future Volume (veh/h)	43	480	55	309	742	43	69	605	275	56	710	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	480	55	309	742	43	69	605	275	56	710	76
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	636	73	390	891	52	108	1264	563	333	1561	167
Arrive On Green	0.05	0.19	0.19	0.11	0.26	0.26	0.06	0.35	0.35	0.18	0.47	0.47
Sat Flow, veh/h	3510	3265	373	3510	3468	201	1810	3610	1607	1810	3290	352
Grp Volume(v), veh/h	43	264	271	309	386	399	69	605	275	56	389	397
Grp Sat Flow(s),veh/h/ln	1755	1805	1833	1755	1805	1864	1810	1805	1607	1810	1805	1836
Q Serve(g_s), s	1.2	13.8	13.9	8.6	20.2	20.2	3.7	13.1	9.5	2.6	14.5	14.5
Cycle Q Clear(g_c), s	1.2	13.8	13.9	8.6	20.2	20.2	3.7	13.1	9.5	2.6	14.5	14.5
Prop In Lane	1.00		0.20	1.00		0.11	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	171	352	357	390	464	479	108	1264	563	333	856	871
V/C Ratio(X)	0.25	0.75	0.76	0.79	0.83	0.83	0.64	0.48	0.49	0.17	0.45	0.46
Avail Cap(c_a), veh/h	281	433	440	562	578	596	181	1264	563	333	856	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	38.0	38.0	43.3	35.1	35.1	46.0	25.4	12.7	34.3	17.6	17.6
Incr Delay (d2), s/veh	0.8	5.8	5.9	5.0	8.3	8.1	6.1	1.3	3.0	0.2	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.6	6.8	4.0	9.8	10.1	1.9	5.7	3.7	1.2	6.2	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	43.7	44.0	48.3	43.4	43.2	52.1	26.7	15.7	34.6	19.3	19.3
LnGrp LOS	D	D	D	D	D	D	D	C	B	C	B	B
Approach Vol, veh/h		578			1094			949			842	
Approach Delay, s/veh		44.0			44.7			25.4			20.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	39.0	15.1	23.5	10.0	51.4	8.9	29.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	35.0	16.0	24.0	10.0	34.0	8.0	32.0
Max Q Clear Time (g_c+I1), s	4.6	15.1	10.6	15.9	5.7	16.5	3.2	22.2
Green Ext Time (p_c), s	0.0	5.1	0.5	2.0	0.0	4.7	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	760	1022	1441	160	105	70
Future Volume (veh/h)	760	1022	1441	160	105	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	760	1022	1441	160	105	70
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	857	3424	1806	200	494	440
Arrive On Green	0.24	0.66	0.13	0.13	0.27	0.27
Sat Flow, veh/h	3510	5358	4891	524	1810	1610
Grp Volume(v), veh/h	760	1022	1055	546	105	70
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1786	1810	1610
Q Serve(g_s), s	25.1	10.0	35.6	35.6	5.4	4.0
Cycle Q Clear(g_c), s	25.1	10.0	35.6	35.6	5.4	4.0
Prop In Lane	1.00			0.29	1.00	1.00
Lane Grp Cap(c), veh/h	857	3424	1323	683	494	440
V/C Ratio(X)	0.89	0.30	0.80	0.80	0.21	0.16
Avail Cap(c_a), veh/h	1082	3933	1441	744	494	440
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	8.6	47.9	47.9	33.6	33.1
Incr Delay (d2), s/veh	7.6	0.0	3.0	5.7	1.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	3.6	17.1	18.2	2.5	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.3	8.7	50.9	53.6	34.6	33.9
LnGrp LOS	D	A	D	D	C	C
Approach Vol, veh/h		1782	1601		175	
Approach Delay, s/veh		26.9	51.9		34.3	
Approach LOS		C	D		C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	83.2	36.8	33.3	49.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	91.0	21.0	37.0	50.0
Max Q Clear Time (g_c+I1), s	12.0	7.4	27.1	37.6
Green Ext Time (p_c), s	9.7	0.4	2.2	8.3

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1609	137	0	1965	567	60	313	0	922	24	347
Future Volume (veh/h)	77	1609	137	0	1965	567	60	313	0	922	24	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	77	1609	137	0	1965	567	60	313	0	922	24	347
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	2584	802	0	2097	1075	188	351	0	925	584	588
Arrive On Green	0.06	0.50	0.50	0.00	0.40	0.40	0.05	0.10	0.00	0.26	0.31	0.31
Sat Flow, veh/h	1810	5187	1610	0	5358	1610	3510	3705	0	3510	1900	1610
Grp Volume(v), veh/h	77	1609	137	0	1965	567	60	313	0	922	24	347
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	0	1729	1610	1755	1805	0	1755	1900	1610
Q Serve(g_s), s	4.6	24.8	5.1	0.0	40.0	19.9	1.8	9.4	0.0	28.9	1.0	19.2
Cycle Q Clear(g_c), s	4.6	24.8	5.1	0.0	40.0	19.9	1.8	9.4	0.0	28.9	1.0	19.2
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	2584	802	0	2097	1075	188	351	0	925	584	588
V/C Ratio(X)	0.74	0.62	0.17	0.00	0.94	0.53	0.32	0.89	0.00	1.00	0.04	0.59
Avail Cap(c_a), veh/h	115	2584	802	0	2097	1075	223	351	0	925	584	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	20.1	15.1	0.0	31.4	9.4	50.1	49.1	0.0	40.4	26.7	28.3
Incr Delay (d2), s/veh	20.1	1.1	0.5	0.0	9.6	1.9	1.0	27.1	0.0	28.6	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	9.9	2.0	0.0	18.0	6.9	0.8	5.5	0.0	15.9	0.4	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	21.2	15.6	0.0	41.0	11.2	51.1	76.1	0.0	69.1	26.7	29.8
LnGrp LOS	E	C	B	A	D	B	D	E	A	E	C	C
Approach Vol, veh/h		1823			2532			373			1293	
Approach Delay, s/veh		22.9			34.3			72.1			57.7	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	60.8	9.9	39.3	10.3	50.5	33.0	16.2
Change Period (Y+Rc), s	6.0	4.0	5.5	4.0	6.0	4.0	5.5
Max Green Setting (Gmax), s	54.8	7.0	32.7	7.0	43.8	29.0	10.7
Max Q Clear Time (g_c+I1), s	26.8	3.8	21.2	6.6	42.0	30.9	11.4
Green Ext Time (p_c), s	15.4	0.0	1.1	0.0	1.7	0.0	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	958	1773	11	9	1368	421	13	160	8	697	114	962
Future Volume (veh/h)	958	1773	11	9	1368	421	13	160	8	697	114	962
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	958	1773	11	9	1368	421	13	160	8	697	114	962
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	907	2133	13	348	1254	689	279	332	280	347	404	341
Arrive On Green	0.26	0.40	0.40	0.10	0.24	0.24	0.15	0.17	0.17	0.19	0.21	0.21
Sat Flow, veh/h	3510	5319	33	3510	5187	1573	1810	1900	1602	1810	1900	1603
Grp Volume(v), veh/h	958	1153	631	9	1368	421	13	160	8	697	114	962
Grp Sat Flow(s),veh/h/ln	1755	1729	1894	1755	1729	1573	1810	1900	1602	1810	1900	1603
Q Serve(g_s), s	31.0	35.9	35.9	0.3	29.0	1.1	0.7	9.1	0.5	23.0	6.0	15.0
Cycle Q Clear(g_c), s	31.0	35.9	35.9	0.3	29.0	1.1	0.7	9.1	0.5	23.0	6.0	15.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	907	1387	760	348	1254	689	279	333	280	347	404	341
V/C Ratio(X)	1.06	0.83	0.83	0.03	1.09	0.61	0.05	0.48	0.03	2.01	0.28	2.82
Avail Cap(c_a), veh/h	907	1513	829	348	1254	689	279	333	280	347	404	341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	32.3	32.3	48.8	45.5	26.1	43.2	44.6	41.0	48.5	39.6	16.3
Incr Delay (d2), s/veh	45.9	3.8	6.7	0.0	54.1	1.6	0.3	4.9	0.2	464.5	1.7	828.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.1	15.5	17.6	0.1	18.6	9.4	0.4	4.8	0.2	55.1	3.0	83.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.4	36.1	39.0	48.9	99.6	27.7	43.6	49.5	41.2	513.0	41.3	845.0
LnGrp LOS	F	D	D	D	F	C	D	D	D	F	D	F
Approach Vol, veh/h		2742			1798			181			1773	
Approach Delay, s/veh		55.8			82.5			48.7			662.8	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	25.0	15.9	52.1	22.5	29.5	35.0	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	21.0	7.5	52.5	18.5	25.5	31.0	29.0
Max Q Clear Time (g_c+I1), s	25.0	11.1	2.3	37.9	2.7	17.0	33.0	31.0
Green Ext Time (p_c), s	0.0	0.5	0.0	10.2	0.0	3.6	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		228.7
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	2100	126	90	1304	341	79	378	112	546	505	229
Future Volume (veh/h)	345	2100	126	90	1304	341	79	378	112	546	505	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	345	2100	126	90	1304	341	79	378	112	546	505	229
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	362	2399	734	113	1329	347	219	480	140	585	1008	448
Arrive On Green	0.27	0.62	0.62	0.06	0.32	0.32	0.06	0.17	0.17	0.17	0.28	0.28
Sat Flow, veh/h	1810	5187	1587	1810	4091	1068	3510	2741	801	3510	3610	1605
Grp Volume(v), veh/h	345	2100	126	90	1102	543	79	247	243	546	505	229
Grp Sat Flow(s),veh/h/ln	1810	1729	1587	1810	1729	1701	1755	1805	1737	1755	1805	1605
Q Serve(g_s), s	22.5	40.5	3.1	5.9	37.9	38.0	2.6	15.7	16.1	18.4	14.1	14.4
Cycle Q Clear(g_c), s	22.5	40.5	3.1	5.9	37.9	38.0	2.6	15.7	16.1	18.4	14.1	14.4
Prop In Lane	1.00		1.00	1.00		0.63	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	362	2399	734	113	1124	553	219	316	304	585	1008	448
V/C Ratio(X)	0.95	0.88	0.17	0.80	0.98	0.98	0.36	0.78	0.80	0.93	0.50	0.51
Avail Cap(c_a), veh/h	362	2399	734	115	1124	553	219	316	304	585	1008	448
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.59	0.59	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	20.2	7.6	55.5	40.1	40.2	53.9	47.3	47.5	49.3	36.2	36.4
Incr Delay (d2), s/veh	6.5	0.4	0.0	20.0	16.2	25.0	1.0	17.4	19.4	22.2	1.8	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	13.7	1.4	3.3	18.4	19.5	1.2	8.6	8.6	9.8	6.4	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	20.6	7.6	75.5	56.3	65.2	54.9	64.7	66.9	71.5	38.0	40.5
LnGrp LOS	D	C	A	E	E	E	D	E	E	E	D	D
Approach Vol, veh/h		2571			1735			569			1280	
Approach Delay, s/veh		23.9			60.1			64.3			52.7	
Approach LOS		C			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	25.0	11.5	59.5	11.5	37.5	28.0	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	21.0	7.6	55.4	7.5	33.5	24.0	39.0
Max Q Clear Time (g_c+I1), s	20.4	18.1	7.9	42.5	4.6	16.4	24.5	40.0
Green Ext Time (p_c), s	0.0	0.8	0.0	10.8	0.0	3.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	2304	269	381	1555	256	157	396	189	249	352	86
Future Volume (veh/h)	131	2304	269	381	1555	256	157	396	189	249	352	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	131	2304	269	381	1555	256	157	396	189	249	352	86
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	202	2291	710	410	2242	368	220	393	185	256	538	130
Arrive On Green	0.06	0.44	0.44	0.23	1.00	1.00	0.04	0.06	0.06	0.14	0.19	0.19
Sat Flow, veh/h	3510	5187	1608	3510	4478	735	1810	2357	1107	1810	2882	695
Grp Volume(v), veh/h	131	2304	269	381	1200	611	157	302	283	249	219	219
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1755	1810	1805	1659	1810	1805	1772
Q Serve(g_s), s	4.4	53.0	13.5	12.8	0.0	0.0	10.3	20.0	20.0	16.4	13.5	13.8
Cycle Q Clear(g_c), s	4.4	53.0	13.5	12.8	0.0	0.0	10.3	20.0	20.0	16.4	13.5	13.8
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.67	1.00		0.39
Lane Grp Cap(c), veh/h	202	2291	710	410	1732	879	220	301	277	256	337	331
V/C Ratio(X)	0.65	1.01	0.38	0.93	0.69	0.70	0.71	1.00	1.02	0.97	0.65	0.66
Avail Cap(c_a), veh/h	363	2291	710	410	1732	879	220	301	277	256	337	331
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	0.40	0.40	0.40	0.57	0.57	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	33.5	22.5	45.5	0.0	0.0	55.5	56.7	56.7	51.3	45.2	45.3
Incr Delay (d2), s/veh	1.2	12.4	0.1	14.3	0.5	1.0	6.1	40.0	47.1	48.1	9.3	10.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	24.1	5.1	5.7	0.1	0.2	5.4	13.1	12.6	10.8	6.9	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	45.9	22.6	59.9	0.5	1.0	61.6	96.7	103.8	99.3	54.5	55.3
LnGrp LOS	E	F	C	E	A	A	E	F	F	F	D	E
Approach Vol, veh/h		2704			2192			742			687	
Approach Delay, s/veh		44.1			10.9			92.0			71.0	
Approach LOS		D			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	24.0	18.0	57.0	18.6	26.4	10.9	64.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	20.0	14.0	53.0	14.6	22.4	12.4	54.6
Max Q Clear Time (g_c+I1), s	19.4	22.0	14.8	55.0	12.3	15.8	6.4	2.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	1.4	0.2	22.3

Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	2332	178	88	1657	304	204	543	103	382	511	206
Future Volume (veh/h)	241	2332	178	88	1657	304	204	543	103	382	511	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	2332	178	88	1657	304	204	543	103	382	511	206
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	281	2269	940	194	1814	330	277	595	259	378	797	484
Arrive On Green	0.08	0.44	0.44	0.06	0.41	0.41	0.05	0.05	0.05	0.21	0.22	0.22
Sat Flow, veh/h	3510	5187	1585	3510	4396	800	1810	3610	1573	1810	3610	1610
Grp Volume(v), veh/h	241	2332	178	88	1301	660	204	543	103	382	511	206
Grp Sat Flow(s),veh/h/ln	1755	1729	1585	1755	1729	1738	1810	1805	1573	1810	1805	1610
Q Serve(g_s), s	8.1	52.5	1.3	2.9	42.5	43.2	13.3	18.0	7.6	25.1	15.4	2.7
Cycle Q Clear(g_c), s	8.1	52.5	1.3	2.9	42.5	43.2	13.3	18.0	7.6	25.1	15.4	2.7
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	2269	940	194	1427	717	277	595	259	378	797	484
V/C Ratio(X)	0.86	1.03	0.19	0.45	0.91	0.92	0.74	0.91	0.40	1.01	0.64	0.43
Avail Cap(c_a), veh/h	281	2269	940	219	1447	727	277	595	259	378	797	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.24	0.24	0.24	0.83	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	33.8	4.9	54.9	33.2	33.4	54.6	55.9	51.0	47.5	42.4	33.6
Incr Delay (d2), s/veh	2.6	14.7	0.0	0.4	2.5	5.2	8.2	18.0	3.7	48.6	3.9	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	24.4	1.1	1.3	17.9	18.8	7.1	10.2	3.4	16.3	7.3	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	48.5	4.9	55.3	35.6	38.6	62.8	73.9	54.7	96.1	46.4	36.4
LnGrp LOS	E	F	A	E	D	D	E	E	D	F	D	D
Approach Vol, veh/h		2751			2049			850			1099	
Approach Delay, s/veh		46.4			37.4			68.9			61.8	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.1	23.8	10.6	56.5	22.4	30.5	13.6	53.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.1	19.1	7.5	52.3	17.7	26.5	9.6	50.2
Max Q Clear Time (g_c+I1), s	27.1	20.0	4.9	54.5	15.3	17.4	10.1	45.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	2.8	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	49.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	501	1655	477	493	1270	193	470	987	326	278	1288	241
Future Volume (veh/h)	501	1655	477	493	1270	193	470	987	326	278	1288	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	501	1655	477	493	1270	193	470	987	326	278	1288	241
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	410	1340	408	410	1169	178	347	1169	506	304	1083	477
Arrive On Green	0.12	0.26	0.26	0.12	0.26	0.26	0.13	0.22	0.22	0.17	0.30	0.30
Sat Flow, veh/h	3510	5187	1578	3510	4526	688	1810	3610	1562	1810	3610	1591
Grp Volume(v), veh/h	501	1655	477	493	970	493	470	987	326	278	1288	241
Grp Sat Flow(s),veh/h/ln	1755	1729	1578	1755	1729	1756	1810	1805	1562	1810	1805	1591
Q Serve(g_s), s	14.0	31.0	20.2	14.0	31.0	31.0	23.0	31.5	22.8	18.1	36.0	15.0
Cycle Q Clear(g_c), s	14.0	31.0	20.2	14.0	31.0	31.0	23.0	31.5	22.8	18.1	36.0	15.0
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	410	1340	408	410	893	454	347	1169	506	304	1083	477
V/C Ratio(X)	1.22	1.24	1.17	1.20	1.09	1.09	1.36	0.84	0.64	0.92	1.19	0.50
Avail Cap(c_a), veh/h	410	1340	408	410	893	454	347	1169	506	306	1083	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.51	0.51	0.51	0.55	0.55	0.55	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	44.5	18.9	53.0	44.5	44.5	52.3	44.1	40.7	49.1	42.0	34.6
Incr Delay (d2), s/veh	102.6	106.4	79.1	103.4	49.0	56.3	170.1	4.3	3.5	30.5	94.6	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	26.3	16.2	12.0	19.2	20.4	27.2	15.3	9.6	10.7	30.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	155.6	150.9	98.0	156.4	93.5	100.8	222.3	48.4	44.2	79.6	136.6	38.4
LnGrp LOS	F	F	F	F	F	F	F	D	D	E	F	D
Approach Vol, veh/h		2633			1956			1783			1807	
Approach Delay, s/veh		142.2			111.2			93.5			114.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.1	42.9	18.0	35.0	27.0	40.0	18.0	35.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.1	38.7	14.0	31.0	23.0	36.0	14.0	31.0
Max Q Clear Time (g_c+I1), s	20.1	33.5	16.0	33.0	25.0	38.0	16.0	33.0
Green Ext Time (p_c), s	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0

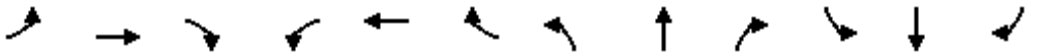
Intersection Summary	
HCM 6th Ctrl Delay	118.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	438	206	475	390	230	266	1580	471	386	1690	56
Future Volume (veh/h)	84	438	206	475	390	230	266	1580	471	386	1690	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	438	206	475	390	230	266	1580	471	386	1690	56
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	366	170	422	718	417	241	1491	830	347	1782	59
Arrive On Green	0.06	0.15	0.15	0.23	0.33	0.33	0.27	0.57	0.57	0.19	0.35	0.35
Sat Flow, veh/h	1810	2373	1104	1810	2186	1271	1810	5187	1581	1810	5152	171
Grp Volume(v), veh/h	84	332	312	475	321	299	266	1580	471	386	1134	612
Grp Sat Flow(s),veh/h/ln	1810	1805	1672	1810	1805	1652	1810	1729	1581	1810	1729	1865
Q Serve(g_s), s	5.5	18.5	18.5	28.0	17.4	17.8	16.0	34.5	0.0	23.0	38.3	38.3
Cycle Q Clear(g_c), s	5.5	18.5	18.5	28.0	17.4	17.8	16.0	34.5	0.0	23.0	38.3	38.3
Prop In Lane	1.00		0.66	1.00		0.77	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	107	278	258	422	593	542	241	1491	830	347	1196	645
V/C Ratio(X)	0.78	1.19	1.21	1.12	0.54	0.55	1.10	1.06	0.57	1.11	0.95	0.95
Avail Cap(c_a), veh/h	185	278	258	422	593	542	241	1491	830	347	1196	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.67	0.67	0.67	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	50.8	50.8	46.0	32.9	33.0	44.0	25.5	10.0	48.5	38.2	38.2
Incr Delay (d2), s/veh	7.8	107.7	115.6	75.4	0.7	0.8	52.5	28.6	0.3	82.4	16.2	24.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	16.6	16.0	21.3	7.7	7.2	9.7	13.8	4.5	18.3	18.7	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	158.4	166.3	121.4	33.6	33.9	96.5	54.1	10.2	130.9	54.4	63.1
LnGrp LOS	E	F	F	F	C	C	F	F	B	F	D	E
Approach Vol, veh/h		728			1095			2317			2132	
Approach Delay, s/veh		150.9			71.8			50.0			70.8	
Approach LOS		F			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	38.5	32.0	22.5	20.0	45.5	11.1	43.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	34.5	28.0	18.5	16.0	41.5	12.3	34.2
Max Q Clear Time (g_c+I1), s	25.0	36.5	30.0	20.5	18.0	40.3	7.5	19.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.0	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	72.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	142	131	325	79	134	107	2192	315	130	2258	58
Future Volume (veh/h)	29	142	131	325	79	134	107	2192	315	130	2258	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	142	131	325	79	134	107	2192	315	130	2258	58
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	176	177	317	110	187	124	2157	301	196	2656	68
Arrive On Green	0.11	0.11	0.11	0.17	0.17	0.17	0.07	0.47	0.47	0.22	1.00	1.00
Sat Flow, veh/h	320	1565	1579	1810	629	1068	1810	4581	640	1810	5197	133
Grp Volume(v), veh/h	171	0	131	325	0	213	107	1639	868	130	1500	816
Grp Sat Flow(s),veh/h/ln	1884	0	1579	1810	0	1697	1810	1729	1763	1810	1729	1872
Q Serve(g_s), s	10.6	0.0	9.6	21.0	0.0	14.2	7.0	56.5	56.5	7.9	0.0	0.0
Cycle Q Clear(g_c), s	10.6	0.0	9.6	21.0	0.0	14.2	7.0	56.5	56.5	7.9	0.0	0.0
Prop In Lane	0.17		1.00	1.00		0.63	1.00		0.36	1.00		0.07
Lane Grp Cap(c), veh/h	212	0	177	317	0	297	124	1628	830	196	1767	957
V/C Ratio(X)	0.81	0.00	0.74	1.03	0.00	0.72	0.87	1.01	1.05	0.66	0.85	0.85
Avail Cap(c_a), veh/h	290	0	243	317	0	297	124	1628	830	196	1767	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.0	0.0	51.6	49.5	0.0	46.7	55.4	31.8	31.8	45.0	0.0	0.0
Incr Delay (d2), s/veh	11.3	0.0	7.4	57.5	0.0	8.1	35.7	21.2	40.1	0.8	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	4.2	14.5	0.0	6.7	4.4	27.5	32.4	3.3	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	0.0	59.0	107.0	0.0	54.7	91.1	53.0	71.8	45.7	0.5	1.0
LnGrp LOS	E	A	E	F	A	D	F	F	F	D	A	A
Approach Vol, veh/h		302			538			2614			2446	
Approach Delay, s/veh		61.4			86.3			60.8			3.1	
Approach LOS		E			F			E			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	60.5		17.5	12.2	65.3		25.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	8.0	56.5		18.5	8.2	56.3		21.0				
Max Q Clear Time (g_c+I1), s	9.9	58.5		12.6	9.0	2.0		23.0				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	33.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			39.2									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	651	825	344	19	554	377	139	1270	20	561	1893	622
Future Volume (veh/h)	651	825	344	19	554	377	139	1270	20	561	1893	622
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	651	825	344	19	554	377	139	1270	20	561	1893	622
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	720	1198	534	96	800	534	289	1710	531	624	2204	1015
Arrive On Green	0.21	0.33	0.33	0.03	0.15	0.15	0.08	0.33	0.33	0.18	0.43	0.43
Sat Flow, veh/h	3510	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	651	825	344	19	554	377	139	1270	20	561	1893	622
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	21.7	23.7	16.9	0.6	12.1	18.5	4.5	26.1	1.0	18.8	39.7	14.2
Cycle Q Clear(g_c), s	21.7	23.7	16.9	0.6	12.1	18.5	4.5	26.1	1.0	18.8	39.7	14.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	720	1198	534	96	800	534	289	1710	531	624	2204	1015
V/C Ratio(X)	0.90	0.69	0.64	0.20	0.69	0.71	0.48	0.74	0.04	0.90	0.86	0.61
Avail Cap(c_a), veh/h	790	1198	534	219	800	534	289	1710	531	673	2204	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	46.5	34.7	20.6	57.1	48.1	35.0	52.6	35.7	27.3	48.3	31.2	4.7
Incr Delay (d2), s/veh	13.1	1.7	2.6	1.0	2.6	4.2	1.2	3.0	0.1	8.7	2.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	10.6	6.7	0.3	5.4	10.2	2.1	11.4	0.4	8.9	16.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	36.4	23.2	58.1	50.6	39.2	53.8	38.7	27.4	57.0	33.8	6.3
LnGrp LOS	E	D	C	E	D	D	D	D	C	E	C	A
Approach Vol, veh/h		1820			950			1429			3076	
Approach Delay, s/veh		42.2			46.2			40.0			32.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	43.6	7.3	43.8	13.9	55.0	28.6	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	35.5	7.5	38.0	7.5	51.0	27.0	18.5
Max Q Clear Time (g_c+I1), s	20.8	28.1	2.6	25.7	6.5	41.7	23.7	20.5
Green Ext Time (p_c), s	0.5	4.8	0.0	5.6	0.0	8.2	0.9	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1601	267	158	1230	102	201	520	221	78	644	94
Future Volume (veh/h)	146	1601	267	158	1230	102	201	520	221	78	644	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	146	1601	267	158	1230	102	201	520	221	78	644	94
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	273	1809	560	186	1557	627	299	618	681	164	790	115
Arrive On Green	0.15	0.35	0.35	0.10	0.30	0.30	0.33	0.65	0.65	0.09	0.25	0.25
Sat Flow, veh/h	1810	5187	1607	1810	5187	1602	1810	1900	1589	1810	3161	461
Grp Volume(v), veh/h	146	1601	267	158	1230	102	201	520	221	78	367	371
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1602	1810	1900	1589	1810	1805	1816
Q Serve(g_s), s	8.9	34.9	15.6	10.3	26.1	0.0	11.5	25.4	0.0	4.9	23.0	23.1
Cycle Q Clear(g_c), s	8.9	34.9	15.6	10.3	26.1	0.0	11.5	25.4	0.0	4.9	23.0	23.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	273	1809	560	186	1557	627	299	618	681	164	451	454
V/C Ratio(X)	0.53	0.89	0.48	0.85	0.79	0.16	0.67	0.84	0.32	0.48	0.81	0.82
Avail Cap(c_a), veh/h	273	1859	576	211	1859	720	299	618	681	164	451	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	36.8	30.5	52.9	38.5	23.8	37.3	18.6	11.0	51.9	42.4	42.4
Incr Delay (d2), s/veh	2.0	5.4	0.6	24.6	2.0	0.1	4.7	11.0	1.0	2.1	14.8	14.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	15.4	6.1	5.9	11.3	1.9	4.8	8.7	2.2	2.3	12.1	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	42.3	31.2	77.6	40.5	23.9	42.1	29.7	12.0	54.0	57.2	57.3
LnGrp LOS	D	D	C	E	D	C	D	C	B	D	E	E
Approach Vol, veh/h		2014			1490			942			816	
Approach Delay, s/veh		41.3			43.3			28.2			57.0	
Approach LOS		D			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	43.0	16.3	45.8	23.9	34.0	22.1	40.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	39.0	14.0	43.0	17.0	30.0	14.0	43.0
Max Q Clear Time (g_c+I1), s	10.9	27.4	12.3	36.9	13.5	25.1	10.9	28.1
Green Ext Time (p_c), s	0.0	3.3	0.1	4.9	0.2	2.0	0.1	7.9

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	658	248	425	655	177	121	650	357	95	849	24
Future Volume (veh/h)	55	658	248	425	655	177	121	650	357	95	849	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	658	248	425	655	177	121	650	0	95	849	24
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	717	270	422	1675	873	142	993		142	986	28
Arrive On Green	0.05	0.28	0.28	0.23	0.46	0.46	0.08	0.28	0.00	0.16	0.55	0.55
Sat Flow, veh/h	1810	2564	966	1810	3610	1609	1810	3610	1610	1810	3585	101
Grp Volume(v), veh/h	55	463	443	425	655	177	121	650	0	95	427	446
Grp Sat Flow(s),veh/h/ln	1810	1805	1725	1810	1805	1609	1810	1805	1610	1810	1805	1881
Q Serve(g_s), s	3.6	29.8	29.9	28.0	14.3	1.2	7.9	19.1	0.0	5.9	24.3	24.3
Cycle Q Clear(g_c), s	3.6	29.8	29.9	28.0	14.3	1.2	7.9	19.1	0.0	5.9	24.3	24.3
Prop In Lane	1.00		0.56	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	89	505	482	422	1675	873	142	993		142	496	517
V/C Ratio(X)	0.62	0.92	0.92	1.01	0.39	0.20	0.85	0.65		0.67	0.86	0.86
Avail Cap(c_a), veh/h	136	526	503	422	1675	873	142	993		142	496	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	56.0	41.9	41.9	46.0	21.1	6.9	54.6	38.5	0.0	49.1	25.0	25.0
Incr Delay (d2), s/veh	6.9	20.7	21.5	45.4	0.1	0.1	32.8	3.0	0.0	7.3	11.9	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	16.1	15.5	17.8	6.0	1.5	4.9	8.8	0.0	2.8	9.1	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	62.6	63.3	91.4	21.2	7.0	87.3	41.5	0.0	56.4	36.9	36.5
LnGrp LOS	E	E	E	F	C	A	F	D		E	D	D
Approach Vol, veh/h		961			1257			771	A		968	
Approach Delay, s/veh		62.9			43.0			48.7			38.7	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	37.0	32.0	37.6	13.4	37.0	9.9	59.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	33.0	28.0	35.0	8.0	33.0	9.0	54.0
Max Q Clear Time (g_c+I1), s	7.9	21.1	30.0	31.9	9.9	26.3	5.6	16.3
Green Ext Time (p_c), s	0.0	3.5	0.0	1.7	0.0	3.0	0.0	5.9

Intersection Summary	
HCM 6th Ctrl Delay	47.9
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	2014	552	113	1117	674	242	801	68	725	1163	381
Future Volume (veh/h)	387	2014	552	113	1117	674	242	801	68	725	1163	381
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	387	2014	0	113	1117	674	242	801	68	725	1163	381
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	451	1839		123	1526	781	303	811	69	670	1247	763
Arrive On Green	0.13	0.35	0.00	0.07	0.29	0.29	0.09	0.24	0.24	0.19	0.35	0.35
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3368	286	3510	3610	1610
Grp Volume(v), veh/h	387	2014	0	113	1117	674	242	429	440	725	1163	381
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1849	1755	1805	1610
Q Serve(g_s), s	11.9	39.0	0.0	6.8	21.3	32.4	7.4	26.1	26.1	21.0	34.2	17.9
Cycle Q Clear(g_c), s	11.9	39.0	0.0	6.8	21.3	32.4	7.4	26.1	26.1	21.0	34.2	17.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	451	1839		123	1526	781	303	435	445	670	1247	763
V/C Ratio(X)	0.86	1.10		0.92	0.73	0.86	0.80	0.99	0.99	1.08	0.93	0.50
Avail Cap(c_a), veh/h	495	1839		123	1526	781	326	435	445	670	1247	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	35.5	0.0	50.9	34.9	25.1	49.3	41.6	41.6	44.5	34.8	19.9
Incr Delay (d2), s/veh	13.2	52.1	0.0	55.8	1.8	9.8	12.3	40.1	39.7	59.0	13.7	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	24.8	0.0	5.0	9.1	17.0	3.8	16.3	16.6	14.5	17.1	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	87.6	0.0	106.7	36.8	34.9	61.7	81.7	81.2	103.5	48.5	22.3
LnGrp LOS	E	F		F	D	C	E	F	F	F	D	C
Approach Vol, veh/h		2401	A		1904			1111			2269	
Approach Delay, s/veh		83.1			40.2			77.1			61.7	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	30.5	11.5	43.0	13.5	42.0	18.1	36.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	26.5	7.5	39.0	10.2	37.3	15.5	31.0
Max Q Clear Time (g_c+I1), s	13.9	28.1	8.8	41.0	9.4	36.2	13.9	34.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	0.9	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	65.3
HCM 6th LOS	E

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	583	122	549	420	95	57	1401	642	43	1091	90
Future Volume (veh/h)	127	583	122	549	420	95	57	1401	642	43	1091	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	127	583	122	549	420	95	57	1401	642	43	1091	90
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	617	273	483	1268	562	90	1389	1045	80	1370	744
Arrive On Green	0.09	0.17	0.17	0.27	0.35	0.35	0.10	0.77	0.77	0.04	0.38	0.38
Sat Flow, veh/h	1810	3610	1596	1810	3610	1599	1810	3610	1600	1810	3610	1595
Grp Volume(v), veh/h	127	583	122	549	420	95	57	1401	642	43	1091	90
Grp Sat Flow(s),veh/h/ln	1810	1805	1596	1810	1805	1599	1810	1805	1600	1810	1805	1595
Q Serve(g_s), s	8.3	19.2	7.1	32.0	10.2	4.9	3.6	46.2	7.1	2.8	32.2	3.8
Cycle Q Clear(g_c), s	8.3	19.2	7.1	32.0	10.2	4.9	3.6	46.2	7.1	2.8	32.2	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	617	273	483	1268	562	90	1389	1045	80	1370	744
V/C Ratio(X)	0.81	0.95	0.45	1.14	0.33	0.17	0.63	1.01	0.61	0.53	0.80	0.12
Avail Cap(c_a), veh/h	324	617	273	483	1268	562	271	1389	1045	113	1370	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.57	0.57	0.57	0.90	0.90	0.90
Uniform Delay (d), s/veh	53.9	49.2	33.0	44.0	28.6	26.8	53.0	13.8	1.3	56.1	33.1	18.1
Incr Delay (d2), s/veh	9.8	23.6	1.1	84.6	0.2	0.1	4.2	20.4	1.6	4.9	4.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	10.6	2.8	25.5	4.5	1.9	1.7	9.7	1.6	1.4	14.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	72.8	34.2	128.6	28.7	27.0	57.2	34.2	2.9	61.0	37.5	18.4
LnGrp LOS	E	E	C	F	C	C	E	F	A	E	D	B
Approach Vol, veh/h		832			1064			2100			1224	
Approach Delay, s/veh		65.7			80.1			25.3			36.9	
Approach LOS		E			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	50.2	36.0	24.5	10.0	49.5	14.3	46.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	44.0	32.0	20.5	18.0	33.5	21.5	31.0
Max Q Clear Time (g_c+I1), s	4.8	48.2	34.0	21.2	5.6	34.2	10.3	12.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	0.0	0.2	2.9

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	398	1081	308	50	813	118	342	1102	144	84	991	250
Future Volume (veh/h)	398	1081	308	50	813	118	342	1102	144	84	991	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	398	1081	308	50	813	118	342	1102	144	84	991	250
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	464	1229	541	166	922	406	288	1315	579	208	1659	514
Arrive On Green	0.13	0.34	0.34	0.05	0.26	0.26	0.16	0.36	0.36	0.11	0.32	0.32
Sat Flow, veh/h	3510	3610	1590	3510	3610	1589	1810	3610	1589	1810	5187	1607
Grp Volume(v), veh/h	398	1081	308	50	813	118	342	1102	144	84	991	250
Grp Sat Flow(s),veh/h/ln	1755	1805	1590	1755	1805	1589	1810	1805	1589	1810	1729	1607
Q Serve(g_s), s	13.3	33.8	19.0	1.7	26.0	7.2	19.1	33.5	6.2	5.2	19.3	10.6
Cycle Q Clear(g_c), s	13.3	33.8	19.0	1.7	26.0	7.2	19.1	33.5	6.2	5.2	19.3	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	1229	541	166	922	406	288	1315	579	208	1659	514
V/C Ratio(X)	0.86	0.88	0.57	0.30	0.88	0.29	1.19	0.84	0.25	0.40	0.60	0.49
Avail Cap(c_a), veh/h	527	1318	580	219	1002	441	288	1315	579	208	1659	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	37.3	32.4	55.2	42.9	35.9	50.5	34.9	18.0	49.3	34.3	16.5
Incr Delay (d2), s/veh	12.1	6.8	1.2	1.0	8.8	0.4	113.7	6.5	1.0	1.3	1.6	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	15.9	7.5	0.8	12.6	2.8	17.7	15.7	0.2	2.4	8.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.1	44.1	33.5	56.2	51.7	36.3	164.2	41.4	19.0	50.6	35.9	19.7
LnGrp LOS	E	D	C	E	D	D	F	D	B	D	D	B
Approach Vol, veh/h		1787			981			1588			1325	
Approach Delay, s/veh		46.5			50.1			65.8			33.8	
Approach LOS		D			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	47.7	9.7	44.8	23.1	42.4	19.9	34.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.8	43.7	7.5	43.8	19.1	33.6	18.0	33.3
Max Q Clear Time (g_c+I1), s	17.2	35.5	3.7	35.8	21.1	21.3	15.3	28.0
Green Ext Time (p_c), s	0.0	4.9	0.0	5.0	0.0	6.2	0.4	2.7

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	585	1714	22	29	1633	564	12	34	18	360	46	819
Future Volume (veh/h)	585	1714	22	29	1633	564	12	34	18	360	46	819
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	585	1714	22	29	1633	564	12	34	18	360	46	819
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	630	1983	25	289	1847	573	174	189	100	592	446	1164
Arrive On Green	0.36	0.75	0.75	0.05	0.12	0.12	0.10	0.16	0.16	0.17	0.23	0.23
Sat Flow, veh/h	3510	5276	68	1810	5187	1610	1810	1162	615	3510	1900	2791
Grp Volume(v), veh/h	585	1123	613	29	1633	564	12	0	52	360	46	819
Grp Sat Flow(s),veh/h/ln	1755	1729	1886	1810	1729	1610	1810	0	1777	1755	1900	1395
Q Serve(g_s), s	19.2	27.6	27.6	1.8	37.2	26.6	0.7	0.0	3.0	11.4	2.3	19.4
Cycle Q Clear(g_c), s	19.2	27.6	27.6	1.8	37.2	26.6	0.7	0.0	3.0	11.4	2.3	19.4
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	630	1300	709	289	1847	573	174	0	289	592	447	1164
V/C Ratio(X)	0.93	0.86	0.86	0.10	0.88	0.98	0.07	0.00	0.18	0.61	0.10	0.70
Avail Cap(c_a), veh/h	652	1671	912	289	1867	580	174	0	289	592	447	1164
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	12.7	12.7	48.6	50.5	21.2	49.3	0.0	43.4	46.2	36.0	14.3
Incr Delay (d2), s/veh	14.4	2.7	4.9	0.2	5.4	33.0	0.2	0.0	1.4	1.8	0.5	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	5.1	6.0	0.8	18.2	16.5	0.3	0.0	1.4	5.1	1.1	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	15.5	17.6	48.8	55.9	54.2	49.5	0.0	44.7	48.0	36.4	17.9
LnGrp LOS	D	B	B	D	E	D	D	A	D	D	D	B
Approach Vol, veh/h		2321			2226			64			1225	
Approach Delay, s/veh		25.3			55.4			45.6			27.4	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	23.5	23.2	49.1	15.5	32.2	25.5	46.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	19.5	7.5	58.0	10.3	28.2	22.3	43.2
Max Q Clear Time (g_c+I1), s	13.4	5.0	3.8	29.6	2.7	21.4	21.2	39.2
Green Ext Time (p_c), s	0.7	0.1	0.0	15.5	0.0	2.3	0.3	3.5

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	1079	72	33	703	0	83	0	37	0	0	131
Future Volume (veh/h)	156	1079	72	33	703	0	83	0	37	0	0	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	156	1079	72	33	703	0	83	0	0	0	0	131
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	431	1153	77	143	1243	0	319	0		0	0	396
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.00	0.25	0.00	0.00	0.00	0.00	0.25
Sat Flow, veh/h	756	1761	118	496	1900	0	931	0	1610	0	0	1610
Grp Volume(v), veh/h	156	0	1151	33	703	0	83	0	0	0	0	131
Grp Sat Flow(s),veh/h/ln	756	0	1879	496	1900	0	931	0	1610	0	0	1610
Q Serve(g_s), s	11.4	0.0	43.7	5.1	16.2	0.0	4.6	0.0	0.0	0.0	0.0	5.3
Cycle Q Clear(g_c), s	27.7	0.0	43.7	48.8	16.2	0.0	9.9	0.0	0.0	0.0	0.0	5.3
Prop In Lane	1.00		0.06	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	431	0	1229	143	1243	0	319	0		0	0	396
V/C Ratio(X)	0.36	0.00	0.94	0.23	0.57	0.00	0.26	0.00		0.00	0.00	0.33
Avail Cap(c_a), veh/h	447	0	1268	154	1283	0	319	0		0	0	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.97	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	12.3	34.1	7.6	0.0	28.8	0.0	0.0	0.0	0.0	24.8
Incr Delay (d2), s/veh	0.5	0.0	12.7	0.8	0.5	0.0	1.9	0.0	0.0	0.0	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	18.6	0.6	5.5	0.0	1.5	0.0	0.0	0.0	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	25.1	34.9	8.1	0.0	30.8	0.0	0.0	0.0	0.0	27.0
LnGrp LOS	B	A	C	C	A	A	C	A		A	A	C
Approach Vol, veh/h		1307			736			83	A		131	
Approach Delay, s/veh		23.9			9.3			30.8			27.0	
Approach LOS		C			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.7	56.3	23.7	56.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	54.0	18.0	54.0
Max Q Clear Time (g_c+I1), s	11.9	45.7	7.3	50.8
Green Ext Time (p_c), s	0.2	6.0	0.5	1.5

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	0	810	0	0	0	0	1107	577	15	686	0
Future Volume (veh/h)	152	0	810	0	0	0	0	1107	577	15	686	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	973				0	1107	577	15	686	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	0	553	937				0	1805	805	82	1140	0
Arrive On Green	0.00	0.00	0.29				0.00	0.50	0.50	0.05	0.60	0.00
Sat Flow, veh/h	0	1900	3220				0	3705	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	973				0	1107	577	15	686	0
Grp Sat Flow(s),veh/h/ln	0	1900	1610				0	1805	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	32.0				0.0	24.3	30.7	0.9	24.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	32.0				0.0	24.3	30.7	0.9	24.9	0.0
Prop In Lane	0.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	553	937				0	1805	805	82	1140	0
V/C Ratio(X)	0.00	0.00	1.04				0.00	0.61	0.72	0.18	0.60	0.00
Avail Cap(c_a), veh/h	0	553	937				0	1805	805	82	1140	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00				0.00	0.64	0.64	0.85	0.85	0.00
Uniform Delay (d), s/veh	0.0	0.0	39.0				0.0	19.8	21.4	50.5	13.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	39.9				0.0	1.0	3.5	4.1	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	17.6				0.0	10.1	11.9	0.5	10.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	78.9				0.0	20.8	25.0	54.6	15.8	0.0
LnGrp LOS	A	A	F				A	C	C	D	B	A
Approach Vol, veh/h		973						1684			701	
Approach Delay, s/veh		78.9						22.2			16.6	
Approach LOS		E						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.0	61.0		38.0		72.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	5.0	55.0		32.0		66.0
Max Q Clear Time (g_c+I1), s	2.9	32.7		34.0		26.9
Green Ext Time (p_c), s	0.0	11.4		0.0		5.6

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	112	29	243	72	134	12	960	333	116	978	16
Future Volume (veh/h)	11	112	29	243	72	134	12	960	333	116	978	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	112	29	243	72	134	12	960	333	116	978	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	45	328	80	328	139	258	35	1120	950	139	1206	20
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.02	0.59	0.59	0.08	0.65	0.65
Sat Flow, veh/h	56	1405	344	1267	594	1106	1810	1900	1610	1810	1864	30
Grp Volume(v), veh/h	152	0	0	243	0	206	12	960	333	116	0	994
Grp Sat Flow(s),veh/h/ln	1805	0	0	1267	0	1701	1810	1900	1610	1810	0	1895
Q Serve(g_s), s	0.0	0.0	0.0	16.8	0.0	12.7	0.8	50.3	12.8	7.6	0.0	46.7
Cycle Q Clear(g_c), s	8.3	0.0	0.0	25.1	0.0	12.7	0.8	50.3	12.8	7.6	0.0	46.7
Prop In Lane	0.07		0.19	1.00		0.65	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	454	0	0	328	0	397	35	1120	950	139	0	1226
V/C Ratio(X)	0.33	0.00	0.00	0.74	0.00	0.52	0.34	0.86	0.35	0.84	0.00	0.81
Avail Cap(c_a), veh/h	512	0	0	370	0	454	113	1120	950	139	0	1226
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	0.0	0.0	45.8	0.0	40.1	58.1	20.4	12.7	54.7	0.0	15.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	6.8	0.0	1.0	5.8	8.5	1.0	33.8	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	7.7	0.0	5.4	0.4	23.6	4.8	4.8	0.0	20.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	0.0	0.0	52.6	0.0	41.1	63.9	28.9	13.8	88.4	0.0	21.6
LnGrp LOS	D	A	A	D	A	D	E	C	B	F	A	C
Approach Vol, veh/h		152			449			1305			1110	
Approach Delay, s/veh		38.8			47.4			25.4			28.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.2	74.8		32.0	6.3	81.7		32.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	9.2	66.8		32.0	7.5	68.5		32.0
Max Q Clear Time (g_c+I1), s	10.3	52.3		10.3	2.8	48.7		27.1
Green Ext Time (p_c), s	0.0	7.6		0.8	0.0	8.3		1.0

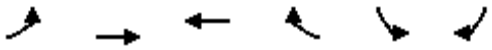
Intersection Summary		
HCM 6th Ctrl Delay		30.5
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	850	88	328	597	145	121	966	355	124	993	112
Future Volume (veh/h)	169	850	88	328	597	145	121	966	355	124	993	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	169	850	88	328	597	145	121	966	355	124	993	112
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	524	925	96	387	694	168	219	1276	561	222	1161	131
Arrive On Green	0.15	0.28	0.28	0.11	0.24	0.24	0.12	0.35	0.35	0.12	0.35	0.35
Sat Flow, veh/h	3510	3296	341	3510	2872	696	1810	3610	1588	1810	3270	369
Grp Volume(v), veh/h	169	465	473	328	375	367	121	966	355	124	548	557
Grp Sat Flow(s),veh/h/ln	1755	1805	1833	1755	1805	1762	1810	1805	1588	1810	1805	1834
Q Serve(g_s), s	5.2	30.0	30.0	11.0	23.8	24.0	7.6	28.4	22.3	7.7	33.7	33.8
Cycle Q Clear(g_c), s	5.2	30.0	30.0	11.0	23.8	24.0	7.6	28.4	22.3	7.7	33.7	33.8
Prop In Lane	1.00		0.19	1.00		0.39	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	524	506	514	387	436	426	219	1276	561	222	641	651
V/C Ratio(X)	0.32	0.92	0.92	0.85	0.86	0.86	0.55	0.76	0.63	0.56	0.86	0.86
Avail Cap(c_a), veh/h	524	526	535	433	517	505	219	1276	561	222	641	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	41.8	41.9	52.4	43.6	43.6	49.7	34.3	32.3	49.6	35.8	35.9
Incr Delay (d2), s/veh	0.4	21.0	20.8	13.4	12.0	12.6	3.0	4.2	5.3	3.1	13.7	13.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	16.2	16.4	5.6	12.1	11.9	3.6	13.1	9.4	3.7	17.1	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	62.8	62.6	65.8	55.6	56.3	52.7	38.5	37.7	52.7	49.5	49.4
LnGrp LOS	D	E	E	E	E	E	D	D	D	D	D	D
Approach Vol, veh/h		1107			1070			1442			1229	
Approach Delay, s/veh		60.2			58.9			39.5			49.8	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	46.4	17.2	37.7	18.5	46.6	21.9	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.8	42.4	14.8	35.0	11.6	42.6	15.4	34.4
Max Q Clear Time (g_c+I1), s	9.7	30.4	13.0	32.0	9.6	35.8	7.2	26.0
Green Ext Time (p_c), s	0.1	6.3	0.2	1.7	0.1	3.8	0.3	3.0

Intersection Summary	
HCM 6th Ctrl Delay	51.1
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	408	1702	1586	74	324	205
Future Volume (veh/h)	408	1702	1586	74	324	205
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	408	1702	1586	74	324	205
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	481	2724	1801	84	739	657
Arrive On Green	0.14	0.53	0.71	0.71	0.41	0.41
Sat Flow, veh/h	3510	5358	5249	237	1810	1610
Grp Volume(v), veh/h	408	1702	1080	580	324	205
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1857	1810	1610
Q Serve(g_s), s	13.6	27.8	29.0	29.0	15.5	10.4
Cycle Q Clear(g_c), s	13.6	27.8	29.0	29.0	15.5	10.4
Prop In Lane	1.00			0.13	1.00	1.00
Lane Grp Cap(c), veh/h	481	2724	1227	659	739	657
V/C Ratio(X)	0.85	0.62	0.88	0.88	0.44	0.31
Avail Cap(c_a), veh/h	644	3285	1441	774	739	657
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	20.1	15.5	15.5	25.6	24.1
Incr Delay (d2), s/veh	8.0	0.3	5.9	10.3	1.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	11.0	6.6	7.9	7.0	11.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	58.5	20.4	21.4	25.8	27.5	25.3
LnGrp LOS	E	C	C	C	C	C
Approach Vol, veh/h		2110	1660		529	
Approach Delay, s/veh		27.8	22.9		26.6	
Approach LOS		C	C		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			67.0		53.0	20.4	46.6
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			76.0		36.0	22.0	50.0
Max Q Clear Time (g_c+I1), s			29.8		17.5	15.6	31.0
Green Ext Time (p_c), s			20.1		1.6	0.8	11.5

Intersection Summary		
HCM 6th Ctrl Delay		25.8
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1087	108	0	2414	825	330	510	0	112	21	296
Future Volume (veh/h)	25	1087	108	0	2414	825	330	510	0	112	21	296
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	25	1087	108	0	2414	825	330	510	0	112	21	296
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	3137	974	0	2719	962	416	542	0	256	199	227
Arrive On Green	0.04	0.60	0.60	0.00	0.52	0.52	0.12	0.15	0.00	0.07	0.10	0.10
Sat Flow, veh/h	1810	5187	1610	0	5358	1610	3510	3705	0	3510	1900	1610
Grp Volume(v), veh/h	25	1087	108	0	2414	825	330	510	0	112	21	296
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	0	1729	1610	1755	1805	0	1755	1900	1610
Q Serve(g_s), s	1.2	9.4	2.6	0.0	37.3	38.1	8.2	12.6	0.0	2.7	0.9	9.4
Cycle Q Clear(g_c), s	1.2	9.4	2.6	0.0	37.3	38.1	8.2	12.6	0.0	2.7	0.9	9.4
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	3137	974	0	2719	962	416	542	0	256	199	227
V/C Ratio(X)	0.38	0.35	0.11	0.00	0.89	0.86	0.79	0.94	0.00	0.44	0.11	1.31
Avail Cap(c_a), veh/h	141	3137	974	0	2719	962	546	542	0	273	199	227
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	8.9	7.5	0.0	19.1	15.0	38.6	37.9	0.0	39.9	36.5	38.7
Incr Delay (d2), s/veh	3.6	0.3	0.2	0.0	4.8	9.8	5.9	26.7	0.0	1.2	0.2	165.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.3	0.9	0.0	14.8	14.8	3.8	7.5	0.0	1.2	0.4	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	9.2	7.8	0.0	23.9	24.8	44.5	64.5	0.0	41.1	36.7	204.6
LnGrp LOS	D	A	A	A	C	C	D	E	A	D	D	F
Approach Vol, veh/h		1220			3239			840			429	
Approach Delay, s/veh		9.8			24.1			56.7			153.7	
Approach LOS		A			C			E			F	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	60.4	14.7	14.9	7.3	53.2	10.6	19.0
Change Period (Y+Rc), s	6.0	4.0	5.5	4.0	6.0	4.0	5.5
Max Green Setting (Gmax), s	54.0	14.0	6.5	7.0	43.0	7.0	13.5
Max Q Clear Time (g_c+I1), s	11.4	10.2	11.4	3.2	40.1	4.7	14.6
Green Ext Time (p_c), s	10.6	0.4	0.0	0.0	2.8	0.1	0.0

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	743	889	17	7	1830	403	23	337	17	299	63	858
Future Volume (veh/h)	743	889	17	7	1830	403	23	337	17	299	63	858
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	743	889	17	7	1830	403	23	337	17	299	63	858
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	819	2904	55	43	1729	671	57	412	349	151	511	432
Arrive On Green	0.23	0.55	0.55	0.01	0.33	0.33	0.03	0.22	0.22	0.08	0.27	0.27
Sat Flow, veh/h	3510	5238	100	3510	5187	1610	1810	1900	1608	1810	1900	1608
Grp Volume(v), veh/h	743	587	319	7	1830	403	23	337	17	299	63	858
Grp Sat Flow(s),veh/h/ln	1755	1729	1881	1755	1729	1610	1810	1900	1608	1810	1900	1608
Q Serve(g_s), s	24.7	10.9	10.9	0.2	40.0	10.7	1.5	20.3	1.0	10.0	3.0	19.0
Cycle Q Clear(g_c), s	24.7	10.9	10.9	0.2	40.0	10.7	1.5	20.3	1.0	10.0	3.0	19.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	819	1917	1043	43	1729	671	57	412	349	151	511	432
V/C Ratio(X)	0.91	0.31	0.31	0.16	1.06	0.60	0.41	0.82	0.05	1.98	0.12	1.98
Avail Cap(c_a), veh/h	907	1917	1043	219	1729	671	106	412	349	151	511	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	14.3	14.3	58.7	40.0	11.4	57.0	44.7	37.2	55.0	33.2	15.3
Incr Delay (d2), s/veh	12.0	0.1	0.2	1.8	39.0	1.5	4.6	16.4	0.3	465.2	0.5	451.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	4.3	4.7	0.1	23.0	3.5	0.8	11.4	0.4	24.0	1.5	61.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	14.4	14.5	60.5	79.0	12.9	61.7	61.1	37.5	520.2	33.7	466.4
LnGrp LOS	E	B	B	E	F	B	E	E	D	F	C	F
Approach Vol, veh/h		1649			2240			377			1220	
Approach Delay, s/veh		33.5			67.0			60.1			457.2	
Approach LOS		C			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	30.0	5.5	70.5	7.7	36.3	32.0	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	23.0	7.5	63.5	7.0	26.0	31.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	22.3	2.2	12.9	3.5	21.0	26.7	42.0
Green Ext Time (p_c), s	0.0	0.2	0.0	7.3	0.0	2.0	1.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	143.3
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	705	85	130	2132	242	74	369	24	186	274	158
Future Volume (veh/h)	181	705	85	130	2132	242	74	369	24	186	274	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	181	705	85	130	2132	242	74	369	24	186	274	158
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	2764	846	159	2420	271	258	551	36	302	623	277
Arrive On Green	0.04	0.18	0.18	0.09	0.51	0.51	0.07	0.16	0.16	0.09	0.17	0.17
Sat Flow, veh/h	1810	5187	1588	1810	4731	529	3510	3442	223	3510	3610	1607
Grp Volume(v), veh/h	181	705	85	130	1550	824	74	193	200	186	274	158
Grp Sat Flow(s),veh/h/ln	1810	1729	1588	1810	1729	1802	1755	1805	1860	1755	1805	1607
Q Serve(g_s), s	12.0	14.1	3.8	8.5	47.6	49.4	2.4	12.1	12.2	6.1	8.2	8.5
Cycle Q Clear(g_c), s	12.0	14.1	3.8	8.5	47.6	49.4	2.4	12.1	12.2	6.1	8.2	8.5
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	198	2764	846	159	1769	922	258	289	298	302	623	277
V/C Ratio(X)	0.92	0.26	0.10	0.82	0.88	0.89	0.29	0.67	0.67	0.62	0.44	0.57
Avail Cap(c_a), veh/h	198	2764	846	288	1807	942	258	289	298	302	623	277
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.27	0.27	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	28.9	12.4	53.8	26.0	26.4	52.6	47.4	47.4	52.9	44.5	28.3
Incr Delay (d2), s/veh	33.2	0.0	0.0	2.9	1.5	3.4	0.6	11.6	11.5	3.7	2.3	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	6.5	2.0	4.0	19.2	21.2	1.1	6.4	6.6	2.9	3.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.5	28.9	12.4	56.7	27.4	29.7	53.2	59.0	59.0	56.6	46.7	36.5
LnGrp LOS	F	C	B	E	C	C	D	E	E	E	D	D
Approach Vol, veh/h		971			2504			467			618	
Approach Delay, s/veh		39.0			29.7			58.1			47.1	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	23.2	14.5	68.0	12.8	24.7	17.1	65.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.3	19.2	19.1	56.7	7.5	20.7	13.1	62.7
Max Q Clear Time (g_c+I1), s	10.1	14.2	10.5	16.1	4.4	10.5	14.0	51.4
Green Ext Time (p_c), s	0.1	1.0	0.2	6.1	0.0	1.6	0.0	10.0

Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	877	71	225	2217	126	186	362	111	199	213	78
Future Volume (veh/h)	26	877	71	225	2217	126	186	362	111	199	213	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	877	71	225	2217	126	186	362	111	199	213	78
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	1216	373	911	2310	130	351	673	204	228	465	165
Arrive On Green	0.03	0.23	0.23	0.52	0.92	0.92	0.06	0.08	0.08	0.13	0.18	0.18
Sat Flow, veh/h	3510	5187	1589	3510	5019	283	1810	2729	825	1810	2610	927
Grp Volume(v), veh/h	26	877	71	225	1522	821	186	238	235	199	145	146
Grp Sat Flow(s),veh/h/ln	1755	1729	1589	1755	1729	1844	1810	1805	1749	1810	1805	1731
Q Serve(g_s), s	0.9	18.7	4.3	4.2	35.1	38.6	11.9	15.2	15.5	13.0	8.6	9.1
Cycle Q Clear(g_c), s	0.9	18.7	4.3	4.2	35.1	38.6	11.9	15.2	15.5	13.0	8.6	9.1
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.47	1.00		0.54
Lane Grp Cap(c), veh/h	119	1216	373	911	1592	849	351	445	432	228	322	309
V/C Ratio(X)	0.22	0.72	0.19	0.25	0.96	0.97	0.53	0.53	0.55	0.87	0.45	0.47
Avail Cap(c_a), veh/h	222	2256	691	911	1677	894	351	445	432	271	322	309
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.11	0.11	0.11	0.53	0.53	0.53	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	42.3	36.8	22.4	4.0	4.1	50.8	48.5	48.6	51.5	44.1	44.2
Incr Delay (d2), s/veh	0.9	0.8	0.2	0.0	2.1	4.5	0.8	2.4	2.6	22.8	4.5	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	8.0	1.7	1.7	2.3	3.0	5.9	7.7	7.6	7.3	4.3	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	43.1	37.0	22.4	6.1	8.6	51.6	50.9	51.3	74.3	48.6	49.3
LnGrp LOS	E	D	D	C	A	A	D	D	D	E	D	D
Approach Vol, veh/h		974			2568			659			490	
Approach Delay, s/veh		43.0			8.3			51.2			59.2	
Approach LOS		D			A			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	33.6	35.2	32.1	27.3	25.4	8.1	59.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	20.2	13.6	52.2	16.8	21.4	7.6	58.2
Max Q Clear Time (g_c+I1), s	15.0	17.5	6.2	20.7	13.9	11.1	2.9	40.6
Green Ext Time (p_c), s	0.2	0.8	0.4	7.5	0.1	1.2	0.0	14.7

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	961	55	27	2281	295	214	447	40	245	281	206
Future Volume (veh/h)	172	961	55	27	2281	295	214	447	40	245	281	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	961	55	27	2281	295	214	447	40	245	281	206
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1331	625	1023	2250	283	240	626	279	263	671	398
Arrive On Green	0.06	0.26	0.26	0.29	0.48	0.48	0.27	0.35	0.35	0.15	0.19	0.19
Sat Flow, veh/h	3510	5187	1603	3510	4656	586	1810	3610	1607	1810	3610	1581
Grp Volume(v), veh/h	172	961	55	27	1678	898	214	447	40	245	281	206
Grp Sat Flow(s),veh/h/ln	1755	1729	1603	1755	1729	1784	1810	1805	1607	1810	1805	1581
Q Serve(g_s), s	5.8	20.3	0.0	0.7	58.0	58.0	13.7	12.9	2.1	16.1	8.2	5.5
Cycle Q Clear(g_c), s	5.8	20.3	0.0	0.7	58.0	58.0	13.7	12.9	2.1	16.1	8.2	5.5
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	1331	625	1023	1671	862	240	626	279	263	671	398
V/C Ratio(X)	0.76	0.72	0.09	0.03	1.00	1.04	0.89	0.71	0.14	0.93	0.42	0.52
Avail Cap(c_a), veh/h	234	2529	995	1023	1671	862	240	626	279	263	671	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.31	0.31	0.31	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	40.7	23.2	30.4	31.0	31.0	43.2	36.6	33.1	50.7	43.1	38.7
Incr Delay (d2), s/veh	8.6	0.5	0.0	0.0	13.2	29.0	27.6	5.8	0.9	37.6	1.9	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	8.7	1.0	0.3	26.2	30.9	7.1	5.3	0.9	10.0	3.9	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	41.2	23.2	30.4	44.2	60.0	70.8	42.5	34.0	88.3	45.0	43.4
LnGrp LOS	E	D	C	C	F	F	E	D	C	F	D	D
Approach Vol, veh/h		1188			2603			701			732	
Approach Delay, s/veh		43.6			49.5			50.6			59.1	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	24.8	39.0	34.8	19.9	26.3	11.8	62.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.4	20.8	7.5	58.5	15.7	22.3	8.0	58.0
Max Q Clear Time (g_c+I1), s	19.1	14.9	2.7	22.3	15.7	10.2	7.8	60.0
Green Ext Time (p_c), s	0.0	1.5	0.0	8.5	0.0	2.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	844	192	267	1725	185	524	1084	246	286	834	298
Future Volume (veh/h)	179	844	192	267	1725	185	524	1084	246	286	834	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	844	192	267	1725	185	524	1084	246	286	834	298
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1522	470	330	1546	165	452	1176	513	277	827	366
Arrive On Green	0.06	0.29	0.29	0.09	0.32	0.32	0.33	0.43	0.43	0.15	0.23	0.23
Sat Flow, veh/h	3510	5187	1600	3510	4756	508	1810	3610	1575	1810	3610	1598
Grp Volume(v), veh/h	179	844	192	267	1253	657	524	1084	246	286	834	298
Grp Sat Flow(s),veh/h/ln	1755	1729	1600	1755	1729	1806	1810	1805	1575	1810	1805	1598
Q Serve(g_s), s	6.0	16.5	11.6	8.9	39.0	39.0	30.0	34.0	10.2	18.4	27.5	17.7
Cycle Q Clear(g_c), s	6.0	16.5	11.6	8.9	39.0	39.0	30.0	34.0	10.2	18.4	27.5	17.7
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1522	470	330	1124	587	452	1176	513	277	827	366
V/C Ratio(X)	0.82	0.55	0.41	0.81	1.11	1.12	1.16	0.92	0.48	1.03	1.01	0.81
Avail Cap(c_a), veh/h	219	1522	470	439	1124	587	452	1176	513	277	827	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.44	0.44	0.44	0.34	0.34	0.34	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	35.8	34.0	53.3	40.5	40.5	40.0	32.6	15.5	50.8	46.3	30.4
Incr Delay (d2), s/veh	18.4	0.4	0.5	3.7	57.7	64.5	80.1	5.3	1.1	62.2	33.3	17.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	7.0	4.6	4.1	25.3	27.6	22.5	14.4	3.5	13.1	16.1	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	36.2	34.5	57.0	98.2	105.0	120.1	37.9	16.6	113.0	79.5	48.1
LnGrp LOS	E	D	C	E	F	F	F	D	B	F	F	D
Approach Vol, veh/h		1215			2177			1854			1418	
Approach Delay, s/veh		41.5			95.2			58.3			79.7	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	43.1	15.3	39.2	34.0	31.5	11.5	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.4	39.1	15.0	31.5	30.0	27.5	7.5	39.0
Max Q Clear Time (g_c+I1), s	20.4	36.0	10.9	18.5	32.0	29.5	8.0	41.0
Green Ext Time (p_c), s	0.0	2.2	0.3	5.4	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	71.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	416	167	444	568	178	257	1563	431	206	1079	121
Future Volume (veh/h)	75	416	167	444	568	178	257	1563	431	206	1079	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	416	167	444	568	178	257	1563	431	206	1079	121
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	387	153	467	964	301	279	1707	938	227	1416	159
Arrive On Green	0.05	0.15	0.15	0.26	0.36	0.36	0.31	0.66	0.66	0.13	0.30	0.30
Sat Flow, veh/h	1810	2510	995	1810	2687	839	1810	5187	1588	1810	4717	528
Grp Volume(v), veh/h	75	298	285	444	381	365	257	1563	431	206	791	409
Grp Sat Flow(s),veh/h/ln	1810	1805	1700	1810	1805	1722	1810	1729	1588	1810	1729	1787
Q Serve(g_s), s	4.9	18.5	18.5	29.0	20.6	20.7	16.5	31.1	0.0	13.5	24.9	24.9
Cycle Q Clear(g_c), s	4.9	18.5	18.5	29.0	20.6	20.7	16.5	31.1	0.0	13.5	24.9	24.9
Prop In Lane	1.00		0.59	1.00		0.49	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	97	278	262	467	647	617	279	1707	938	227	1038	537
V/C Ratio(X)	0.77	1.07	1.09	0.95	0.59	0.59	0.92	0.92	0.46	0.91	0.76	0.76
Avail Cap(c_a), veh/h	172	278	262	467	647	617	287	1707	938	227	1038	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.74	0.74	0.74	0.21	0.21	0.21	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	50.8	50.8	43.8	31.3	31.3	40.8	19.1	6.0	51.8	38.1	38.1
Incr Delay (d2), s/veh	10.5	69.2	76.6	24.3	1.0	1.1	10.3	2.3	0.3	36.0	5.3	9.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	13.7	13.4	16.0	9.1	8.8	7.0	7.7	2.9	8.4	11.2	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.5	120.0	127.4	68.1	32.3	32.4	51.1	21.3	6.4	87.8	43.4	48.0
LnGrp LOS	E	F	F	E	C	C	D	C	A	F	D	D
Approach Vol, veh/h		658			1190			2251			1406	
Approach Delay, s/veh		117.1			45.7			21.9			51.2	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	43.5	35.0	22.5	22.5	40.0	10.4	47.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	39.5	31.0	18.5	19.0	35.5	11.4	38.1
Max Q Clear Time (g_c+I1), s	15.5	33.1	31.0	20.5	18.5	26.9	6.9	22.7
Green Ext Time (p_c), s	0.0	5.3	0.0	0.0	0.0	4.9	0.0	4.3

Intersection Summary	
HCM 6th Ctrl Delay	45.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	159	100	261	135	163	106	2085	323	85	1799	4
Future Volume (veh/h)	24	159	100	261	135	163	106	2085	323	85	1799	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	159	100	261	135	163	106	2085	323	85	1799	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	193	188	297	127	153	131	2187	331	186	2739	6
Arrive On Green	0.12	0.12	0.12	0.16	0.16	0.16	0.07	0.48	0.48	0.14	0.68	0.68
Sat Flow, veh/h	248	1640	1602	1810	774	935	1810	4532	685	1810	5344	12
Grp Volume(v), veh/h	183	0	100	261	0	298	106	1579	829	85	1164	639
Grp Sat Flow(s),veh/h/ln	1888	0	1602	1810	0	1709	1810	1729	1759	1810	1729	1898
Q Serve(g_s), s	11.4	0.0	7.1	16.9	0.0	19.7	6.9	52.2	55.4	5.2	23.3	23.3
Cycle Q Clear(g_c), s	11.4	0.0	7.1	16.9	0.0	19.7	6.9	52.2	55.4	5.2	23.3	23.3
Prop In Lane	0.13		1.00	1.00		0.55	1.00		0.39	1.00		0.01
Lane Grp Cap(c), veh/h	222	0	188	297	0	281	131	1668	849	186	1772	973
V/C Ratio(X)	0.83	0.00	0.53	0.88	0.00	1.06	0.81	0.95	0.98	0.46	0.66	0.66
Avail Cap(c_a), veh/h	293	0	248	297	0	281	158	1668	849	186	1772	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.78	0.78	0.45	0.45	0.45
Uniform Delay (d), s/veh	51.7	0.0	49.8	49.0	0.0	50.2	54.8	29.6	30.4	48.7	13.0	13.0
Incr Delay (d2), s/veh	13.5	0.0	2.3	24.5	0.0	71.1	18.0	10.4	22.3	0.8	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	2.9	9.6	0.0	13.9	3.8	23.3	27.8	2.4	7.3	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	0.0	52.2	73.5	0.0	121.2	72.8	39.9	52.7	49.5	13.9	14.6
LnGrp LOS	E	A	D	E	A	F	E	D	D	D	B	B
Approach Vol, veh/h		283			559			2514			1888	
Approach Delay, s/veh		60.6			98.9			45.5			15.7	
Approach LOS		E			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.3	61.9		18.1	12.7	65.5		23.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.3	57.9		18.6	10.5	55.2		19.7
Max Q Clear Time (g_c+I1), s	11.2	57.4		13.4	8.9	25.3		21.7
Green Ext Time (p_c), s	0.0	0.5		0.6	0.0	16.7		0.0

Intersection Summary		
HCM 6th Ctrl Delay		41.3
HCM 6th LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	460	277	137	4	820	608	451	1874	41	267	1080	548
Future Volume (veh/h)	460	277	137	4	820	608	451	1874	41	267	1080	548
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	460	277	137	4	820	608	451	1874	41	267	1080	548
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	497	1087	485	26	865	550	525	1988	617	614	2121	886
Arrive On Green	0.14	0.30	0.30	0.01	0.17	0.17	0.15	0.38	0.38	0.17	0.41	0.41
Sat Flow, veh/h	3510	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	460	277	137	4	820	608	451	1874	41	267	1080	548
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	15.5	7.0	7.8	0.1	18.8	20.0	15.0	41.9	1.7	8.1	18.7	11.3
Cycle Q Clear(g_c), s	15.5	7.0	7.8	0.1	18.8	20.0	15.0	41.9	1.7	8.1	18.7	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	497	1087	485	26	865	550	525	1988	617	614	2121	886
V/C Ratio(X)	0.92	0.25	0.28	0.16	0.95	1.11	0.86	0.94	0.07	0.43	0.51	0.62
Avail Cap(c_a), veh/h	497	1087	485	219	865	550	670	1988	617	614	2121	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	50.9	31.7	32.0	59.2	49.5	39.5	49.8	35.7	18.1	44.2	26.5	6.7
Incr Delay (d2), s/veh	23.3	0.1	0.3	2.8	19.3	70.4	9.0	10.5	0.2	0.4	0.7	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	3.1	3.1	0.1	9.6	17.3	7.2	19.2	0.8	3.6	7.8	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.2	31.9	32.4	62.0	68.7	109.9	58.8	46.3	18.3	44.6	27.1	9.1
LnGrp LOS	E	C	C	E	E	F	E	D	B	D	C	A
Approach Vol, veh/h		874			1432			2366			1895	
Approach Delay, s/veh		54.2			86.2			48.2			24.4	
Approach LOS		D			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	50.0	4.9	40.1	21.9	53.1	21.0	24.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	46.0	7.5	29.5	22.9	44.1	17.0	20.0
Max Q Clear Time (g_c+I1), s	10.1	43.9	2.1	9.8	17.0	20.7	17.5	22.0
Green Ext Time (p_c), s	0.7	1.9	0.0	2.1	0.9	11.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	896	263	133	1513	55	273	573	177	70	269	175
Future Volume (veh/h)	90	896	263	133	1513	55	273	573	177	70	269	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	896	263	133	1513	55	273	573	177	70	269	175
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	1172	364	292	1685	607	486	810	938	95	446	280
Arrive On Green	0.06	0.23	0.23	0.16	0.32	0.32	0.27	0.43	0.43	0.05	0.21	0.21
Sat Flow, veh/h	1810	5187	1610	1810	5187	1608	1810	1900	1590	1810	2116	1329
Grp Volume(v), veh/h	90	896	263	133	1513	55	273	573	177	70	228	216
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1608	1810	1900	1590	1810	1805	1640
Q Serve(g_s), s	5.9	19.4	18.1	8.0	33.4	2.6	15.6	29.7	1.3	4.6	13.7	14.4
Cycle Q Clear(g_c), s	5.9	19.4	18.1	8.0	33.4	2.6	15.6	29.7	1.3	4.6	13.7	14.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.81
Lane Grp Cap(c), veh/h	113	1172	364	292	1685	607	486	810	938	95	381	346
V/C Ratio(X)	0.79	0.76	0.72	0.45	0.90	0.09	0.56	0.71	0.19	0.73	0.60	0.62
Avail Cap(c_a), veh/h	151	1461	454	292	1729	621	486	810	938	121	381	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	43.5	43.0	45.5	38.6	24.1	37.8	28.3	5.0	56.0	42.8	43.0
Incr Delay (d2), s/veh	18.6	1.9	4.3	1.1	6.6	0.1	1.5	5.2	0.4	15.8	6.8	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.5	7.6	3.7	15.0	1.0	7.1	14.5	1.3	2.5	6.8	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.1	45.4	47.2	46.6	45.2	24.1	39.3	33.4	5.5	71.8	49.6	51.3
LnGrp LOS	E	D	D	D	D	C	D	C	A	E	D	D
Approach Vol, veh/h		1249			1701			1023			514	
Approach Delay, s/veh		47.8			44.7			30.2			53.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	55.2	23.4	31.1	36.2	29.3	11.5	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	46.0	16.2	33.8	28.7	25.3	10.0	40.0
Max Q Clear Time (g_c+I1), s	6.6	31.7	10.0	21.4	17.6	16.4	7.9	35.4
Green Ext Time (p_c), s	0.0	3.8	0.2	5.7	0.6	1.8	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	591	193	305	651	136	197	746	447	144	625	49
Future Volume (veh/h)	68	591	193	305	651	136	197	746	447	144	625	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	591	193	305	651	136	197	746	0	144	625	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	645	210	335	1350	756	284	1245		173	959	75
Arrive On Green	0.05	0.24	0.24	0.18	0.37	0.37	0.16	0.34	0.00	0.10	0.28	0.28
Sat Flow, veh/h	1810	2674	871	1810	3610	1609	1810	3610	1610	1810	3385	265
Grp Volume(v), veh/h	68	399	385	305	651	136	197	746	0	144	333	341
Grp Sat Flow(s),veh/h/ln	1810	1805	1741	1810	1805	1609	1810	1805	1610	1810	1805	1845
Q Serve(g_s), s	4.4	25.8	25.9	19.8	16.5	5.9	12.4	20.5	0.0	9.4	19.4	19.5
Cycle Q Clear(g_c), s	4.4	25.8	25.9	19.8	16.5	5.9	12.4	20.5	0.0	9.4	19.4	19.5
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	95	435	420	335	1350	756	284	1245		173	511	523
V/C Ratio(X)	0.72	0.92	0.92	0.91	0.48	0.18	0.69	0.60		0.83	0.65	0.65
Avail Cap(c_a), veh/h	151	451	435	392	1384	771	284	1245		287	511	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	44.3	44.4	47.9	28.7	18.4	47.8	32.5	0.0	53.3	37.8	37.8
Incr Delay (d2), s/veh	7.4	18.5	19.4	22.9	0.3	0.1	7.0	2.1	0.0	10.0	6.3	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	13.7	13.4	11.0	7.2	2.2	6.1	9.3	0.0	4.7	9.5	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	62.8	63.8	70.8	29.0	18.6	54.9	34.6	0.0	63.3	44.1	44.0
LnGrp LOS	E	E	E	E	C	B	D	C		E	D	D
Approach Vol, veh/h		852			1092			943	A		818	
Approach Delay, s/veh		63.3			39.4			38.8			47.4	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	45.4	26.2	32.9	22.9	38.0	10.3	48.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	29.0	26.0	30.0	14.0	34.0	10.0	46.0
Max Q Clear Time (g_c+I1), s	11.4	22.5	21.8	27.9	14.4	21.5	6.4	18.5
Green Ext Time (p_c), s	0.2	2.7	0.4	1.0	0.0	3.4	0.0	5.4

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	317	845	243	81	2021	879	550	1111	105	536	681	465
Future Volume (veh/h)	317	845	243	81	2021	879	550	1111	105	536	681	465
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	317	845	0	81	2021	879	550	1111	105	536	681	465
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	1821		103	1686	751	611	1056	100	497	1026	592
Arrive On Green	0.08	0.35	0.00	0.06	0.32	0.32	0.17	0.32	0.32	0.14	0.28	0.28
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3334	315	3510	3610	1610
Grp Volume(v), veh/h	317	845	0	81	2021	879	550	601	615	536	681	465
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1843	1755	1805	1610
Q Serve(g_s), s	10.0	15.2	0.0	5.3	39.0	39.0	18.4	38.0	38.0	17.0	20.0	30.8
Cycle Q Clear(g_c), s	10.0	15.2	0.0	5.3	39.0	39.0	18.4	38.0	38.0	17.0	20.0	30.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	293	1821		103	1686	751	611	572	584	497	1026	592
V/C Ratio(X)	1.08	0.46		0.78	1.20	1.17	0.90	1.05	1.05	1.08	0.66	0.79
Avail Cap(c_a), veh/h	293	1821		178	1686	751	655	572	584	497	1026	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	30.2	0.0	55.8	40.5	32.0	48.5	41.0	41.0	51.5	37.9	33.7
Incr Delay (d2), s/veh	76.7	0.2	0.0	12.1	95.5	90.4	14.9	51.9	52.1	62.9	3.4	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	6.3	0.0	2.8	31.2	39.8	9.3	24.9	25.4	11.8	9.3	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.7	30.4	0.0	67.9	136.0	122.4	63.4	92.9	93.1	114.4	41.3	43.8
LnGrp LOS	F	C		E	F	F	E	F	F	F	D	D
Approach Vol, veh/h		1162	A		2981			1766			1682	
Approach Delay, s/veh		58.0			130.1			83.8			65.3	
Approach LOS		E			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	42.0	10.9	46.1	24.9	38.1	14.0	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	38.0	11.8	37.2	22.4	32.6	10.0	39.0
Max Q Clear Time (g_c+I1), s	19.0	40.0	7.3	17.2	20.4	32.8	12.0	41.0
Green Ext Time (p_c), s	0.0	0.0	0.1	5.9	0.5	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	93.9
HCM 6th LOS	F

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	296	356	490	382	28	213	776	574	23	1377	120
Future Volume (veh/h)	240	296	356	490	382	28	213	776	574	23	1377	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	240	296	356	490	382	28	213	776	574	23	1377	120
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	442	529	206	437	520	227	196	1474	1035	127	1336	972
Arrive On Green	0.24	0.15	0.15	0.24	0.14	0.14	0.11	0.41	0.41	0.07	0.37	0.37
Sat Flow, veh/h	1810	3610	1409	1810	3610	1579	1810	3610	1582	1810	3610	1563
Grp Volume(v), veh/h	240	296	356	490	382	28	213	776	574	23	1377	120
Grp Sat Flow(s),veh/h/ln	1810	1805	1409	1810	1805	1579	1810	1805	1582	1810	1805	1563
Q Serve(g_s), s	13.9	9.1	14.0	29.0	12.2	1.9	13.0	19.4	0.0	1.4	44.4	1.4
Cycle Q Clear(g_c), s	13.9	9.1	14.0	29.0	12.2	1.9	13.0	19.4	0.0	1.4	44.4	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	442	529	206	437	520	227	196	1474	1035	127	1336	972
V/C Ratio(X)	0.54	0.56	1.72	1.12	0.74	0.12	1.09	0.53	0.55	0.18	1.03	0.12
Avail Cap(c_a), veh/h	442	557	217	437	752	329	196	1474	1035	127	1336	972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84	0.79	0.79	0.79
Uniform Delay (d), s/veh	39.5	47.6	32.4	45.5	49.2	44.8	53.5	26.8	11.4	52.5	37.8	3.3
Incr Delay (d2), s/veh	1.4	1.1	345.5	80.1	2.2	0.2	83.9	1.1	1.8	0.5	30.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	4.2	24.6	22.6	5.6	0.7	10.5	8.5	8.3	0.7	24.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	48.8	377.8	125.6	51.3	45.0	137.4	27.9	13.2	53.1	67.9	3.5
LnGrp LOS	D	D	F	F	D	D	F	C	B	D	F	A
Approach Vol, veh/h		892			900			1563			1520	
Approach Delay, s/veh		178.0			91.6			37.4			62.6	
Approach LOS		F			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	53.0	33.0	21.6	17.0	48.4	33.3	21.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	49.0	29.0	18.5	13.0	43.5	22.5	25.0
Max Q Clear Time (g_c+I1), s	3.4	21.4	31.0	16.0	15.0	46.4	15.9	14.2
Green Ext Time (p_c), s	0.0	9.0	0.0	0.9	0.0	0.0	0.4	1.9

Intersection Summary	
HCM 6th Ctrl Delay	81.0
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	497	341	163	920	207	272	788	56	106	1124	333
Future Volume (veh/h)	184	497	341	163	920	207	272	788	56	106	1124	333
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	184	497	341	163	920	207	272	788	56	106	1124	333
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	1101	491	221	1078	481	683	1125	502	338	1578	489
Arrive On Green	0.07	0.30	0.30	0.06	0.30	0.30	0.19	0.31	0.31	0.19	0.30	0.30
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	1810	5187	1607
Grp Volume(v), veh/h	184	497	341	163	920	207	272	788	56	106	1124	333
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1810	1729	1607
Q Serve(g_s), s	6.2	13.3	14.0	5.5	28.8	7.9	8.1	23.1	2.4	6.1	23.1	17.6
Cycle Q Clear(g_c), s	6.2	13.3	14.0	5.5	28.8	7.9	8.1	23.1	2.4	6.1	23.1	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	1101	491	221	1078	481	683	1125	502	338	1578	489
V/C Ratio(X)	0.76	0.45	0.69	0.74	0.85	0.43	0.40	0.70	0.11	0.31	0.71	0.68
Avail Cap(c_a), veh/h	328	1264	564	298	1233	550	683	1125	502	338	1578	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	33.6	14.3	55.2	39.6	13.8	42.2	36.4	19.4	42.1	37.1	23.7
Incr Delay (d2), s/veh	6.8	0.3	3.1	6.2	5.4	0.6	0.4	3.6	0.5	0.5	2.8	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.9	5.4	2.6	13.5	2.9	3.6	10.7	1.2	2.8	10.1	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	33.9	17.4	61.5	45.0	14.4	42.6	40.0	19.8	42.6	39.9	31.2
LnGrp LOS	E	C	B	E	D	B	D	D	B	D	D	C
Approach Vol, veh/h		1022			1290			1116			1563	
Approach Delay, s/veh		33.4			42.2			39.6			38.2	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	41.4	11.6	40.6	27.3	40.5	12.3	39.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.4	37.4	10.2	42.0	15.3	36.5	11.2	41.0
Max Q Clear Time (g_c+I1), s	10.1	25.1	7.5	16.0	10.1	25.1	8.2	30.8
Green Ext Time (p_c), s	0.1	4.5	0.1	4.9	0.4	6.7	0.2	5.1

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	639	1309	24	10	1434	271	17	41	15	477	9	628
Future Volume (veh/h)	639	1309	24	10	1434	271	17	41	15	477	9	628
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	639	1309	24	10	1434	271	17	41	15	477	9	628
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	692	2561	47	30	1596	495	46	219	80	685	640	1494
Arrive On Green	0.39	0.98	0.98	0.02	0.41	0.41	0.03	0.17	0.17	0.20	0.34	0.34
Sat Flow, veh/h	3510	5245	96	1810	5187	1610	1810	1315	481	3510	1900	2779
Grp Volume(v), veh/h	639	863	470	10	1434	271	17	0	56	477	9	628
Grp Sat Flow(s),veh/h/ln	1755	1729	1883	1810	1729	1610	1810	0	1797	1755	1900	1389
Q Serve(g_s), s	20.8	1.4	1.4	0.7	31.0	15.4	1.1	0.0	3.2	15.2	0.4	2.1
Cycle Q Clear(g_c), s	20.8	1.4	1.4	0.7	31.0	15.4	1.1	0.0	3.2	15.2	0.4	2.1
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	692	1688	919	30	1596	495	46	0	299	685	640	1494
V/C Ratio(X)	0.92	0.51	0.51	0.33	0.90	0.55	0.37	0.00	0.19	0.70	0.01	0.42
Avail Cap(c_a), veh/h	761	1688	919	113	1643	510	113	0	299	685	640	1494
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	0.7	0.7	58.0	33.7	29.1	57.6	0.0	43.0	45.0	26.5	9.2
Incr Delay (d2), s/veh	12.4	0.2	0.3	6.4	7.0	1.2	5.0	0.0	1.4	3.1	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	0.3	0.4	0.4	13.0	5.7	0.6	0.0	1.6	6.9	0.2	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	0.9	1.1	64.4	40.7	30.2	62.5	0.0	44.4	48.1	26.6	10.1
LnGrp LOS	D	A	A	E	D	C	E	A	D	D	C	B
Approach Vol, veh/h		1972			1715			73			1114	
Approach Delay, s/veh		16.2			39.1			48.6			26.5	
Approach LOS		B			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	24.0	6.0	62.6	7.0	44.4	27.7	40.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	20.0	7.5	56.5	7.5	32.5	26.0	38.0
Max Q Clear Time (g_c+I1), s	17.2	5.2	2.7	3.4	3.1	4.1	22.8	33.0
Green Ext Time (p_c), s	0.5	0.2	0.0	13.0	0.0	2.9	0.9	3.9

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	594	69	18	919	65	145	0	40	0	0	145
Future Volume (veh/h)	34	594	69	18	919	65	145	0	40	0	0	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	594	69	18	919	65	145	0	0	0	0	145
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	161	973	113	366	1022	72	406	0		0	0	511
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.32	0.00	0.00	0.00	0.00	0.32
Sat Flow, veh/h	581	1671	194	784	1754	124	994	0	1610	0	0	1610
Grp Volume(v), veh/h	34	0	663	18	0	984	145	0	0	0	0	145
Grp Sat Flow(s),veh/h/ln	581	0	1865	784	0	1878	994	0	1610	0	0	1610
Q Serve(g_s), s	4.4	0.0	18.4	1.2	0.0	36.8	7.8	0.0	0.0	0.0	0.0	5.4
Cycle Q Clear(g_c), s	41.1	0.0	18.4	19.6	0.0	36.8	13.2	0.0	0.0	0.0	0.0	5.4
Prop In Lane	1.00		0.10	1.00		0.07	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	161	0	1086	366	0	1094	406	0		0	0	511
V/C Ratio(X)	0.21	0.00	0.61	0.05	0.00	0.90	0.36	0.00		0.00	0.00	0.28
Avail Cap(c_a), veh/h	208	0	1236	429	0	1244	406	0		0	0	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.83	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	10.8	17.2	0.0	14.6	25.4	0.0	0.0	0.0	0.0	20.5
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.1	0.0	8.4	2.0	0.0	0.0	0.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	6.8	0.2	0.0	15.7	2.5	0.0	0.0	0.0	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	0.0	11.5	17.2	0.0	23.0	27.5	0.0	0.0	0.0	0.0	21.9
LnGrp LOS	C	A	B	B	A	C	C	A		A	A	C
Approach Vol, veh/h		697			1002			145	A		145	
Approach Delay, s/veh		12.6			22.9			27.5			21.9	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	29.4	50.6	29.4	50.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	53.0	19.0	53.0
Max Q Clear Time (g_c+I1), s	15.2	43.1	7.4	38.8
Green Ext Time (p_c), s	0.2	3.5	0.6	6.9

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	7	607	0	0	0	0	920	443	17	833	0
Future Volume (veh/h)	77	7	607	0	0	0	0	920	443	17	833	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	694				0	920	443	17	833	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	0	415	703				0	2068	922	82	1278	0
Arrive On Green	0.00	0.00	0.22				0.00	0.38	0.38	0.05	0.67	0.00
Sat Flow, veh/h	0	1900	3220				0	3705	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	694				0	920	443	17	833	0
Grp Sat Flow(s),veh/h/ln	0	1900	1610				0	1805	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	23.6				0.0	20.8	22.9	1.0	28.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	23.6				0.0	20.8	22.9	1.0	28.1	0.0
Prop In Lane	0.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	415	703				0	2068	922	82	1278	0
V/C Ratio(X)	0.00	0.00	0.99				0.00	0.44	0.48	0.21	0.65	0.00
Avail Cap(c_a), veh/h	0	415	703				0	2068	922	82	1278	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00				0.00	0.74	0.74	0.82	0.82	0.00
Uniform Delay (d), s/veh	0.0	0.0	42.9				0.0	20.9	21.5	50.6	10.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	30.8				0.0	0.5	1.3	4.6	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	12.3				0.0	9.5	9.5	0.6	11.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	73.6				0.0	21.4	22.9	55.2	12.6	0.0
LnGrp LOS	A	A	E				A	C	C	E	B	A
Approach Vol, veh/h		694						1363			850	
Approach Delay, s/veh		73.6						21.9			13.5	
Approach LOS		E						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.0	69.0		30.0		80.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	5.0	63.0		24.0		74.0
Max Q Clear Time (g_c+I1), s	3.0	24.9		25.6		30.1
Green Ext Time (p_c), s	0.0	10.5		0.0		7.8

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	59	4	164	106	94	4	543	116	82	632	11
Future Volume (veh/h)	11	59	4	164	106	94	4	543	116	82	632	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	59	4	164	106	94	4	543	116	82	632	11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	281	17	270	178	158	13	1007	853	287	1268	22
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.01	0.53	0.53	0.16	0.68	0.68
Sat Flow, veh/h	118	1468	91	1360	928	823	1810	1900	1610	1810	1862	32
Grp Volume(v), veh/h	74	0	0	164	0	200	4	543	116	82	0	643
Grp Sat Flow(s),veh/h/ln	1676	0	0	1360	0	1752	1810	1900	1610	1810	0	1894
Q Serve(g_s), s	0.1	0.0	0.0	5.9	0.0	10.4	0.2	18.8	3.6	4.0	0.0	16.4
Cycle Q Clear(g_c), s	10.5	0.0	0.0	16.4	0.0	10.4	0.2	18.8	3.6	4.0	0.0	16.4
Prop In Lane	0.15		0.05	1.00		0.47	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	363	0	0	270	0	336	13	1007	853	287	0	1290
V/C Ratio(X)	0.20	0.00	0.00	0.61	0.00	0.60	0.30	0.54	0.14	0.29	0.00	0.50
Avail Cap(c_a), veh/h	446	0	0	335	0	420	145	1007	853	287	0	1290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	0.0	40.4	0.0	36.9	49.4	15.5	11.9	37.1	0.0	7.7
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.2	0.0	1.7	12.1	2.1	0.3	0.5	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	4.1	0.0	4.6	0.1	8.3	1.3	1.8	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	42.6	0.0	38.6	61.4	17.5	12.2	37.6	0.0	9.1
LnGrp LOS	C	A	A	D	A	D	E	B	B	D	A	A
Approach Vol, veh/h		74			364			663			725	
Approach Delay, s/veh		34.3			40.4			16.9			12.3	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.8	57.0		23.2	4.7	72.1		23.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	11.0	53.0		24.0	8.0	56.0		24.0
Max Q Clear Time (g_c+I1), s	6.0	20.8		12.5	2.2	18.4		18.4
Green Ext Time (p_c), s	0.1	4.4		0.2	0.0	5.1		0.8

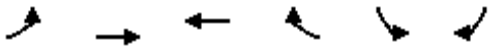
Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	518	55	333	796	46	70	616	298	61	728	77
Future Volume (veh/h)	43	518	55	333	796	46	70	616	298	61	728	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	518	55	333	796	46	70	616	298	61	728	77
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	672	71	413	947	55	109	1235	550	319	1509	160
Arrive On Green	0.05	0.20	0.20	0.12	0.27	0.27	0.06	0.34	0.34	0.18	0.46	0.46
Sat Flow, veh/h	3510	3294	349	3510	3469	200	1810	3610	1607	1810	3294	348
Grp Volume(v), veh/h	43	283	290	333	414	428	70	616	298	61	399	406
Grp Sat Flow(s),veh/h/ln	1755	1805	1837	1755	1805	1864	1810	1805	1607	1810	1805	1837
Q Serve(g_s), s	1.2	14.8	14.9	9.2	21.7	21.7	3.8	13.5	10.5	2.9	15.4	15.4
Cycle Q Clear(g_c), s	1.2	14.8	14.9	9.2	21.7	21.7	3.8	13.5	10.5	2.9	15.4	15.4
Prop In Lane	1.00		0.19	1.00		0.11	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	171	368	375	413	493	509	109	1235	550	319	827	842
V/C Ratio(X)	0.25	0.77	0.77	0.81	0.84	0.84	0.64	0.50	0.54	0.19	0.48	0.48
Avail Cap(c_a), veh/h	274	448	456	562	596	615	174	1235	550	319	827	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	37.6	37.6	43.0	34.3	34.3	46.0	26.1	13.0	35.1	18.8	18.8
Incr Delay (d2), s/veh	0.8	6.5	6.6	6.1	8.9	8.7	6.3	1.4	3.8	0.3	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.1	7.3	4.3	10.5	10.8	1.9	6.0	4.2	1.3	6.7	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	44.1	44.2	49.1	43.2	43.0	52.2	27.5	16.8	35.4	20.8	20.8
LnGrp LOS	D	D	D	D	D	D	D	C	B	D	C	C
Approach Vol, veh/h		616			1175			984			866	
Approach Delay, s/veh		44.3			44.8			26.0			21.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	38.2	15.8	24.4	10.0	49.8	8.9	31.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	34.2	16.0	24.8	9.6	33.6	7.8	33.0
Max Q Clear Time (g_c+I1), s	7.9	15.5	11.2	16.9	5.8	17.4	3.2	23.7
Green Ext Time (p_c), s	0.0	5.1	0.5	2.1	0.0	4.7	0.0	3.6

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	760	1062	1516	160	105	70
Future Volume (veh/h)	760	1062	1516	160	105	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	760	1062	1516	160	105	70
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	857	3470	1859	196	478	426
Arrive On Green	0.24	0.67	0.13	0.13	0.26	0.26
Sat Flow, veh/h	3510	5358	4920	501	1810	1610
Grp Volume(v), veh/h	760	1062	1104	572	105	70
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1791	1810	1610
Q Serve(g_s), s	25.1	10.2	37.3	37.3	5.4	4.0
Cycle Q Clear(g_c), s	25.1	10.2	37.3	37.3	5.4	4.0
Prop In Lane	1.00			0.28	1.00	1.00
Lane Grp Cap(c), veh/h	857	3470	1354	701	478	426
V/C Ratio(X)	0.89	0.31	0.82	0.82	0.22	0.16
Avail Cap(c_a), veh/h	1082	3933	1441	746	478	426
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	8.3	48.0	48.0	34.5	34.0
Incr Delay (d2), s/veh	7.6	0.0	3.6	6.7	1.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	3.6	18.0	19.3	2.5	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.3	8.3	51.6	54.7	35.5	34.8
LnGrp LOS	D	A	D	D	D	C
Approach Vol, veh/h		1822	1676		175	
Approach Delay, s/veh		26.3	52.7		35.2	
Approach LOS		C	D		D	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	84.3	35.7	33.3	51.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	91.0	21.0	37.0	50.0
Max Q Clear Time (g_c+I1), s	12.2	7.4	27.1	39.3
Green Ext Time (p_c), s	10.2	0.4	2.2	7.6

Intersection Summary	
HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1655	144	0	1995	613	61	336	0	992	26	370
Future Volume (veh/h)	83	1655	144	0	1995	613	61	336	0	992	26	370
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	0	1900	1900	1900
Adj Flow Rate, veh/h	83	1655	144	0	1995	613	61	336	0	992	26	370
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	2584	802	0	2092	1074	189	351	0	925	584	589
Arrive On Green	0.06	0.50	0.50	0.00	0.40	0.40	0.05	0.10	0.00	0.26	0.31	0.31
Sat Flow, veh/h	1810	5187	1610	0	5358	1610	3510	3705	0	3510	1900	1610
Grp Volume(v), veh/h	83	1655	144	0	1995	613	61	336	0	992	26	370
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	0	1729	1610	1755	1805	0	1755	1900	1610
Q Serve(g_s), s	5.0	25.9	5.4	0.0	41.0	22.5	1.8	10.2	0.0	29.0	1.1	20.8
Cycle Q Clear(g_c), s	5.0	25.9	5.4	0.0	41.0	22.5	1.8	10.2	0.0	29.0	1.1	20.8
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	2584	802	0	2092	1074	189	351	0	925	584	589
V/C Ratio(X)	0.78	0.64	0.18	0.00	0.95	0.57	0.32	0.96	0.00	1.07	0.04	0.63
Avail Cap(c_a), veh/h	115	2584	802	0	2092	1074	223	351	0	925	584	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	20.3	15.2	0.0	31.8	9.9	50.1	49.4	0.0	40.5	26.8	28.7
Incr Delay (d2), s/veh	27.0	1.2	0.5	0.0	11.5	2.2	1.0	38.3	0.0	50.8	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	10.4	2.1	0.0	18.8	7.9	0.8	6.4	0.0	18.8	0.5	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.0	21.6	15.7	0.0	43.3	12.1	51.1	87.7	0.0	91.3	26.8	30.9
LnGrp LOS	E	C	B	A	D	B	D	F	A	F	C	C
Approach Vol, veh/h		1882			2608			397			1388	
Approach Delay, s/veh		23.6			36.0			82.1			74.0	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	60.8	9.9	39.3	10.4	50.4	33.0	16.2
Change Period (Y+Rc), s	6.0	4.0	5.5	4.0	6.0	4.0	5.5
Max Green Setting (Gmax), s	54.8	7.0	32.7	7.0	43.8	29.0	10.7
Max Q Clear Time (g_c+I1), s	27.9	3.8	22.8	7.0	43.0	31.0	12.2
Green Ext Time (p_c), s	15.5	0.0	1.1	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1037	1827	11	9	1414	447	13	170	8	749	122	1047
Future Volume (veh/h)	1037	1827	11	9	1414	447	13	170	8	749	122	1047
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1037	1827	11	9	1414	447	13	170	8	749	122	1047
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	907	2169	13	324	1254	689	279	332	280	347	404	341
Arrive On Green	0.26	0.41	0.41	0.09	0.24	0.24	0.15	0.17	0.17	0.19	0.21	0.21
Sat Flow, veh/h	3510	5320	32	3510	5187	1573	1810	1900	1602	1810	1900	1603
Grp Volume(v), veh/h	1037	1187	651	9	1414	447	13	170	8	749	122	1047
Grp Sat Flow(s),veh/h/ln	1755	1729	1894	1755	1729	1573	1810	1900	1602	1810	1900	1603
Q Serve(g_s), s	31.0	37.2	37.2	0.3	29.0	3.2	0.7	9.7	0.5	23.0	6.5	15.0
Cycle Q Clear(g_c), s	31.0	37.2	37.2	0.3	29.0	3.2	0.7	9.7	0.5	23.0	6.5	15.0
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	907	1409	772	324	1254	689	279	333	280	347	404	341
V/C Ratio(X)	1.14	0.84	0.84	0.03	1.13	0.65	0.05	0.51	0.03	2.16	0.30	3.07
Avail Cap(c_a), veh/h	907	1513	829	324	1254	689	279	333	280	347	404	341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	32.1	32.1	49.6	45.5	26.7	43.2	44.9	41.0	48.5	39.8	16.3
Incr Delay (d2), s/veh	77.7	4.3	7.5	0.0	68.3	2.1	0.3	5.5	0.2	531.3	1.9	940.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.1	16.1	18.3	0.1	20.3	10.3	0.4	5.1	0.2	61.5	3.3	94.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	122.2	36.3	39.6	49.6	113.8	28.8	43.6	50.4	41.2	579.8	41.7	956.9
LnGrp LOS	F	D	D	D	F	C	D	D	D	F	D	F
Approach Vol, veh/h		2875			1870			191			1918	
Approach Delay, s/veh		68.0			93.2			49.5			751.4	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.0	25.0	15.1	52.9	22.5	29.5	35.0	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	33.0	21.0	7.5	52.5	18.5	25.5	31.0	29.0
Max Q Clear Time (g_c+I1), s	25.0	11.7	2.3	39.2	2.7	17.0	33.0	31.0
Green Ext Time (p_c), s	0.0	0.6	0.0	9.7	0.0	4.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	265.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	352	2177	128	94	1346	355	80	383	115	575	524	236
Future Volume (veh/h)	352	2177	128	94	1346	355	80	383	115	575	524	236
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	352	2177	128	94	1346	355	80	383	115	575	524	236
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	362	2395	733	115	1327	349	219	478	142	585	1008	448
Arrive On Green	0.27	0.61	0.61	0.06	0.32	0.32	0.06	0.17	0.17	0.17	0.28	0.28
Sat Flow, veh/h	1810	5187	1587	1810	4083	1074	3510	2731	809	3510	3610	1605
Grp Volume(v), veh/h	352	2177	128	94	1139	562	80	251	247	575	524	236
Grp Sat Flow(s),veh/h/ln	1810	1729	1587	1810	1729	1700	1755	1805	1735	1755	1805	1605
Q Serve(g_s), s	23.1	44.0	3.2	6.2	39.0	39.0	2.6	16.0	16.4	19.6	14.7	14.9
Cycle Q Clear(g_c), s	23.1	44.0	3.2	6.2	39.0	39.0	2.6	16.0	16.4	19.6	14.7	14.9
Prop In Lane	1.00		1.00	1.00		0.63	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	362	2395	733	115	1124	552	219	316	304	585	1008	448
V/C Ratio(X)	0.97	0.91	0.17	0.82	1.01	1.02	0.36	0.80	0.81	0.98	0.52	0.53
Avail Cap(c_a), veh/h	362	2395	733	115	1124	552	219	316	304	585	1008	448
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	21.0	7.7	55.5	40.5	40.5	54.0	47.4	47.6	49.8	36.5	36.6
Incr Delay (d2), s/veh	8.9	0.6	0.0	22.2	23.4	32.7	1.0	18.5	20.6	32.7	1.9	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	14.9	1.4	3.5	20.0	21.0	1.2	8.8	8.8	11.2	6.7	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	21.5	7.7	77.7	63.9	73.2	55.0	65.9	68.2	82.5	38.4	40.9
LnGrp LOS	D	C	A	E	F	F	D	E	E	F	D	D
Approach Vol, veh/h		2657			1795			578			1335	
Approach Delay, s/veh		25.0			67.5			65.4			57.9	
Approach LOS		C			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	25.0	11.6	59.4	11.5	37.5	28.0	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	21.0	7.6	55.4	7.5	33.5	24.0	39.0
Max Q Clear Time (g_c+I1), s	21.1	18.4	8.2	46.0	4.6	16.9	25.1	41.0
Green Ext Time (p_c), s	0.0	0.8	0.0	8.3	0.0	4.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	2400	281	404	1610	266	164	414	201	260	369	88
Future Volume (veh/h)	133	2400	281	404	1610	266	164	414	201	260	369	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	133	2400	281	404	1610	266	164	414	201	260	369	88
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	202	2291	710	410	2241	369	220	390	187	256	541	127
Arrive On Green	0.06	0.44	0.44	0.23	1.00	1.00	0.04	0.06	0.06	0.14	0.19	0.19
Sat Flow, veh/h	3510	5187	1608	3510	4477	736	1810	2340	1121	1810	2897	683
Grp Volume(v), veh/h	133	2400	281	404	1242	634	164	318	297	260	228	229
Grp Sat Flow(s),veh/h/ln	1755	1729	1608	1755	1729	1755	1810	1805	1656	1810	1805	1774
Q Serve(g_s), s	4.5	53.0	14.2	13.8	0.0	0.0	10.8	20.0	20.0	17.0	14.1	14.4
Cycle Q Clear(g_c), s	4.5	53.0	14.2	13.8	0.0	0.0	10.8	20.0	20.0	17.0	14.1	14.4
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.68	1.00		0.38
Lane Grp Cap(c), veh/h	202	2291	710	410	1731	879	220	301	276	256	337	331
V/C Ratio(X)	0.66	1.05	0.40	0.99	0.72	0.72	0.74	1.06	1.08	1.01	0.68	0.69
Avail Cap(c_a), veh/h	363	2291	710	410	1731	879	220	301	276	256	337	331
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.26	0.26	0.26	0.30	0.30	0.30	0.48	0.48	0.48	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	33.5	22.7	45.9	0.0	0.0	55.7	56.7	56.7	51.5	45.4	45.6
Incr Delay (d2), s/veh	1.0	25.2	0.1	21.1	0.4	0.9	6.5	52.0	59.6	59.9	10.5	11.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	26.8	5.4	6.4	0.1	0.2	5.6	14.1	13.5	11.9	7.3	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	58.7	22.8	67.0	0.4	0.9	62.3	108.7	116.3	111.4	55.9	56.8
LnGrp LOS	E	F	C	E	A	A	E	F	F	F	E	E
Approach Vol, veh/h		2814			2280			779			717	
Approach Delay, s/veh		55.0			12.4			101.8			76.3	
Approach LOS		E			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	24.0	18.0	57.0	18.6	26.4	10.9	64.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	20.0	14.0	53.0	14.6	22.4	12.4	54.6
Max Q Clear Time (g_c+I1), s	19.0	22.0	15.8	55.0	12.8	16.4	6.5	2.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	1.4	0.2	23.7

Intersection Summary	
HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	2443	181	91	1738	317	206	545	105	396	513	212
Future Volume (veh/h)	248	2443	181	91	1738	317	206	545	105	396	513	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	248	2443	181	91	1738	317	206	545	105	396	513	212
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	2282	937	195	1815	327	269	588	256	377	803	492
Arrive On Green	0.08	0.44	0.44	0.06	0.41	0.41	0.05	0.05	0.05	0.21	0.22	0.22
Sat Flow, veh/h	3510	5187	1585	3510	4403	794	1810	3610	1573	1810	3610	1610
Grp Volume(v), veh/h	248	2443	181	91	1361	694	206	545	105	396	513	212
Grp Sat Flow(s),veh/h/ln	1755	1729	1585	1755	1729	1739	1810	1805	1573	1810	1805	1610
Q Serve(g_s), s	8.4	52.8	1.4	3.0	45.8	46.9	13.5	18.0	7.8	25.0	15.5	2.6
Cycle Q Clear(g_c), s	8.4	52.8	1.4	3.0	45.8	46.9	13.5	18.0	7.8	25.0	15.5	2.6
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	2282	937	195	1425	717	269	588	256	377	803	492
V/C Ratio(X)	0.85	1.07	0.19	0.47	0.95	0.97	0.77	0.93	0.41	1.05	0.64	0.43
Avail Cap(c_a), veh/h	293	2282	937	219	1426	717	269	588	256	377	803	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.14	0.14	0.14	0.82	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	33.6	5.0	54.9	34.2	34.5	55.0	56.1	51.2	47.5	42.3	33.3
Incr Delay (d2), s/veh	2.3	32.8	0.0	0.2	3.0	6.9	10.3	19.9	3.9	60.2	3.9	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	28.4	1.1	1.3	19.3	20.7	7.4	10.4	3.5	17.5	7.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	66.4	5.0	55.2	37.2	41.4	65.3	75.9	55.1	107.7	46.1	36.0
LnGrp LOS	E	F	A	E	D	D	E	E	E	F	D	D
Approach Vol, veh/h		2872			2146			856			1121	
Approach Delay, s/veh		61.7			39.3			70.8			66.0	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	89.0	23.5	10.7	56.8	21.8	30.7	14.0	53.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	19.5	7.5	52.0	17.8	26.7	10.0	49.5
Max Q Clear Time (g_c+I1), s	27.0	20.0	5.0	54.8	15.5	17.5	10.4	48.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	2.9	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	56.6
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	511	1745	501	523	1331	200	493	1024	347	291	1342	247
Future Volume (veh/h)	511	1745	501	523	1331	200	493	1024	347	291	1342	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	511	1745	501	523	1331	200	493	1024	347	291	1342	247
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	410	1340	408	410	1171	176	347	1164	504	306	1083	477
Arrive On Green	0.12	0.26	0.26	0.12	0.26	0.26	0.13	0.22	0.22	0.17	0.30	0.30
Sat Flow, veh/h	3510	5187	1578	3510	4534	681	1810	3610	1562	1810	3610	1591
Grp Volume(v), veh/h	511	1745	501	523	1015	516	493	1024	347	291	1342	247
Grp Sat Flow(s),veh/h/ln	1755	1729	1578	1755	1729	1758	1810	1805	1562	1810	1805	1591
Q Serve(g_s), s	14.0	31.0	20.2	14.0	31.0	31.0	23.0	32.9	24.6	19.1	36.0	15.4
Cycle Q Clear(g_c), s	14.0	31.0	20.2	14.0	31.0	31.0	23.0	32.9	24.6	19.1	36.0	15.4
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	410	1340	408	410	893	454	347	1164	504	306	1083	477
V/C Ratio(X)	1.25	1.30	1.23	1.28	1.14	1.14	1.42	0.88	0.69	0.95	1.24	0.52
Avail Cap(c_a), veh/h	410	1340	408	410	893	454	347	1164	504	306	1083	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.44	0.44	0.44	0.49	0.49	0.49	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	44.5	18.9	53.0	44.5	44.5	52.3	44.8	41.5	49.4	42.0	34.8
Incr Delay (d2), s/veh	113.4	136.5	105.0	133.0	68.0	73.5	197.9	5.1	3.8	38.3	115.6	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	30.1	19.2	13.7	21.6	22.6	29.8	16.1	10.4	11.9	33.2	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	166.4	181.0	123.9	186.0	112.5	118.0	250.2	49.8	45.3	87.7	157.6	38.8
LnGrp LOS	F	F	F	F	F	F	F	D	D	F	F	D
Approach Vol, veh/h		2757			2054			1864			1880	
Approach Delay, s/veh		167.9			132.6			102.0			131.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.3	42.7	18.0	35.0	27.0	40.0	18.0	35.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.3	38.7	14.0	31.0	23.0	36.0	14.0	31.0
Max Q Clear Time (g_c+I1), s	21.1	34.9	16.0	33.0	25.0	38.0	16.0	33.0
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	137.0
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	451	215	495	401	242	275	1671	488	406	1792	59
Future Volume (veh/h)	88	451	215	495	401	242	275	1671	488	406	1792	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	451	215	495	401	242	275	1671	488	406	1792	59
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	364	172	422	705	420	241	1491	830	347	1782	59
Arrive On Green	0.06	0.15	0.15	0.23	0.33	0.33	0.27	0.57	0.57	0.19	0.35	0.35
Sat Flow, veh/h	1810	2360	1115	1810	2164	1289	1810	5187	1581	1810	5154	170
Grp Volume(v), veh/h	88	344	322	495	334	309	275	1671	488	406	1202	649
Grp Sat Flow(s),veh/h/ln	1810	1805	1670	1810	1805	1648	1810	1729	1581	1810	1729	1865
Q Serve(g_s), s	5.8	18.5	18.5	28.0	18.3	18.7	16.0	34.5	0.0	23.0	41.5	41.5
Cycle Q Clear(g_c), s	5.8	18.5	18.5	28.0	18.3	18.7	16.0	34.5	0.0	23.0	41.5	41.5
Prop In Lane	1.00		0.67	1.00		0.78	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	112	278	257	422	588	537	241	1491	830	347	1196	645
V/C Ratio(X)	0.79	1.24	1.25	1.17	0.57	0.58	1.14	1.12	0.59	1.17	1.00	1.01
Avail Cap(c_a), veh/h	185	278	257	422	588	537	241	1491	830	347	1196	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.65	0.65	0.65	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	50.8	50.8	46.0	33.5	33.6	44.0	25.5	10.0	48.5	39.3	39.3
Incr Delay (d2), s/veh	7.6	124.4	131.8	93.2	0.8	1.0	68.0	55.2	0.3	103.3	27.2	37.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	17.9	17.1	23.4	8.2	7.6	10.7	17.4	4.7	20.3	21.8	25.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.1	175.2	182.6	139.2	34.3	34.6	112.0	80.7	10.3	151.8	66.5	76.2
LnGrp LOS	E	F	F	F	C	C	F	F	B	F	F	F
Approach Vol, veh/h		754			1138			2434			2257	
Approach Delay, s/veh		165.2			80.0			70.1			84.6	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	38.5	32.0	22.5	20.0	45.5	11.4	43.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	34.5	28.0	18.5	16.0	41.5	12.3	34.2
Max Q Clear Time (g_c+I1), s	25.0	36.5	30.0	20.5	18.0	43.5	7.8	20.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	87.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	143	135	339	80	137	112	2314	326	132	2386	60
Future Volume (veh/h)	29	143	135	339	80	137	112	2314	326	132	2386	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	143	135	339	80	137	112	2314	326	132	2386	60
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	177	178	317	109	187	124	2165	294	195	2655	66
Arrive On Green	0.11	0.11	0.11	0.17	0.17	0.17	0.07	0.47	0.47	0.22	1.00	1.00
Sat Flow, veh/h	318	1566	1579	1810	625	1071	1810	4599	625	1810	5201	130
Grp Volume(v), veh/h	172	0	135	339	0	217	112	1719	921	132	1583	863
Grp Sat Flow(s),veh/h/ln	1884	0	1579	1810	0	1696	1810	1729	1766	1810	1729	1873
Q Serve(g_s), s	10.7	0.0	10.0	21.0	0.0	14.5	7.4	56.5	56.5	8.0	0.0	0.0
Cycle Q Clear(g_c), s	10.7	0.0	10.0	21.0	0.0	14.5	7.4	56.5	56.5	8.0	0.0	0.0
Prop In Lane	0.17		1.00	1.00		0.63	1.00		0.35	1.00		0.07
Lane Grp Cap(c), veh/h	213	0	178	317	0	297	124	1628	832	195	1765	956
V/C Ratio(X)	0.81	0.00	0.76	1.07	0.00	0.73	0.91	1.06	1.11	0.68	0.90	0.90
Avail Cap(c_a), veh/h	290	0	243	317	0	297	124	1628	832	195	1765	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.74	0.74	0.74	0.09	0.09	0.09
Uniform Delay (d), s/veh	52.0	0.0	51.6	49.5	0.0	46.8	55.5	31.8	31.8	45.1	0.0	0.0
Incr Delay (d2), s/veh	11.4	0.0	8.8	70.6	0.0	8.9	43.5	36.0	61.2	0.8	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	4.4	15.6	0.0	6.9	4.9	30.8	37.3	3.4	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	0.0	60.4	120.1	0.0	55.7	99.1	67.8	93.0	45.9	0.8	1.5
LnGrp LOS	E	A	E	F	A	E	F	F	F	D	A	A
Approach Vol, veh/h		307			556			2752			2578	
Approach Delay, s/veh		62.1			94.9			77.5			3.3	
Approach LOS		E			F			E			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	60.5		17.5	12.2	65.3		25.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	56.5		18.5	8.2	56.3		21.0
Max Q Clear Time (g_c+I1), s	10.0	58.5		12.7	9.4	2.0		23.0
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	36.3		0.0

Intersection Summary		
HCM 6th Ctrl Delay		47.4
HCM 6th LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	683	893	363	21	602	408	147	1322	22	604	1967	653
Future Volume (veh/h)	683	893	363	21	602	408	147	1322	22	604	1967	653
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	683	893	363	21	602	408	147	1322	22	604	1967	653
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	746	1218	543	103	800	550	263	1622	503	658	2204	1026
Arrive On Green	0.21	0.34	0.34	0.03	0.15	0.15	0.08	0.31	0.31	0.19	0.43	0.43
Sat Flow, veh/h	3510	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	683	893	363	21	602	408	147	1322	22	604	1967	653
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	22.8	26.1	18.2	0.7	13.3	18.5	4.9	28.2	1.1	20.3	42.2	15.3
Cycle Q Clear(g_c), s	22.8	26.1	18.2	0.7	13.3	18.5	4.9	28.2	1.1	20.3	42.2	15.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	746	1218	543	103	800	550	263	1622	503	658	2204	1026
V/C Ratio(X)	0.92	0.73	0.67	0.20	0.75	0.74	0.56	0.82	0.04	0.92	0.89	0.64
Avail Cap(c_a), veh/h	790	1218	543	219	800	550	263	1622	503	673	2204	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.46	0.46
Uniform Delay (d), s/veh	46.2	35.0	21.0	56.9	48.6	34.8	53.6	38.0	28.7	47.9	32.0	4.7
Incr Delay (d2), s/veh	14.8	2.3	3.1	1.0	4.1	5.4	2.6	4.6	0.2	9.5	2.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	11.8	7.3	0.3	6.0	11.2	2.2	12.5	0.5	9.7	17.8	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	37.3	24.2	57.8	52.6	40.2	56.2	42.7	28.9	57.3	34.9	6.1
LnGrp LOS	E	D	C	E	D	D	E	D	C	E	C	A
Approach Vol, veh/h		1939			1031			1491			3224	
Approach Delay, s/veh		43.2			47.8			43.8			33.3	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.5	41.5	7.5	44.5	13.0	55.0	29.5	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.5	35.5	7.5	38.0	7.5	51.0	27.0	18.5
Max Q Clear Time (g_c+I1), s	22.3	30.2	2.7	28.1	6.9	44.2	24.8	20.5
Green Ext Time (p_c), s	0.2	3.7	0.0	5.2	0.0	6.3	0.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	1716	272	166	1319	108	205	530	230	84	675	101
Future Volume (veh/h)	155	1716	272	166	1319	108	205	530	230	84	675	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	155	1716	272	166	1319	108	205	530	230	84	675	101
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	1844	572	193	1631	632	279	618	688	143	787	118
Arrive On Green	0.15	0.36	0.36	0.11	0.31	0.31	0.31	0.65	0.65	0.08	0.25	0.25
Sat Flow, veh/h	1810	5187	1607	1810	5187	1602	1810	1900	1589	1810	3149	471
Grp Volume(v), veh/h	155	1716	272	166	1319	108	205	530	230	84	387	389
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1602	1810	1900	1589	1810	1805	1815
Q Serve(g_s), s	9.6	38.2	15.8	10.8	28.1	0.0	12.2	26.5	0.0	5.4	24.5	24.6
Cycle Q Clear(g_c), s	9.6	38.2	15.8	10.8	28.1	0.0	12.2	26.5	0.0	5.4	24.5	24.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	268	1844	572	193	1631	632	279	618	688	143	451	454
V/C Ratio(X)	0.58	0.93	0.48	0.86	0.81	0.17	0.73	0.86	0.33	0.59	0.86	0.86
Avail Cap(c_a), veh/h	268	1859	576	211	1859	702	279	618	688	143	451	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	37.2	30.0	52.7	37.8	23.6	39.3	18.8	10.8	53.3	42.9	43.0
Incr Delay (d2), s/veh	3.1	8.9	0.6	26.5	2.5	0.1	7.8	11.9	1.0	6.0	18.5	18.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	17.4	6.2	6.3	12.1	2.0	5.3	9.1	2.3	2.7	13.2	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	46.2	30.6	79.2	40.3	23.8	47.1	30.7	11.9	59.4	61.5	61.6
LnGrp LOS	D	D	C	E	D	C	D	C	B	E	E	E
Approach Vol, veh/h		2143			1593			965			860	
Approach Delay, s/veh		44.5			43.2			29.7			61.3	
Approach LOS		D			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	43.0	16.8	46.7	22.5	34.0	21.8	41.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	39.0	14.0	43.0	17.0	30.0	14.0	43.0
Max Q Clear Time (g_c+I1), s	11.4	28.5	12.8	40.2	14.2	26.6	11.6	30.1
Green Ext Time (p_c), s	0.0	3.2	0.0	2.4	0.2	1.6	0.1	7.7

Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	682	249	448	671	188	122	670	377	101	878	24
Future Volume (veh/h)	55	682	249	448	671	188	122	670	377	101	878	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	682	249	448	671	188	122	670	0	101	878	24
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	734	268	422	1689	873	135	993		135	987	27
Arrive On Green	0.05	0.28	0.28	0.23	0.47	0.47	0.07	0.28	0.00	0.15	0.55	0.55
Sat Flow, veh/h	1810	2589	945	1810	3610	1609	1810	3610	1610	1810	3589	98
Grp Volume(v), veh/h	55	476	455	448	671	188	122	670	0	101	442	460
Grp Sat Flow(s),veh/h/ln	1810	1805	1729	1810	1805	1609	1810	1805	1610	1810	1805	1882
Q Serve(g_s), s	3.6	30.7	30.8	28.0	14.6	1.3	8.0	19.8	0.0	6.4	25.9	25.9
Cycle Q Clear(g_c), s	3.6	30.7	30.8	28.0	14.6	1.3	8.0	19.8	0.0	6.4	25.9	25.9
Prop In Lane	1.00		0.55	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	89	512	490	422	1689	873	135	993		135	496	518
V/C Ratio(X)	0.62	0.93	0.93	1.06	0.40	0.22	0.90	0.67		0.75	0.89	0.89
Avail Cap(c_a), veh/h	136	526	504	422	1689	873	135	993		135	496	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.00	0.57	0.57	0.57
Uniform Delay (d), s/veh	56.0	41.8	41.8	46.0	20.9	6.9	55.1	38.7	0.0	50.0	25.4	25.4
Incr Delay (d2), s/veh	6.9	22.7	23.5	60.9	0.2	0.1	45.4	3.2	0.0	12.3	13.2	12.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	16.8	16.2	19.6	6.2	1.6	5.4	9.2	0.0	3.2	9.8	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	64.5	65.3	106.9	21.0	7.0	100.5	42.0	0.0	62.2	38.6	38.1
LnGrp LOS	E	E	E	F	C	A	F	D		E	D	D
Approach Vol, veh/h		986			1307			792	A		1003	
Approach Delay, s/veh		64.8			48.4			51.0			40.7	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	37.0	32.0	38.0	13.0	37.0	9.9	60.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	33.0	28.0	35.0	8.0	33.0	9.0	54.0
Max Q Clear Time (g_c+I1), s	10.4	21.8	30.0	32.8	10.0	27.9	5.6	16.6
Green Ext Time (p_c), s	0.0	3.5	0.0	1.3	0.0	2.5	0.0	6.1

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

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	388	2106	572	123	1162	722	242	843	74	770	1228	383
Future Volume (veh/h)	388	2106	572	123	1162	722	242	843	74	770	1228	383
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	388	2106	0	123	1162	722	242	843	74	770	1228	383
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	452	1839		123	1525	781	303	809	71	670	1247	764
Arrive On Green	0.13	0.35	0.00	0.07	0.29	0.29	0.09	0.24	0.24	0.19	0.35	0.35
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3357	295	3510	3610	1610
Grp Volume(v), veh/h	388	2106	0	123	1162	722	242	453	464	770	1228	383
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1847	1755	1805	1610
Q Serve(g_s), s	11.9	39.0	0.0	7.5	22.4	32.3	7.4	26.5	26.5	21.0	37.1	18.1
Cycle Q Clear(g_c), s	11.9	39.0	0.0	7.5	22.4	32.3	7.4	26.5	26.5	21.0	37.1	18.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	452	1839		123	1525	781	303	435	445	670	1247	764
V/C Ratio(X)	0.86	1.15		1.00	0.76	0.92	0.80	1.04	1.04	1.15	0.98	0.50
Avail Cap(c_a), veh/h	495	1839		123	1525	781	326	435	445	670	1247	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	35.5	0.0	51.2	35.3	26.5	49.3	41.7	41.8	44.5	35.7	20.0
Incr Delay (d2), s/veh	13.2	72.3	0.0	80.0	2.3	16.7	12.3	54.6	54.1	83.6	22.1	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	28.3	0.0	6.1	9.7	20.4	3.8	18.2	18.6	16.8	19.8	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	107.8	0.0	131.3	37.7	43.2	61.7	96.3	95.9	128.1	57.8	22.3
LnGrp LOS	E	F		F	D	D	E	F	F	F	E	C
Approach Vol, veh/h		2494	A		2007			1159			2381	
Approach Delay, s/veh		100.4			45.4			88.9			74.8	
Approach LOS		F			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	30.5	11.5	43.0	13.5	42.0	18.2	36.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	26.5	7.5	39.0	10.2	37.3	15.5	31.0
Max Q Clear Time (g_c+I2), s	23.0	28.5	9.5	41.0	9.4	39.1	13.9	34.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	0.0	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	77.4
HCM 6th LOS	E

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	629	128	591	450	102	58	1450	688	46	1125	92
Future Volume (veh/h)	134	629	128	591	450	102	58	1450	688	46	1125	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	134	629	128	591	450	102	58	1450	688	46	1125	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	617	273	483	1253	555	90	1384	1043	83	1369	750
Arrive On Green	0.09	0.17	0.17	0.27	0.35	0.35	0.10	0.77	0.77	0.05	0.38	0.38
Sat Flow, veh/h	1810	3610	1596	1810	3610	1599	1810	3610	1600	1810	3610	1595
Grp Volume(v), veh/h	134	629	128	591	450	102	58	1450	688	46	1125	92
Grp Sat Flow(s),veh/h/ln	1810	1805	1596	1810	1805	1599	1810	1805	1600	1810	1805	1595
Q Serve(g_s), s	8.7	20.5	7.5	32.0	11.2	5.3	3.7	46.0	11.0	3.0	33.7	3.9
Cycle Q Clear(g_c), s	8.7	20.5	7.5	32.0	11.2	5.3	3.7	46.0	11.0	3.0	33.7	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	617	273	483	1253	555	90	1384	1043	83	1369	750
V/C Ratio(X)	0.82	1.02	0.47	1.22	0.36	0.18	0.64	1.05	0.66	0.56	0.82	0.12
Avail Cap(c_a), veh/h	324	617	273	483	1253	555	271	1384	1043	113	1369	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.52	0.52	0.52	0.90	0.90	0.90
Uniform Delay (d), s/veh	53.6	49.7	33.1	44.0	29.2	27.3	53.0	14.0	1.4	56.1	33.6	17.9
Incr Delay (d2), s/veh	9.7	41.4	1.3	118.5	0.2	0.2	3.9	31.5	1.7	5.2	5.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	12.7	3.0	30.1	4.9	2.1	1.7	12.0	1.7	1.5	15.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	91.1	34.4	162.5	29.4	27.5	56.9	45.5	3.2	61.2	38.7	18.2
LnGrp LOS	E	F	C	F	C	C	E	F	A	E	D	B
Approach Vol, veh/h		891			1143			2196			1263	
Approach Delay, s/veh		78.8			98.0			32.5			38.0	
Approach LOS		E			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	50.0	36.0	24.5	10.0	49.5	14.8	45.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.5	44.0	32.0	20.5	18.0	33.5	21.5	31.0
Max Q Clear Time (g_c+I1), s	5.0	48.0	34.0	22.5	5.7	35.7	10.7	13.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	0.0	0.2	3.1

Intersection Summary	
HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	426	1160	327	53	875	124	359	1133	149	88	1030	268
Future Volume (veh/h)	426	1160	327	53	875	124	359	1133	149	88	1030	268
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	426	1160	327	53	875	124	359	1133	149	88	1030	268
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	485	1287	567	170	962	424	427	1315	579	177	1764	547
Arrive On Green	0.14	0.36	0.36	0.05	0.27	0.27	0.12	0.36	0.36	0.10	0.34	0.34
Sat Flow, veh/h	3510	3610	1590	3510	3610	1590	3510	3610	1589	1810	5187	1607
Grp Volume(v), veh/h	426	1160	327	53	875	124	359	1133	149	88	1030	268
Grp Sat Flow(s),veh/h/ln	1755	1805	1590	1755	1805	1590	1755	1805	1589	1810	1729	1607
Q Serve(g_s), s	14.3	36.6	20.0	1.8	28.2	7.4	12.0	34.9	6.5	5.5	19.6	10.9
Cycle Q Clear(g_c), s	14.3	36.6	20.0	1.8	28.2	7.4	12.0	34.9	6.5	5.5	19.6	10.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	485	1287	567	170	962	424	427	1315	579	177	1764	547
V/C Ratio(X)	0.88	0.90	0.58	0.31	0.91	0.29	0.84	0.86	0.26	0.50	0.58	0.49
Avail Cap(c_a), veh/h	527	1318	580	219	1002	441	559	1315	579	177	1764	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	36.6	31.3	55.2	42.6	35.0	51.6	35.4	18.0	51.3	32.6	14.9
Incr Delay (d2), s/veh	14.7	8.7	1.4	1.0	11.7	0.4	8.7	7.6	1.1	2.2	1.4	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	17.4	7.9	0.8	14.0	2.9	5.8	16.5	2.5	2.6	8.4	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	45.3	32.6	56.2	54.3	35.4	60.2	43.0	19.0	53.5	34.0	18.0
LnGrp LOS	E	D	C	E	D	D	E	D	B	D	C	B
Approach Vol, veh/h		1913			1052			1641			1386	
Approach Delay, s/veh		47.6			52.2			44.6			32.2	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	47.7	9.8	46.8	18.6	44.8	20.6	36.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	43.7	7.5	43.8	19.1	33.6	18.0	33.3
Max Q Clear Time (g_c+I1), s	11.5	36.9	3.8	38.6	14.0	21.6	16.3	30.2
Green Ext Time (p_c), s	0.0	4.3	0.0	3.7	0.6	6.3	0.3	1.8

Intersection Summary	
HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	622	1811	23	29	1696	572	12	34	18	370	46	866
Future Volume (veh/h)	622	1811	23	29	1696	572	12	34	18	370	46	866
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	622	1811	23	29	1696	572	12	34	18	370	46	866
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	652	2062	26	277	1858	577	159	189	100	562	446	1183
Arrive On Green	0.37	0.78	0.78	0.05	0.12	0.12	0.09	0.16	0.16	0.16	0.23	0.23
Sat Flow, veh/h	3510	5277	67	1810	5187	1610	1810	1162	615	3510	1900	2791
Grp Volume(v), veh/h	622	1186	648	29	1696	572	12	0	52	370	46	866
Grp Sat Flow(s),veh/h/ln	1755	1729	1886	1810	1729	1610	1810	0	1777	1755	1900	1395
Q Serve(g_s), s	20.7	28.7	28.7	1.8	38.8	27.5	0.7	0.0	3.0	11.9	2.3	21.1
Cycle Q Clear(g_c), s	20.7	28.7	28.7	1.8	38.8	27.5	0.7	0.0	3.0	11.9	2.3	21.1
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	652	1351	737	277	1858	577	159	0	289	562	447	1183
V/C Ratio(X)	0.95	0.88	0.88	0.10	0.91	0.99	0.08	0.00	0.18	0.66	0.10	0.73
Avail Cap(c_a), veh/h	652	1671	912	277	1867	580	159	0	289	562	447	1183
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	11.1	11.1	49.1	51.1	22.0	50.3	0.0	43.4	47.3	36.0	14.6
Incr Delay (d2), s/veh	17.8	3.1	5.5	0.2	7.3	35.1	0.2	0.0	1.4	2.8	0.5	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	4.8	5.8	0.9	19.3	17.3	0.3	0.0	1.4	5.4	1.1	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	14.3	16.7	49.3	58.4	57.2	50.5	0.0	44.7	50.1	36.4	18.6
LnGrp LOS	E	B	B	D	E	E	D	A	D	D	D	B
Approach Vol, veh/h		2456			2297			64			1282	
Approach Delay, s/veh		25.2			58.0			45.8			28.4	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.2	23.5	22.4	50.9	14.5	32.2	26.3	47.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.2	19.5	7.5	58.0	10.3	28.2	22.3	43.2
Max Q Clear Time (g_c+I1), s	13.9	5.0	3.8	30.7	2.7	23.1	22.7	40.8
Green Ext Time (p_c), s	0.6	0.1	0.0	16.2	0.0	2.0	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	1150	72	35	750	0	84	0	39	0	0	144
Future Volume (veh/h)	172	1150	72	35	750	0	84	0	39	0	0	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	172	1150	72	35	750	0	84	0	0	0	0	144
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	425	1194	75	123	1282	0	278	0		0	0	362
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.00	0.22	0.00	0.00	0.00	0.00	0.22
Sat Flow, veh/h	723	1769	111	464	1900	0	836	0	1610	0	0	1610
Grp Volume(v), veh/h	172	0	1222	35	750	0	84	0	0	0	0	144
Grp Sat Flow(s),veh/h/ln	723	0	1880	464	1900	0	836	0	1610	0	0	1610
Q Serve(g_s), s	13.4	0.0	48.3	5.7	17.0	0.0	4.8	0.0	0.0	0.0	0.0	6.1
Cycle Q Clear(g_c), s	30.4	0.0	48.3	54.0	17.0	0.0	10.9	0.0	0.0	0.0	0.0	6.1
Prop In Lane	1.00		0.06	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	425	0	1269	123	1283	0	278	0		0	0	362
V/C Ratio(X)	0.40	0.00	0.96	0.28	0.58	0.00	0.30	0.00		0.00	0.00	0.40
Avail Cap(c_a), veh/h	425	0	1269	123	1283	0	278	0		0	0	362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.97	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	12.1	37.3	7.0	0.0	31.0	0.0	0.0	0.0	0.0	26.4
Incr Delay (d2), s/veh	0.6	0.0	17.1	1.2	0.7	0.0	2.7	0.0	0.0	0.0	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	21.1	0.7	5.6	0.0	1.7	0.0	0.0	0.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	0.0	29.2	38.5	7.7	0.0	33.7	0.0	0.0	0.0	0.0	29.6
LnGrp LOS	B	A	C	D	A	A	C	A		A	A	C
Approach Vol, veh/h		1394			785			84	A		144	
Approach Delay, s/veh		27.5			9.0			33.7			29.6	
Approach LOS		C			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.0	58.0	22.0	58.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	54.0	18.0	54.0
Max Q Clear Time (g_c+I1), s	12.9	50.3	8.1	56.0
Green Ext Time (p_c), s	0.1	3.1	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	0	843	0	0	0	0	1158	609	16	719	0
Future Volume (veh/h)	158	0	843	0	0	0	0	1158	609	16	719	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	0	0	1012				0	1158	609	16	719	0
Peak Hour Factor	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	0	553	937				0	1805	805	82	1140	0
Arrive On Green	0.00	0.00	0.29				0.00	0.50	0.50	0.05	0.60	0.00
Sat Flow, veh/h	0	1900	3220				0	3705	1610	1810	1900	0
Grp Volume(v), veh/h	0	0	1012				0	1158	609	16	719	0
Grp Sat Flow(s),veh/h/ln	0	1900	1610				0	1805	1610	1810	1900	0
Q Serve(g_s), s	0.0	0.0	32.0				0.0	26.0	33.5	0.9	26.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	32.0				0.0	26.0	33.5	0.9	26.8	0.0
Prop In Lane	0.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	553	937				0	1805	805	82	1140	0
V/C Ratio(X)	0.00	0.00	1.08				0.00	0.64	0.76	0.19	0.63	0.00
Avail Cap(c_a), veh/h	0	553	937				0	1805	805	82	1140	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00				0.00	0.60	0.60	0.83	0.83	0.00
Uniform Delay (d), s/veh	0.0	0.0	39.0				0.0	20.2	22.1	50.6	14.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	53.6				0.0	1.1	4.0	4.3	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	19.4				0.0	10.8	13.0	0.5	11.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	92.6				0.0	21.3	26.1	54.9	16.4	0.0
LnGrp LOS	A	A	F				A	C	C	D	B	A
Approach Vol, veh/h		1012						1767			735	
Approach Delay, s/veh		92.6						23.0			17.2	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	11.0	61.0	38.0	72.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	55.0	32.0	66.0
Max Q Clear Time (g_c+I1), s	2.9	35.5	34.0	28.8
Green Ext Time (p_c), s	0.0	11.1	0.0	6.0

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	120	31	263	76	141	12	991	359	122	1011	16
Future Volume (veh/h)	11	120	31	263	76	141	12	991	359	122	1011	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	120	31	263	76	141	12	991	359	122	1011	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	45	354	87	344	150	278	35	1087	921	139	1174	19
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.02	0.57	0.57	0.08	0.63	0.63
Sat Flow, veh/h	52	1409	346	1256	596	1105	1810	1900	1610	1810	1865	30
Grp Volume(v), veh/h	162	0	0	263	0	217	12	991	359	122	0	1027
Grp Sat Flow(s),veh/h/ln	1806	0	0	1256	0	1701	1810	1900	1610	1810	0	1895
Q Serve(g_s), s	0.0	0.0	0.0	18.9	0.0	13.1	0.8	56.0	14.7	8.0	0.0	52.6
Cycle Q Clear(g_c), s	8.7	0.0	0.0	27.6	0.0	13.1	0.8	56.0	14.7	8.0	0.0	52.6
Prop In Lane	0.07		0.19	1.00		0.65	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	486	0	0	344	0	427	35	1087	921	139	0	1193
V/C Ratio(X)	0.33	0.00	0.00	0.76	0.00	0.51	0.34	0.91	0.39	0.88	0.00	0.86
Avail Cap(c_a), veh/h	513	0	0	364	0	454	113	1087	921	139	0	1193
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.9	0.0	0.0	45.1	0.0	38.6	58.1	23.0	14.1	54.9	0.0	18.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	8.8	0.0	0.9	5.8	12.9	1.2	42.9	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.0	8.5	0.0	5.6	0.4	27.5	5.6	5.3	0.0	24.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	0.0	0.0	53.9	0.0	39.5	63.9	35.9	15.4	97.7	0.0	26.2
LnGrp LOS	D	A	A	D	A	D	E	D	B	F	A	C
Approach Vol, veh/h		162			480			1362			1149	
Approach Delay, s/veh		37.3			47.4			30.7			33.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.2	72.7		34.1	6.3	79.5		34.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	9.2	66.8		32.0	7.5	68.5		32.0
Max Q Clear Time (g_c+I1), s	10.0	58.0		10.7	2.8	54.6		29.6
Green Ext Time (p_c), s	0.0	5.6		0.8	0.0	7.0		0.6

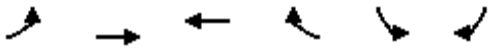
Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	916	90	354	646	157	126	1004	382	134	1032	117
Future Volume (veh/h)	174	916	90	354	646	157	126	1004	382	134	1032	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	916	90	354	646	157	126	1004	382	134	1032	117
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	537	962	95	407	727	176	158	1324	582	170	1220	138
Arrive On Green	0.15	0.29	0.29	0.12	0.25	0.25	0.09	0.37	0.37	0.09	0.37	0.37
Sat Flow, veh/h	3510	3315	326	3510	2870	697	1810	3610	1589	1810	3268	370
Grp Volume(v), veh/h	174	499	507	354	406	397	126	1004	382	134	570	579
Grp Sat Flow(s),veh/h/ln	1755	1805	1836	1755	1805	1762	1810	1805	1589	1810	1805	1833
Q Serve(g_s), s	5.3	32.5	32.5	11.9	26.0	26.1	8.2	29.3	24.1	8.7	34.7	34.7
Cycle Q Clear(g_c), s	5.3	32.5	32.5	11.9	26.0	26.1	8.2	29.3	24.1	8.7	34.7	34.7
Prop In Lane	1.00		0.18	1.00		0.40	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	537	524	533	407	457	446	158	1324	582	170	674	684
V/C Ratio(X)	0.32	0.95	0.95	0.87	0.89	0.89	0.80	0.76	0.66	0.79	0.85	0.85
Avail Cap(c_a), veh/h	537	526	535	410	501	489	158	1324	582	170	674	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	41.8	41.8	52.2	43.2	43.2	53.7	33.3	31.7	53.2	34.4	34.4
Incr Delay (d2), s/veh	0.3	27.5	27.2	17.8	16.5	17.1	24.5	4.1	5.7	21.7	12.4	12.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	18.3	18.6	6.2	13.6	13.4	4.8	13.4	10.1	5.0	17.3	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	69.3	69.0	70.0	59.7	60.3	78.2	37.5	37.4	74.9	46.8	46.7
LnGrp LOS	D	E	E	E	E	E	E	D	D	E	D	D
Approach Vol, veh/h		1180			1157			1512			1283	
Approach Delay, s/veh		65.6			63.1			40.8			49.7	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	48.0	17.9	38.8	14.5	48.8	22.4	34.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.3	44.0	14.0	35.0	10.2	44.8	15.7	33.3
Max Q Clear Time (g_c+I1), s	10.7	31.3	13.9	34.5	10.2	36.7	7.3	28.1
Green Ext Time (p_c), s	0.0	6.8	0.0	0.3	0.0	4.5	0.3	2.3

Intersection Summary	
HCM 6th Ctrl Delay	53.8
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	408	1808	1656	74	324	205
Future Volume (veh/h)	408	1808	1656	74	324	205
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	408	1808	1656	74	324	205
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	481	2775	1856	83	721	641
Arrive On Green	0.14	0.54	0.73	0.73	0.40	0.40
Sat Flow, veh/h	3510	5358	5260	227	1810	1610
Grp Volume(v), veh/h	408	1808	1125	605	324	205
Grp Sat Flow(s),veh/h/ln	1755	1729	1729	1859	1810	1610
Q Serve(g_s), s	13.6	29.9	30.2	30.3	15.7	10.5
Cycle Q Clear(g_c), s	13.6	29.9	30.2	30.3	15.7	10.5
Prop In Lane	1.00			0.12	1.00	1.00
Lane Grp Cap(c), veh/h	481	2775	1261	678	721	641
V/C Ratio(X)	0.85	0.65	0.89	0.89	0.45	0.32
Avail Cap(c_a), veh/h	644	3285	1441	774	721	641
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	19.9	14.4	14.4	26.5	24.9
Incr Delay (d2), s/veh	8.0	0.4	6.8	11.7	2.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	11.7	6.4	7.8	7.2	11.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	58.5	20.3	21.2	26.1	28.5	26.2
LnGrp LOS	E	C	C	C	C	C
Approach Vol, veh/h		2216	1730		529	
Approach Delay, s/veh		27.3	22.9		27.6	
Approach LOS		C	C		C	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			68.2		51.8	20.4	47.8
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			76.0		36.0	22.0	50.0
Max Q Clear Time (g_c+I1), s			31.9		17.7	15.6	32.3
Green Ext Time (p_c), s			21.7		1.6	0.8	11.5

Intersection Summary		
HCM 6th Ctrl Delay		25.6
HCM 6th LOS		C

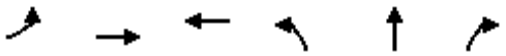
APPENDIX E:

QUEUING ANALYSIS WORKSHEETS



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1047	2314	151	147	140
v/c Ratio	0.35	0.75	0.27	0.29	0.27
Control Delay	12.4	18.0	31.3	29.9	29.6
Queue Delay	0.0	0.9	0.0	0.0	0.0
Total Delay	12.4	18.8	31.3	29.9	29.6
Queue Length 50th (ft)	138	669	90	86	78
Queue Length 95th (ft)	165	630	150	148	135
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3019	3123	569	515	514
Starvation Cap Reductn	0	469	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.87	0.27	0.29	0.27

Intersection Summary



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	68	870	1567	427	425	114
v/c Ratio	0.46	0.31	0.68	0.64	0.66	0.17
Control Delay	55.8	12.1	6.2	38.3	39.3	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	12.1	6.2	38.3	39.3	6.5
Queue Length 50th (ft)	52	108	54	288	302	0
Queue Length 95th (ft)	99	102	57	#540	#580	47
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	151	3427	2893	671	643	669
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	86	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.25	0.56	0.64	0.66	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	336	18	499	1244	246
v/c Ratio	0.38	0.04	0.82	0.54	0.57
Control Delay	28.5	0.2	27.9	4.0	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	0.2	27.9	4.0	22.2
Queue Length 50th (ft)	74	0	181	64	62
Queue Length 95th (ft)	124	0	m180	m72	136
Internal Link Dist (ft)	514			155	
Turn Bay Length (ft)		265			
Base Capacity (vph)	874	468	755	2301	429
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.04	0.66	0.54	0.57

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	914	2001	298	269	19	44
v/c Ratio	0.09	0.42	0.92	0.88	0.58	0.09	0.11
Control Delay	6.4	5.4	22.1	58.7	32.5	25.0	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.4	5.4	22.1	58.7	32.5	25.0	14.5
Queue Length 50th (ft)	1	63	410	144	119	7	7
Queue Length 95th (ft)	m4	82	#638	#286	195	25	32
Internal Link Dist (ft)		233	628		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	95	2197	2178	337	463	202	415
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.42	0.92	0.88	0.58	0.09	0.11

Intersection Summary

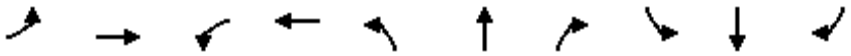
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	111	638	7	1236	112	11	66	16	47	91
v/c Ratio	0.58	0.25	0.03	0.75	0.14	0.03	0.10	0.03	0.10	0.15
Control Delay	61.1	14.5	26.7	19.5	4.4	33.9	32.8	0.1	33.8	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	14.5	26.7	19.5	4.4	33.9	32.8	0.1	33.8	13.1
Queue Length 50th (ft)	91	81	4	506	30	6	35	0	25	12
Queue Length 95th (ft)	m147	190	m9	572	51	23	82	0	65	59
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	285	3326	258	1985	925	439	637	588	454	605
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.19	0.03	0.62	0.12	0.03	0.10	0.03	0.10	0.15

Intersection Summary

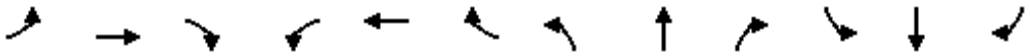
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	46	643	85	1298	78	99	58	48	124	66
v/c Ratio	0.35	0.38	0.51	0.72	0.49	0.13	0.09	0.29	0.17	0.10
Control Delay	40.6	13.2	80.1	44.5	61.9	30.1	0.2	55.0	30.4	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	13.2	80.1	44.5	61.9	30.1	0.2	55.0	30.4	0.8
Queue Length 50th (ft)	29	37	70	251	59	53	0	35	65	0
Queue Length 95th (ft)	81	15	m108	249	107	108	0	74	135	4
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	195	1778	376	2234	200	735	681	180	741	684
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.36	0.23	0.58	0.39	0.13	0.09	0.27	0.17	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

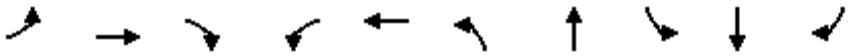


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	135	1132	245	92	1693	79	30	30	29	66	83	115
v/c Ratio	0.62	0.47	0.15	0.51	0.78	0.11	0.08	0.08	0.06	0.40	0.48	0.42
Control Delay	58.6	21.7	0.2	62.4	19.7	3.6	38.4	38.3	0.3	52.6	55.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.6	21.7	0.2	62.4	19.7	3.6	38.4	38.3	0.3	52.6	55.2	10.9
Queue Length 50th (ft)	91	187	0	58	451	7	18	18	0	47	60	0
Queue Length 95th (ft)	#161	265	0	m74	502	m20	47	47	0	89	107	42
Internal Link Dist (ft)		1185			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	219	2397	1615	295	2221	742	369	379	448	288	302	378
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.47	0.15	0.31	0.76	0.11	0.08	0.08	0.06	0.23	0.27	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

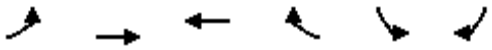
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	110	416	84	100	1584	73	256	116	272	161
v/c Ratio	0.62	0.68	0.23	0.16	0.73	0.33	0.28	0.36	0.25	0.27
Control Delay	76.2	33.5	3.3	13.0	17.4	57.6	38.4	54.7	35.7	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.2	33.5	3.3	13.0	17.4	57.6	38.4	54.7	35.7	7.2
Queue Length 50th (ft)	57	88	5	43	450	28	84	44	88	0
Queue Length 95th (ft)	129	71	3	m77	502	53	131	74	136	56
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	210	1654	791	638	2399	235	907	321	1077	588
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.25	0.11	0.16	0.66	0.31	0.28	0.36	0.25	0.27

Intersection Summary

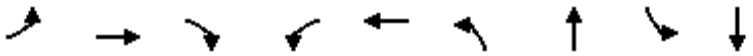
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	137	1097	1865	158	154	119
v/c Ratio	0.61	0.32	0.72	0.12	0.17	0.17
Control Delay	54.1	8.7	4.0	0.2	34.1	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	8.7	4.0	0.2	34.1	20.5
Queue Length 50th (ft)	104	93	20	0	43	50
Queue Length 95th (ft)	169	166	58	m1	76	91
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	361	3772	2663	1328	931	814
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.29	0.70	0.12	0.17	0.15

Intersection Summary

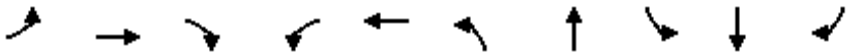
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	460	54	85	1657	69	215	104	236
v/c Ratio	0.23	0.55	0.13	0.19	0.74	0.47	0.20	0.58	0.20
Control Delay	82.1	31.9	5.3	17.4	12.1	62.8	34.7	63.7	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.1	31.9	5.3	17.4	12.1	62.8	34.7	63.7	24.1
Queue Length 50th (ft)	18	108	1	17	103	52	67	78	52
Queue Length 95th (ft)	46	144	12	m36	118	99	111	133	93
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	135	1504	712	483	2402	180	1074	240	1196
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.31	0.08	0.18	0.69	0.38	0.20	0.43	0.20

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	98	978	180	18	1834	194	60	94	54	104
v/c Ratio	0.73	0.34	0.19	0.15	0.74	0.62	0.08	0.53	0.07	0.18
Control Delay	69.2	10.7	4.6	56.2	11.4	57.6	34.7	57.5	37.1	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.2	10.7	4.6	56.2	11.4	57.6	34.7	57.5	37.1	9.0
Queue Length 50th (ft)	67	79	6	12	277	69	16	63	16	8
Queue Length 95th (ft)	#162	179	70	m14	329	107	36	118	34	48
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	135	2860	971	144	2587	324	772	196	748	575
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.34	0.19	0.13	0.71	0.60	0.08	0.48	0.07	0.18

Intersection Summary

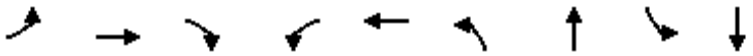
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	101	385	57	26	1547	224	468	41	137	295	192
v/c Ratio	0.59	0.17	0.06	0.24	0.82	0.76	0.50	0.08	0.52	0.34	0.32
Control Delay	67.5	19.1	13.9	68.5	16.3	64.2	40.9	0.3	55.3	41.0	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.5	19.1	13.9	68.5	16.3	64.2	40.9	0.3	55.3	41.0	9.6
Queue Length 50th (ft)	69	96	8	16	312	167	165	0	99	102	31
Queue Length 95th (ft)	124	132	51	m29	m243	244	224	0	166	155	67
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	203	2282	1045	114	1923	370	933	499	263	870	630
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.17	0.05	0.23	0.80	0.61	0.50	0.08	0.52	0.34	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	81	591	428	15	1194	714	539	72	359
v/c Ratio	0.65	0.40	0.36	0.13	0.91	0.90	0.40	0.50	0.47
Control Delay	66.6	18.1	4.2	58.3	17.2	56.8	28.1	60.1	39.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	18.1	4.2	58.3	17.2	56.8	28.1	60.1	39.0
Queue Length 50th (ft)	42	72	0	9	66	253	158	49	113
Queue Length 95th (ft)	#121	120	94	m11	#96	#357	210	97	162
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	127	1508	1187	123	1332	795	1358	160	756
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.39	0.36	0.12	0.90	0.90	0.40	0.45	0.47

Intersection Summary

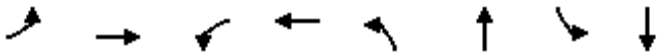
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	61	413	399	51	186	382
v/c Ratio	0.17	0.77	0.16	0.05	0.50	0.13
Control Delay	31.2	11.5	7.1	2.8	46.6	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	11.5	7.1	2.8	46.6	2.3
Queue Length 50th (ft)	14	3	38	0	58	14
Queue Length 95th (ft)	m14	9	88	16	90	45
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	1751	1014	2428	1088	560	2955
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.41	0.16	0.05	0.33	0.13

Intersection Summary

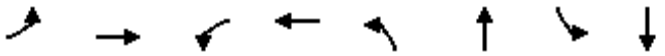
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	50	496	75	1281	135	354	98	298
v/c Ratio	0.41	0.29	0.48	0.71	1.00	0.27	0.55	0.22
Control Delay	74.5	13.7	72.6	13.6	133.3	28.2	62.6	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.5	13.7	72.6	13.6	133.3	28.2	62.6	23.5
Queue Length 50th (ft)	36	57	55	138	106	95	74	71
Queue Length 95th (ft)	m70	67	m82	132	#231	155	123	115
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	135	1960	210	2193	135	1303	285	1384
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.25	0.36	0.58	1.00	0.27	0.34	0.22

Intersection Summary

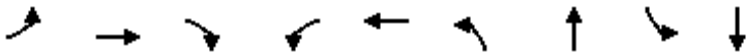
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	66	726	45	1264	143	522	122	400
v/c Ratio	0.52	0.49	0.38	0.85	0.81	0.51	0.69	0.39
Control Delay	56.5	19.7	66.2	11.9	81.7	35.1	69.0	33.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	19.7	66.2	11.9	81.7	35.1	69.0	33.2
Queue Length 50th (ft)	44	97	31	155	100	166	85	122
Queue Length 95th (ft)	89	73	m37	198	#176	198	#140	152
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	131	1555	124	1563	180	1028	180	1031
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.47	0.36	0.81	0.79	0.51	0.68	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	84	190	36	9	911	55	344	322	305
v/c Ratio	0.32	0.15	0.06	0.04	0.81	0.38	0.35	0.74	0.19
Control Delay	57.8	35.4	5.5	43.8	27.5	51.6	32.2	47.1	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.8	35.4	5.5	43.8	27.5	51.6	32.2	47.1	18.5
Queue Length 50th (ft)	14	24	0	2	185	34	96	191	62
Queue Length 95th (ft)	53	93	9	10	234	70	140	#279	95
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	268	1307	664	367	1260	155	983	433	1632
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.15	0.05	0.02	0.72	0.35	0.35	0.74	0.19

Intersection Summary

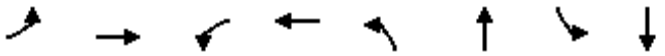
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	129	365	85	117	1084	304	799	116	179	518	237
v/c Ratio	0.51	0.37	0.17	0.46	0.78	0.75	0.58	0.17	0.71	0.48	0.40
Control Delay	50.2	25.3	8.9	56.8	18.0	55.4	33.0	5.6	64.0	37.9	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	25.3	8.9	56.8	18.0	55.4	33.0	5.6	64.0	37.9	13.5
Queue Length 50th (ft)	49	132	11	35	187	221	265	0	134	178	38
Queue Length 95th (ft)	76	177	70	m62	292	302	347	39	200	243	113
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		100
Base Capacity (vph)	267	1042	539	262	1474	481	1377	669	330	1076	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.35	0.16	0.45	0.74	0.63	0.58	0.17	0.54	0.48	0.40

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	111	755	81	1077	320	1238	94	749
v/c Ratio	0.70	0.67	0.33	0.88	0.80	0.71	0.64	0.72
Control Delay	58.5	23.1	31.3	28.1	56.4	33.9	68.3	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.5	23.1	31.3	28.1	56.4	33.9	68.3	44.3
Queue Length 50th (ft)	80	122	49	378	213	278	65	179
Queue Length 95th (ft)	m#129	158	m77	266	277	288	107	199
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	166	1282	254	1257	410	1754	157	1044
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.59	0.32	0.86	0.78	0.71	0.60	0.72

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	47	422	252	626	214	910	315	101	434
v/c Ratio	0.32	0.68	0.75	0.54	0.67	0.46	0.39	0.51	0.29
Control Delay	45.2	37.5	48.1	25.5	33.4	17.9	4.5	46.4	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	37.5	48.1	25.5	33.4	17.9	4.5	46.4	24.9
Queue Length 50th (ft)	26	108	135	154	57	76	15	55	64
Queue Length 95th (ft)	60	152	211	191	m104	112	m51	103	101
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	150	744	402	1234	320	1968	799	238	1477
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.57	0.63	0.51	0.67	0.46	0.39	0.42	0.29

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	185	83	344	165	107	1526	73	674
v/c Ratio	0.64	0.22	0.83	0.34	0.53	0.78	0.49	0.37
Control Delay	45.3	1.3	51.9	7.1	58.8	18.8	55.0	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	1.3	51.9	7.1	58.8	18.8	55.0	11.4
Queue Length 50th (ft)	100	0	178	0	61	313	34	80
Queue Length 95th (ft)	158	1	#345	50	118	#390	m71	100
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	388	452	424	491	236	1968	152	1844
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.18	0.81	0.34	0.45	0.78	0.48	0.37

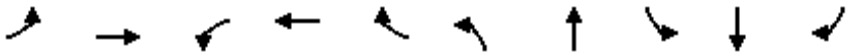
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	81	37	136	1675	1089
v/c Ratio	0.42	0.06	0.52	0.39	0.33
Control Delay	43.8	0.2	37.3	1.1	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	0.2	37.3	1.1	2.8
Queue Length 50th (ft)	44	0	82	0	24
Queue Length 95th (ft)	84	0	140	1	30
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	208	619	264	4346	3279
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.39	0.06	0.52	0.39	0.33

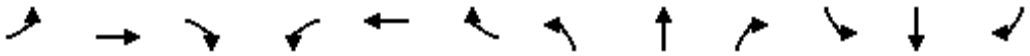
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	33	56	18	16	19	63	1793	14	1002	29
v/c Ratio	0.23	0.09	0.12	0.11	0.07	0.37	0.45	0.10	0.29	0.02
Control Delay	42.7	0.3	40.0	40.1	0.5	30.2	2.9	55.0	7.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	0.3	40.0	40.1	0.5	30.2	2.9	55.0	7.0	0.2
Queue Length 50th (ft)	18	0	10	9	0	34	46	8	82	1
Queue Length 95th (ft)	47	0	30	28	0	m50	110	m26	101	0
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	152	908	155	392	459	176	3955	152	3502	1227
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.06	0.12	0.04	0.04	0.36	0.45	0.09	0.29	0.02

Intersection Summary

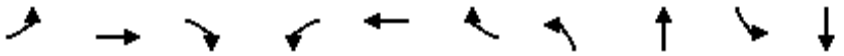
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	254	35	77	1	183	180	271	1474	8	40	706	269
v/c Ratio	0.80	0.03	0.13	0.00	0.36	0.52	0.57	0.55	0.01	0.14	0.33	0.33
Control Delay	55.0	23.2	0.5	38.0	39.6	9.7	41.1	17.3	0.0	19.7	7.8	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	23.2	0.5	38.0	39.6	9.7	41.1	17.3	0.0	19.7	7.8	1.9
Queue Length 50th (ft)	137	6	0	0	36	0	75	226	0	6	13	0
Queue Length 95th (ft)	#246	20	0	2	57	44	110	293	0	19	48	0
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	344	1161	626	291	1066	495	509	2675	909	291	2141	824
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.03	0.12	0.00	0.17	0.36	0.53	0.55	0.01	0.14	0.33	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	159	505	115	18	914	104	196	249	70	370
v/c Ratio	0.69	0.32	0.13	0.17	0.79	0.15	0.61	0.39	0.49	0.31
Control Delay	54.5	11.1	0.5	62.5	20.5	2.2	61.2	35.2	64.1	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	11.1	0.5	62.5	20.5	2.2	61.2	35.2	64.1	15.4
Queue Length 50th (ft)	129	85	0	14	231	9	76	148	53	48
Queue Length 95th (ft)	168	92	0	m16	216	m12	101	217	88	75
Internal Link Dist (ft)		2564			562			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	285	1700	880	120	1353	717	321	639	166	1208
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.30	0.13	0.15	0.68	0.15	0.61	0.39	0.42	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	109	939	30	919	262	448	56	301	135
v/c Ratio	0.70	0.72	0.25	0.83	0.76	0.31	0.41	0.59	0.26
Control Delay	81.9	22.9	73.1	16.9	55.5	24.3	57.9	43.8	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.9	22.9	73.1	16.9	55.5	24.3	57.9	43.8	8.0
Queue Length 50th (ft)	81	151	20	138	176	118	38	192	0
Queue Length 95th (ft)	m117	210	m40	140	204	136	68	#279	32
Internal Link Dist (ft)		2608		2526		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	164	1310	123	1192	475	1443	147	507	523
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.72	0.24	0.77	0.55	0.31	0.38	0.59	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	817	193	798	78	158	343	43	350
v/c Ratio	0.48	0.77	0.68	0.57	0.10	0.54	0.28	0.32	0.41
Control Delay	56.8	38.2	54.6	27.5	2.2	49.2	17.6	56.5	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	38.2	54.6	27.5	2.2	49.2	17.6	56.5	25.7
Queue Length 50th (ft)	55	256	123	228	0	96	51	28	67
Queue Length 95th (ft)	116	350	212	293	15	184	104	71	128
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	225	1433	419	1844	761	346	1229	145	844
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.57	0.46	0.43	0.10	0.46	0.28	0.30	0.41

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	20	234	229	112	577	11	316	378	143	20	404
v/c Ratio	0.19	0.72	0.56	0.38	0.92	0.02	0.88	0.39	0.13	0.19	0.66
Control Delay	45.2	43.4	12.6	48.1	59.9	0.0	71.6	22.9	1.3	57.7	41.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	43.4	12.6	48.1	59.9	0.0	71.6	22.9	1.3	57.7	41.6
Queue Length 50th (ft)	16	148	1	80	415	0	240	180	0	15	251
Queue Length 95th (ft)	m39	100	19	123	503	0	#346	282	14	38	#395
Internal Link Dist (ft)		1931			283			236			268
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	112	549	577	293	665	671	361	966	1114	112	613
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.43	0.40	0.38	0.87	0.02	0.88	0.39	0.13	0.18	0.66

Intersection Summary

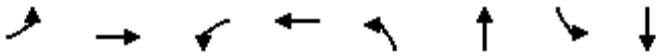
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	84	716	224	558	81	235	734	378	90	636
v/c Ratio	0.28	0.80	0.80	0.61	0.16	0.76	0.52	0.24	0.60	0.64
Control Delay	25.0	17.6	66.2	40.1	2.0	59.8	29.7	0.4	65.5	39.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	17.6	66.2	40.1	2.0	59.8	29.7	0.4	65.5	39.0
Queue Length 50th (ft)	52	115	151	192	0	160	228	0	61	212
Queue Length 95th (ft)	m84	18	207	203	2	215	254	0	102	245
Internal Link Dist (ft)		2526		262			1585			2188
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	320	1014	304	1240	632	311	1402	1593	159	997
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.71	0.74	0.45	0.13	0.76	0.52	0.24	0.57	0.64

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	96	538	49	570	154	1037	291	825
v/c Ratio	0.47	0.49	0.22	0.56	0.52	0.55	1.37	0.45
Control Delay	21.0	13.3	14.4	15.2	17.8	9.4	215.7	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	13.3	14.4	15.2	17.8	9.4	215.7	8.1
Queue Length 50th (ft)	20	53	10	63	23	81	~106	57
Queue Length 95th (ft)	46	74	25	86	73	141	#170	104
Internal Link Dist (ft)		1075		284		1385		907
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	673	3442	716	3306	297	1874	212	1852
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.16	0.07	0.17	0.52	0.55	1.37	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	147	840	573	712	387	627	470	135	601
v/c Ratio	0.21	0.76	0.78	0.63	0.77	0.57	0.54	0.41	0.66
Control Delay	31.2	31.9	40.7	31.4	47.7	28.4	8.1	42.0	32.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	31.9	40.7	31.4	47.7	28.4	8.1	42.0	32.3
Queue Length 50th (ft)	35	136	157	127	110	159	68	38	156
Queue Length 95th (ft)	65	182	214	154	#172	215	116	66	215
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	691	1186	810	1833	526	1106	909	344	917
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.71	0.71	0.39	0.74	0.57	0.52	0.39	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

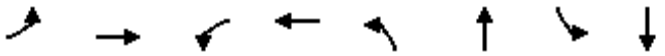


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	333	218	373	93	147	94	341	1173	232	88	893
v/c Ratio	1.45	0.66	0.64	0.65	0.61	0.27	0.85	0.60	0.22	0.65	0.67
Control Delay	262.7	51.7	9.5	70.5	55.5	1.9	55.8	9.9	1.6	71.2	32.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	262.7	51.7	9.5	70.5	55.5	1.9	55.8	9.9	1.6	71.2	32.5
Queue Length 50th (ft)	~321	146	0	65	100	0	203	166	10	61	275
Queue Length 95th (ft)	#463	202	59	#119	149	0	290	214	19	#116	347
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	229	402	623	150	319	407	447	1963	1079	142	1338
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.45	0.54	0.60	0.62	0.46	0.23	0.76	0.60	0.22	0.62	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	30	6	27	51	5	1896	18	1403
v/c Ratio	0.29	0.02	0.25	0.21	0.04	0.63	0.15	0.45
Control Delay	54.6	0.2	53.0	1.9	64.8	1.5	44.6	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	0.2	53.0	1.9	64.8	1.5	44.6	2.3
Queue Length 50th (ft)	20	0	18	0	4	48	13	53
Queue Length 95th (ft)	44	0	41	0	m6	7	m22	99
Internal Link Dist (ft)		96		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	235	408	243	385	124	3014	127	3096
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.01	0.11	0.13	0.04	0.63	0.14	0.45

Intersection Summary

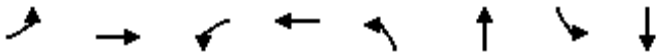
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	13	73	16	1917	23	1526
v/c Ratio	0.04	0.14	0.33	0.14	0.63	0.19	0.50
Control Delay	48.5	51.5	5.1	36.9	1.2	66.1	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	51.5	5.1	36.9	1.2	66.1	3.5
Queue Length 50th (ft)	2	9	0	12	5	15	20
Queue Length 95th (ft)	10	25	0	m16	35	m38	128
Internal Link Dist (ft)			321		1240		1452
Turn Bay Length (ft)		50		150		215	
Base Capacity (vph)	216	239	372	123	3044	128	3049
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.05	0.20	0.13	0.63	0.18	0.50

Intersection Summary

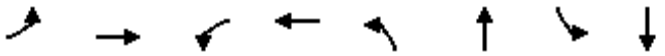
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	11	40	25	4	1827	16	1512
v/c Ratio	0.60	0.05	0.24	0.12	0.04	0.66	0.14	0.53
Control Delay	59.8	25.5	45.5	18.8	60.0	3.0	36.2	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	25.5	45.5	18.8	60.0	3.0	36.2	3.7
Queue Length 50th (ft)	68	2	26	2	3	99	11	99
Queue Length 95th (ft)	99	14	48	20	m3	115	m19	108
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	243	295	245	303	124	2762	124	2835
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.04	0.16	0.08	0.03	0.66	0.13	0.53

Intersection Summary

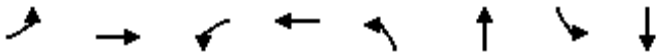
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	416	19	58	41	28	1360	24	1385
v/c Ratio	0.90	0.03	0.12	0.07	0.24	0.72	0.20	0.74
Control Delay	57.8	15.4	24.2	8.4	65.6	17.1	58.3	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.8	15.4	24.2	8.4	65.6	17.1	58.3	30.0
Queue Length 50th (ft)	268	5	27	2	17	507	16	381
Queue Length 95th (ft)	321	17	48	19	m30	137	m28	447
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	518	661	526	631	124	1900	124	1880
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.03	0.11	0.06	0.23	0.72	0.19	0.74

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	117	132	167	255	71	1222	239	976
v/c Ratio	0.43	0.61	0.63	0.78	0.44	0.87	0.72	0.55
Control Delay	47.1	50.7	54.2	22.8	52.5	45.4	57.6	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	50.7	54.2	22.8	52.5	45.4	57.6	5.0
Queue Length 50th (ft)	72	77	113	1	53	333	151	4
Queue Length 95th (ft)	129	128	161	71	m78	#727	m156	314
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	339	523	363	449	214	1402	345	1780
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.25	0.46	0.57	0.33	0.87	0.69	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	309	547	206	23	1225	360	411	581	219	361	463
v/c Ratio	0.82	0.23	0.13	0.19	0.93	0.48	0.87	0.59	0.57	0.40	0.82
Control Delay	66.0	18.7	0.2	52.7	47.6	9.6	66.3	37.2	44.5	28.7	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.0	18.7	0.2	52.7	47.6	9.6	66.3	37.2	44.5	28.7	25.7
Queue Length 50th (ft)	111	74	0	16	434	45	148	185	74	94	139
Queue Length 95th (ft)	#179	120	0	42	#575	125	#230	245	105	108	#178
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	382	2418	1615	123	1312	755	477	985	382	894	563
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.23	0.13	0.19	0.93	0.48	0.86	0.59	0.57	0.40	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	120	1170	1463	16	160	2	92
v/c Ratio	0.45	0.38	0.65	0.03	0.39	0.00	0.17
Control Delay	37.5	7.3	17.1	23.2	29.3	24.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	7.3	17.1	23.2	29.3	24.5	5.3
Queue Length 50th (ft)	54	84	182	5	64	1	0
Queue Length 95th (ft)	100	94	223	20	124	6	22
Internal Link Dist (ft)		628	799	118		430	
Turn Bay Length (ft)	230				200		200
Base Capacity (vph)	491	3700	2832	478	407	544	534
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.32	0.52	0.03	0.39	0.00	0.17

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	38	1166	5	1245	162	109
v/c Ratio	0.17	0.50	0.02	0.56	0.28	0.16
Control Delay	31.0	12.5	29.5	14.6	9.6	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	12.5	29.5	14.6	9.6	5.8
Queue Length 50th (ft)	12	91	2	100	11	0
Queue Length 95th (ft)	42	163	11	171	57	29
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	520	4167	257	3434	579	663
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.28	0.02	0.36	0.28	0.16

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1307	9	1008	144	43
v/c Ratio	0.71	0.06	0.51	0.15	0.05
Control Delay	26.6	21.3	36.8	13.4	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	21.3	36.8	13.4	5.1
Queue Length 50th (ft)	222	2	199	39	0
Queue Length 95th (ft)	224	m5	70	81	16
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2002	160	2708	951	871
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.65	0.06	0.37	0.15	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



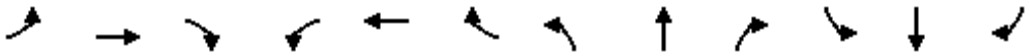
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	7	38	225	145	11	29	127	285	456	36	411
v/c Ratio	0.08	0.31	0.48	0.65	0.03	0.05	0.63	0.13	0.34	0.32	0.21
Control Delay	58.3	62.0	6.4	64.8	38.5	0.2	69.2	14.5	3.0	62.3	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	62.0	6.4	64.8	38.5	0.2	69.2	14.5	3.0	62.3	17.6
Queue Length 50th (ft)	6	30	0	113	7	0	110	26	0	28	90
Queue Length 95th (ft)	21	65	40	174	24	0	175	93	187	63	154
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	404	364	532	433	419	629	288	2193	1427	216	1954
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.10	0.42	0.33	0.03	0.05	0.44	0.13	0.32	0.17	0.21

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	45	403	400	1103	73	815
v/c Ratio	0.08	0.79	0.78	0.62	0.49	0.37
Control Delay	27.6	42.5	42.1	27.9	71.5	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	42.5	42.1	27.9	71.5	11.5
Queue Length 50th (ft)	26	260	256	339	61	145
Queue Length 95th (ft)	41	268	266	455	97	183
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	895	800	799	1773	216	2185
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.50	0.50	0.62	0.34	0.37

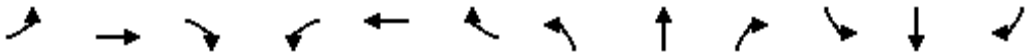
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	323	239	294	128	145	27	89	792	159	23	1315	161
v/c Ratio	0.95	0.42	0.76	0.47	0.34	0.10	0.67	0.42	0.18	0.18	0.76	0.20
Control Delay	78.9	38.7	26.8	47.2	41.2	0.7	72.3	20.1	8.0	46.9	26.5	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.9	38.7	26.8	47.2	41.2	0.7	72.3	20.1	8.0	46.9	26.5	5.0
Queue Length 50th (ft)	208	74	63	78	46	0	51	145	12	14	339	6
Queue Length 95th (ft)	#257	75	76	108	54	0	88	181	31	31	350	24
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	341	927	512	270	667	373	135	1898	881	135	1732	794
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.26	0.57	0.47	0.22	0.07	0.66	0.42	0.18	0.17	0.76	0.20

Intersection Summary

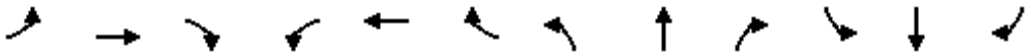
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	128	52	29	7	69	116	31	801	7	28	1091	151
v/c Ratio	0.58	0.13	0.06	0.04	0.39	0.37	0.24	0.38	0.01	0.20	0.51	0.15
Control Delay	51.1	34.4	0.3	38.6	48.7	4.2	33.3	8.2	0.0	63.9	4.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	34.4	0.3	38.6	48.7	4.2	33.3	8.2	0.0	63.9	4.2	0.2
Queue Length 50th (ft)	78	26	0	4	42	0	15	76	0	19	72	1
Queue Length 95th (ft)	107	56	0	13	68	0	31	111	m0	m25	71	m0
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	264	490	521	174	351	445	135	2136	993	216	2147	1022
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.11	0.06	0.04	0.20	0.26	0.23	0.38	0.01	0.13	0.51	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	149	117	155	368	145	99	549	35	57	863	118
v/c Ratio	0.25	0.19	0.26	0.51	0.77	0.28	0.40	0.32	0.04	0.39	0.39	0.16
Control Delay	46.3	30.4	4.2	49.8	45.6	5.9	35.9	5.0	0.1	48.1	7.4	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	30.4	4.2	49.8	45.6	5.9	35.9	5.0	0.1	48.1	7.4	3.0
Queue Length 50th (ft)	20	40	0	48	217	0	67	27	0	39	117	11
Queue Length 95th (ft)	37	54	19	74	259	32	m109	51	m1	76	123	31
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	262	1101	591	318	608	615	288	1729	824	162	2194	747
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.14	0.20	0.49	0.61	0.24	0.34	0.32	0.04	0.35	0.39	0.16

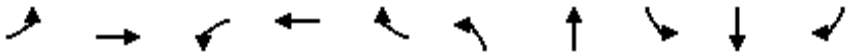
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	111	349	85	14	531	108	454	11	68	378	225
v/c Ratio	0.61	0.41	0.11	0.11	0.86	0.40	0.36	0.02	0.44	0.31	0.33
Control Delay	57.3	20.3	0.8	45.5	45.4	48.3	28.1	0.0	34.1	11.8	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	20.3	0.8	45.5	45.4	48.3	28.1	0.0	34.1	11.8	2.5
Queue Length 50th (ft)	68	132	0	9	303	34	122	0	43	36	0
Queue Length 95th (ft)	111	204	0	25	351	61	157	0	72	41	4
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	201	869	816	137	712	283	1252	652	162	1202	688
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.40	0.10	0.10	0.75	0.38	0.36	0.02	0.42	0.31	0.33

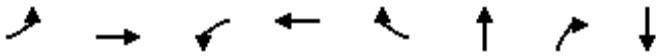
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	359	937	9	733	105	17	59	140	12	292
v/c Ratio	0.88	0.54	0.06	0.72	0.26	0.08	0.09	0.57	0.01	0.28
Control Delay	79.3	27.6	14.6	28.2	13.2	32.6	18.5	44.8	19.8	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.3	27.6	14.6	28.2	13.2	32.6	18.5	44.8	19.8	1.8
Queue Length 50th (ft)	114	94	2	163	31	9	18	76	3	0
Queue Length 95th (ft)	#148	123	m3	178	m66	22	41	108	15	11
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	408	1724	204	1066	418	340	693	521	874	1037
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.54	0.04	0.69	0.25	0.05	0.09	0.27	0.01	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



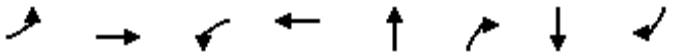
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	29	589	32	360	22	397	37	68
v/c Ratio	0.20	0.62	0.22	0.80	0.05	0.62	0.06	0.17
Control Delay	46.1	22.2	46.4	47.1	0.2	31.7	0.2	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	22.2	46.4	47.1	0.2	31.7	0.2	31.5
Queue Length 50th (ft)	17	105	19	205	0	206	0	31
Queue Length 95th (ft)	40	125	43	256	0	271	0	61
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	152	1172	152	579	560	643	629	393
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.50	0.21	0.62	0.04	0.62	0.06	0.17

Intersection Summary

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	54	74	56	77	103
Average Queue (ft)	18	36	43	46	63
95th Queue (ft)	46	62	61	70	96
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	144	598	43	557	122	24	26	171
v/c Ratio	0.56	0.40	0.27	0.59	0.27	0.05	0.06	0.34
Control Delay	42.1	24.4	41.6	33.6	28.7	0.2	27.4	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	24.4	41.6	33.6	28.7	0.2	27.4	7.1
Queue Length 50th (ft)	69	95	21	96	50	0	10	0
Queue Length 95th (ft)	127	123	54	133	103	0	32	46
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	355	1745	166	1210	450	510	439	502
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.34	0.26	0.46	0.27	0.05	0.06	0.34

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	557	21	499	33	2	36	7	46
v/c Ratio	0.07	0.49	0.09	0.33	0.14	0.00	0.04	0.03	0.04
Control Delay	29.9	22.6	30.0	17.7	29.6	13.0	0.1	29.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	22.6	30.0	17.7	29.6	13.0	0.1	29.8	0.1
Queue Length 50th (ft)	5	62	7	40	11	0	0	2	0
Queue Length 95th (ft)	25	113	29	101	39	5	0	15	0
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	323	2498	356	2602	388	965	1007	291	1032
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.22	0.06	0.19	0.09	0.00	0.04	0.02	0.04

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	136	5	259	450	119	234
v/c Ratio	0.55	0.01	0.25	0.34	0.53	0.17
Control Delay	44.0	9.8	4.7	2.0	45.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	9.8	4.7	2.0	45.0	4.6
Queue Length 50th (ft)	73	0	11	0	64	34
Queue Length 95th (ft)	119	6	89	80	110	70
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	641	581	1034	1555	278	1386
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.01	0.25	0.29	0.43	0.17

Intersection Summary



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	69	390	652	184	375
v/c Ratio	0.33	0.74	0.69	0.20	0.93
Control Delay	39.1	12.8	11.7	1.1	67.8
Queue Delay	0.0	0.0	0.1	0.0	0.0
Total Delay	39.1	12.8	11.8	1.1	67.8
Queue Length 50th (ft)	38	0	150	1	185
Queue Length 95th (ft)	66	63	184	0	#407
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	402	662	950	899	404
Starvation Cap Reductn	0	0	12	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.59	0.70	0.20	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	224	111	9	70	54	488	20	131	432	132
v/c Ratio	0.52	0.16	0.06	0.23	0.34	0.27	0.02	0.48	0.21	0.13
Control Delay	41.1	14.2	39.7	18.0	47.5	7.1	0.1	45.3	10.0	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	14.2	39.7	18.0	47.5	7.1	0.1	45.3	10.0	2.1
Queue Length 50th (ft)	62	10	5	4	32	56	0	73	73	8
Queue Length 95th (ft)	94	34	20	25	69	53	m0	m105	m131	m4
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	513	924	160	716	180	1778	900	320	2093	991
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	21	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.12	0.06	0.10	0.30	0.28	0.02	0.41	0.21	0.13

Intersection Summary

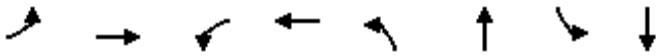
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	54	153	4	508	27	29	412
v/c Ratio	0.31	0.60	0.03	0.44	0.03	0.19	0.34
Control Delay	40.2	40.7	21.2	3.5	0.0	21.7	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	40.7	21.2	3.5	0.0	21.7	11.0
Queue Length 50th (ft)	27	71	2	22	0	7	189
Queue Length 95th (ft)	61	126	m4	45	m0	27	317
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	385	387	150	1162	1030	157	1214
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.40	0.03	0.44	0.03	0.18	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	49	181	60	258	71	581	11	602
v/c Ratio	0.33	0.61	0.33	0.69	0.46	0.51	0.08	0.61
Control Delay	45.3	39.1	42.7	43.6	42.5	14.7	26.8	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	39.1	42.7	43.6	42.5	14.7	26.8	10.4
Queue Length 50th (ft)	27	84	31	137	40	234	6	308
Queue Length 95th (ft)	57	130	67	197	78	340	m18	98
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	153	392	187	409	157	1150	152	989
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.46	0.32	0.63	0.45	0.51	0.07	0.61

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	94	169	22	149	98	447	43	9	412
v/c Ratio	0.46	0.29	0.15	0.41	0.39	0.19	0.04	0.06	0.16
Control Delay	44.2	18.8	40.7	36.0	31.9	3.2	0.4	32.5	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	18.8	40.7	36.0	31.9	3.2	0.4	32.5	7.4
Queue Length 50th (ft)	51	23	12	36	52	13	0	3	29
Queue Length 95th (ft)	93	48	34	63	98	52	0	m8	53
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	280	946	200	798	280	2367	1238	180	2638
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.18	0.11	0.19	0.35	0.19	0.03	0.05	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



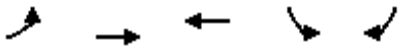
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	68	42	170	46	77	23	335	207	73	369
v/c Ratio	0.28	0.25	0.56	0.26	0.26	0.16	0.12	0.18	0.36	0.12
Control Delay	35.7	37.0	41.5	41.6	2.2	40.8	13.7	1.0	36.0	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	37.0	41.5	41.6	2.2	40.8	13.7	1.0	36.0	2.2
Queue Length 50th (ft)	35	19	92	25	0	13	38	0	42	4
Queue Length 95th (ft)	69	49	147	57	0	36	65	11	86	20
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	276	395	421	612	618	180	2741	1234	220	3056
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.11	0.40	0.08	0.12	0.13	0.12	0.17	0.33	0.12

Intersection Summary

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	SB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	13
95th Queue (ft)	37
Link Distance (ft)	255
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	208	734	761	11	16
v/c Ratio	0.65	0.34	0.74	0.01	0.02
Control Delay	24.9	5.9	38.3	14.4	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	5.9	38.3	14.4	7.1
Queue Length 50th (ft)	77	21	146	3	0
Queue Length 95th (ft)	160	12	190	14	12
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	822	3659	1061	886	790
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.20	0.72	0.01	0.02

Intersection Summary

Queuing and Blocking Report

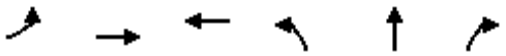
Intersection: 64: Iris Avenue & Project Driveway 3

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	55	31	32
Average Queue (ft)	16	10	19
95th Queue (ft)	45	34	43
Link Distance (ft)			352
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	250	70	
Storage Blk Time (%)			
Queuing Penalty (veh)			



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2093	1410	213	201	199
v/c Ratio	0.63	0.41	0.48	0.44	0.42
Control Delay	11.5	5.2	41.3	21.7	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	5.2	41.3	21.7	21.3
Queue Length 50th (ft)	271	113	137	62	58
Queue Length 95th (ft)	259	27	232	150	142
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3621	3710	440	461	469
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.38	0.48	0.44	0.42

Intersection Summary



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	278	1651	1199	266	259	209
v/c Ratio	0.77	0.56	0.70	0.45	0.43	0.37
Control Delay	47.1	10.6	32.2	34.2	26.5	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	10.6	32.2	34.2	26.5	24.1
Queue Length 50th (ft)	191	156	253	151	116	80
Queue Length 95th (ft)	260	114	264	#277	234	175
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	475	3814	2212	595	605	572
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.43	0.54	0.45	0.43	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	684	195	624	642	100
v/c Ratio	0.57	0.29	0.75	0.21	0.21
Control Delay	31.3	6.2	29.9	1.0	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	6.2	29.9	1.0	1.0
Queue Length 50th (ft)	173	0	271	23	0
Queue Length 95th (ft)	#347	57	m235	m20	0
Internal Link Dist (ft)	514			122	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1200	667	1153	3096	474
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.29	0.54	0.21	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	19	1280	1768	60	90	233	127
v/c Ratio	0.23	0.57	0.79	0.19	0.19	0.70	0.30
Control Delay	11.2	10.6	9.3	28.5	27.9	43.8	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	10.6	9.3	28.5	27.9	43.8	22.9
Queue Length 50th (ft)	2	314	54	27	40	121	44
Queue Length 95th (ft)	m6	400	328	60	80	#224	93
Internal Link Dist (ft)		233	592		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	84	2231	2229	321	475	332	428
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.57	0.79	0.19	0.19	0.70	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	185	1330	10	952	173	9	61	9	189	156
v/c Ratio	0.66	0.49	0.07	0.75	0.28	0.02	0.09	0.01	0.39	0.23
Control Delay	46.6	14.6	38.3	15.7	3.7	23.1	23.0	0.0	26.9	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	14.6	38.3	15.7	3.7	23.1	23.0	0.0	26.9	9.0
Queue Length 50th (ft)	100	147	6	255	27	3	23	0	82	16
Queue Length 95th (ft)	161	225	m12	321	46	15	56	0	157	64
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	361	2807	160	1403	669	423	685	642	489	676
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.47	0.06	0.68	0.26	0.02	0.09	0.01	0.39	0.23

Intersection Summary

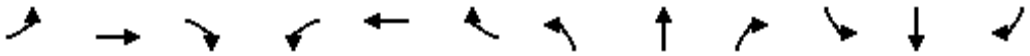
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	90	1411	95	918	148	185	141	64	136	61
v/c Ratio	0.50	0.83	0.56	0.55	0.63	0.28	0.21	0.38	0.25	0.11
Control Delay	39.0	35.1	28.1	6.0	50.4	22.5	4.7	45.0	28.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	35.1	28.1	6.0	50.4	22.5	4.7	45.0	28.6	0.4
Queue Length 50th (ft)	50	290	53	37	79	71	0	35	63	0
Queue Length 95th (ft)	100	358	m72	49	140	129	18	74	115	0
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	202	1720	180	1671	280	669	658	176	550	572
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.82	0.53	0.55	0.53	0.28	0.21	0.36	0.25	0.11

Intersection Summary

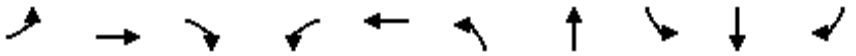
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	112	1786	27	19	1225	105	146	147	105	121	121	177
v/c Ratio	0.57	0.80	0.02	0.13	0.72	0.18	0.34	0.33	0.20	0.52	0.52	0.48
Control Delay	54.2	27.2	0.0	31.8	27.6	4.8	32.1	31.9	2.5	36.1	35.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	27.2	0.0	31.8	27.6	4.8	32.1	31.9	2.5	36.1	35.8	8.2
Queue Length 50th (ft)	61	165	0	6	111	5	75	75	0	53	53	0
Queue Length 95th (ft)	m#122	#494	m0	m14	149	17	135	135	15	m85	m85	m20
Internal Link Dist (ft)		1195			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	205	2229	1615	150	1691	599	430	441	518	352	356	472
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.80	0.02	0.13	0.72	0.18	0.34	0.33	0.20	0.34	0.34	0.38

Intersection Summary

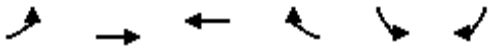
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	286	1383	111	58	1111	80	426	271	333	167
v/c Ratio	0.80	0.90	0.14	0.40	0.75	0.28	0.50	0.77	0.33	0.29
Control Delay	30.4	14.3	0.3	33.9	18.3	36.9	26.3	55.5	28.6	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.4	14.3	0.3	33.9	18.3	36.9	26.3	55.5	28.6	6.3
Queue Length 50th (ft)	150	76	0	23	226	23	116	78	84	0
Queue Length 95th (ft)	m185	#530	m0	m51	276	45	142	#137	124	49
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	378	1538	767	150	1536	291	857	351	1017	567
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.90	0.14	0.39	0.72	0.27	0.50	0.77	0.33	0.29

Intersection Summary

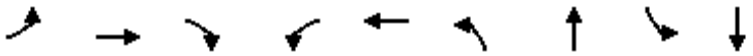
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	88	2093	1168	179	366	160
v/c Ratio	0.23	0.68	0.66	0.15	0.33	0.17
Control Delay	23.2	4.3	6.7	0.2	19.2	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	4.3	6.7	0.2	19.2	5.6
Queue Length 50th (ft)	35	62	49	1	105	19
Queue Length 95th (ft)	m74	67	56	0	150	39
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	379	3169	2190	1185	1108	933
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.66	0.53	0.15	0.33	0.17

Intersection Summary

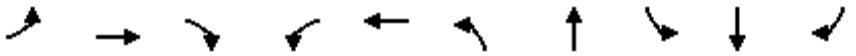
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	110	1365	152	161	1164	90	293	138	257
v/c Ratio	0.54	0.95	0.21	0.89	0.55	0.61	0.35	0.86	0.27
Control Delay	34.4	24.5	2.9	64.2	6.5	60.5	27.0	85.0	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	24.5	2.9	64.2	6.5	60.5	27.0	85.0	21.8
Queue Length 50th (ft)	48	378	17	91	60	50	60	79	47
Queue Length 95th (ft)	m58	m#521	m19	m#154	78	m#109	97	#184	81
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	238	1444	712	180	2109	150	841	160	954
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.95	0.21	0.89	0.55	0.60	0.35	0.86	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	86	1993	355	11	1199	163	77	138	116	85
v/c Ratio	0.47	0.82	0.39	0.08	0.62	0.49	0.08	0.69	0.12	0.12
Control Delay	48.2	30.4	9.6	34.4	9.2	44.3	22.9	55.4	28.6	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	30.4	9.6	34.4	9.2	44.3	22.9	55.4	28.6	11.0
Queue Length 50th (ft)	38	293	28	7	161	46	14	78	29	4
Queue Length 95th (ft)	m67	#450	148	m10	152	77	33	m#144	m50	m39
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	201	2429	921	150	2068	330	922	204	1004	694
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.82	0.39	0.07	0.58	0.49	0.08	0.68	0.12	0.12

Intersection Summary

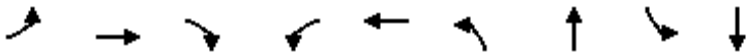
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	173	1234	154	63	999	192	530	85	244	499	151
v/c Ratio	0.71	0.76	0.19	0.41	0.80	0.76	0.57	0.15	0.71	0.45	0.18
Control Delay	23.5	9.0	0.9	31.5	29.1	52.0	23.2	1.0	46.4	27.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	9.0	0.9	31.5	29.1	52.0	23.2	1.0	46.4	27.5	5.3
Queue Length 50th (ft)	74	109	3	34	206	116	85	0	129	123	13
Queue Length 95th (ft)	m83	m138	m3	m60	253	m#204	143	m1	#214	172	45
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	260	1632	811	160	1274	270	927	559	361	1107	842
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.76	0.19	0.39	0.78	0.71	0.57	0.15	0.68	0.45	0.18

Intersection Summary

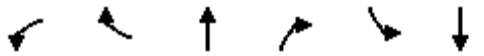
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	122	1115	839	7	746	485	469	118	469
v/c Ratio	0.68	0.78	0.73	0.05	0.75	0.74	0.42	0.48	0.51
Control Delay	37.5	28.3	24.4	23.1	18.8	42.1	26.9	25.4	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	28.3	24.4	23.1	18.8	42.1	26.9	25.4	14.1
Queue Length 50th (ft)	58	360	399	4	58	129	110	61	43
Queue Length 95th (ft)	m85	#449	m507	m10	71	#204	166	112	103
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	188	1434	1150	150	1156	673	1106	246	919
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.78	0.73	0.05	0.65	0.72	0.42	0.48	0.51

Intersection Summary

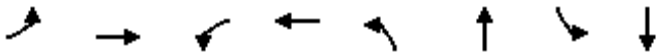
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	48	243	463	45	398	613
v/c Ratio	0.14	0.65	0.21	0.05	0.66	0.21
Control Delay	32.7	18.8	9.5	3.5	40.1	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.7	18.8	9.5	3.5	40.1	2.2
Queue Length 50th (ft)	14	0	55	0	110	24
Queue Length 95th (ft)	m28	94	102	15	143	54
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	1011	639	2160	984	933	2941
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.38	0.21	0.05	0.43	0.21

Intersection Summary

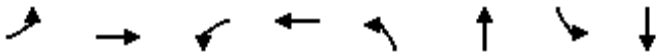
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	174	1228	121	825	126	405	169	386
v/c Ratio	0.64	0.75	0.76	0.63	0.63	0.37	0.84	0.36
Control Delay	29.6	23.5	53.7	43.8	42.9	18.2	74.6	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	23.5	53.7	43.8	42.9	18.2	74.6	24.8
Queue Length 50th (ft)	45	272	73	179	41	44	96	87
Queue Length 95th (ft)	m63	323	m#120	225	101	105	#208	128
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	361	1714	160	1318	220	1082	200	1082
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.72	0.76	0.63	0.57	0.37	0.84	0.36

Intersection Summary

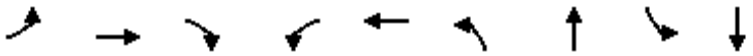
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	54	1195	41	602	74	296	68	391
v/c Ratio	0.17	0.83	0.28	0.54	0.48	0.25	0.44	0.34
Control Delay	10.9	8.9	53.0	43.8	50.0	25.0	40.6	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	8.9	53.0	43.8	50.0	25.0	40.6	24.0
Queue Length 50th (ft)	9	41	24	182	41	70	33	103
Queue Length 95th (ft)	m22	48	m43	208	85	108	m61	m150
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	314	1504	152	1510	160	1162	160	1165
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.79	0.27	0.40	0.46	0.25	0.42	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	329	84	10	416	19	104	283	223
v/c Ratio	0.11	0.52	0.20	0.04	0.62	0.13	0.08	0.54	0.10
Control Delay	21.6	10.3	2.5	38.8	21.9	40.5	19.5	31.6	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	10.3	2.5	38.8	21.9	40.5	19.5	31.6	8.1
Queue Length 50th (ft)	2	90	9	2	59	10	16	135	12
Queue Length 95th (ft)	m10	13	0	10	97	31	42	212	55
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	311	844	498	311	895	160	1347	521	2341
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.39	0.17	0.03	0.46	0.12	0.08	0.54	0.10

Intersection Summary

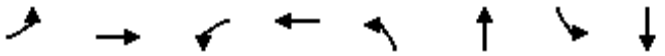
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	413	756	252	197	745	254	644	119	145	774	188
v/c Ratio	0.78	0.79	0.42	0.66	0.72	0.81	0.58	0.20	0.49	0.72	0.32
Control Delay	45.8	16.1	2.3	32.8	17.6	38.6	17.6	1.4	40.5	33.8	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	16.1	2.3	32.8	17.6	38.6	17.6	1.4	40.5	33.8	6.5
Queue Length 50th (ft)	80	58	1	56	83	88	181	0	76	214	4
Queue Length 95th (ft)	m#132	m108	m4	#98	119	#251	243	1	135	283	54
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		150
Base Capacity (vph)	544	1002	613	300	1066	340	1108	585	296	1070	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.75	0.41	0.66	0.70	0.75	0.58	0.20	0.49	0.72	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	970	60	582	161	811	128	962
v/c Ratio	0.37	0.85	0.40	0.64	0.66	0.47	0.64	0.61
Control Delay	17.7	21.2	49.6	22.0	51.2	25.9	40.6	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	21.2	49.6	22.0	51.2	25.9	40.6	26.0
Queue Length 50th (ft)	34	91	37	154	88	141	77	197
Queue Length 95th (ft)	m56	152	79	200	#169	182	m114	245
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	290	1186	156	1048	244	1711	220	1588
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.82	0.38	0.56	0.66	0.47	0.58	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	43	451	268	378	193	734	312	198	773
v/c Ratio	0.33	0.75	0.76	0.32	0.75	0.45	0.44	0.67	0.44
Control Delay	51.0	43.0	51.3	21.0	39.2	26.0	9.3	50.8	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	43.0	51.3	21.0	39.2	26.0	9.3	50.8	28.4
Queue Length 50th (ft)	26	126	162	81	125	58	0	118	144
Queue Length 95th (ft)	62	178	236	109	#208	147	114	192	202
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	135	680	451	1275	288	1649	715	324	1744
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.66	0.59	0.30	0.67	0.45	0.44	0.61	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	169	94	274	105	61	1224	112	1035
v/c Ratio	0.64	0.31	0.78	0.27	0.40	0.60	0.59	0.45
Control Delay	51.3	9.9	53.4	8.3	62.8	22.5	65.5	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	9.9	53.4	8.3	62.8	22.5	65.5	6.8
Queue Length 50th (ft)	103	0	166	0	42	258	66	79
Queue Length 95th (ft)	163	40	247	42	m81	325	m121	104
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	350	375	421	444	166	2043	208	2293
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.25	0.65	0.24	0.37	0.60	0.54	0.45

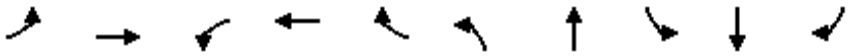
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	222	177	171	1183	1497
v/c Ratio	0.76	0.24	0.64	0.30	0.51
Control Delay	56.2	1.4	59.4	4.2	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	1.4	59.4	4.2	12.8
Queue Length 50th (ft)	135	0	113	86	183
Queue Length 95th (ft)	192	2	172	64	204
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	342	744	288	3926	2914
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.65	0.24	0.59	0.30	0.51

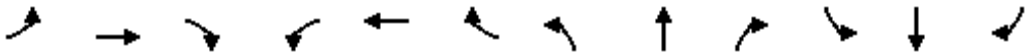
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	47	164	26	4	11	31	1246	24	1381	55
v/c Ratio	0.31	0.43	0.19	0.03	0.04	0.22	0.33	0.17	0.37	0.04
Control Delay	47.7	14.6	46.5	44.0	0.3	51.6	3.8	28.6	5.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	14.6	46.5	44.0	0.3	51.6	3.8	28.6	5.2	0.8
Queue Length 50th (ft)	29	7	16	2	0	21	2	11	31	0
Queue Length 95th (ft)	62	37	42	13	0	m30	46	m22	131	m4
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	160	741	162	399	451	163	3812	162	3723	1358
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.22	0.16	0.01	0.02	0.19	0.33	0.15	0.37	0.04

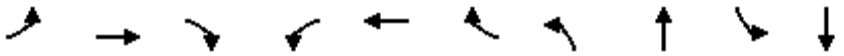
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	368	159	174	3	80	72	67	818	4	144	1254	342
v/c Ratio	0.84	0.14	0.28	0.01	0.21	0.25	0.26	0.35	0.00	0.44	0.49	0.35
Control Delay	53.0	24.1	5.1	43.3	44.8	2.0	46.4	20.2	0.0	61.8	8.4	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.0	24.1	5.1	43.3	44.8	2.0	46.4	20.2	0.0	61.8	8.4	2.1
Queue Length 50th (ft)	220	34	0	1	17	0	21	128	0	50	73	0
Queue Length 95th (ft)	318	65	48	5	34	0	42	181	0	81	161	68
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	505	1411	737	262	959	449	262	2338	805	341	2559	970
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.11	0.24	0.01	0.08	0.16	0.26	0.35	0.00	0.42	0.49	0.35

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	138	656	200	21	524	70	144	259	48	340
v/c Ratio	0.59	0.55	0.25	0.14	0.69	0.13	0.41	0.33	0.31	0.25
Control Delay	26.2	12.2	1.1	41.3	25.9	4.3	34.0	14.3	44.0	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	12.2	1.1	41.3	25.9	4.3	34.0	14.3	44.0	16.1
Queue Length 50th (ft)	53	49	0	12	119	4	41	57	26	50
Queue Length 95th (ft)	m83	66	m4	m26	155	m16	71	93	61	95
Internal Link Dist (ft)		2564			564			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	300	1277	804	160	962	549	350	792	164	1367
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.51	0.25	0.13	0.54	0.13	0.41	0.33	0.29	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	41	853	34	527	105	243	30	265	52
v/c Ratio	0.28	0.78	0.23	0.48	0.53	0.15	0.20	0.35	0.07
Control Delay	25.8	22.7	34.0	18.3	47.0	18.4	35.4	19.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	22.7	34.0	18.3	47.0	18.4	35.4	19.0	0.5
Queue Length 50th (ft)	20	234	19	58	57	48	17	140	0
Queue Length 95th (ft)	m26	289	m46	82	107	81	46	223	1
Internal Link Dist (ft)		2608		1901		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	152	1240	152	1252	236	1612	152	753	726
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.69	0.22	0.42	0.44	0.15	0.20	0.35	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	175	927	140	755	107	63	229	49	257
v/c Ratio	0.68	0.81	0.60	0.68	0.16	0.41	0.20	0.33	0.23
Control Delay	49.9	33.4	47.7	30.5	2.2	47.1	15.2	45.4	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	33.4	47.7	30.5	2.2	47.1	15.2	45.4	17.2
Queue Length 50th (ft)	94	238	76	191	0	34	29	27	37
Queue Length 95th (ft)	160	311	133	250	15	75	60	62	72
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	300	1231	280	1203	689	162	1119	150	1115
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.75	0.50	0.63	0.16	0.39	0.20	0.33	0.23

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	57	434	220	82	272	20	160	427	129	12	362
v/c Ratio	0.39	0.81	0.39	0.51	0.46	0.03	0.71	0.53	0.15	0.08	0.59
Control Delay	31.2	27.8	9.0	50.5	27.5	0.1	45.8	27.8	2.8	39.9	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	27.8	9.0	50.5	27.5	0.1	45.8	27.8	2.8	39.9	31.4
Queue Length 50th (ft)	25	253	60	45	121	0	88	252	11	6	182
Queue Length 95th (ft)	m52	342	117	91	192	0	#172	352	22	23	280
Internal Link Dist (ft)		1908			333			2560			507
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	150	612	619	166	622	693	242	801	877	150	616
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.71	0.36	0.49	0.44	0.03	0.66	0.53	0.15	0.08	0.59

Intersection Summary

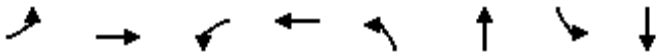
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	53	609	204	366	63	120	467	162	30	599
v/c Ratio	0.36	0.73	0.86	0.33	0.11	0.56	0.29	0.10	0.20	0.45
Control Delay	64.1	11.5	71.6	25.4	1.6	47.2	18.7	0.1	34.9	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.1	11.5	71.6	25.4	1.6	47.2	18.7	0.1	34.9	22.7
Queue Length 50th (ft)	32	2	115	91	0	65	92	0	12	156
Queue Length 95th (ft)	m49	19	#236	117	8	118	154	0	m29	246
Internal Link Dist (ft)		515		289			2569			2560
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	152	1139	240	1263	628	236	1627	1615	158	1317
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.53	0.85	0.29	0.10	0.51	0.29	0.10	0.19	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	103	267	39	203	101	741	83	934
v/c Ratio	0.46	0.37	0.19	0.29	0.28	0.30	0.18	0.38
Control Delay	27.3	10.6	20.7	11.3	7.7	4.8	5.9	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	10.6	20.7	11.3	7.7	4.8	5.9	5.2
Queue Length 50th (ft)	34	20	12	17	11	41	8	55
Queue Length 95th (ft)	65	42	31	36	44	91	32	120
Internal Link Dist (ft)		979		277		972		2569
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	365	1100	340	1100	363	2435	461	2426
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.24	0.11	0.18	0.28	0.30	0.18	0.38

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	186	748	612	725	226	623	509	226	825
v/c Ratio	0.26	0.78	0.76	0.68	0.65	0.51	0.54	0.61	0.67
Control Delay	39.7	43.5	47.3	43.5	59.4	32.7	13.4	56.2	35.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	43.5	47.3	43.5	59.4	32.7	13.4	56.2	35.0
Queue Length 50th (ft)	59	163	220	179	84	196	171	84	273
Queue Length 95th (ft)	98	220	284	218	130	272	264	128	364
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	710	1046	970	1899	375	1231	1012	435	1237
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.72	0.63	0.38	0.60	0.51	0.50	0.52	0.67

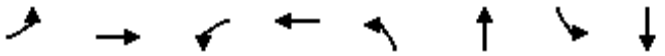
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	160	48	201	59	38	64	92	844	84	105	1240
v/c Ratio	0.51	0.14	0.45	0.40	0.23	0.23	0.46	0.48	0.09	0.48	0.69
Control Delay	39.6	31.5	8.2	47.7	41.5	1.9	53.0	22.1	2.2	44.5	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.6	31.5	8.2	47.7	41.5	1.9	53.0	22.1	2.2	44.5	22.8
Queue Length 50th (ft)	83	23	0	32	21	0	56	167	3	56	296
Queue Length 95th (ft)	144	52	55	71	50	0	107	227	17	107	#472
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	316	392	487	152	392	454	260	1764	954	236	1785
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.12	0.41	0.39	0.10	0.14	0.35	0.48	0.09	0.44	0.69

Intersection Summary

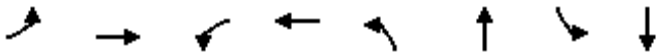
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	2	11	31	1	955	31	1333
v/c Ratio	0.09	0.01	0.08	0.09	0.01	0.32	0.20	0.42
Control Delay	39.7	0.0	39.5	0.5	48.0	1.4	57.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	0.0	39.5	0.5	48.0	1.4	57.3	1.1
Queue Length 50th (ft)	6	0	6	0	1	53	16	5
Queue Length 95th (ft)	23	0	22	0	m2	69	m33	10
Internal Link Dist (ft)		149		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	356	484	356	529	160	2946	164	3142
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.00	0.03	0.06	0.01	0.32	0.19	0.42

Intersection Summary

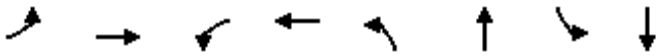
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	4	4	36	2	923	59	1246
v/c Ratio	0.10	0.03	0.03	0.22	0.01	0.33	0.34	0.40
Control Delay	39.8	28.5	38.2	18.1	33.0	3.1	47.0	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	28.5	38.2	18.1	33.0	3.1	47.0	4.3
Queue Length 50th (ft)	8	1	2	1	1	45	25	264
Queue Length 95th (ft)	26	11	12	29	m3	68	58	412
Internal Link Dist (ft)		78		321		1240		1452
Turn Bay Length (ft)			50		150		215	
Base Capacity (vph)	356	358	356	366	160	2780	320	3146
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.01	0.01	0.10	0.01	0.33	0.18	0.40

Intersection Summary

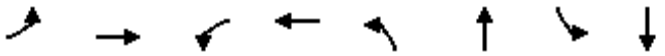
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	5	14	12	9	898	18	1227
v/c Ratio	0.19	0.03	0.11	0.08	0.06	0.30	0.12	0.39
Control Delay	41.2	26.2	39.2	21.9	54.6	1.9	29.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	26.2	39.2	21.9	54.6	1.9	29.6	0.5
Queue Length 50th (ft)	14	1	8	1	4	144	11	4
Queue Length 95th (ft)	37	11	26	17	m18	22	m25	8
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	327	356	327	354	160	3022	160	3125
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.01	0.04	0.03	0.06	0.30	0.11	0.39

Intersection Summary

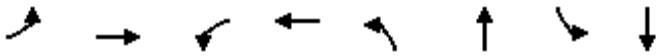
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	53	7	8	5	22	858	9	1181
v/c Ratio	0.37	0.04	0.06	0.03	0.15	0.28	0.06	0.40
Control Delay	44.5	22.9	35.9	24.4	58.2	0.7	58.0	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	22.9	35.9	24.4	58.2	0.7	58.0	4.3
Queue Length 50th (ft)	29	1	4	1	9	4	4	0
Queue Length 95th (ft)	63	13	17	11	m34	11	m14	32
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	301	350	302	351	161	3075	160	2958
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.02	0.03	0.01	0.14	0.28	0.06	0.40

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



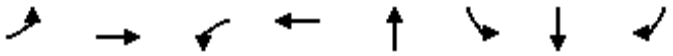
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	25	71	118	65	836	148	1094
v/c Ratio	0.06	0.17	0.39	0.40	0.43	0.41	0.58	0.46
Control Delay	38.4	22.3	43.3	11.8	48.7	13.6	50.1	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	22.3	43.3	11.8	48.7	13.6	50.1	3.1
Queue Length 50th (ft)	5	3	39	2	36	109	68	36
Queue Length 95th (ft)	19	27	77	51	77	245	108	22
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	371	359	373	427	152	2034	268	2362
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.07	0.19	0.28	0.43	0.41	0.55	0.46

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	389	1159	372	16	715	203	252	413	280	522	380
v/c Ratio	0.71	0.52	0.23	0.10	0.78	0.36	0.64	0.44	0.65	0.53	0.53
Control Delay	39.3	17.7	0.3	34.9	33.8	5.8	41.8	26.3	40.7	27.2	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	17.7	0.3	34.9	33.8	5.8	41.8	26.3	40.7	27.2	5.9
Queue Length 50th (ft)	95	136	0	8	172	0	63	91	69	118	0
Queue Length 95th (ft)	141	227	0	26	235	48	100	133	109	167	64
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	586	2250	1615	174	976	584	405	934	451	976	714
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.52	0.23	0.09	0.73	0.35	0.62	0.44	0.62	0.53	0.53

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	197	991	6	1212	4	114	1	121
v/c Ratio	0.65	0.35	0.04	0.68	0.01	0.22	0.00	0.19
Control Delay	48.4	12.8	47.7	28.1	0.0	26.5	26.0	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.4	12.8	47.7	28.1	0.0	26.5	26.0	6.1
Queue Length 50th (ft)	109	109	3	218	0	46	0	0
Queue Length 95th (ft)	204	173	18	298	0	114	5	43
Internal Link Dist (ft)		628		799	118		430	
Turn Bay Length (ft)	230		110			200		200
Base Capacity (vph)	584	3223	369	2483	657	510	675	643
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.31	0.02	0.49	0.01	0.22	0.00	0.19

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	53	1088	2	1170	60	57
v/c Ratio	0.25	0.47	0.01	0.59	0.09	0.08
Control Delay	35.0	13.5	34.5	18.8	3.5	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	13.5	34.5	18.8	3.5	3.0
Queue Length 50th (ft)	23	100	1	156	0	0
Queue Length 95th (ft)	60	175	8	206	17	16
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	430	4845	268	4649	632	690
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.22	0.01	0.25	0.09	0.08

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	934	27	1142	56	25
v/c Ratio	0.65	0.23	0.65	0.05	0.03
Control Delay	39.9	52.7	18.4	12.7	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	52.7	18.4	12.7	5.1
Queue Length 50th (ft)	238	11	310	18	0
Queue Length 95th (ft)	267	m39	77	43	14
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2053	180	2766	1070	968
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.15	0.41	0.05	0.03

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



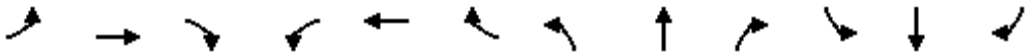
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	7	25	140	162	24	20	176	311	676	27	254
v/c Ratio	0.08	0.23	0.31	0.65	0.07	0.04	0.70	0.13	0.46	0.25	0.13
Control Delay	58.3	60.6	7.1	62.3	39.1	0.1	67.5	10.7	2.0	61.2	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	60.6	7.1	62.3	39.1	0.1	67.5	10.7	2.0	61.2	18.5
Queue Length 50th (ft)	6	20	0	126	15	0	138	47	24	21	57
Queue Length 95th (ft)	21	48	45	186	40	0	222	82	48	51	103
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	375	364	535	375	415	634	361	2313	1493	216	1889
Starvation Cap Reductn	0	0	0	0	0	0	0	0	33	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.07	0.26	0.43	0.06	0.03	0.49	0.13	0.46	0.13	0.13

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	101	304	308	1099	38	448
v/c Ratio	0.48	0.69	0.68	0.44	0.33	0.16
Control Delay	57.7	14.5	13.3	10.2	63.3	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	14.5	13.3	10.2	63.3	8.0
Queue Length 50th (ft)	78	6	0	191	32	67
Queue Length 95th (ft)	126	93	87	312	71	105
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	563	684	690	2482	216	2841
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.44	0.45	0.44	0.18	0.16

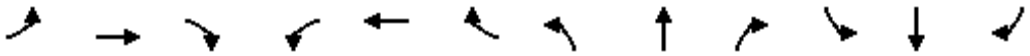
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	134	57	144	133	26	38	867	199	15	758	78
v/c Ratio	0.39	0.38	0.19	0.58	0.22	0.06	0.26	0.40	0.19	0.10	0.38	0.08
Control Delay	46.1	40.8	1.4	45.3	32.9	0.3	42.4	9.3	2.9	40.1	14.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	40.8	1.4	45.3	32.9	0.3	42.4	9.3	2.9	40.1	14.0	0.2
Queue Length 50th (ft)	34	38	0	78	36	0	23	58	0	8	135	0
Queue Length 95th (ft)	74	65	0	130	57	0	m54	306	72	27	211	0
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	172	742	451	302	982	544	150	2184	1033	151	2001	938
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.18	0.13	0.48	0.14	0.05	0.25	0.40	0.19	0.10	0.38	0.08

Intersection Summary

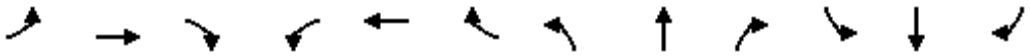
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	82	26	41	2	39	23	32	888	7	27	681	104
v/c Ratio	0.53	0.10	0.13	0.01	0.24	0.10	0.21	0.34	0.01	0.18	0.27	0.09
Control Delay	52.0	34.0	0.8	37.5	41.5	0.8	57.4	1.5	0.0	29.3	15.9	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	34.0	0.8	37.5	41.5	0.8	57.4	1.5	0.0	29.3	15.9	7.7
Queue Length 50th (ft)	45	12	0	1	21	0	20	12	0	15	110	0
Queue Length 95th (ft)	91	39	0	8	51	0	51	20	m0	m39	224	51
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	160	443	454	156	432	452	165	2604	1180	163	2510	1152
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.06	0.09	0.01	0.09	0.05	0.19	0.34	0.01	0.17	0.27	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	130	320	83	27	205	66	82	739	97	51	604	76
v/c Ratio	0.40	0.35	0.16	0.10	0.65	0.17	0.27	0.39	0.11	0.34	0.28	0.10
Control Delay	42.1	28.9	0.7	39.4	44.5	0.9	28.1	9.0	0.2	36.7	20.1	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	28.9	0.7	39.4	44.5	0.9	28.1	9.0	0.2	36.7	20.1	2.3
Queue Length 50th (ft)	36	72	0	7	110	0	42	80	0	27	71	1
Queue Length 95th (ft)	64	118	1	20	170	0	m84	126	m1	63	110	11
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	335	929	527	311	443	493	401	1907	915	160	2187	783
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.34	0.16	0.09	0.46	0.13	0.20	0.39	0.11	0.32	0.28	0.10

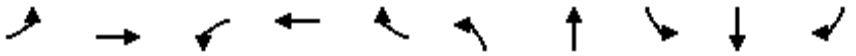
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



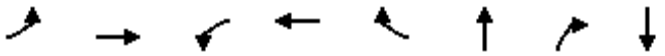
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	129	395	83	23	326	35	313	20	89	437	120
v/c Ratio	0.57	0.61	0.13	0.16	0.77	0.13	0.22	0.03	0.47	0.27	0.15
Control Delay	46.8	28.8	0.4	41.0	43.6	39.7	21.9	0.1	24.8	3.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	28.8	0.4	41.0	43.6	39.7	21.9	0.1	24.8	3.6	0.5
Queue Length 50th (ft)	70	165	0	13	169	9	65	0	32	14	0
Queue Length 95th (ft)	123	274	1	36	244	24	112	0	72	22	0
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	280	693	690	160	543	389	1413	714	200	1593	787
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.57	0.12	0.14	0.60	0.09	0.22	0.03	0.45	0.27	0.15

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	220	687	21	803	127	11	49	111	46	367
v/c Ratio	0.57	0.40	0.19	0.68	0.27	0.10	0.08	0.35	0.04	0.33
Control Delay	87.3	61.9	57.9	45.0	7.2	55.6	25.2	46.1	17.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.3	61.9	57.9	45.0	7.2	55.6	25.2	46.1	17.5	5.4
Queue Length 50th (ft)	93	206	16	209	0	8	17	78	15	41
Queue Length 95th (ft)	100	182	43	237	46	28	58	120	49	129
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	455	1917	113	1599	585	112	652	451	1031	1131
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.36	0.19	0.50	0.22	0.10	0.08	0.25	0.04	0.32

Intersection Summary



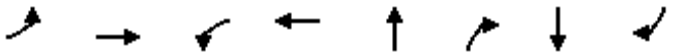
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	9	443	25	245	8	141	21	57
v/c Ratio	0.05	0.61	0.13	0.56	0.02	0.26	0.04	0.11
Control Delay	32.8	27.0	33.2	29.0	0.1	23.0	0.1	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	27.0	33.2	29.0	0.1	23.0	0.1	20.5
Queue Length 50th (ft)	3	73	9	86	0	40	0	14
Queue Length 95th (ft)	18	138	35	179	0	107	0	49
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	201	988	201	571	571	533	549	516
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.45	0.12	0.43	0.01	0.26	0.04	0.11

Intersection Summary

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	56	54	59	56	77
Average Queue (ft)	18	29	33	28	46
95th Queue (ft)	49	55	51	57	68
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	68	709	39	637	53	22	28	128
v/c Ratio	0.37	0.57	0.24	0.61	0.13	0.05	0.05	0.22
Control Delay	45.2	32.0	44.3	35.5	31.6	0.2	24.7	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	32.0	44.3	35.5	31.6	0.2	24.7	6.1
Queue Length 50th (ft)	37	134	22	123	25	0	11	0
Queue Length 95th (ft)	82	180	56	168	62	0	34	42
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	532	2448	286	1764	416	446	595	593
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.29	0.14	0.36	0.13	0.05	0.05	0.22

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	37	668	52	673	18	1	33	13	24
v/c Ratio	0.17	0.53	0.22	0.40	0.08	0.00	0.04	0.06	0.03
Control Delay	30.8	22.8	30.7	18.3	30.9	16.0	0.1	30.9	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	22.8	30.7	18.3	30.9	16.0	0.1	30.9	8.1
Queue Length 50th (ft)	13	78	18	56	6	0	0	4	0
Queue Length 95th (ft)	46	141	57	138	28	4	1	23	17
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	419	4053	539	4306	389	851	1001	329	745
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.16	0.10	0.16	0.05	0.00	0.03	0.04	0.03

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	153	10	269	440	57	199
v/c Ratio	0.61	0.02	0.23	0.31	0.37	0.14
Control Delay	50.0	11.2	4.5	1.0	49.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	11.2	4.5	1.0	49.3	4.6
Queue Length 50th (ft)	93	0	42	0	35	31
Queue Length 95th (ft)	148	11	44	0	73	65
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	505	547	1181	1538	243	1406
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.02	0.23	0.29	0.23	0.14

Intersection Summary



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	102	513	606	215	351
v/c Ratio	0.42	0.78	0.57	0.22	1.16
Control Delay	43.1	12.2	11.9	0.5	139.2
Queue Delay	0.0	0.0	0.6	0.0	0.0
Total Delay	43.1	12.2	12.5	0.5	139.2
Queue Length 50th (ft)	62	0	94	0	~233
Queue Length 95th (ft)	99	89	330	0	#427
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	595	876	1056	993	302
Starvation Cap Reductn	0	0	162	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.59	0.68	0.22	1.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	300	151	37	141	96	393	24	54	556	231
v/c Ratio	0.62	0.23	0.26	0.41	0.50	0.20	0.03	0.29	0.28	0.24
Control Delay	46.2	10.7	48.0	16.8	50.4	13.3	0.0	34.7	10.8	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.2	10.7	48.0	16.8	50.4	13.3	0.0	34.7	10.8	1.8
Queue Length 50th (ft)	94	7	23	9	59	67	0	25	62	0
Queue Length 95th (ft)	131	34	54	38	106	108	0	m37	m102	m11
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	630	963	162	694	270	1972	946	198	1954	968
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.16	0.23	0.20	0.36	0.20	0.03	0.27	0.28	0.24

Intersection Summary

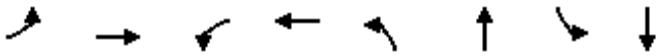
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	49	144	7	594	57	62	657
v/c Ratio	0.36	0.66	0.07	0.48	0.05	0.48	0.48
Control Delay	52.8	53.1	74.3	6.1	0.9	66.2	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	53.1	74.3	6.1	0.9	66.2	11.1
Queue Length 50th (ft)	31	83	6	119	1	47	189
Queue Length 95th (ft)	70	146	m11	190	6	94	451
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	289	298	112	1239	1081	135	1363
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.48	0.06	0.48	0.05	0.46	0.48

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	125	271	61	135	72	566	23	651
v/c Ratio	0.54	0.77	0.48	0.63	0.56	0.50	0.21	0.61
Control Delay	57.5	58.5	66.7	59.7	66.5	12.5	48.0	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	58.5	66.7	59.7	66.5	12.5	48.0	13.9
Queue Length 50th (ft)	90	193	46	94	58	278	17	361
Queue Length 95th (ft)	155	280	92	155	109	443	m36	109
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	253	403	135	301	135	1123	114	1075
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.67	0.45	0.45	0.53	0.50	0.20	0.61

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	122	314	22	136	115	444	35	45	633
v/c Ratio	0.61	0.51	0.19	0.46	0.59	0.20	0.03	0.35	0.22
Control Delay	62.9	27.7	57.1	50.5	76.5	4.9	0.2	67.6	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	27.7	57.1	50.5	76.5	4.9	0.2	67.6	6.3
Queue Length 50th (ft)	91	63	17	46	85	38	1	36	27
Queue Length 95th (ft)	149	104	44	78	143	55	0	m60	46
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	345	1017	165	628	345	2244	1159	195	2866
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.31	0.13	0.22	0.33	0.20	0.03	0.23	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



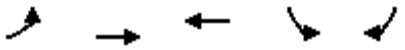
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	65	35	276	47	77	12	434	245	103	527
v/c Ratio	0.23	0.28	0.77	0.28	0.31	0.11	0.16	0.20	0.55	0.16
Control Delay	41.9	49.0	59.1	56.7	6.0	55.6	17.3	0.9	55.6	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	49.0	59.1	56.7	6.0	55.6	17.3	0.9	55.6	7.4
Queue Length 50th (ft)	43	20	204	35	0	9	64	0	75	33
Queue Length 95th (ft)	77	53	276	74	16	29	110	14	127	93
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	316	295	586	712	671	120	2768	1332	255	3209
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.12	0.47	0.07	0.11	0.10	0.16	0.18	0.40	0.16

Intersection Summary

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	SB
Directions Served	R
Maximum Queue (ft)	73
Average Queue (ft)	35
95th Queue (ft)	53
Link Distance (ft)	255
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	148	686	827	52	47
v/c Ratio	0.58	0.31	0.66	0.06	0.06
Control Delay	44.7	16.7	33.0	15.7	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	16.7	33.0	15.7	5.7
Queue Length 50th (ft)	80	91	154	15	0
Queue Length 95th (ft)	133	93	182	43	22
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	601	3169	1318	873	805
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.22	0.63	0.06	0.06

Intersection Summary

Queuing and Blocking Report

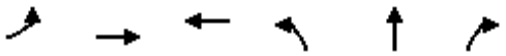
Intersection: 64: Iris Avenue & Project Driveway 3

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	29	52	80
Average Queue (ft)	3	21	25
95th Queue (ft)	16	52	54
Link Distance (ft)			352
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	250	70	
Storage Blk Time (%)		0	0
Queuing Penalty (veh)		0	0



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1071	2323	151	147	140
v/c Ratio	0.37	0.77	0.26	0.27	0.26
Control Delay	13.4	19.8	29.9	28.5	28.2
Queue Delay	0.0	0.9	0.0	0.0	0.0
Total Delay	13.4	20.7	29.9	28.5	28.2
Queue Length 50th (ft)	149	673	88	84	76
Queue Length 95th (ft)	179	676	146	143	132
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	2939	3038	592	536	536
Starvation Cap Reductn	0	400	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.88	0.26	0.27	0.26

Intersection Summary



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	68	894	1576	427	425	114
v/c Ratio	0.46	0.32	0.68	0.64	0.67	0.17
Control Delay	55.1	12.0	6.0	38.7	39.8	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	12.0	6.1	38.7	39.8	6.5
Queue Length 50th (ft)	52	108	53	291	306	0
Queue Length 95th (ft)	99	102	56	#540	#580	47
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	149	3427	2893	666	637	665
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	116	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.26	0.57	0.64	0.67	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	345	18	524	1247	246
v/c Ratio	0.41	0.04	0.83	0.54	0.57
Control Delay	29.4	0.2	27.8	3.9	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	0.2	27.8	3.9	22.2
Queue Length 50th (ft)	78	0	188	63	62
Queue Length 95th (ft)	127	0	m189	m70	136
Internal Link Dist (ft)	514			155	
Turn Bay Length (ft)		265			
Base Capacity (vph)	839	453	755	2301	429
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.04	0.69	0.54	0.57

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	968	2047	298	269	19	44
v/c Ratio	0.09	0.44	0.94	0.88	0.58	0.09	0.11
Control Delay	6.6	5.6	24.4	58.7	32.5	25.0	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.6	5.6	24.4	58.7	32.5	25.0	15.1
Queue Length 50th (ft)	1	70	433	144	119	7	8
Queue Length 95th (ft)	m4	90	#663	#286	195	25	33
Internal Link Dist (ft)		233	628		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	95	2198	2180	337	463	202	414
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.44	0.94	0.88	0.58	0.09	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	111	662	7	1245	112	11	66	16	47	91
v/c Ratio	0.58	0.25	0.03	0.75	0.14	0.03	0.10	0.03	0.10	0.15
Control Delay	60.2	15.2	27.1	19.6	4.4	34.1	33.0	0.1	34.0	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	15.2	27.1	19.6	4.4	34.1	33.0	0.1	34.0	13.2
Queue Length 50th (ft)	91	82	4	510	29	6	35	0	25	12
Queue Length 95th (ft)	m148	204	m8	577	m50	23	82	0	65	59
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	285	3329	256	1985	925	436	633	585	451	601
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.20	0.03	0.63	0.12	0.03	0.10	0.03	0.10	0.15

Intersection Summary

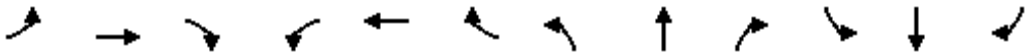
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	46	669	85	1308	78	99	58	48	124	66
v/c Ratio	0.35	0.39	0.51	0.72	0.49	0.13	0.09	0.29	0.17	0.10
Control Delay	40.5	13.9	80.2	44.7	61.9	30.1	0.2	55.0	30.4	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	13.9	80.2	44.7	61.9	30.1	0.2	55.0	30.4	0.8
Queue Length 50th (ft)	27	40	71	254	59	53	0	35	65	0
Queue Length 95th (ft)	80	15	m108	253	107	108	0	74	135	4
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	225	1777	376	2147	200	734	680	180	740	684
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.38	0.23	0.61	0.39	0.13	0.09	0.27	0.17	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

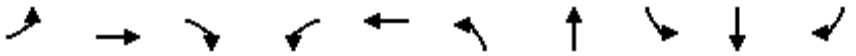


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	135	1248	245	92	1739	79	30	30	29	66	83	115
v/c Ratio	0.62	0.52	0.15	0.51	0.79	0.11	0.08	0.08	0.07	0.40	0.48	0.42
Control Delay	58.6	22.2	0.2	63.9	19.2	3.1	38.5	38.4	0.3	52.6	55.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.6	22.2	0.2	63.9	19.2	3.1	38.5	38.4	0.3	52.6	55.2	10.9
Queue Length 50th (ft)	91	212	0	60	463	6	18	18	0	47	60	0
Queue Length 95th (ft)	#161	298	0	m74	515	m16	47	47	0	89	107	42
Internal Link Dist (ft)		1185			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	219	2419	1615	295	2231	745	361	371	442	288	302	378
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.52	0.15	0.31	0.78	0.11	0.08	0.08	0.07	0.23	0.27	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

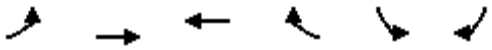
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	110	440	84	100	1594	73	256	116	272	161
v/c Ratio	0.62	0.69	0.22	0.16	0.73	0.33	0.29	0.36	0.26	0.28
Control Delay	76.5	32.1	3.1	13.5	17.3	57.7	38.6	54.7	35.9	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.5	32.1	3.1	13.5	17.3	57.7	38.6	54.7	35.9	7.2
Queue Length 50th (ft)	59	92	6	44	447	28	84	44	88	0
Queue Length 95th (ft)	129	67	1	m78	500	53	131	74	136	56
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	210	1654	791	631	2399	235	895	321	1066	583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.27	0.11	0.16	0.66	0.31	0.29	0.36	0.26	0.28

Intersection Summary

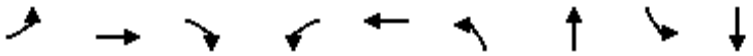
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	137	1214	1911	158	154	119
v/c Ratio	0.61	0.35	0.72	0.12	0.17	0.18
Control Delay	52.9	9.1	3.9	0.2	34.5	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	9.1	3.9	0.2	34.5	21.0
Queue Length 50th (ft)	105	99	20	0	44	51
Queue Length 95th (ft)	169	198	58	m1	76	91
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	361	3772	2682	1328	906	802
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.32	0.71	0.12	0.17	0.15

Intersection Summary

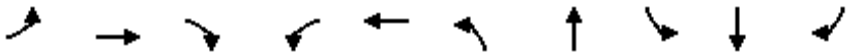
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	491	54	85	1669	69	215	104	236
v/c Ratio	0.23	0.57	0.12	0.19	0.74	0.47	0.20	0.58	0.20
Control Delay	82.2	30.6	4.8	17.7	12.1	62.8	34.8	63.7	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.2	30.6	4.8	17.7	12.1	62.8	34.8	63.7	24.1
Queue Length 50th (ft)	18	109	1	19	103	52	68	78	52
Queue Length 95th (ft)	48	146	11	m38	118	99	111	133	93
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	135	1504	712	472	2402	180	1070	240	1192
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.33	0.08	0.18	0.69	0.38	0.20	0.43	0.20

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	98	1098	180	18	1881	194	60	94	54	104
v/c Ratio	0.56	0.39	0.19	0.15	0.82	0.58	0.07	0.52	0.07	0.17
Control Delay	48.4	11.3	5.0	57.0	12.5	54.8	33.7	56.7	36.6	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.4	11.3	5.0	57.0	12.5	54.8	33.7	56.7	36.6	7.8
Queue Length 50th (ft)	62	87	8	12	302	68	16	63	16	7
Queue Length 95th (ft)	115	209	75	m13	m353	106	35	117	34	44
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	210	2783	949	124	2309	362	824	205	783	614
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.39	0.19	0.15	0.81	0.54	0.07	0.46	0.07	0.17

Intersection Summary

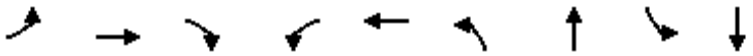
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	101	426	57	26	1564	224	468	41	137	295	192
v/c Ratio	0.59	0.19	0.06	0.24	0.83	0.76	0.50	0.08	0.52	0.34	0.32
Control Delay	67.1	18.8	13.2	78.1	14.5	64.2	41.0	0.3	55.3	41.1	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	18.8	13.2	78.1	14.5	64.2	41.0	0.3	55.3	41.1	9.6
Queue Length 50th (ft)	70	108	6	18	83	167	165	0	99	102	31
Queue Length 95th (ft)	125	145	56	m33	m97	244	224	0	166	155	67
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	203	2285	1046	114	1923	370	931	498	263	868	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.19	0.05	0.23	0.81	0.61	0.50	0.08	0.52	0.34	0.31

Intersection Summary

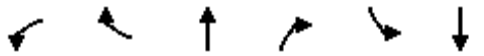
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	81	713	428	15	1242	714	539	72	359
v/c Ratio	0.65	0.48	0.36	0.13	0.94	0.90	0.40	0.50	0.48
Control Delay	66.0	18.7	4.1	59.7	19.2	56.8	28.3	60.1	39.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.0	18.7	4.1	59.7	19.2	56.8	28.3	60.1	39.3
Queue Length 50th (ft)	44	96	1	9	72	253	158	49	113
Queue Length 95th (ft)	#122	132	86	m11	#117	#357	210	97	162
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	127	1508	1191	123	1331	795	1345	160	743
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.47	0.36	0.12	0.93	0.90	0.40	0.45	0.48

Intersection Summary

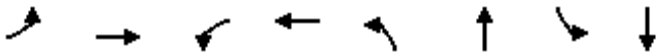
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	61	419	399	51	202	382
v/c Ratio	0.17	0.78	0.17	0.05	0.52	0.13
Control Delay	35.1	11.1	7.4	2.8	46.5	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	11.1	7.4	2.8	46.5	2.3
Queue Length 50th (ft)	14	17	40	0	63	14
Queue Length 95th (ft)	m14	m12	90	16	96	46
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	1751	1017	2410	1080	560	2954
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.41	0.17	0.05	0.36	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



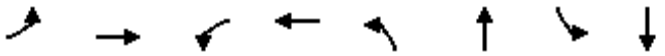
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	50	548	75	1302	135	354	98	298
v/c Ratio	0.41	0.32	0.48	0.72	1.12	0.27	0.56	0.21
Control Delay	79.0	14.0	73.1	12.3	170.1	28.4	63.1	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.0	14.0	73.1	12.3	170.1	28.4	63.1	23.2
Queue Length 50th (ft)	40	61	57	130	~121	96	74	70
Queue Length 95th (ft)	m79	69	m81	142	#243	155	124	114
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	135	1756	330	2238	120	1291	216	1398
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.31	0.23	0.58	1.13	0.27	0.45	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

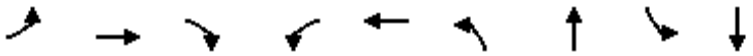
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	66	865	45	1318	143	522	122	400
v/c Ratio	0.52	0.57	0.38	0.87	0.81	0.52	0.69	0.40
Control Delay	53.4	19.0	66.2	12.4	81.7	35.6	69.0	33.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	19.0	66.2	12.4	81.7	35.6	69.0	33.7
Queue Length 50th (ft)	44	109	32	155	100	166	85	122
Queue Length 95th (ft)	87	80	m36	201	#176	198	#140	152
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	131	1560	124	1563	180	1006	180	1009
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.55	0.36	0.84	0.79	0.52	0.68	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	84	207	36	13	922	55	354	331	305
v/c Ratio	0.32	0.17	0.06	0.05	0.84	0.38	0.38	0.71	0.18
Control Delay	53.5	33.0	5.7	44.0	29.9	51.6	33.1	42.9	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	33.0	5.7	44.0	29.9	51.6	33.1	42.9	17.9
Queue Length 50th (ft)	10	17	0	4	193	34	101	192	63
Queue Length 95th (ft)	52	101	11	13	250	70	143	279	92
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	267	1285	655	297	1195	155	925	469	1650
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.16	0.05	0.04	0.77	0.35	0.38	0.71	0.18

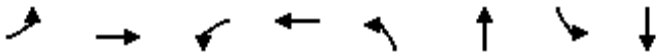
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	129	425	85	117	1112	304	799	116	188	518	237
v/c Ratio	0.51	0.43	0.16	0.46	0.78	0.74	0.59	0.18	0.72	0.49	0.41
Control Delay	49.9	25.4	8.5	57.5	17.5	54.2	33.8	5.7	64.6	38.7	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	25.4	8.5	57.5	17.5	54.2	33.8	5.7	64.6	38.7	13.7
Queue Length 50th (ft)	46	156	17	35	195	219	273	0	140	183	39
Queue Length 95th (ft)	81	219	76	m58	275	302	347	39	210	243	113
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		100
Base Capacity (vph)	267	1047	541	261	1480	481	1348	657	330	1048	580
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.41	0.16	0.45	0.75	0.63	0.59	0.18	0.57	0.49	0.41

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	111	895	81	1136	320	1238	104	749
v/c Ratio	0.71	0.72	0.43	0.92	0.79	0.72	0.69	0.74
Control Delay	55.7	21.8	44.5	38.3	55.9	34.3	72.8	45.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	21.8	44.5	38.3	55.9	34.3	72.8	45.1
Queue Length 50th (ft)	80	126	51	450	213	278	72	179
Queue Length 95th (ft)	m#129	182	m77	467	277	288	#123	199
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	165	1296	201	1257	410	1729	157	1018
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.69	0.40	0.90	0.78	0.72	0.66	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	47	454	265	642	214	910	347	110	434
v/c Ratio	0.32	0.71	0.77	0.54	0.67	0.48	0.43	0.54	0.30
Control Delay	45.2	38.6	49.6	25.0	28.9	14.8	2.9	47.6	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	38.6	49.6	25.0	28.9	14.8	2.9	47.6	25.5
Queue Length 50th (ft)	26	119	142	155	56	66	6	60	66
Queue Length 95th (ft)	60	165	222	196	m72	m88	m11	111	101
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	150	742	401	1245	320	1905	804	238	1426
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.61	0.66	0.52	0.67	0.48	0.43	0.46	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	185	83	344	165	107	1558	73	687
v/c Ratio	0.63	0.22	0.77	0.32	0.53	0.84	0.47	0.39
Control Delay	44.5	1.3	44.4	6.4	58.6	23.5	55.4	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	1.3	44.4	6.4	58.6	23.5	55.4	11.7
Queue Length 50th (ft)	100	0	176	0	66	~342	32	86
Queue Length 95th (ft)	157	1	#305	48	119	#436	m70	108
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	470	514	456	516	236	1852	158	1745
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.16	0.75	0.32	0.45	0.84	0.46	0.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

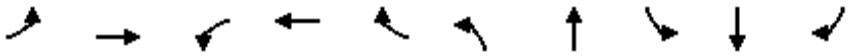
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	81	37	136	1709	1102
v/c Ratio	0.42	0.06	0.52	0.39	0.34
Control Delay	43.8	0.2	37.2	1.1	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	0.2	37.2	1.1	2.7
Queue Length 50th (ft)	44	0	83	0	29
Queue Length 95th (ft)	84	0	140	1	31
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	208	619	264	4346	3278
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.39	0.06	0.52	0.39	0.34

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	33	56	18	16	19	63	1826	14	1015	29
v/c Ratio	0.23	0.09	0.12	0.11	0.07	0.37	0.46	0.10	0.29	0.02
Control Delay	42.7	0.3	40.0	40.1	0.5	30.3	3.0	55.6	6.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	0.3	40.0	40.1	0.5	30.3	3.0	55.6	6.9	0.2
Queue Length 50th (ft)	18	0	10	9	0	34	46	8	79	1
Queue Length 95th (ft)	47	0	30	28	0	m50	117	m25	98	0
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	152	907	155	392	459	176	3955	152	3502	1227
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.06	0.12	0.04	0.04	0.36	0.46	0.09	0.29	0.02

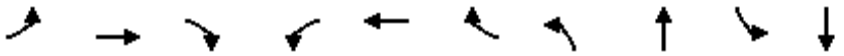
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	262	35	77	1	183	180	271	1499	8	40	716	272
v/c Ratio	0.82	0.03	0.13	0.00	0.36	0.52	0.57	0.56	0.01	0.14	0.34	0.33
Control Delay	56.5	23.1	0.5	38.0	39.6	9.7	41.1	17.6	0.0	20.6	8.2	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	23.1	0.5	38.0	39.6	9.7	41.1	17.6	0.0	20.6	8.2	2.2
Queue Length 50th (ft)	142	6	0	0	36	0	75	231	0	6	11	0
Queue Length 95th (ft)	#256	20	0	2	57	44	110	300	0	19	52	0
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	344	1161	626	291	1066	495	509	2666	906	291	2132	824
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.03	0.12	0.00	0.17	0.36	0.53	0.56	0.01	0.14	0.34	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	159	582	115	18	944	104	196	249	70	370
v/c Ratio	0.67	0.36	0.13	0.17	0.82	0.15	0.52	0.39	0.48	0.32
Control Delay	50.5	10.6	0.5	63.0	22.6	2.3	55.9	35.4	63.6	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	10.6	0.5	63.0	22.6	2.3	55.9	35.4	63.6	16.2
Queue Length 50th (ft)	128	93	0	14	243	8	75	149	53	50
Queue Length 95th (ft)	164	100	0	m15	253	m11	98	217	87	76
Internal Link Dist (ft)		2564			562			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	330	1703	908	120	1263	713	379	633	168	1150
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.34	0.13	0.15	0.75	0.15	0.52	0.39	0.42	0.32

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	109	1096	30	986	262	448	66	301	135
v/c Ratio	0.74	0.81	0.25	0.85	0.76	0.33	0.42	0.62	0.25
Control Delay	64.6	26.7	72.5	32.4	55.5	26.3	55.1	45.2	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	26.7	72.5	32.4	55.5	26.3	55.1	45.2	4.1
Queue Length 50th (ft)	67	202	21	154	176	121	45	193	0
Queue Length 95th (ft)	m#125	237	m39	198	204	144	73	#279	11
Internal Link Dist (ft)		2608		2526		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	148	1348	123	1241	475	1360	213	486	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.81	0.24	0.79	0.55	0.33	0.31	0.62	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	894	197	828	78	158	352	43	350
v/c Ratio	0.49	0.80	0.69	0.57	0.10	0.56	0.29	0.33	0.43
Control Delay	58.6	39.1	56.6	27.0	2.2	51.3	18.0	58.2	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.6	39.1	56.6	27.0	2.2	51.3	18.0	58.2	26.8
Queue Length 50th (ft)	58	294	132	242	0	102	55	29	72
Queue Length 95th (ft)	116	390	216	305	15	184	104	71	128
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	218	1387	404	1781	787	334	1196	140	819
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.64	0.49	0.46	0.10	0.47	0.29	0.31	0.43

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	20	307	229	112	606	18	316	378	143	39	404
v/c Ratio	0.19	0.77	0.50	0.47	0.94	0.03	0.88	0.41	0.14	0.35	0.68
Control Delay	42.4	35.1	6.3	54.7	62.6	0.1	71.6	24.6	1.6	63.1	42.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	35.1	6.3	54.7	62.6	0.1	71.6	24.6	1.6	63.1	42.8
Queue Length 50th (ft)	16	159	0	84	444	0	240	184	0	29	251
Queue Length 95th (ft)	m40	90	7	130	#571	0	#346	282	17	61	#395
Internal Link Dist (ft)		1931			283			236			268
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	112	549	577	248	665	685	361	911	1035	114	596
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.56	0.40	0.45	0.91	0.03	0.88	0.41	0.14	0.34	0.68

Intersection Summary

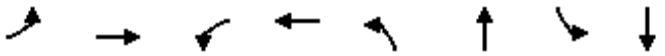
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	84	878	224	620	85	235	734	378	100	636
v/c Ratio	0.28	0.89	0.81	0.61	0.16	0.76	0.59	0.24	0.67	0.70
Control Delay	25.5	22.3	67.3	38.1	2.2	59.8	32.9	0.4	71.4	42.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	22.3	67.3	38.1	2.2	59.8	32.9	0.4	71.4	42.4
Queue Length 50th (ft)	53	137	152	213	0	160	231	0	70	218
Queue Length 95th (ft)	m76	135	207	219	5	215	254	0	#112	245
Internal Link Dist (ft)		2526		262			1585			2188
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	316	1006	301	1281	648	311	1239	1593	156	905
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.87	0.74	0.48	0.13	0.76	0.59	0.24	0.64	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	96	566	49	570	165	1037	291	825
v/c Ratio	0.47	0.52	0.24	0.56	0.56	0.55	1.38	0.45
Control Delay	20.9	13.7	14.8	15.2	19.7	9.5	219.6	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.9	13.7	14.8	15.2	19.7	9.5	219.6	8.2
Queue Length 50th (ft)	20	57	10	63	25	82	~107	58
Queue Length 95th (ft)	46	79	26	86	#96	141	#170	104
Internal Link Dist (ft)		1075		284		1385		907
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	673	3411	675	3306	297	1871	211	1849
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.17	0.07	0.17	0.56	0.55	1.38	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	147	921	609	756	387	627	559	167	601
v/c Ratio	0.21	0.82	0.80	0.65	0.78	0.58	0.64	0.52	0.67
Control Delay	31.7	35.8	42.3	31.5	48.9	29.1	10.2	44.7	33.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.7	35.8	42.3	31.5	48.9	29.1	10.2	44.7	33.3
Queue Length 50th (ft)	35	159	169	135	110	159	94	47	156
Queue Length 95th (ft)	66	208	#230	162	#172	215	155	79	215
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	704	1155	794	1796	515	1083	892	337	895
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.80	0.77	0.42	0.75	0.58	0.63	0.50	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

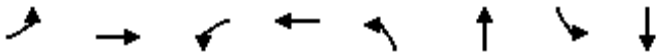


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	333	218	373	93	147	94	341	1271	232	88	932
v/c Ratio	1.45	0.66	0.64	0.65	0.61	0.27	0.85	0.65	0.22	0.65	0.70
Control Delay	262.7	51.7	9.5	70.5	55.5	1.9	56.0	10.9	1.7	71.2	33.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	262.7	51.7	9.5	70.5	55.5	1.9	56.0	10.9	1.7	71.2	33.4
Queue Length 50th (ft)	~321	146	0	65	100	0	209	182	12	61	292
Queue Length 95th (ft)	#463	202	59	#119	149	0	293	275	21	#116	366
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	229	402	623	150	319	407	447	1963	1072	142	1339
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.45	0.54	0.60	0.62	0.46	0.23	0.76	0.65	0.22	0.62	0.70

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	41	6	27	51	5	1992	18	1445
v/c Ratio	0.36	0.02	0.23	0.20	0.04	0.67	0.15	0.47
Control Delay	56.1	0.2	51.0	1.8	64.2	1.6	44.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	0.2	51.0	1.8	64.2	1.6	44.1	2.4
Queue Length 50th (ft)	28	0	18	0	3	3	13	55
Queue Length 95th (ft)	54	0	40	0	m6	12	m21	101
Internal Link Dist (ft)		96		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	235	403	243	382	124	2990	127	3068
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.01	0.11	0.13	0.04	0.67	0.14	0.47

Intersection Summary

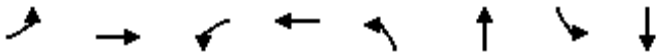
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	13	83	16	2005	27	1561
v/c Ratio	0.04	0.14	0.38	0.14	0.68	0.22	0.51
Control Delay	48.5	51.5	8.0	36.2	1.5	66.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	51.5	8.0	36.2	1.5	66.6	3.5
Queue Length 50th (ft)	2	9	0	11	50	18	20
Queue Length 95th (ft)	10	25	5	m15	37	m43	128
Internal Link Dist (ft)			321		1240		1452
Turn Bay Length (ft)		50		150		215	
Base Capacity (vph)	216	239	370	123	2966	130	3049
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.05	0.22	0.13	0.68	0.21	0.51

Intersection Summary

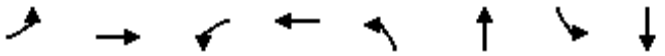
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	110	11	40	25	4	1907	16	1547
v/c Ratio	0.63	0.05	0.23	0.11	0.04	0.70	0.14	0.55
Control Delay	60.8	25.1	44.6	18.5	58.3	3.7	36.6	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.8	25.1	44.6	18.5	58.3	3.7	36.6	4.0
Queue Length 50th (ft)	75	2	26	2	3	105	11	99
Queue Length 95th (ft)	107	14	48	20	m3	120	m18	120
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	243	295	245	303	124	2742	124	2813
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.04	0.16	0.08	0.03	0.70	0.13	0.55

Intersection Summary

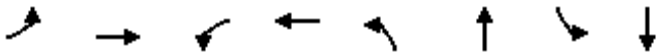
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	427	19	58	41	28	1427	24	1415
v/c Ratio	0.91	0.03	0.12	0.07	0.24	0.76	0.20	0.76
Control Delay	58.8	15.3	24.0	8.4	66.9	18.6	57.7	31.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	15.3	24.0	8.4	66.9	18.6	57.7	31.1
Queue Length 50th (ft)	274	4	27	2	18	540	16	493
Queue Length 95th (ft)	332	17	48	19	m30	527	m26	452
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	518	661	526	631	124	1881	124	1860
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.03	0.11	0.06	0.23	0.76	0.19	0.76

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	126	132	167	255	71	1275	239	1000
v/c Ratio	0.46	0.61	0.63	0.78	0.44	0.91	0.72	0.56
Control Delay	47.7	50.7	53.7	22.8	52.1	48.2	58.0	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	50.7	53.7	22.8	52.1	48.2	58.0	5.5
Queue Length 50th (ft)	78	77	113	1	52	352	155	5
Queue Length 95th (ft)	136	128	160	71	m78	#779	m147	365
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	339	523	365	449	214	1401	345	1776
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.25	0.46	0.57	0.33	0.91	0.69	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	318	547	206	23	1225	368	411	605	222	371	466
v/c Ratio	0.83	0.23	0.13	0.19	0.93	0.48	0.87	0.62	0.58	0.42	0.83
Control Delay	67.7	18.6	0.2	52.7	47.6	9.6	66.3	37.9	44.5	28.8	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.7	18.6	0.2	52.7	47.6	9.6	66.3	37.9	44.5	28.8	26.1
Queue Length 50th (ft)	114	74	0	16	434	46	148	195	74	94	126
Queue Length 95th (ft)	#186	120	0	42	#575	127	#230	255	105	108	#184
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	382	2421	1615	123	1312	759	477	981	382	892	562
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.23	0.13	0.19	0.93	0.48	0.86	0.62	0.58	0.42	0.83

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	120	1399	1555	16	170	2	92
v/c Ratio	0.48	0.46	0.69	0.03	0.40	0.00	0.16
Control Delay	40.5	8.9	19.3	22.5	29.2	24.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	8.9	19.3	22.5	29.2	24.0	5.0
Queue Length 50th (ft)	61	121	217	6	75	1	0
Queue Length 95th (ft)	103	132	262	20	130	6	22
Internal Link Dist (ft)		628	799	118		430	
Turn Bay Length (ft)	230				200		200
Base Capacity (vph)	380	3502	2607	506	429	575	558
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.40	0.60	0.03	0.40	0.00	0.16

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	38	1406	5	1339	162	109
v/c Ratio	0.19	0.55	0.03	0.60	0.30	0.17
Control Delay	35.5	12.5	35.5	16.6	10.6	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	12.5	35.5	16.6	10.6	6.1
Queue Length 50th (ft)	16	127	2	169	17	0
Queue Length 95th (ft)	44	193	13	195	60	30
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	402	3531	214	3044	549	637
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.40	0.02	0.44	0.30	0.17

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1564	9	1108	144	43
v/c Ratio	0.88	0.06	0.58	0.15	0.05
Control Delay	34.6	20.3	6.3	11.8	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	20.3	6.3	11.8	4.3
Queue Length 50th (ft)	300	5	41	36	0
Queue Length 95th (ft)	305	m8	33	75	15
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	1780	160	2478	977	894
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.88	0.06	0.45	0.15	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	7	38	234	145	11	29	131	288	489	36	419
v/c Ratio	0.08	0.31	0.49	0.64	0.03	0.05	0.64	0.13	0.36	0.32	0.22
Control Delay	58.3	62.0	6.3	64.1	38.3	0.2	71.3	12.2	4.6	62.3	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	62.0	6.3	64.1	38.3	0.2	71.3	12.2	4.6	62.3	17.9
Queue Length 50th (ft)	6	30	0	113	7	0	113	17	0	28	92
Queue Length 95th (ft)	21	65	41	174	24	0	m155	m69	235	63	157
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	433	364	521	433	410	631	264	2188	1431	216	1941
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.10	0.45	0.33	0.03	0.05	0.50	0.13	0.34	0.17	0.22

Intersection Summary

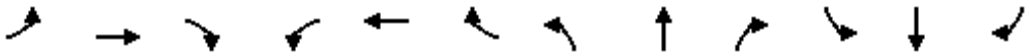
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	45	451	447	1148	73	834
v/c Ratio	0.07	0.77	0.75	0.74	0.49	0.43
Control Delay	22.2	39.9	36.0	35.7	70.7	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	39.9	36.0	35.7	70.7	15.3
Queue Length 50th (ft)	24	306	282	410	61	172
Queue Length 95th (ft)	36	295	275	#602	96	210
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	996	868	878	1554	216	1959
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.52	0.51	0.74	0.34	0.43

Intersection Summary

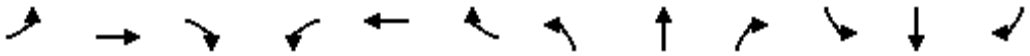
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	323	239	306	128	145	27	93	842	159	23	1444	161
v/c Ratio	0.99	0.41	0.78	0.50	0.33	0.10	0.70	0.44	0.18	0.18	0.86	0.21
Control Delay	90.3	38.1	29.0	48.6	40.7	0.7	70.9	16.1	5.5	46.9	32.1	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.3	38.1	29.0	48.6	40.7	0.7	70.9	16.1	5.5	46.9	32.1	5.1
Queue Length 50th (ft)	208	73	72	78	46	0	54	137	10	14	402	6
Queue Length 95th (ft)	#257	75	85	108	54	0	91	149	8	31	396	24
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	326	927	511	254	667	373	135	1915	885	135	1670	770
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.26	0.60	0.50	0.22	0.07	0.69	0.44	0.18	0.17	0.86	0.21

Intersection Summary

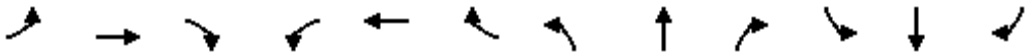
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	128	52	29	7	69	116	31	853	7	28	1223	151
v/c Ratio	0.58	0.13	0.06	0.04	0.39	0.42	0.18	0.40	0.01	0.20	0.59	0.15
Control Delay	51.1	34.4	0.3	38.8	48.7	9.1	40.7	14.3	0.0	59.6	9.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	34.4	0.3	38.8	48.7	9.1	40.7	14.3	0.0	59.6	9.1	1.4
Queue Length 50th (ft)	78	26	0	4	42	0	14	112	0	18	111	0
Queue Length 95th (ft)	107	56	0	13	68	14	28	177	m0	m24	155	m6
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	248	452	492	246	408	453	198	2137	976	288	2073	991
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.12	0.06	0.03	0.17	0.26	0.16	0.40	0.01	0.10	0.59	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	149	228	155	368	145	143	596	35	57	984	118
v/c Ratio	0.25	0.19	0.43	0.51	0.77	0.28	0.57	0.34	0.04	0.39	0.48	0.17
Control Delay	46.3	30.4	6.4	49.8	45.6	5.9	39.4	4.5	0.1	53.0	10.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	30.4	6.4	49.8	45.6	5.9	39.4	4.5	0.1	53.0	10.8	4.5
Queue Length 50th (ft)	20	40	0	48	217	0	99	26	0	39	154	9
Queue Length 95th (ft)	37	54	38	74	259	32	m146	47	m0	m67	218	45
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	262	1101	651	318	608	615	288	1729	824	162	2067	712
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.14	0.35	0.49	0.61	0.24	0.50	0.34	0.04	0.35	0.48	0.17

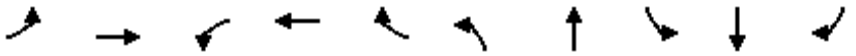
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	111	349	254	14	531	161	546	11	68	612	225
v/c Ratio	0.61	0.41	0.30	0.11	0.86	0.55	0.44	0.02	0.44	0.52	0.33
Control Delay	57.3	20.3	3.2	45.5	45.4	51.5	29.1	0.0	33.1	13.9	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	20.3	3.2	45.5	45.4	51.5	29.1	0.0	33.1	13.9	2.2
Queue Length 50th (ft)	68	132	0	9	303	51	152	0	45	146	0
Queue Length 95th (ft)	111	204	30	25	351	85	189	0	67	63	3
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	201	869	877	137	712	299	1252	652	162	1180	680
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.40	0.29	0.10	0.75	0.54	0.44	0.02	0.42	0.52	0.33

Intersection Summary



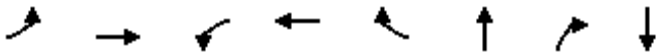
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	359	1200	13	836	269	17	69	558	12	292
v/c Ratio	0.97	0.71	0.09	0.79	0.50	0.12	0.17	1.03	0.01	0.27
Control Delay	80.2	42.1	22.7	22.5	5.5	40.3	23.6	80.0	14.0	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.2	42.1	22.7	22.5	5.5	40.3	23.6	80.0	14.0	1.9
Queue Length 50th (ft)	82	194	3	179	27	9	23	~343	3	1
Queue Length 95th (ft)	m#131	#220	m8	178	m30	26	49	#426	12	18
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	370	1695	150	1066	545	150	400	541	962	1082
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.71	0.09	0.78	0.49	0.11	0.17	1.03	0.01	0.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



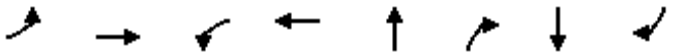
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	29	599	42	360	22	409	41	87
v/c Ratio	0.20	0.63	0.28	0.80	0.05	0.64	0.07	0.22
Control Delay	46.1	22.2	47.8	47.1	0.2	32.3	0.2	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	22.2	47.8	47.1	0.2	32.3	0.2	33.0
Queue Length 50th (ft)	17	106	25	205	0	214	0	42
Queue Length 95th (ft)	40	126	52	256	0	280	0	76
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	152	1175	152	579	560	643	629	394
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.51	0.28	0.62	0.04	0.64	0.07	0.22

Intersection Summary

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	54	54	75	75	139
Average Queue (ft)	23	32	45	47	73
95th Queue (ft)	51	49	66	69	111
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	161	679	43	749	139	24	26	215
v/c Ratio	0.61	0.41	0.28	0.70	0.32	0.05	0.06	0.41
Control Delay	44.9	23.9	43.1	35.5	30.8	0.2	28.4	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	23.9	43.1	35.5	30.8	0.2	28.4	7.1
Queue Length 50th (ft)	83	110	22	137	64	0	11	0
Queue Length 95th (ft)	140	139	54	179	116	0	32	51
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	340	1728	159	1160	430	495	420	522
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.39	0.27	0.65	0.32	0.05	0.06	0.41

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	628	21	682	33	2	36	7	46
v/c Ratio	0.07	0.51	0.09	0.42	0.14	0.00	0.04	0.03	0.05
Control Delay	31.2	22.5	30.6	18.0	30.8	14.0	0.1	31.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	22.5	30.6	18.0	30.8	14.0	0.1	31.2	0.1
Queue Length 50th (ft)	5	72	7	57	11	0	0	2	0
Queue Length 95th (ft)	26	130	30	137	41	5	0	15	0
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	314	2426	345	2525	376	937	994	282	995
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.26	0.06	0.27	0.09	0.00	0.04	0.02	0.05

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	197	5	273	450	119	268
v/c Ratio	0.73	0.01	0.27	0.34	0.53	0.20
Control Delay	52.7	10.5	10.0	8.0	45.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	10.5	10.0	8.0	45.0	4.9
Queue Length 50th (ft)	106	0	115	164	64	46
Queue Length 95th (ft)	#175	7	m171	237	110	71
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	300	630	1009	1340	310	1362
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.01	0.27	0.34	0.38	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	69	390	666	208	470
v/c Ratio	0.33	0.74	0.70	0.23	1.16
Control Delay	39.1	12.8	11.6	1.2	126.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	39.1	12.8	11.6	1.2	126.7
Queue Length 50th (ft)	38	0	146	0	~275
Queue Length 95th (ft)	66	63	179	0	#571
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	382	648	950	911	405
Starvation Cap Reductn	0	0	6	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.60	0.71	0.23	1.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	224	111	9	70	54	523	20	131	519	132
v/c Ratio	0.52	0.16	0.06	0.23	0.34	0.29	0.02	0.48	0.25	0.13
Control Delay	41.1	14.2	39.7	18.0	46.6	6.5	0.1	44.1	9.9	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	14.2	39.7	18.0	46.6	6.5	0.1	44.1	9.9	1.9
Queue Length 50th (ft)	62	10	5	4	31	57	0	74	87	7
Queue Length 95th (ft)	94	34	20	25	m68	42	m0	m92	m139	m2
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	513	924	160	716	180	1778	900	320	2093	991
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	10	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.12	0.06	0.10	0.30	0.30	0.02	0.41	0.25	0.13

Intersection Summary

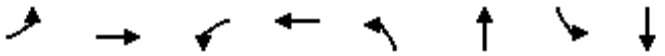
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	54	169	4	543	34	29	502
v/c Ratio	0.31	0.62	0.03	0.48	0.03	0.19	0.42
Control Delay	40.2	41.8	20.0	3.9	0.1	20.6	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	41.8	20.0	3.9	0.1	20.6	13.0
Queue Length 50th (ft)	27	82	2	22	0	8	250
Queue Length 95th (ft)	61	138	m3	78	m0	27	391
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	385	385	150	1143	1015	157	1195
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.44	0.03	0.48	0.03	0.18	0.42

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	49	181	87	258	71	638	11	720
v/c Ratio	0.33	0.61	0.47	0.69	0.46	0.56	0.08	0.73
Control Delay	45.3	39.1	46.8	43.0	42.5	16.6	24.1	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	39.1	46.8	43.0	42.5	16.6	24.1	13.7
Queue Length 50th (ft)	27	84	46	137	40	272	6	397
Queue Length 95th (ft)	57	130	90	197	78	388	m13	#120
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	153	392	188	414	157	1143	152	989
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.46	0.46	0.62	0.45	0.56	0.07	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	94	169	48	149	98	501	53	9	549
v/c Ratio	0.46	0.36	0.29	0.41	0.39	0.21	0.04	0.06	0.21
Control Delay	44.2	20.8	42.6	36.0	32.5	3.4	0.4	36.0	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	20.8	42.6	36.0	32.5	3.4	0.4	36.0	8.8
Queue Length 50th (ft)	51	24	26	36	52	14	0	4	43
Queue Length 95th (ft)	93	50	58	63	97	54	0	m6	83
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	280	946	200	798	280	2367	1238	180	2646
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.18	0.24	0.19	0.35	0.21	0.04	0.05	0.21

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	68	42	194	46	77	23	393	216	73	518
v/c Ratio	0.34	0.25	0.75	0.25	0.26	0.16	0.14	0.18	0.36	0.16
Control Delay	41.1	36.7	56.5	41.2	2.1	40.8	12.0	1.0	34.2	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	36.7	56.5	41.2	2.1	40.8	12.0	1.0	34.2	2.0
Queue Length 50th (ft)	36	19	109	25	0	13	43	0	43	9
Queue Length 95th (ft)	75	49	#221	57	0	36	65	11	87	27
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	228	578	266	612	618	180	2855	1172	220	3189
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.07	0.73	0.08	0.12	0.13	0.14	0.18	0.33	0.16

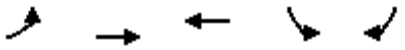
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	EB	EB	SB
Directions Served	T	T	R
Maximum Queue (ft)	536	254	73
Average Queue (ft)	233	17	41
95th Queue (ft)	485	112	67
Link Distance (ft)	1101	1101	255
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	844	697	944	117	78
v/c Ratio	1.03	0.19	0.88	0.32	0.20
Control Delay	50.0	0.3	43.9	33.2	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	0.3	43.9	33.2	8.8
Queue Length 50th (ft)	~517	1	182	57	0
Queue Length 95th (ft)	m#662	m2	#254	106	36
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	822	3659	1070	371	389
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.03	0.19	0.88	0.32	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queuing and Blocking Report

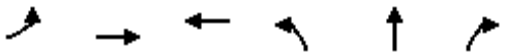
Intersection: 64: Iris Avenue & Project Driveway 3

Movement	SB
Directions Served	R
Maximum Queue (ft)	53
Average Queue (ft)	26
95th Queue (ft)	50
Link Distance (ft)	351
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2105	1438	213	201	199
v/c Ratio	0.63	0.42	0.49	0.44	0.43
Control Delay	11.5	4.7	41.5	22.7	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	4.7	41.5	22.7	22.3
Queue Length 50th (ft)	272	114	137	65	62
Queue Length 95th (ft)	262	6	232	154	146
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3621	3713	437	455	463
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.39	0.49	0.44	0.43

Intersection Summary



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	278	1664	1227	266	259	209
v/c Ratio	0.74	0.54	0.69	0.48	0.45	0.39
Control Delay	45.0	9.5	30.6	36.6	28.3	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	9.5	30.6	36.6	28.3	25.7
Queue Length 50th (ft)	188	148	255	157	119	83
Queue Length 95th (ft)	262	105	258	#308	239	178
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	386	3814	2622	559	572	540
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.44	0.47	0.48	0.45	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	688	195	698	651	100
v/c Ratio	0.74	0.35	0.72	0.21	0.21
Control Delay	41.9	8.1	24.1	1.6	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	8.1	24.1	1.6	1.0
Queue Length 50th (ft)	195	0	303	28	0
Queue Length 95th (ft)	#455	#64	m201	m30	0
Internal Link Dist (ft)	514			122	
Turn Bay Length (ft)		265			
Base Capacity (vph)	932	561	1253	3096	468
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.74	0.35	0.56	0.21	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	19	1308	1905	60	90	233	127
v/c Ratio	0.23	0.59	0.85	0.19	0.19	0.70	0.30
Control Delay	11.8	11.2	12.4	28.5	27.9	43.8	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	11.2	12.4	28.5	27.9	43.8	24.8
Queue Length 50th (ft)	2	333	90	27	40	121	48
Queue Length 95th (ft)	m8	181	216	60	80	#224	97
Internal Link Dist (ft)		233	592		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	84	2231	2231	321	475	332	422
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.59	0.85	0.19	0.19	0.70	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	185	1342	10	978	173	9	61	9	189	156
v/c Ratio	0.66	0.49	0.07	0.76	0.28	0.02	0.09	0.01	0.39	0.23
Control Delay	46.6	14.3	38.6	15.8	3.6	23.2	23.1	0.0	27.3	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	14.3	38.6	15.8	3.6	23.2	23.1	0.0	27.3	9.1
Queue Length 50th (ft)	100	147	6	265	26	3	24	0	82	16
Queue Length 95th (ft)	161	226	m12	330	45	15	56	0	157	64
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	361	2827	159	1403	669	414	672	632	480	666
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.47	0.06	0.70	0.26	0.02	0.09	0.01	0.39	0.23

Intersection Summary

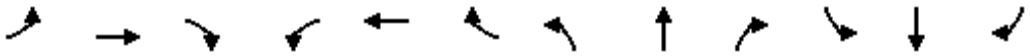
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	90	1423	95	944	148	185	141	64	136	61
v/c Ratio	0.50	0.83	0.56	0.56	0.63	0.28	0.21	0.38	0.25	0.11
Control Delay	39.1	35.2	27.5	6.1	51.6	23.0	5.0	45.0	28.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.1	35.2	27.5	6.1	51.6	23.0	5.0	45.0	28.6	0.4
Queue Length 50th (ft)	50	292	51	37	79	71	0	35	63	0
Queue Length 95th (ft)	100	361	m68	50	141	130	18	74	115	0
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	202	1720	180	1673	280	668	657	176	550	572
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.83	0.53	0.56	0.53	0.28	0.21	0.36	0.25	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

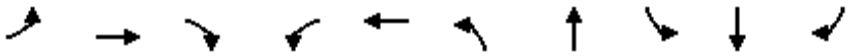


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	112	1845	27	19	1361	105	146	147	105	121	121	177
v/c Ratio	0.57	0.81	0.02	0.13	0.79	0.17	0.35	0.34	0.21	0.52	0.52	0.48
Control Delay	53.9	27.3	0.0	41.7	36.6	10.0	32.6	32.4	2.6	36.1	35.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	27.3	0.0	41.7	36.6	10.0	32.6	32.4	2.6	36.1	35.8	8.2
Queue Length 50th (ft)	61	179	0	6	158	7	75	75	0	53	53	0
Queue Length 95th (ft)	m#118	#526	m0	m13	215	m31	135	135	15	m85	m85	m19
Internal Link Dist (ft)		1195			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	205	2268	1615	150	1731	611	417	427	507	352	356	472
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.81	0.02	0.13	0.79	0.17	0.35	0.34	0.21	0.34	0.34	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

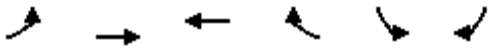
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	286	1395	111	58	1138	80	426	271	333	167
v/c Ratio	0.81	0.91	0.14	0.40	0.77	0.28	0.50	0.77	0.33	0.30
Control Delay	30.5	14.6	0.3	34.7	18.2	36.0	25.3	55.5	28.7	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	14.6	0.3	34.7	18.2	36.0	25.3	55.5	28.7	6.3
Queue Length 50th (ft)	149	75	0	23	236	23	93	78	84	0
Queue Length 95th (ft)	m181	#539	m0	m48	286	45	140	#137	124	49
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	376	1541	769	150	1536	291	854	351	1014	566
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.91	0.14	0.39	0.74	0.27	0.50	0.77	0.33	0.30

Intersection Summary

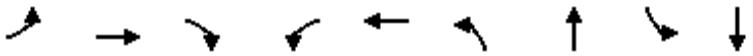
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	88	2150	1300	179	366	160
v/c Ratio	0.29	0.73	0.70	0.14	0.31	0.18
Control Delay	26.7	6.3	8.1	0.2	19.0	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.7	6.3	8.1	0.2	19.0	7.2
Queue Length 50th (ft)	42	63	47	0	103	26
Queue Length 95th (ft)	m73	70	80	m0	149	44
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	302	2996	2017	1246	1191	897
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.72	0.64	0.14	0.31	0.18

Intersection Summary

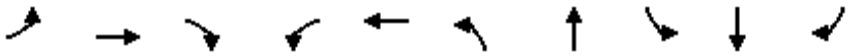
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	110	1380	152	161	1199	90	293	138	257
v/c Ratio	0.54	0.96	0.21	0.89	0.57	0.61	0.35	0.86	0.27
Control Delay	34.5	25.6	2.9	62.5	6.3	60.5	27.3	85.0	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	25.6	2.9	62.5	6.3	60.5	27.3	85.0	21.8
Queue Length 50th (ft)	48	383	17	88	58	52	61	79	47
Queue Length 95th (ft)	m58	m#525	m19	m#143	76	m#105	99	#184	81
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	238	1444	712	180	2108	150	841	160	954
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.96	0.21	0.89	0.57	0.60	0.35	0.86	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	86	2050	355	11	1331	163	77	138	116	85
v/c Ratio	0.49	0.82	0.38	0.08	0.66	0.49	0.09	0.73	0.12	0.13
Control Delay	50.0	31.5	10.8	33.8	8.8	44.3	23.2	59.7	29.6	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	31.5	10.8	33.8	8.8	44.3	23.2	59.7	29.6	11.5
Queue Length 50th (ft)	38	301	39	7	178	46	14	80	30	5
Queue Length 95th (ft)	m63	#485	m152	m9	160	77	33	m#143	m50	m39
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	196	2507	936	150	2068	330	891	193	950	667
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.82	0.38	0.07	0.64	0.49	0.09	0.72	0.12	0.13

Intersection Summary

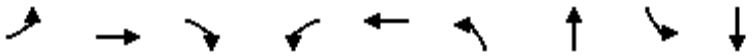
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	173	1252	154	63	1042	192	530	85	244	499	151
v/c Ratio	0.71	0.76	0.19	0.41	0.83	0.76	0.58	0.15	0.71	0.46	0.18
Control Delay	22.8	8.5	0.9	29.2	29.0	50.7	23.9	1.0	46.4	27.7	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	8.5	0.9	29.2	29.0	50.7	23.9	1.0	46.4	27.7	5.3
Queue Length 50th (ft)	73	110	3	34	217	116	85	0	129	123	13
Queue Length 95th (ft)	m82	m139	m3	m54	264	m#199	142	m1	#214	172	45
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	260	1651	816	160	1272	270	913	554	361	1093	836
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.76	0.19	0.39	0.82	0.71	0.58	0.15	0.68	0.46	0.18

Intersection Summary

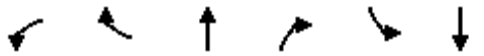
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	122	1172	839	7	877	485	469	118	469
v/c Ratio	0.68	0.77	0.72	0.05	0.81	0.78	0.46	0.48	0.54
Control Delay	38.7	28.5	23.1	21.3	18.1	45.2	28.8	25.3	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	28.5	23.1	21.3	18.1	45.2	28.8	25.3	15.2
Queue Length 50th (ft)	61	370	384	4	57	136	117	61	43
Queue Length 95th (ft)	m85	#487	#508	m8	130	#204	166	111	103
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	188	1525	1170	150	1158	636	1012	246	863
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.77	0.72	0.05	0.76	0.76	0.46	0.48	0.54

Intersection Summary

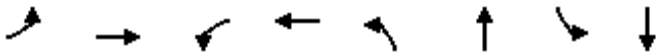
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	48	262	463	45	406	613
v/c Ratio	0.14	0.66	0.22	0.05	0.67	0.21
Control Delay	29.8	17.3	9.7	3.6	40.0	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	17.3	9.7	3.6	40.0	2.3
Queue Length 50th (ft)	14	7	55	0	112	24
Queue Length 95th (ft)	m26	103	104	16	145	56
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	1284	758	2146	978	894	2935
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.35	0.22	0.05	0.45	0.21

Intersection Summary

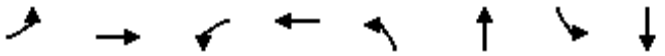
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	174	1251	121	878	126	405	169	386
v/c Ratio	0.64	0.76	0.76	0.66	0.77	0.38	0.84	0.34
Control Delay	28.9	24.4	52.8	45.4	61.4	18.2	74.6	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	24.4	52.8	45.4	61.4	18.2	74.6	23.0
Queue Length 50th (ft)	46	280	73	191	50	68	96	82
Queue Length 95th (ft)	m64	327	m#109	238	#158	125	#208	121
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	361	1714	160	1325	164	1078	200	1147
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.73	0.76	0.66	0.77	0.38	0.84	0.34

Intersection Summary

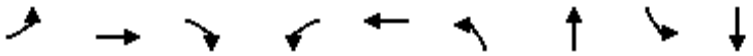
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	54	1252	41	731	74	296	68	391
v/c Ratio	0.21	0.86	0.28	0.59	0.48	0.26	0.44	0.34
Control Delay	12.9	9.5	51.3	40.7	50.0	25.2	41.4	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	9.5	51.3	40.7	50.0	25.2	41.4	25.0
Queue Length 50th (ft)	13	42	25	203	41	70	33	101
Queue Length 95th (ft)	m28	48	m36	241	85	108	m59	m150
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	263	1505	152	1511	160	1137	160	1140
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.83	0.27	0.48	0.46	0.26	0.42	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	337	84	19	444	19	109	288	223
v/c Ratio	0.11	0.59	0.22	0.07	0.64	0.13	0.08	0.55	0.10
Control Delay	12.0	16.4	5.5	39.2	22.3	40.5	19.1	31.9	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	16.4	5.5	39.2	22.3	40.5	19.1	31.9	8.4
Queue Length 50th (ft)	7	109	19	5	64	10	16	138	12
Queue Length 95th (ft)	m4	53	5	15	104	31	42	216	56
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	311	802	481	311	903	160	1323	521	2323
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.42	0.17	0.06	0.49	0.12	0.08	0.55	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

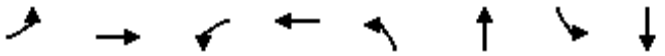


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	413	783	252	197	815	254	644	119	149	774	188
v/c Ratio	0.78	0.81	0.42	0.67	0.78	0.81	0.58	0.20	0.50	0.73	0.32
Control Delay	47.9	17.8	2.5	31.9	18.3	38.1	17.4	1.4	40.9	33.9	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	17.8	2.5	31.9	18.3	38.1	17.4	1.4	40.9	33.9	6.5
Queue Length 50th (ft)	85	63	1	55	86	91	183	0	78	214	4
Queue Length 95th (ft)	m#132	m122	m4	#96	123	m#250	244	m1	138	283	54
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		150
Base Capacity (vph)	544	1002	613	295	1066	340	1104	583	296	1066	588
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.78	0.41	0.67	0.76	0.75	0.58	0.20	0.50	0.73	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	1027	60	721	161	811	132	962
v/c Ratio	0.43	0.89	0.40	0.72	0.66	0.48	0.65	0.62
Control Delay	20.1	23.7	49.1	23.5	51.2	26.2	41.3	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	23.7	49.1	23.5	51.2	26.2	41.3	26.8
Queue Length 50th (ft)	40	106	38	199	88	141	80	199
Queue Length 95th (ft)	m54	#176	m71	252	#169	182	m118	245
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	252	1187	156	1049	244	1677	220	1559
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.87	0.38	0.69	0.66	0.48	0.60	0.62

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	43	467	305	424	193	734	329	202	773
v/c Ratio	0.33	0.77	0.80	0.34	0.75	0.47	0.47	0.68	0.47
Control Delay	51.0	44.2	53.1	21.2	38.5	27.6	9.8	51.6	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	44.2	53.1	21.2	38.5	27.6	9.8	51.6	29.8
Queue Length 50th (ft)	26	133	184	92	125	64	0	120	150
Queue Length 95th (ft)	62	186	270	125	#209	148	119	196	202
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	135	677	451	1291	288	1554	704	324	1650
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.69	0.68	0.33	0.67	0.47	0.47	0.62	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	169	94	274	105	61	1240	112	1070
v/c Ratio	0.63	0.30	0.76	0.27	0.40	0.61	0.60	0.47
Control Delay	50.5	9.7	51.8	8.3	63.1	22.4	65.8	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	9.7	51.8	8.3	63.1	22.4	65.8	6.8
Queue Length 50th (ft)	103	0	164	0	42	264	66	80
Queue Length 95th (ft)	161	40	250	42	m80	330	m117	105
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	433	440	379	410	166	2019	207	2263
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.21	0.72	0.26	0.37	0.61	0.54	0.47

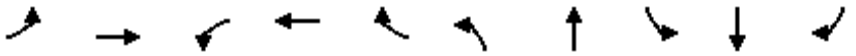
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	222	177	171	1201	1538
v/c Ratio	0.79	0.26	0.64	0.30	0.52
Control Delay	60.9	3.1	60.1	4.5	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	3.1	60.1	4.5	12.6
Queue Length 50th (ft)	135	0	113	88	192
Queue Length 95th (ft)	197	22	172	64	235
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	306	701	288	3963	2950
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.25	0.59	0.30	0.52

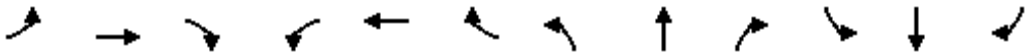
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	47	164	26	4	11	31	1263	24	1419	55
v/c Ratio	0.31	0.43	0.19	0.03	0.04	0.22	0.33	0.17	0.38	0.04
Control Delay	47.7	14.6	46.5	44.0	0.3	51.9	3.9	29.1	5.5	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	14.6	46.5	44.0	0.3	51.9	3.9	29.1	5.5	0.8
Queue Length 50th (ft)	29	7	16	2	0	21	2	11	32	0
Queue Length 95th (ft)	62	37	42	13	0	m30	46	m22	142	m5
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	160	741	162	399	451	163	3812	162	3723	1358
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.22	0.16	0.01	0.02	0.19	0.33	0.15	0.38	0.04

Intersection Summary

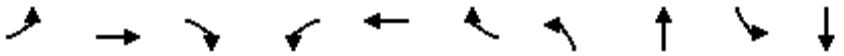
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	372	159	174	3	80	72	67	830	4	144	1282	351
v/c Ratio	0.84	0.14	0.28	0.01	0.21	0.25	0.26	0.36	0.00	0.44	0.50	0.36
Control Delay	53.4	24.0	5.1	43.3	44.8	2.0	46.4	20.3	0.0	60.6	8.7	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	24.0	5.1	43.3	44.8	2.0	46.4	20.3	0.0	60.6	8.7	2.2
Queue Length 50th (ft)	222	34	0	1	17	0	21	131	0	50	76	0
Queue Length 95th (ft)	#323	65	48	5	34	0	42	184	0	81	169	74
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	505	1411	737	262	959	449	262	2331	803	341	2551	972
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.11	0.24	0.01	0.08	0.16	0.26	0.36	0.00	0.42	0.50	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	138	686	200	21	594	70	144	259	48	340
v/c Ratio	0.59	0.54	0.24	0.14	0.73	0.12	0.41	0.34	0.31	0.26
Control Delay	25.4	10.8	1.0	38.5	26.0	4.4	33.6	15.0	44.0	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	10.8	1.0	38.5	26.0	4.4	33.6	15.0	44.0	16.9
Queue Length 50th (ft)	54	44	0	12	141	6	41	59	26	52
Queue Length 95th (ft)	m79	67	m4	m24	181	m19	71	95	61	95
Internal Link Dist (ft)		2564			564			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	300	1306	828	160	962	575	350	759	164	1308
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.53	0.24	0.13	0.62	0.12	0.41	0.34	0.29	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	41	913	34	674	105	243	34	265	52
v/c Ratio	0.28	0.80	0.23	0.59	0.53	0.16	0.23	0.37	0.07
Control Delay	24.8	23.1	30.5	16.8	47.0	18.9	35.5	19.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	23.1	30.5	16.8	47.0	18.9	35.5	19.5	0.4
Queue Length 50th (ft)	20	253	17	64	57	50	20	142	0
Queue Length 95th (ft)	m25	m298	m43	89	107	81	50	223	1
Internal Link Dist (ft)		2608		1901		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	152	1240	152	1252	236	1562	152	726	706
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.74	0.22	0.54	0.44	0.16	0.22	0.37	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	175	961	148	834	107	63	233	49	257
v/c Ratio	0.68	0.83	0.63	0.74	0.15	0.41	0.21	0.33	0.23
Control Delay	49.9	34.2	48.6	31.8	2.2	47.1	15.1	45.4	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	34.2	48.6	31.8	2.2	47.1	15.1	45.4	17.3
Queue Length 50th (ft)	94	250	80	215	0	34	29	27	38
Queue Length 95th (ft)	160	326	140	281	15	75	61	62	72
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	300	1230	280	1203	698	162	1101	150	1095
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.78	0.53	0.69	0.15	0.39	0.21	0.33	0.23

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	57	463	220	82	342	38	160	427	129	19	362
v/c Ratio	0.39	0.84	0.38	0.52	0.56	0.05	0.71	0.54	0.15	0.13	0.60
Control Delay	32.2	29.3	8.3	51.4	29.5	0.2	45.5	27.2	2.4	40.8	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	29.3	8.3	51.4	29.5	0.2	45.5	27.2	2.4	40.8	31.9
Queue Length 50th (ft)	25	271	53	45	158	0	89	253	3	10	182
Queue Length 95th (ft)	m50	#365	114	91	244	0	#173	352	25	32	280
Internal Link Dist (ft)		1908			333			2560			507
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	150	612	619	162	625	704	240	787	863	150	604
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.76	0.36	0.51	0.55	0.05	0.67	0.54	0.15	0.13	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

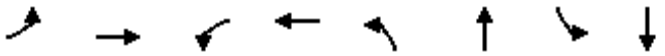
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	53	674	204	514	71	120	467	162	34	599
v/c Ratio	0.36	0.75	0.86	0.43	0.12	0.58	0.31	0.10	0.23	0.49
Control Delay	63.9	10.4	71.6	24.6	2.0	49.1	20.4	0.1	36.7	25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	10.4	71.6	24.6	2.0	49.1	20.4	0.1	36.7	25.6
Queue Length 50th (ft)	32	2	115	126	0	65	100	0	16	184
Queue Length 95th (ft)	m45	6	#236	159	13	121	155	0	m34	246
Internal Link Dist (ft)		515		289			2569			2560
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	152	1107	240	1286	637	229	1521	1615	154	1219
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.61	0.85	0.40	0.11	0.52	0.31	0.10	0.22	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	103	278	39	203	128	741	83	934
v/c Ratio	0.46	0.38	0.19	0.29	0.35	0.30	0.18	0.38
Control Delay	27.3	11.1	20.9	11.3	8.9	4.8	5.9	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	11.1	20.9	11.3	8.9	4.8	5.9	5.2
Queue Length 50th (ft)	34	22	12	17	15	41	8	55
Queue Length 95th (ft)	65	44	31	36	60	91	32	120
Internal Link Dist (ft)		979		277		972		2569
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	365	1098	331	1100	363	2435	461	2426
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.25	0.12	0.18	0.35	0.30	0.18	0.38

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	186	786	707	845	226	623	550	241	825
v/c Ratio	0.28	0.82	0.83	0.70	0.66	0.52	0.58	0.64	0.68
Control Delay	42.4	47.2	50.7	42.5	61.2	34.4	14.5	58.3	36.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	47.2	50.7	42.5	61.2	34.4	14.5	58.3	36.6
Queue Length 50th (ft)	62	186	263	215	88	210	199	93	290
Queue Length 95th (ft)	102	237	334	245	130	272	299	136	364
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	667	1017	945	1845	366	1188	983	423	1205
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.77	0.75	0.46	0.62	0.52	0.56	0.57	0.68

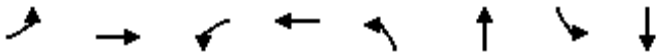
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	160	48	201	59	38	64	92	886	84	105	1336
v/c Ratio	0.51	0.14	0.45	0.40	0.23	0.23	0.46	0.50	0.09	0.48	0.75
Control Delay	39.6	31.5	8.2	47.7	41.5	1.9	52.4	22.8	2.1	44.5	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.6	31.5	8.2	47.7	41.5	1.9	52.4	22.8	2.1	44.5	24.4
Queue Length 50th (ft)	83	23	0	32	21	0	56	191	3	56	333
Queue Length 95th (ft)	144	52	55	71	50	0	107	246	15	107	#535
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	316	392	487	152	392	454	260	1764	954	236	1787
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.12	0.41	0.39	0.10	0.14	0.35	0.50	0.09	0.44	0.75

Intersection Summary

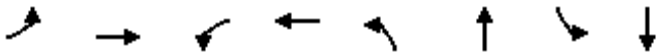
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	2	11	31	1	995	31	1432
v/c Ratio	0.12	0.01	0.08	0.09	0.01	0.34	0.20	0.46
Control Delay	40.1	0.0	39.3	0.5	53.0	0.9	57.7	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	0.0	39.3	0.5	53.0	0.9	57.7	1.4
Queue Length 50th (ft)	9	0	6	0	0	3	16	5
Queue Length 95th (ft)	28	0	22	0	m2	13	m31	10
Internal Link Dist (ft)		149		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	341	477	341	521	160	2939	164	3135
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.00	0.03	0.06	0.01	0.34	0.19	0.46

Intersection Summary

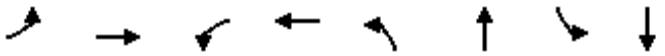
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	4	4	41	2	958	68	1325
v/c Ratio	0.10	0.03	0.03	0.25	0.01	0.35	0.38	0.42
Control Delay	39.8	28.2	38.2	17.5	26.0	2.4	41.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	28.2	38.2	17.5	26.0	2.4	41.0	5.0
Queue Length 50th (ft)	8	1	2	1	1	34	29	320
Queue Length 95th (ft)	26	11	12	32	m3	48	61	1
Internal Link Dist (ft)		78		321		1240		1452
Turn Bay Length (ft)			50		150		215	
Base Capacity (vph)	356	358	356	370	160	2764	208	3136
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.01	0.01	0.11	0.01	0.35	0.33	0.42

Intersection Summary

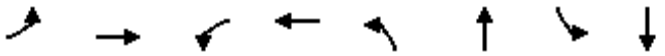
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	5	14	12	9	928	18	1306
v/c Ratio	0.22	0.03	0.11	0.08	0.06	0.31	0.12	0.42
Control Delay	42.0	26.0	39.0	21.8	54.4	2.0	28.9	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	26.0	39.0	21.8	54.4	2.0	28.9	0.6
Queue Length 50th (ft)	16	1	8	1	4	150	11	4
Queue Length 95th (ft)	42	11	26	17	m17	23	m24	8
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	314	356	314	354	160	3015	160	3115
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.01	0.04	0.03	0.06	0.31	0.11	0.42

Intersection Summary

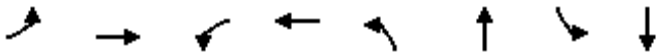
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	57	7	8	5	22	885	9	1251
v/c Ratio	0.39	0.04	0.05	0.03	0.15	0.30	0.06	0.44
Control Delay	44.7	22.6	35.5	24.2	56.9	1.1	59.0	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	22.6	35.5	24.2	56.9	1.1	59.0	5.8
Queue Length 50th (ft)	31	1	4	1	9	5	5	9
Queue Length 95th (ft)	66	13	17	11	m34	13	m11	435
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	301	350	302	351	161	2944	160	2826
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.02	0.03	0.01	0.14	0.30	0.06	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



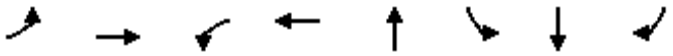
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	25	71	118	65	859	148	1157
v/c Ratio	0.09	0.17	0.39	0.40	0.43	0.42	0.58	0.49
Control Delay	39.2	22.3	43.3	11.8	48.7	13.7	52.5	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	22.3	43.3	11.8	48.7	13.7	52.5	2.8
Queue Length 50th (ft)	8	3	39	2	36	113	78	34
Queue Length 95th (ft)	26	27	77	51	77	253	112	22
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	371	359	373	427	152	2034	268	2360
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.07	0.19	0.28	0.43	0.42	0.55	0.49

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	394	1159	372	16	715	207	252	425	288	549	388
v/c Ratio	0.72	0.51	0.23	0.10	0.78	0.37	0.64	0.46	0.67	0.56	0.54
Control Delay	39.6	17.7	0.3	34.9	33.9	5.8	41.8	26.5	41.3	27.7	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.6	17.7	0.3	34.9	33.9	5.8	41.8	26.5	41.3	27.7	5.9
Queue Length 50th (ft)	96	136	0	8	172	0	63	94	72	125	0
Queue Length 95th (ft)	143	227	0	26	235	49	100	137	111	176	64
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	586	2251	1615	174	976	587	405	933	450	976	720
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.51	0.23	0.09	0.73	0.35	0.62	0.46	0.64	0.56	0.54

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	197	1085	6	1436	4	118	1	121
v/c Ratio	0.67	0.37	0.05	0.72	0.01	0.25	0.00	0.20
Control Delay	52.4	12.3	49.8	28.7	0.0	29.5	28.0	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.4	12.3	49.8	28.7	0.0	29.5	28.0	6.3
Queue Length 50th (ft)	124	121	4	280	0	57	0	0
Queue Length 95th (ft)	205	193	18	370	0	118	5	44
Internal Link Dist (ft)		628		799	118		430	
Turn Bay Length (ft)	230		110			200		200
Base Capacity (vph)	541	3134	342	2304	614	473	626	605
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.35	0.02	0.62	0.01	0.25	0.00	0.20

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	53	1189	2	1402	60	57
v/c Ratio	0.27	0.46	0.01	0.62	0.10	0.09
Control Delay	40.0	12.4	39.5	18.1	4.0	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	12.4	39.5	18.1	4.0	3.4
Queue Length 50th (ft)	25	112	1	199	0	0
Queue Length 95th (ft)	67	190	8	258	19	17
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	388	4558	242	4378	573	630
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.26	0.01	0.32	0.10	0.09

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1036	27	1378	56	25
v/c Ratio	0.61	0.23	0.68	0.06	0.03
Control Delay	35.1	83.4	12.4	15.1	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	83.4	12.4	15.1	5.8
Queue Length 50th (ft)	249	22	98	20	0
Queue Length 95th (ft)	285	m40	113	47	15
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2098	436	3544	974	883
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.06	0.39	0.06	0.03

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



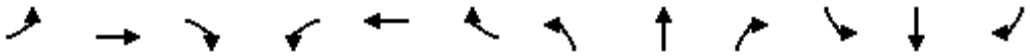
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	7	25	145	162	24	20	185	320	772	27	258
v/c Ratio	0.08	0.23	0.32	0.64	0.07	0.04	0.71	0.14	0.52	0.25	0.14
Control Delay	58.3	60.6	7.0	61.6	38.9	0.2	87.3	6.5	3.7	61.2	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	58.3	60.6	7.0	61.6	38.9	0.2	87.3	6.5	4.0	61.2	19.0
Queue Length 50th (ft)	6	20	0	126	15	0	152	26	58	21	58
Queue Length 95th (ft)	21	48	45	186	40	0	232	36	138	51	105
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	375	364	491	375	417	608	302	2308	1504	216	1868
Starvation Cap Reductn	0	0	0	0	0	0	0	0	257	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.07	0.30	0.43	0.06	0.03	0.61	0.14	0.62	0.13	0.14

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	101	323	327	1203	38	455
v/c Ratio	0.31	0.78	0.79	0.53	0.33	0.17
Control Delay	43.8	34.4	35.7	16.4	55.8	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	34.4	35.7	16.4	55.8	5.2
Queue Length 50th (ft)	72	128	132	271	25	34
Queue Length 95th (ft)	107	210	214	471	68	118
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	1054	970	966	2262	158	2613
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.33	0.34	0.53	0.24	0.17

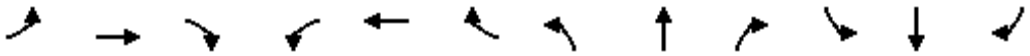
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	134	61	144	133	26	46	976	199	15	805	78
v/c Ratio	0.39	0.38	0.21	0.58	0.22	0.06	0.32	0.45	0.19	0.10	0.40	0.08
Control Delay	46.1	40.8	1.6	45.3	32.9	0.3	41.9	8.6	2.7	40.1	14.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	40.8	1.6	45.3	32.9	0.3	41.9	8.6	2.7	40.1	14.3	0.2
Queue Length 50th (ft)	34	38	0	78	36	0	28	62	0	8	146	0
Queue Length 95th (ft)	74	65	0	130	57	0	m63	351	64	27	226	0
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	172	742	451	302	982	544	150	2184	1024	151	2001	938
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.18	0.14	0.48	0.14	0.05	0.31	0.45	0.19	0.10	0.40	0.08

Intersection Summary

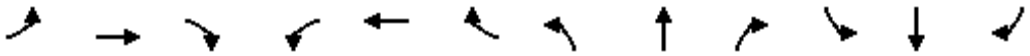
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	82	26	41	2	39	23	32	1005	7	27	732	104
v/c Ratio	0.53	0.10	0.13	0.01	0.24	0.10	0.21	0.39	0.01	0.18	0.29	0.09
Control Delay	52.0	34.0	0.8	37.5	41.5	0.8	54.5	1.6	0.0	29.0	16.4	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	34.0	0.8	37.5	41.5	0.8	54.5	1.6	0.0	29.0	16.4	7.9
Queue Length 50th (ft)	45	12	0	1	21	0	20	14	0	15	123	0
Queue Length 95th (ft)	91	39	0	8	51	0	m46	21	m0	m37	242	52
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	160	443	454	156	432	452	165	2604	1180	163	2510	1152
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.06	0.09	0.01	0.09	0.05	0.19	0.39	0.01	0.17	0.29	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	130	320	130	27	205	66	192	859	97	51	657	76
v/c Ratio	0.40	0.35	0.25	0.10	0.65	0.17	0.59	0.45	0.11	0.34	0.33	0.10
Control Delay	42.1	28.9	4.2	39.4	44.5	0.9	33.2	8.0	0.2	36.0	21.7	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	28.9	4.2	39.4	44.5	0.9	33.2	8.0	0.2	36.0	21.7	2.5
Queue Length 50th (ft)	36	72	0	7	110	0	105	78	0	28	73	1
Queue Length 95th (ft)	64	118	30	20	170	0	175	116	m0	65	123	14
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	335	929	527	311	443	493	401	1907	915	160	1981	728
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.34	0.25	0.09	0.46	0.13	0.48	0.45	0.11	0.32	0.33	0.10

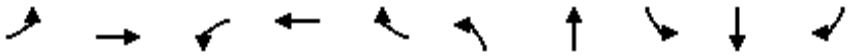
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



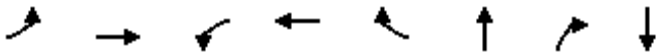
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	129	395	149	23	326	190	527	20	89	530	120
v/c Ratio	0.57	0.61	0.23	0.16	0.77	0.51	0.37	0.03	0.47	0.40	0.18
Control Delay	46.8	28.8	4.1	41.0	43.6	42.9	23.4	0.1	25.3	6.9	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	28.8	4.1	41.0	43.6	42.9	23.4	0.1	25.3	6.9	0.7
Queue Length 50th (ft)	70	165	0	13	169	53	117	0	32	22	0
Queue Length 95th (ft)	123	274	35	36	244	86	186	0	75	36	0
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	280	693	690	160	543	400	1413	714	200	1318	678
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.57	0.22	0.14	0.60	0.47	0.37	0.03	0.45	0.40	0.18

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	220	790	29	1042	507	11	53	276	46	367
v/c Ratio	0.59	0.40	0.26	0.67	0.65	0.10	0.11	0.77	0.05	0.37
Control Delay	25.6	11.1	59.7	38.7	10.3	55.6	29.1	59.9	20.9	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	11.1	59.7	38.7	10.3	55.6	29.1	59.9	20.9	7.9
Queue Length 50th (ft)	36	37	22	248	44	8	21	205	19	64
Queue Length 95th (ft)	65	45	54	305	159	28	60	284	49	148
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	437	1995	114	1647	803	112	480	451	899	1019
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.40	0.25	0.63	0.63	0.10	0.11	0.61	0.05	0.36

Intersection Summary



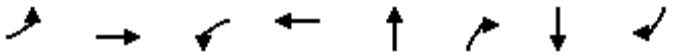
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	9	447	29	245	8	167	29	64
v/c Ratio	0.05	0.62	0.15	0.56	0.02	0.31	0.05	0.12
Control Delay	32.8	27.0	33.4	28.9	0.1	23.5	0.2	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	27.0	33.4	28.9	0.1	23.5	0.2	20.8
Queue Length 50th (ft)	3	73	10	86	0	48	0	16
Queue Length 95th (ft)	18	139	38	179	0	124	0	54
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	201	987	201	572	572	534	549	516
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.45	0.14	0.43	0.01	0.31	0.05	0.12

Intersection Summary

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	55	55	58	58	78
Average Queue (ft)	26	38	33	35	50
95th Queue (ft)	49	60	57	60	73
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	113	929	39	724	60	22	28	147
v/c Ratio	0.53	0.60	0.26	0.64	0.16	0.05	0.05	0.26
Control Delay	50.4	31.0	48.4	37.4	35.5	0.2	28.2	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	31.0	48.4	37.4	35.5	0.2	28.2	6.5
Queue Length 50th (ft)	67	186	23	148	31	0	13	0
Queue Length 95th (ft)	128	240	59	201	74	0	37	48
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	486	2237	262	1613	379	418	544	567
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.42	0.15	0.45	0.16	0.05	0.05	0.26

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	37	874	52	762	18	1	33	13	24
v/c Ratio	0.18	0.57	0.24	0.40	0.09	0.00	0.04	0.07	0.03
Control Delay	33.7	22.3	33.7	17.3	34.0	18.0	0.1	34.0	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	22.3	33.7	17.3	34.0	18.0	0.1	34.0	9.2
Queue Length 50th (ft)	14	107	19	65	7	0	0	5	1
Queue Length 95th (ft)	49	186	61	157	30	4	0	25	18
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	390	3835	502	4071	363	793	938	307	695
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.23	0.10	0.19	0.05	0.00	0.04	0.04	0.03

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	181	10	305	440	57	215
v/c Ratio	0.64	0.02	0.27	0.31	0.37	0.16
Control Delay	49.3	10.4	3.8	0.8	49.3	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	10.4	3.8	0.8	49.3	5.3
Queue Length 50th (ft)	110	0	29	0	35	36
Queue Length 95th (ft)	168	10	41	0	73	76
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	505	574	1149	1521	243	1374
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.02	0.27	0.29	0.23	0.16

Intersection Summary



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	102	513	643	278	394
v/c Ratio	0.42	0.78	0.56	0.26	1.87
Control Delay	43.2	12.2	9.5	0.8	434.4
Queue Delay	0.0	0.0	0.3	0.0	0.0
Total Delay	43.2	12.2	9.8	0.8	434.4
Queue Length 50th (ft)	62	0	80	0	~353
Queue Length 95th (ft)	99	89	287	0	#569
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	523	832	1151	1088	211
Starvation Cap Reductn	0	0	128	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.62	0.63	0.26	1.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	300	151	37	141	96	491	24	54	598	231
v/c Ratio	0.62	0.23	0.26	0.41	0.50	0.25	0.03	0.29	0.31	0.24
Control Delay	46.2	10.7	48.0	16.8	50.4	13.8	0.0	30.7	10.1	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.2	10.7	48.0	16.8	50.4	13.8	0.0	30.7	10.1	1.3
Queue Length 50th (ft)	94	7	23	9	59	86	0	23	67	0
Queue Length 95th (ft)	131	34	54	38	106	135	0	m26	m91	m6
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	630	963	162	694	270	1972	946	198	1954	968
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.16	0.23	0.20	0.36	0.25	0.03	0.27	0.31	0.24

Intersection Summary

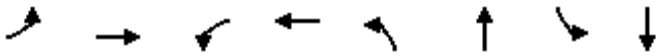
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	49	152	7	693	76	62	700
v/c Ratio	0.36	0.67	0.07	0.57	0.07	0.48	0.52
Control Delay	52.8	54.7	75.4	5.9	0.9	66.2	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	54.7	75.4	5.9	0.9	66.2	12.1
Queue Length 50th (ft)	31	92	6	115	1	47	215
Queue Length 95th (ft)	70	156	m8	213	m5	94	508
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	289	298	112	1226	1071	135	1352
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.51	0.06	0.57	0.07	0.46	0.52

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	125	271	73	135	72	708	23	702
v/c Ratio	0.54	0.77	0.57	0.63	0.56	0.67	0.13	0.65
Control Delay	57.2	58.5	71.6	59.7	74.3	19.4	38.0	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	58.5	71.6	59.7	74.3	19.4	38.0	14.8
Queue Length 50th (ft)	90	193	56	94	60	443	16	408
Queue Length 95th (ft)	155	280	106	155	m103	m#603	m32	121
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	255	403	135	301	135	1049	225	1074
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.67	0.54	0.45	0.53	0.67	0.10	0.65

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	122	314	34	136	115	593	63	45	698
v/c Ratio	0.90	0.60	0.28	0.39	0.59	0.26	0.05	0.34	0.23
Control Delay	110.7	31.6	58.5	44.8	70.6	7.0	0.2	58.2	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.7	31.6	58.5	44.8	70.6	7.0	0.2	58.2	11.0
Queue Length 50th (ft)	95	65	26	44	95	51	0	37	30
Queue Length 95th (ft)	#213	111	59	72	154	68	1	m54	108
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	135	780	330	1096	481	2321	1328	541	2973
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.40	0.10	0.12	0.24	0.26	0.05	0.08	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



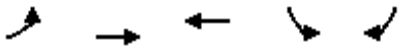
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	65	35	288	47	77	12	611	273	103	604
v/c Ratio	0.22	0.28	0.78	0.28	0.31	0.11	0.22	0.22	0.55	0.19
Control Delay	41.2	49.0	58.9	56.6	5.9	55.6	18.2	0.9	67.5	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	49.0	58.9	56.6	5.9	55.6	18.2	0.9	67.5	10.2
Queue Length 50th (ft)	42	20	212	35	0	9	95	0	85	51
Queue Length 95th (ft)	76	53	286	74	16	29	156	15	144	128
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	324	295	586	712	671	120	2735	1332	255	3187
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.12	0.49	0.07	0.11	0.10	0.22	0.20	0.40	0.19

Intersection Summary

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	EB	SB
Directions Served	T	R
Maximum Queue (ft)	85	270
Average Queue (ft)	6	153
95th Queue (ft)	41	263
Link Distance (ft)	1101	255
Upstream Blk Time (%)		9
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	434	678	1017	345	218
v/c Ratio	0.84	0.23	0.80	0.57	0.32
Control Delay	45.1	9.2	37.3	30.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	9.2	37.3	30.5	4.9
Queue Length 50th (ft)	227	57	190	169	0
Queue Length 95th (ft)	325	75	#254	262	50
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	601	3169	1279	603	685
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.72	0.21	0.80	0.57	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 64: Iris Avenue & Project Driveway 3

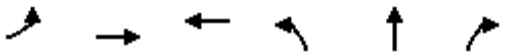
Movement	SB
Directions Served	R
Maximum Queue (ft)	97
Average Queue (ft)	46
95th Queue (ft)	77
Link Distance (ft)	351
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1328	2687	167	162	154
v/c Ratio	0.49	0.95	0.25	0.27	0.26
Control Delay	17.3	29.2	26.6	25.5	25.2
Queue Delay	0.0	2.0	0.0	0.0	0.0
Total Delay	17.3	31.2	26.6	25.5	25.2
Queue Length 50th (ft)	221	805	91	87	80
Queue Length 95th (ft)	259	#838	149	148	134
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	2735	2827	657	597	593
Starvation Cap Reductn	0	71	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.97	0.25	0.27	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	69	1123	1927	432	430	123
v/c Ratio	0.56	0.35	0.71	0.79	0.82	0.22
Control Delay	61.3	9.2	7.2	50.8	53.6	8.1
Queue Delay	0.0	0.0	0.8	0.0	0.0	0.0
Total Delay	61.3	9.2	7.9	50.8	53.6	8.1
Queue Length 50th (ft)	53	104	82	343	360	5
Queue Length 95th (ft)	#116	120	125	#548	#589	53
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	125	3427	2896	550	526	569
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	579	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.33	0.83	0.79	0.82	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	352	63	504	1485	297
v/c Ratio	0.38	0.13	0.86	0.65	0.69
Control Delay	27.2	2.8	29.2	6.4	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	2.8	29.2	6.4	28.6
Queue Length 50th (ft)	78	0	198	131	89
Queue Length 95th (ft)	121	14	m185	m126	#182
Internal Link Dist (ft)	514			155	
Turn Bay Length (ft)		265			
Base Capacity (vph)	919	487	665	2301	429
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.13	0.76	0.65	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	973	2294	307	328	40	108
v/c Ratio	0.14	0.44	1.06	0.97	0.71	0.26	0.26
Control Delay	7.7	5.5	53.0	75.5	37.5	29.8	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	5.5	53.0	75.5	37.5	29.8	22.6
Queue Length 50th (ft)	2	69	~665	152	150	16	37
Queue Length 95th (ft)	m6	89	#806	#307	#248	44	79
Internal Link Dist (ft)		233	628		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	95	2195	2174	318	463	153	410
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.44	1.06	0.97	0.71	0.26	0.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	258	698	7	1378	181	14	130	16	106	285
v/c Ratio	0.84	0.22	0.03	0.77	0.21	0.13	0.30	0.04	0.42	0.51
Control Delay	71.8	16.1	31.6	18.7	4.8	44.0	42.6	0.2	47.9	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.8	16.1	31.6	18.7	4.8	44.0	42.6	0.2	47.9	13.4
Queue Length 50th (ft)	212	65	4	543	51	9	88	0	74	35
Queue Length 95th (ft)	m#366	237	m7	622	78	30	149	0	135	121
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	311	3573	262	1985	925	110	438	430	253	554
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.20	0.03	0.69	0.20	0.13	0.30	0.04	0.42	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

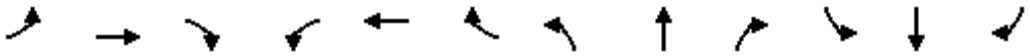


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	52	789	87	1448	147	108	65	49	140	82
v/c Ratio	0.38	0.44	0.52	0.73	0.69	0.16	0.10	0.30	0.24	0.15
Control Delay	48.3	18.8	77.5	39.6	68.2	33.3	0.8	55.2	36.8	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	18.8	77.5	39.6	68.2	33.3	0.8	55.2	36.8	3.1
Queue Length 50th (ft)	33	84	72	262	109	62	0	36	85	0
Queue Length 95th (ft)	88	35	m100	279	#202	120	4	76	154	19
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	195	1893	376	2236	220	664	626	180	580	561
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.42	0.23	0.65	0.67	0.16	0.10	0.27	0.24	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

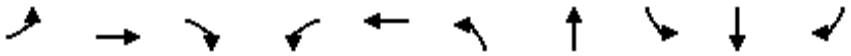


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	147	1138	268	93	1843	80	81	83	51	67	84	126
v/c Ratio	0.64	0.46	0.17	0.51	0.82	0.11	0.24	0.24	0.12	0.40	0.48	0.46
Control Delay	58.9	20.8	0.2	61.6	21.0	3.8	41.0	41.0	0.6	52.6	55.3	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	20.8	0.2	61.6	21.0	3.8	41.0	41.0	0.6	52.6	55.3	13.1
Queue Length 50th (ft)	99	189	0	59	493	8	52	53	0	47	60	0
Queue Length 95th (ft)	#172	268	0	m67	547	m20	101	103	0	91	108	52
Internal Link Dist (ft)		1185			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	232	2482	1615	262	2240	748	339	346	423	288	302	378
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.46	0.17	0.35	0.82	0.11	0.24	0.24	0.12	0.23	0.28	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

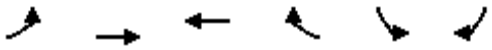
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	128	482	85	108	1785	74	291	133	275	163
v/c Ratio	0.69	0.70	0.21	0.16	0.77	0.33	0.37	0.41	0.29	0.30
Control Delay	79.2	28.9	2.5	13.6	17.2	57.9	41.9	55.7	38.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	28.9	2.5	13.6	17.2	57.9	41.9	55.7	38.2	7.5
Queue Length 50th (ft)	68	95	4	45	507	28	103	51	95	0
Queue Length 95th (ft)	149	76	0	m78	560	54	148	83	137	56
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	210	1654	791	657	2397	233	785	321	957	541
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.29	0.11	0.16	0.74	0.32	0.37	0.41	0.29	0.30

Intersection Summary

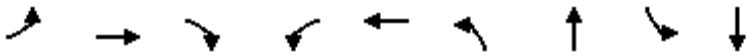
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	159	1109	2024	160	156	120
v/c Ratio	0.65	0.31	0.75	0.12	0.19	0.18
Control Delay	54.8	7.8	3.3	0.3	36.0	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	7.8	3.3	0.3	36.0	21.8
Queue Length 50th (ft)	120	78	16	0	47	56
Queue Length 95th (ft)	189	169	100	m3	77	91
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	492	3772	2681	1310	831	883
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.29	0.75	0.12	0.19	0.14

Intersection Summary

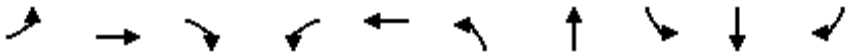
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	560	60	120	1844	99	280	129	253
v/c Ratio	0.23	0.73	0.15	0.24	0.78	0.62	0.29	0.65	0.25
Control Delay	80.8	30.8	3.2	15.9	11.1	69.5	37.0	66.2	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.8	30.8	3.2	15.9	11.1	69.5	37.0	66.2	28.0
Queue Length 50th (ft)	18	112	0	30	103	74	93	97	65
Queue Length 95th (ft)	m45	145	7	m54	m114	133	140	160	104
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	135	1504	712	498	2419	180	950	240	1029
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.37	0.08	0.24	0.76	0.55	0.29	0.54	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	175	1025	194	18	1925	268	64	95	55	113
v/c Ratio	0.89	0.35	0.20	0.15	0.81	0.83	0.10	0.48	0.08	0.19
Control Delay	81.3	11.5	4.3	54.4	13.4	70.5	34.9	55.1	37.2	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	11.5	4.3	54.4	13.4	70.5	34.9	55.1	37.2	8.9
Queue Length 50th (ft)	126	91	0	12	333	97	17	64	16	11
Queue Length 95th (ft)	#255	190	69	m13	m370	#165	37	118	35	51
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	197	2918	993	144	2391	324	630	196	694	605
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.35	0.20	0.13	0.81	0.83	0.10	0.48	0.08	0.19

Intersection Summary

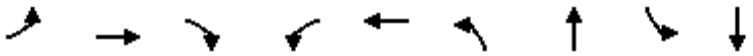
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	121	527	58	27	1835	226	474	42	167	298	200
v/c Ratio	0.67	0.23	0.06	0.25	0.96	0.76	0.53	0.09	0.63	0.36	0.34
Control Delay	72.2	20.6	11.6	82.2	23.8	64.4	42.3	0.4	60.1	42.1	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.2	20.6	11.6	82.2	23.8	64.4	42.3	0.4	60.1	42.1	10.3
Queue Length 50th (ft)	84	133	9	20	96	168	171	0	123	105	35
Queue Length 95th (ft)	149	178	m48	m31	#306	246	227	0	199	156	73
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	203	2337	1064	114	1921	370	888	480	263	823	608
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.23	0.05	0.24	0.96	0.61	0.53	0.09	0.63	0.36	0.33

Intersection Summary

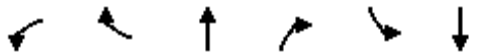
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	96	594	433	15	1198	759	555	73	369
v/c Ratio	0.76	0.38	0.36	0.13	0.91	0.95	0.43	0.50	0.54
Control Delay	76.6	16.8	4.0	58.7	17.4	65.1	29.4	60.3	41.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.6	16.8	4.0	58.7	17.4	65.1	29.4	60.3	41.0
Queue Length 50th (ft)	54	68	4	9	71	274	163	50	116
Queue Length 95th (ft)	#151	113	88	m11	#103	#393	216	98	166
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	127	1564	1213	123	1331	795	1281	160	681
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.38	0.36	0.12	0.90	0.95	0.43	0.46	0.54

Intersection Summary

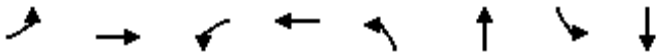
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	98	417	490	78	188	483
v/c Ratio	0.27	0.77	0.20	0.07	0.50	0.16
Control Delay	30.2	15.4	7.5	2.4	46.5	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	15.4	7.5	2.4	46.5	2.5
Queue Length 50th (ft)	31	114	51	0	59	21
Queue Length 95th (ft)	m35	m189	110	20	91	59
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	1120	800	2411	1089	560	2942
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.52	0.20	0.07	0.34	0.16

Intersection Summary

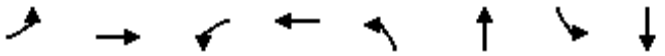
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	68	658	82	1584	139	360	113	317
v/c Ratio	0.46	0.34	0.50	0.79	0.49	0.33	0.60	0.35
Control Delay	78.5	13.2	71.1	12.5	52.6	33.1	64.5	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.5	13.2	71.1	12.5	52.6	33.1	64.5	35.1
Queue Length 50th (ft)	53	73	61	155	99	112	85	98
Queue Length 95th (ft)	m93	79	m78	173	162	159	139	140
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	195	1976	240	2062	285	1091	240	904
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.33	0.34	0.77	0.49	0.33	0.47	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

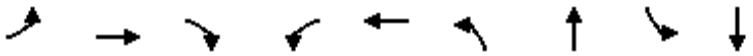


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	739	46	1277	154	562	126	441
v/c Ratio	0.53	0.49	0.38	0.85	0.86	0.55	0.70	0.43
Control Delay	56.1	18.3	65.4	11.7	88.2	36.3	69.5	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	18.3	65.4	11.7	88.2	36.3	69.5	34.2
Queue Length 50th (ft)	45	96	32	161	109	182	88	137
Queue Length 95th (ft)	89	74	m36	202	#194	216	#147	168
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	131	1555	124	1563	180	1015	180	1018
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.48	0.37	0.82	0.86	0.55	0.70	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	217	51	15	955	56	352	325	344
v/c Ratio	0.33	0.18	0.08	0.06	0.85	0.39	0.38	0.72	0.21
Control Delay	63.2	37.1	9.3	44.2	30.5	51.8	33.4	44.3	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	37.1	9.3	44.2	30.5	51.8	33.4	44.3	18.9
Queue Length 50th (ft)	28	63	0	4	204	34	102	190	74
Queue Length 95th (ft)	52	100	11	14	263	72	142	276	105
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	267	1233	634	325	1217	155	922	454	1616
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.18	0.08	0.05	0.78	0.36	0.38	0.72	0.21

Intersection Summary

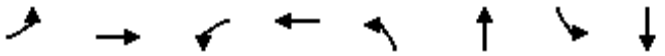


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	146	484	115	158	1319	370	894	153	209	613	260
v/c Ratio	0.57	0.46	0.21	0.61	0.87	0.86	0.72	0.24	0.75	0.65	0.49
Control Delay	54.6	27.7	10.1	61.4	20.8	63.6	39.0	5.5	65.0	44.1	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	27.7	10.1	61.4	20.8	63.6	39.0	5.5	65.0	44.1	18.7
Queue Length 50th (ft)	56	187	45	52	283	272	325	0	154	229	64
Queue Length 95th (ft)	91	248	100	m71	#352	#378	397	45	232	291	145
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		100
Base Capacity (vph)	263	1064	548	263	1514	481	1242	638	330	941	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.45	0.21	0.60	0.87	0.77	0.72	0.24	0.63	0.65	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	112	780	115	1094	332	1480	100	939
v/c Ratio	0.71	0.78	0.43	0.89	0.83	0.85	0.67	0.91
Control Delay	59.9	27.5	32.5	28.1	58.7	39.2	70.8	56.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.9	27.5	32.5	28.1	58.7	39.2	70.8	56.4
Queue Length 50th (ft)	81	125	72	326	223	356	69	239
Queue Length 95th (ft)	m#130	162	m107	255	288	360	113	#276
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	165	1237	270	1256	410	1744	157	1032
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.63	0.43	0.87	0.81	0.85	0.64	0.91

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	55	461	300	662	228	1085	342	127	629
v/c Ratio	0.38	0.72	0.82	0.58	0.71	0.64	0.47	0.60	0.46
Control Delay	47.0	37.9	52.5	26.0	34.9	21.6	6.0	50.1	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	37.9	52.5	26.0	34.9	21.6	6.0	50.1	28.8
Queue Length 50th (ft)	30	118	159	154	70	104	35	69	108
Queue Length 95th (ft)	68	165	#277	203	m89	m119	m47	126	150
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	150	746	403	1222	320	1691	720	238	1361
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.62	0.74	0.54	0.71	0.64	0.47	0.53	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	187	88	361	167	109	1753	78	954
v/c Ratio	0.64	0.23	0.84	0.34	0.54	0.91	0.52	0.53
Control Delay	45.3	1.8	52.5	7.0	52.7	25.1	58.5	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	1.8	52.5	7.0	52.7	25.1	58.5	11.2
Queue Length 50th (ft)	101	0	189	0	67	~409	38	102
Queue Length 95th (ft)	160	4	#369	50	95	#495	m74	122
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	388	452	431	498	236	1920	153	1797
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.19	0.84	0.34	0.46	0.91	0.51	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

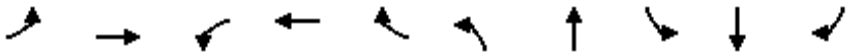
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	88	39	139	1946	1371
v/c Ratio	0.44	0.07	0.73	0.45	0.39
Control Delay	44.0	0.2	50.0	0.3	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	0.2	50.0	0.3	3.4
Queue Length 50th (ft)	48	0	85	1	23
Queue Length 95th (ft)	90	0	#172	1	62
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	213	574	190	4329	3475
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.07	0.73	0.45	0.39

Intersection Summary

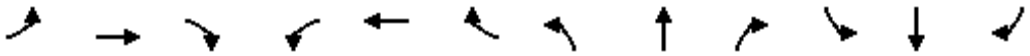
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	38	63	27	37	32	85	2063	48	1218	46
v/c Ratio	0.26	0.09	0.17	0.23	0.11	0.50	0.59	0.29	0.36	0.04
Control Delay	43.5	0.3	39.9	41.5	0.8	36.2	8.1	58.0	7.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	0.3	39.9	41.5	0.8	36.2	8.1	58.0	7.8	0.2
Queue Length 50th (ft)	21	0	15	20	0	40	125	29	83	0
Queue Length 95th (ft)	51	0	39	49	0	m56	242	64	131	0
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	152	885	166	392	459	176	3470	170	3339	1180
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.07	0.16	0.09	0.07	0.48	0.59	0.28	0.36	0.04

Intersection Summary

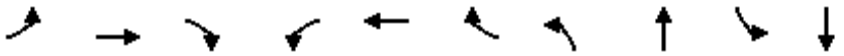
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	306	95	94	2	342	287	319	1591	16	96	808	341
v/c Ratio	0.91	0.07	0.14	0.01	0.45	0.69	0.66	0.71	0.02	0.33	0.44	0.43
Control Delay	67.8	19.4	1.1	38.5	36.3	19.7	43.8	25.1	0.1	27.2	13.7	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	19.4	1.1	38.5	36.3	19.7	43.8	25.1	0.1	27.2	13.7	3.7
Queue Length 50th (ft)	171	17	0	0	67	40	88	274	0	18	47	0
Queue Length 95th (ft)	#319	37	7	4	88	115	134	#384	0	35	68	34
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	344	1278	673	291	1066	498	504	2232	785	291	1816	787
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.07	0.14	0.01	0.32	0.58	0.63	0.71	0.02	0.33	0.44	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	161	718	116	22	1214	146	199	258	113	380
v/c Ratio	0.71	0.42	0.13	0.19	0.90	0.18	0.62	0.51	0.66	0.36
Control Delay	55.3	10.7	0.6	66.4	18.1	1.3	61.6	42.8	70.1	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.3	10.7	0.6	66.4	18.1	1.3	61.6	42.8	70.1	16.8
Queue Length 50th (ft)	125	120	0	17	286	9	77	174	85	53
Queue Length 95th (ft)	169	122	4	m16	m201	m5	102	229	127	75
Internal Link Dist (ft)		2564			562			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	270	1715	927	135	1383	831	321	506	195	1048
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.42	0.13	0.16	0.88	0.18	0.62	0.51	0.58	0.36

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	114	949	32	969	265	489	60	313	136
v/c Ratio	0.73	0.71	0.27	0.86	0.76	0.34	0.44	0.64	0.27
Control Delay	81.9	20.6	72.7	18.6	55.4	25.1	58.9	45.8	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.9	20.6	72.7	18.6	55.4	25.1	58.9	45.8	8.1
Queue Length 50th (ft)	83	160	22	141	178	133	41	203	0
Queue Length 95th (ft)	m117	218	m41	152	206	148	71	#299	32
Internal Link Dist (ft)		2608		2526		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	164	1329	123	1191	475	1419	147	490	511
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.71	0.26	0.81	0.56	0.34	0.41	0.64	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	87	892	357	884	94	165	479	53	387
v/c Ratio	0.54	0.83	0.99	0.56	0.11	0.56	0.43	0.44	0.54
Control Delay	63.3	43.7	90.6	26.7	2.1	53.5	18.9	65.0	35.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	43.7	90.6	26.7	2.1	53.5	18.9	65.0	35.9
Queue Length 50th (ft)	63	317	269	265	0	115	77	39	106
Queue Length 95th (ft)	117	389	#477	331	17	191	131	83	162
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	195	1245	362	1617	853	299	1112	126	721
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.72	0.99	0.55	0.11	0.55	0.43	0.42	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	41	410	249	123	854	22	319	449	159	31	433
v/c Ratio	0.38	0.85	0.47	0.49	1.28	0.03	0.88	0.55	0.16	0.28	0.85
Control Delay	49.1	37.3	5.8	55.8	173.1	0.1	72.8	30.3	1.8	60.7	58.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	37.3	5.8	55.8	173.1	0.1	72.8	30.3	1.8	60.7	58.0
Queue Length 50th (ft)	32	96	4	89	~841	0	242	274	0	23	318
Queue Length 95th (ft)	m64	132	23	142	#958	0	#351	343	18	51	#442
Internal Link Dist (ft)		1931			283			236			268
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	112	549	577	249	665	701	361	820	974	112	507
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.75	0.43	0.49	1.28	0.03	0.88	0.55	0.16	0.28	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

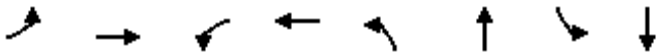
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	84	741	260	601	100	238	779	419	109	683
v/c Ratio	0.28	0.81	0.86	0.61	0.19	0.77	0.62	0.26	0.72	0.73
Control Delay	26.5	19.8	70.5	38.7	3.4	60.6	33.2	0.4	74.7	43.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	19.8	70.5	38.7	3.4	60.6	33.2	0.4	74.7	43.1
Queue Length 50th (ft)	52	123	176	206	0	162	250	0	76	239
Queue Length 95th (ft)	m84	22	#264	214	13	218	272	0	#131	265
Internal Link Dist (ft)		2526		262			1585			2188
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	319	1013	313	1263	641	311	1260	1593	158	934
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.73	0.83	0.48	0.16	0.77	0.62	0.26	0.69	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	554	51	575	169	1104	295	901
v/c Ratio	0.57	0.53	0.27	0.59	0.59	0.55	1.40	0.45
Control Delay	29.5	16.1	18.3	17.9	21.7	9.5	228.9	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	16.1	18.3	17.9	21.7	9.5	228.9	8.3
Queue Length 50th (ft)	27	67	12	76	29	95	~127	69
Queue Length 95th (ft)	59	91	31	101	#114	171	#195	130
Internal Link Dist (ft)		1075		284		1385		907
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	490	2751	512	2647	288	2016	210	1990
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.20	0.10	0.22	0.59	0.55	1.40	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	170	995	626	927	428	629	494	150	623
v/c Ratio	0.31	0.87	0.82	0.66	0.85	0.59	0.57	0.46	0.71
Control Delay	36.9	39.5	43.7	29.5	54.4	29.5	8.8	43.3	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	39.5	43.7	29.5	54.4	29.5	8.8	43.3	34.3
Queue Length 50th (ft)	44	177	174	164	124	160	74	42	162
Queue Length 95th (ft)	80	#250	#243	188	#201	216	126	72	223
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	543	1147	787	1779	511	1074	885	334	882
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.87	0.80	0.52	0.84	0.59	0.56	0.45	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

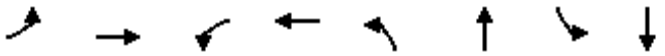


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	368	220	378	94	148	98	359	1262	234	99	1032
v/c Ratio	1.61	0.66	0.65	0.66	0.61	0.28	0.87	0.67	0.23	0.70	0.79
Control Delay	325.2	51.9	9.5	71.0	55.6	2.1	57.0	12.0	1.7	75.0	37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	325.2	51.9	9.5	71.0	55.6	2.1	57.0	12.0	1.7	75.0	37.0
Queue Length 50th (ft)	~373	147	0	65	100	0	211	173	10	69	343
Queue Length 95th (ft)	#519	205	59	#120	150	0	#340	274	18	#136	#427
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	229	402	627	150	319	407	448	1878	1042	142	1313
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.61	0.55	0.60	0.63	0.46	0.24	0.80	0.67	0.22	0.70	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	30	6	27	51	5	2001	18	1512
v/c Ratio	0.29	0.02	0.25	0.21	0.04	0.66	0.15	0.49
Control Delay	54.6	0.2	53.0	2.0	63.5	1.5	42.7	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	0.2	53.0	2.0	63.5	1.5	42.7	2.3
Queue Length 50th (ft)	20	0	18	0	3	49	13	56
Queue Length 95th (ft)	44	0	41	0	m6	8	m19	100
Internal Link Dist (ft)		96		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	235	398	243	382	124	3014	127	3096
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.02	0.11	0.13	0.04	0.66	0.14	0.49

Intersection Summary

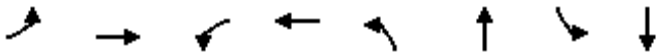
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	13	73	16	2024	23	1638
v/c Ratio	0.04	0.14	0.33	0.14	0.66	0.19	0.54
Control Delay	48.5	51.5	5.7	35.8	1.3	66.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	51.5	5.7	35.8	1.3	66.9	3.4
Queue Length 50th (ft)	2	9	0	11	5	16	20
Queue Length 95th (ft)	10	25	0	m15	36	m36	130
Internal Link Dist (ft)			321		1240		1452
Turn Bay Length (ft)		50		150		215	
Base Capacity (vph)	216	239	370	123	3044	128	3049
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.05	0.20	0.13	0.66	0.18	0.54

Intersection Summary

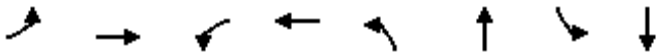
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	101	12	56	34	6	1940	22	1623
v/c Ratio	0.60	0.06	0.33	0.15	0.05	0.70	0.19	0.57
Control Delay	60.1	25.9	47.9	18.3	58.0	4.0	37.9	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.1	25.9	47.9	18.3	58.0	4.0	37.9	4.3
Queue Length 50th (ft)	69	3	37	3	4	100	15	100
Queue Length 95th (ft)	100	16	62	24	m6	115	m25	147
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	241	298	245	310	124	2754	124	2827
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.04	0.23	0.11	0.05	0.70	0.18	0.57

Intersection Summary

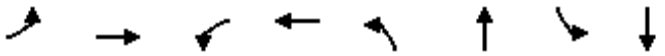
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	416	19	58	41	28	1476	24	1495
v/c Ratio	0.90	0.03	0.12	0.07	0.24	0.78	0.20	0.79
Control Delay	57.8	15.4	24.2	8.4	67.1	18.5	58.6	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.8	15.4	24.2	8.4	67.1	18.5	58.6	32.0
Queue Length 50th (ft)	268	5	27	2	17	561	16	524
Queue Length 95th (ft)	321	17	48	19	m28	546	m26	481
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	518	661	526	631	124	1900	124	1882
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.03	0.11	0.06	0.23	0.78	0.19	0.79

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	121	134	168	258	72	1327	241	1074
v/c Ratio	0.44	0.61	0.63	0.79	0.44	0.95	0.72	0.60
Control Delay	47.0	50.9	53.9	22.8	52.4	52.6	56.7	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	50.9	53.9	22.8	52.4	52.6	56.7	6.4
Queue Length 50th (ft)	75	78	114	1	54	394	153	5
Queue Length 95th (ft)	132	129	161	72	m69	#823	m138	#473
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	339	523	364	451	214	1391	347	1777
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.26	0.46	0.57	0.34	0.95	0.69	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	313	625	218	37	1431	486	448	734	297	440	468
v/c Ratio	0.83	0.27	0.13	0.31	1.09	0.63	0.93	0.75	0.78	0.50	0.84
Control Delay	66.9	20.4	0.2	56.0	87.6	15.4	75.0	41.8	53.3	30.1	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.9	20.4	0.2	56.0	87.6	15.4	75.0	41.8	53.3	30.1	27.5
Queue Length 50th (ft)	113	107	0	25	~600	110	163	247	101	115	125
Queue Length 95th (ft)	#182	137	0	60	#737	226	#260	318	#163	133	#189
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	382	2310	1615	123	1312	769	480	982	382	886	557
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.27	0.13	0.30	1.09	0.63	0.93	0.75	0.78	0.50	0.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	122	1358	1766	16	163	2	93
v/c Ratio	0.49	0.42	0.74	0.04	0.42	0.00	0.18
Control Delay	40.1	7.6	19.4	23.1	30.7	25.0	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	7.6	19.4	23.1	30.7	25.0	5.4
Queue Length 50th (ft)	60	107	253	6	71	1	0
Queue Length 95th (ft)	102	117	301	20	126	6	23
Internal Link Dist (ft)		628	799	118		430	
Turn Bay Length (ft)	230				200		200
Base Capacity (vph)	422	3534	2581	455	387	519	514
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.38	0.68	0.04	0.42	0.00	0.18

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	59	1366	22	1527	208	147
v/c Ratio	0.27	0.53	0.11	0.64	0.44	0.26
Control Delay	36.1	13.2	34.8	16.3	15.8	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	13.2	34.8	16.3	15.8	10.1
Queue Length 50th (ft)	28	112	10	198	38	14
Queue Length 95th (ft)	58	182	30	227	92	50
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	448	3620	223	2960	470	559
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.38	0.10	0.52	0.44	0.26

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1529	9	1345	144	43
v/c Ratio	0.73	0.06	0.60	0.17	0.05
Control Delay	24.7	39.7	20.6	15.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	39.7	20.6	15.5	5.7
Queue Length 50th (ft)	252	5	212	44	0
Queue Length 95th (ft)	257	17	167	87	17
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2174	160	2881	869	799
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.70	0.06	0.47	0.17	0.05

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	7	38	237	184	13	36	132	297	462	36	437
v/c Ratio	0.08	0.31	0.49	0.70	0.03	0.06	0.64	0.14	0.35	0.32	0.23
Control Delay	58.3	62.0	6.2	63.9	36.0	0.2	69.1	17.7	4.2	62.3	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	62.0	6.2	63.9	36.0	0.2	69.1	17.7	4.2	62.3	19.7
Queue Length 50th (ft)	6	30	0	144	8	0	114	27	0	28	102
Queue Length 95th (ft)	21	65	38	210	26	1	m171	105	232	63	173
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	404	364	541	433	450	663	288	2111	1407	216	1863
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.10	0.44	0.42	0.03	0.05	0.46	0.14	0.33	0.17	0.23

Intersection Summary

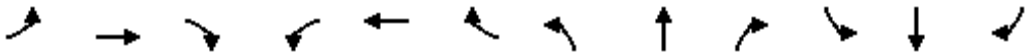
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	48	428	424	1114	80	896
v/c Ratio	0.08	0.79	0.77	0.67	0.51	0.43
Control Delay	25.2	42.4	39.9	31.5	71.6	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.2	42.4	39.9	31.5	71.6	13.6
Queue Length 50th (ft)	27	286	272	372	67	175
Queue Length 95th (ft)	41	292	280	#513	104	211
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	895	791	796	1658	216	2078
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.54	0.53	0.67	0.37	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

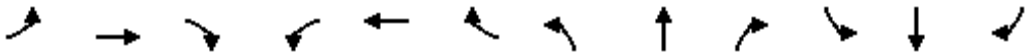


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	327	280	339	256	234	30	135	848	307	25	1428	162
v/c Ratio	1.01	0.40	0.84	0.83	0.35	0.08	1.00	0.50	0.35	0.19	0.99	0.24
Control Delay	94.7	35.6	38.7	66.6	37.3	0.4	128.4	25.1	9.2	47.3	51.8	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.7	35.6	38.7	66.6	37.3	0.4	128.4	25.1	9.2	47.3	51.8	5.5
Queue Length 50th (ft)	~213	81	116	161	68	0	92	192	52	15	466	8
Queue Length 95th (ft)	#262	86	130	#262	81	0	#153	202	50	33	391	24
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	324	927	485	308	667	373	135	1693	876	135	1444	685
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.30	0.70	0.83	0.35	0.08	1.00	0.50	0.35	0.19	0.99	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

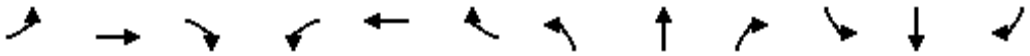
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	129	59	29	8	76	141	33	963	9	40	1296	160
v/c Ratio	0.58	0.14	0.06	0.05	0.42	0.44	0.25	0.46	0.01	0.27	0.61	0.16
Control Delay	51.1	34.2	0.3	38.8	49.0	7.0	38.5	11.4	0.0	55.9	4.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	34.2	0.3	38.8	49.0	7.0	38.5	11.4	0.0	55.9	4.8	0.2
Queue Length 50th (ft)	79	29	0	5	47	0	14	116	0	25	84	0
Queue Length 95th (ft)	108	61	0	14	74	5	36	163	m0	m27	124	m1
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	264	493	524	174	351	445	135	2106	981	216	2135	1020
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.12	0.06	0.05	0.22	0.32	0.24	0.46	0.01	0.19	0.61	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	100	252	160	165	539	170	141	632	43	73	951	184
v/c Ratio	0.39	0.26	0.29	0.55	0.92	0.28	0.55	0.42	0.06	0.48	0.54	0.28
Control Delay	48.8	28.1	5.7	50.9	56.1	5.2	38.0	6.3	0.2	48.9	10.1	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	28.1	5.7	50.9	56.1	5.2	38.0	6.3	0.2	48.9	10.1	4.1
Queue Length 50th (ft)	31	63	0	52	324	0	97	65	0	50	133	14
Queue Length 95th (ft)	53	85	34	78	#435	34	m142	57	m0	m84	135	44
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	262	1101	603	315	608	632	288	1508	732	162	1752	653
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.23	0.27	0.52	0.89	0.27	0.49	0.42	0.06	0.45	0.54	0.28

Intersection Summary

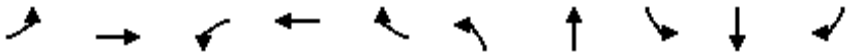
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	112	364	86	22	590	109	567	19	107	495	227
v/c Ratio	0.62	0.43	0.11	0.17	0.90	0.40	0.53	0.03	0.66	0.44	0.34
Control Delay	58.3	21.2	0.9	46.7	47.9	48.6	32.5	0.1	43.3	12.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	21.2	0.9	46.7	47.9	48.6	32.5	0.1	43.3	12.3	2.2
Queue Length 50th (ft)	69	128	0	13	331	34	167	0	63	43	0
Queue Length 95th (ft)	112	214	1	34	403	62	196	0	#115	53	4
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	199	856	805	137	709	280	1076	581	162	1122	658
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.43	0.11	0.16	0.83	0.39	0.53	0.03	0.66	0.44	0.34

Intersection Summary

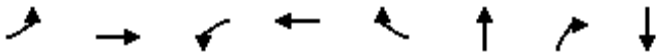
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	464	1052	9	962	123	18	59	153	12	409
v/c Ratio	0.89	0.53	0.06	0.86	0.26	0.08	0.10	0.63	0.02	0.38
Control Delay	59.0	23.0	39.6	42.6	4.0	33.6	19.7	48.3	21.0	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.0	23.0	39.6	42.6	4.0	33.6	19.7	48.3	21.0	1.9
Queue Length 50th (ft)	133	156	5	191	0	10	20	81	3	0
Queue Length 95th (ft)	#175	204	17	205	13	23	41	122	15	11
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	519	1993	247	1124	473	319	596	287	783	1069
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.53	0.04	0.86	0.26	0.06	0.10	0.53	0.02	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



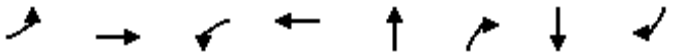
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	29	595	58	360	23	402	60	68
v/c Ratio	0.20	0.65	0.40	0.75	0.05	0.64	0.10	0.18
Control Delay	46.4	23.8	51.8	43.3	0.2	33.0	2.1	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.4	23.8	51.8	43.3	0.2	33.0	2.1	31.9
Queue Length 50th (ft)	17	108	34	205	0	209	0	31
Queue Length 95th (ft)	40	128	66	256	0	275	4	61
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	149	1151	149	567	550	629	617	385
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.52	0.39	0.63	0.04	0.64	0.10	0.18

Intersection Summary

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	55	56	78	79	119
Average Queue (ft)	17	40	50	47	67
95th Queue (ft)	50	59	69	75	99
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	162	694	43	763	128	24	26	177
v/c Ratio	0.62	0.42	0.28	0.71	0.30	0.05	0.06	0.36
Control Delay	45.0	24.1	43.1	35.8	30.5	0.2	28.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	24.1	43.1	35.8	30.5	0.2	28.5	7.2
Queue Length 50th (ft)	84	113	22	141	58	0	11	0
Queue Length 95th (ft)	141	143	54	183	108	0	32	47
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	339	1731	159	1157	430	495	419	492
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.40	0.27	0.66	0.30	0.05	0.06	0.36

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	650	32	674	44	2	53	7	46
v/c Ratio	0.07	0.53	0.14	0.43	0.19	0.00	0.06	0.03	0.05
Control Delay	32.3	23.5	32.0	18.7	31.9	14.0	0.4	32.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	23.5	32.0	18.7	31.9	14.0	0.4	32.0	0.1
Queue Length 50th (ft)	6	89	13	72	18	0	0	3	0
Queue Length 95th (ft)	26	133	41	135	50	5	3	15	0
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	305	2355	335	2461	366	958	991	274	957
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.28	0.10	0.27	0.12	0.00	0.05	0.03	0.05

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	163	6	323	478	134	320
v/c Ratio	0.58	0.01	0.33	0.37	0.56	0.24
Control Delay	42.8	8.4	6.6	0.6	45.2	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	8.4	6.6	0.6	45.2	5.7
Queue Length 50th (ft)	88	0	24	0	72	52
Queue Length 95th (ft)	135	6	m63	m0	120	105
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	902	616	983	1607	282	1350
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.01	0.33	0.30	0.48	0.24

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	76	460	741	253	490
v/c Ratio	0.34	0.76	0.78	0.27	1.29
Control Delay	37.8	12.3	14.4	1.2	185.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	12.3	14.5	1.2	185.3
Queue Length 50th (ft)	41	0	368	0	~332
Queue Length 95th (ft)	70	65	251	0	#633
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	403	716	950	934	380
Starvation Cap Reductn	0	0	3	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.64	0.78	0.27	1.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	316	137	13	141	66	500	20	172	457	233
v/c Ratio	0.61	0.15	0.09	0.39	0.40	0.32	0.02	0.61	0.24	0.25
Control Delay	40.9	13.6	39.9	18.1	45.9	7.9	0.1	44.6	11.9	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	13.6	39.9	18.1	45.9	7.9	0.1	44.6	11.9	3.3
Queue Length 50th (ft)	88	13	7	12	38	68	0	98	88	24
Queue Length 95th (ft)	124	39	25	41	m80	58	m0	m115	m122	m34
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	550	958	160	760	180	1564	816	320	1890	946
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	37	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.14	0.08	0.19	0.37	0.33	0.02	0.54	0.24	0.25

Intersection Summary

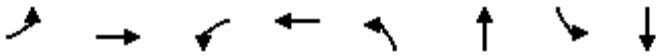
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	60	204	4	518	48	43	457
v/c Ratio	0.34	0.67	0.03	0.49	0.05	0.27	0.40
Control Delay	40.7	42.2	19.8	5.6	0.2	21.9	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	42.2	19.8	5.6	0.2	21.9	12.7
Queue Length 50th (ft)	30	99	2	55	0	11	232
Queue Length 95th (ft)	67	160	m3	m207	m0	33	361
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	386	391	150	1047	939	165	1155
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.52	0.03	0.49	0.05	0.26	0.40

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	49	296	130	428	74	683	25	657
v/c Ratio	0.33	0.82	0.78	0.91	0.49	0.69	0.17	0.73
Control Delay	45.4	52.8	72.2	59.8	43.1	20.9	26.2	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	52.8	72.2	59.8	43.1	20.9	26.2	13.9
Queue Length 50th (ft)	27	153	74	~274	42	301	14	353
Queue Length 95th (ft)	57	#230	#156	#411	68	426	m28	113
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	152	390	166	472	152	990	152	899
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.76	0.78	0.91	0.49	0.69	0.16	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	95	184	32	178	98	517	60	14	513
v/c Ratio	0.47	0.36	0.21	0.46	0.39	0.22	0.05	0.10	0.20
Control Delay	44.3	20.6	41.4	36.0	30.4	3.4	0.5	33.8	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	20.6	41.4	36.0	30.4	3.4	0.5	33.8	10.5
Queue Length 50th (ft)	52	27	17	43	52	15	0	6	49
Queue Length 95th (ft)	93	53	43	72	98	60	0	m8	86
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	280	952	200	798	280	2339	1226	180	2610
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.19	0.16	0.22	0.35	0.22	0.05	0.08	0.20

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



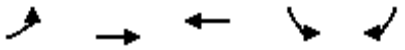
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	78	53	264	55	82	29	385	247	74	451
v/c Ratio	0.27	0.30	0.73	0.28	0.27	0.19	0.15	0.21	0.36	0.16
Control Delay	32.8	35.7	45.2	41.2	2.1	41.2	15.9	1.0	34.4	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	35.7	45.2	41.2	2.1	41.2	15.9	1.0	34.4	3.2
Queue Length 50th (ft)	38	22	141	30	0	16	49	0	43	5
Queue Length 95th (ft)	74	56	218	65	0	42	78	12	89	21
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	322	394	421	612	618	180	2546	1205	220	2875
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.13	0.63	0.09	0.13	0.16	0.15	0.20	0.34	0.16

Intersection Summary

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	SB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	14
95th Queue (ft)	38
Link Distance (ft)	255
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	208	844	970	11	16
v/c Ratio	0.65	0.38	0.91	0.01	0.02
Control Delay	43.5	17.7	48.9	14.4	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	17.7	48.9	14.4	7.1
Queue Length 50th (ft)	111	116	197	3	0
Queue Length 95th (ft)	169	128	#277	14	12
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	822	3659	1061	873	779
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.23	0.91	0.01	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 64: Iris Avenue & Project Driveway 3

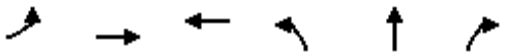
Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	54	31	31
Average Queue (ft)	13	6	15
95th Queue (ft)	46	26	39
Link Distance (ft)			352
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	250	70	
Storage Blk Time (%)			
Queuing Penalty (veh)			



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2486	1823	232	223	212
v/c Ratio	0.69	0.50	0.66	0.64	0.61
Control Delay	10.1	2.2	51.2	41.1	39.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	2.2	51.2	41.1	39.2
Queue Length 50th (ft)	306	40	162	126	112
Queue Length 95th (ft)	352	3	#256	221	198
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3632	3712	349	348	350
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.68	0.49	0.66	0.64	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	282	2072	1631	277	270	226
v/c Ratio	0.83	0.58	0.69	0.70	0.64	0.57
Control Delay	54.9	6.4	24.1	52.5	39.9	36.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	6.4	24.1	52.5	39.9	36.1
Queue Length 50th (ft)	191	150	311	197	153	113
Queue Length 95th (ft)	#325	113	310	#368	#302	#222
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	355	3890	2670	393	420	398
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.53	0.61	0.70	0.64	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	838	320	632	783	101
v/c Ratio	0.62	0.40	0.83	0.25	0.25
Control Delay	28.2	5.4	32.2	0.9	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.2	5.4	32.2	0.9	1.5
Queue Length 50th (ft)	212	5	288	14	0
Queue Length 95th (ft)	#342	68	m221	m24	0
Internal Link Dist (ft)	514			122	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1348	795	912	3096	398
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.40	0.69	0.25	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	1424	1973	61	152	423	195
v/c Ratio	0.42	0.64	0.89	0.23	0.32	1.40	0.46
Control Delay	20.3	7.6	14.6	29.7	29.8	226.9	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	7.6	14.6	29.7	29.8	226.9	28.9
Queue Length 50th (ft)	4	82	313	28	71	~324	81
Queue Length 95th (ft)	m9	97	243	62	124	#504	147
Internal Link Dist (ft)		233	592		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	84	2229	2217	265	475	303	426
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.64	0.89	0.23	0.32	1.40	0.46

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	397	1474	10	1075	243	10	89	9	329	406
v/c Ratio	1.01	0.47	0.07	0.80	0.38	0.10	0.17	0.02	0.90	0.60
Control Delay	86.3	10.9	37.8	15.6	4.3	27.7	25.7	0.0	60.2	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.3	10.9	37.8	15.6	4.3	27.7	25.7	0.0	60.2	11.1
Queue Length 50th (ft)	~259	141	6	276	39	4	38	0	180	40
Queue Length 95th (ft)	#434	245	m10	m338	m56	18	76	0	#337	130
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	393	3149	152	1403	669	96	527	519	367	681
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.47	0.07	0.77	0.36	0.10	0.17	0.02	0.90	0.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

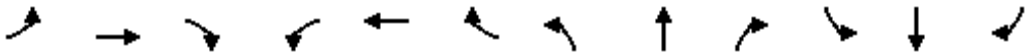


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	114	1675	110	1029	260	209	146	65	171	74
v/c Ratio	0.61	0.98	0.64	0.61	0.92	0.32	0.22	0.38	0.35	0.14
Control Delay	45.2	49.5	30.2	6.7	77.6	24.0	5.8	45.2	30.9	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	49.5	30.2	6.7	77.6	24.0	5.8	45.2	30.9	0.6
Queue Length 50th (ft)	65	365	56	41	149	84	6	35	82	0
Queue Length 95th (ft)	m111	m#456	m67	53	m#292	m149	m19	76	141	0
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	202	1713	180	1677	283	662	653	176	494	530
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.98	0.61	0.61	0.92	0.32	0.22	0.37	0.35	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



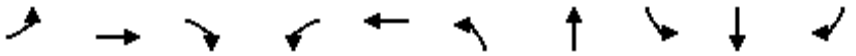
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	167	1976	119	44	1288	112	187	191	108	162	166	240
v/c Ratio	0.72	0.94	0.07	0.30	0.81	0.20	0.48	0.48	0.22	0.60	0.60	0.53
Control Delay	59.4	37.0	0.1	45.0	35.9	10.9	35.8	35.6	2.9	38.8	38.4	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	37.0	0.1	45.0	35.9	10.9	35.8	35.6	2.9	38.8	38.4	8.9
Queue Length 50th (ft)	91	~438	0	15	155	12	100	102	0	74	75	5
Queue Length 95th (ft)	m#187	m#541	m0	m30	212	m35	170	173	17	m105	m107	m33
Internal Link Dist (ft)		1195			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	232	2100	1615	150	1616	578	390	400	485	352	364	522
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.94	0.07	0.29	0.80	0.19	0.48	0.48	0.22	0.46	0.46	0.46

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



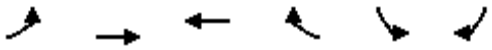
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	305	1587	116	67	1260	81	450	346	382	186
v/c Ratio	0.80	0.98	0.15	0.45	0.83	0.28	0.58	0.99	0.41	0.34
Control Delay	27.4	24.3	0.2	38.5	19.4	36.4	27.6	87.7	30.2	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	24.3	0.2	38.5	19.4	36.4	27.6	87.7	30.2	6.4
Queue Length 50th (ft)	134	~535	0	29	245	24	108	103	98	0
Queue Length 95th (ft)	m165	m#578	m0	m50	314	45	149	#191	142	51
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	383	1617	799	150	1538	291	781	350	934	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.98	0.15	0.45	0.82	0.28	0.58	0.99	0.41	0.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

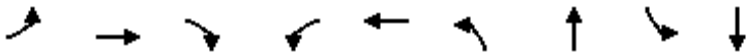
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	89	2294	1226	181	381	191
v/c Ratio	0.27	0.78	0.69	0.15	0.32	0.21
Control Delay	25.2	6.9	10.5	0.2	16.0	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.2	6.9	10.5	0.2	16.0	5.5
Queue Length 50th (ft)	54	67	123	1	104	22
Queue Length 95th (ft)	m66	m95	147	m1	152	43
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	325	2939	1959	1228	1206	925
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.78	0.63	0.15	0.32	0.21

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



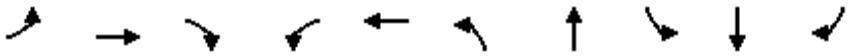
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	1613	182	219	1331	108	371	168	307
v/c Ratio	0.57	1.12	0.26	1.22	0.63	0.72	0.44	1.05	0.36
Control Delay	35.5	74.0	2.8	150.9	6.2	68.6	30.3	127.5	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	74.0	2.8	150.9	6.2	68.6	30.3	127.5	25.1
Queue Length 50th (ft)	53	~574	20	~150	63	61	81	~105	63
Queue Length 95th (ft)	m55	m#597	m21	m#199	m73	m#91	m113	#230	101
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	238	1444	713	180	2104	150	846	160	863
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	1.12	0.26	1.22	0.63	0.72	0.44	1.05	0.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	233	2056	386	11	1286	165	97	164	148	126
v/c Ratio	0.87	0.76	0.39	0.08	0.70	0.50	0.13	0.91	0.18	0.18
Control Delay	67.8	26.9	10.6	33.9	10.4	44.4	24.2	83.5	32.4	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	26.9	10.6	33.9	10.4	44.4	24.2	83.5	32.4	13.5
Queue Length 50th (ft)	118	307	70	6	171	46	19	98	41	11
Queue Length 95th (ft)	m#246	#502	m149	m9	167	78	40	m#161	m57	m63
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	268	2720	1001	150	2035	330	773	180	802	706
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.76	0.39	0.07	0.63	0.50	0.13	0.91	0.18	0.18

Intersection Summary

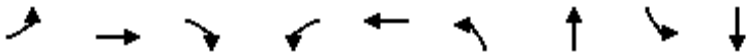
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	192	1515	161	70	1238	196	536	90	281	505	166
v/c Ratio	0.77	0.89	0.20	0.45	0.95	0.77	0.62	0.17	0.81	0.48	0.20
Control Delay	20.8	12.1	0.8	33.8	42.2	52.8	25.0	1.2	54.5	28.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	12.1	0.8	33.8	42.2	52.8	25.0	1.2	54.5	28.4	6.0
Queue Length 50th (ft)	85	198	3	38	261	119	87	1	153	125	17
Queue Length 95th (ft)	m78	m159	m3	m63	#357	m#204	146	m2	#274	174	52
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	260	1709	823	160	1308	270	867	536	361	1047	817
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.89	0.20	0.44	0.95	0.73	0.62	0.17	0.78	0.48	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	137	1166	856	7	770	510	474	135	541
v/c Ratio	0.75	0.80	0.75	0.05	0.76	0.77	0.44	0.55	0.60
Control Delay	47.5	27.4	23.2	23.6	19.3	43.9	27.3	27.6	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	27.4	23.2	23.6	19.3	43.9	27.3	27.6	15.8
Queue Length 50th (ft)	71	355	389	4	64	138	113	74	98
Queue Length 95th (ft)	m105	m#478	m#530	m9	111	#221	168	132	155
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	188	1450	1150	150	1156	670	1086	246	898
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.80	0.74	0.05	0.67	0.76	0.44	0.55	0.60

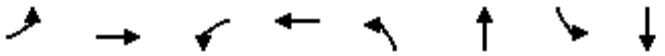
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	86	245	592	77	402	802
v/c Ratio	0.25	0.65	0.36	0.10	0.37	0.27
Control Delay	36.3	21.1	17.0	4.3	25.3	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	21.1	17.0	4.3	25.3	2.5
Queue Length 50th (ft)	25	14	107	0	91	36
Queue Length 95th (ft)	45	113	161	24	125	74
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	778	549	1652	781	1089	2936
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.45	0.36	0.10	0.37	0.27

Intersection Summary



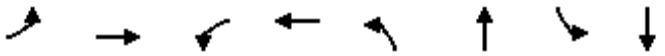
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	207	1525	132	1049	147	435	201	429
v/c Ratio	0.66	0.78	0.69	0.65	0.76	0.51	1.12	0.53
Control Delay	37.9	19.3	36.7	40.6	53.6	22.2	141.7	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	19.3	36.7	40.6	53.6	22.2	141.7	32.0
Queue Length 50th (ft)	82	340	68	230	56	88	~132	108
Queue Length 95th (ft)	m71	m389	m87	m272	#168	147	#267	157
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	521	1999	200	1612	200	848	180	815
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.76	0.66	0.65	0.73	0.51	1.12	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

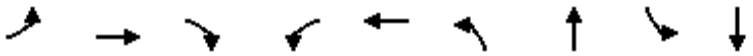


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	62	1234	43	611	88	352	70	471
v/c Ratio	0.19	0.85	0.29	0.61	0.56	0.31	0.45	0.41
Control Delay	9.3	9.1	54.3	46.9	53.8	26.0	39.5	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	9.1	54.3	46.9	53.8	26.0	39.5	26.6
Queue Length 50th (ft)	11	44	26	182	49	86	41	131
Queue Length 95th (ft)	m26	47	m41	m204	#104	128	m69	m185
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	335	1501	152	1508	161	1145	160	1142
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.82	0.28	0.41	0.55	0.31	0.44	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	354	90	12	455	37	167	315	244
v/c Ratio	0.11	0.53	0.21	0.04	0.65	0.24	0.13	0.60	0.11
Control Delay	38.3	43.0	17.8	38.9	23.1	41.7	19.9	33.4	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	43.0	17.8	38.9	23.1	41.7	19.9	33.4	9.6
Queue Length 50th (ft)	9	114	11	3	68	20	26	154	24
Queue Length 95th (ft)	23	151	55	11	108	48	62	238	64
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	311	852	501	311	903	167	1318	521	2208
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.42	0.18	0.04	0.50	0.22	0.13	0.60	0.11

Intersection Summary

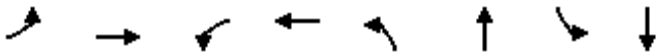


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	440	992	314	276	922	314	740	174	180	916	203
v/c Ratio	0.83	0.99	0.48	0.95	0.85	0.93	0.69	0.30	0.61	0.93	0.37
Control Delay	43.8	37.1	2.3	62.1	21.6	51.1	17.8	1.9	44.6	49.2	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	37.1	2.3	62.1	21.6	51.1	17.8	1.9	44.6	49.2	9.3
Queue Length 50th (ft)	86	94	1	71	92	109	152	0	96	266	17
Queue Length 95th (ft)	m#146	m#391	m4	m#132	#193	#309	211	2	165	#387	71
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		150
Base Capacity (vph)	544	1002	658	291	1080	340	1070	581	296	984	545
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.99	0.48	0.95	0.85	0.92	0.69	0.30	0.61	0.93	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	101	1015	80	601	187	1025	141	1230
v/c Ratio	0.37	0.88	0.52	0.65	0.77	0.62	0.68	0.79
Control Delay	18.4	23.0	53.8	21.7	59.3	28.5	38.9	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	23.0	53.8	21.7	59.3	28.5	38.9	28.6
Queue Length 50th (ft)	34	104	50	158	104	188	81	263
Queue Length 95th (ft)	m56	#170	97	207	#208	236	m97	m294
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	291	1187	156	1047	244	1661	220	1557
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.86	0.51	0.57	0.77	0.62	0.64	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	55	511	322	443	219	985	359	253	1059
v/c Ratio	0.42	0.81	0.82	0.37	0.81	0.67	0.55	0.83	0.68
Control Delay	54.2	45.5	54.5	20.5	37.9	34.0	15.0	62.6	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	45.5	54.5	20.5	37.9	34.0	15.0	62.6	34.6
Queue Length 50th (ft)	34	144	193	87	134	132	68	155	227
Queue Length 95th (ft)	74	203	286	125	m161	196	m132	#276	287
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	135	682	451	1279	288	1462	658	324	1560
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.75	0.71	0.35	0.76	0.67	0.55	0.78	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	104	312	114	74	1573	118	1377
v/c Ratio	0.65	0.34	0.81	0.27	0.48	0.80	0.64	0.63
Control Delay	51.5	11.6	54.3	7.8	65.4	24.6	67.4	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	11.6	54.3	7.8	65.4	24.6	67.4	8.6
Queue Length 50th (ft)	105	3	187	0	49	360	71	101
Queue Length 95th (ft)	166	48	#302	43	m93	#473	m109	157
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	350	375	429	457	163	1967	201	2196
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.28	0.73	0.25	0.45	0.80	0.59	0.63

Intersection Summary

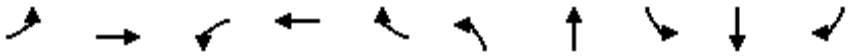
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	241	190	184	1570	1957
v/c Ratio	0.83	0.27	0.65	0.40	0.68
Control Delay	65.0	3.7	58.2	4.3	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	3.7	58.2	4.3	15.1
Queue Length 50th (ft)	149	0	127	88	457
Queue Length 95th (ft)	#232	29	181	82	473
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	306	714	298	3939	2890
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.79	0.27	0.62	0.40	0.68

Intersection Summary

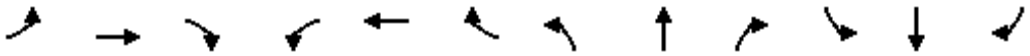
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	66	193	64	11	47	31	1590	53	1749	69
v/c Ratio	0.32	0.49	0.43	0.08	0.19	0.22	0.49	0.34	0.51	0.05
Control Delay	45.1	16.2	52.6	44.9	1.7	62.5	4.8	40.6	10.8	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	16.2	52.6	44.9	1.7	62.5	4.8	40.6	10.8	1.3
Queue Length 50th (ft)	40	12	39	7	0	19	50	25	121	1
Queue Length 95th (ft)	80	44	81	24	0	m32	m74	m44	242	m9
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	210	758	162	399	451	163	3274	162	3453	1321
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.25	0.40	0.03	0.10	0.19	0.49	0.33	0.51	0.05

Intersection Summary

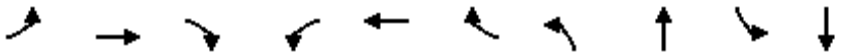
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	456	348	227	8	213	156	89	963	9	264	1460	428
v/c Ratio	0.93	0.25	0.30	0.03	0.43	0.48	0.34	0.55	0.01	0.57	0.67	0.47
Control Delay	63.1	21.6	4.2	43.7	44.9	9.1	47.9	29.0	0.0	55.0	13.2	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.1	21.6	4.2	43.7	44.9	9.1	47.9	29.0	0.0	55.0	13.2	4.0
Queue Length 50th (ft)	280	74	0	2	47	0	28	184	0	86	142	29
Queue Length 95th (ft)	#463	122	50	10	71	39	53	241	0	130	243	121
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	505	1461	789	262	959	449	262	1762	642	463	2178	911
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.24	0.29	0.03	0.22	0.35	0.34	0.55	0.01	0.57	0.67	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	151	963	210	32	751	114	146	279	78	374
v/c Ratio	0.60	0.74	0.25	0.22	0.82	0.19	0.42	0.44	0.50	0.32
Control Delay	20.7	9.4	0.6	35.2	28.5	5.3	32.4	17.2	50.5	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	9.4	0.6	35.2	28.5	5.3	32.4	17.2	50.5	19.4
Queue Length 50th (ft)	59	78	1	18	191	18	42	61	43	67
Queue Length 95th (ft)	m72	m83	m0	m27	m268	m30	72	90	88	106
Internal Link Dist (ft)		2564			564			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	300	1305	850	160	962	617	350	639	162	1181
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.74	0.25	0.20	0.78	0.18	0.42	0.44	0.48	0.32

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	41	895	39	554	106	283	46	335	58
v/c Ratio	0.28	0.79	0.27	0.48	0.53	0.18	0.31	0.46	0.08
Control Delay	26.1	23.1	33.7	17.5	47.2	18.9	36.9	20.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	23.1	33.7	17.5	47.2	18.9	36.9	20.4	0.3
Queue Length 50th (ft)	20	244	22	58	57	59	26	182	1
Queue Length 95th (ft)	m25	m291	m51	84	108	93	61	278	0
Internal Link Dist (ft)		2608		1901		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	152	1240	152	1252	236	1567	152	730	709
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.72	0.26	0.44	0.45	0.18	0.30	0.46	0.08

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	177	1033	305	832	135	73	468	69	303
v/c Ratio	0.68	0.86	1.02	0.65	0.17	0.47	0.47	0.46	0.32
Control Delay	50.1	36.4	97.9	27.6	2.1	49.7	12.2	49.8	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	36.4	97.9	27.6	2.1	49.7	12.2	49.8	21.3
Queue Length 50th (ft)	96	277	~197	209	0	40	41	38	54
Queue Length 95th (ft)	162	359	#356	280	17	84	85	81	91
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	300	1231	299	1286	775	160	997	150	952
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.84	1.02	0.65	0.17	0.46	0.47	0.46	0.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	81	727	234	102	501	37	171	452	153	28	460
v/c Ratio	0.55	1.19	0.38	0.65	0.75	0.05	0.75	0.62	0.19	0.19	0.85
Control Delay	40.1	115.7	5.4	60.4	35.4	0.1	47.5	30.3	2.9	42.0	47.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	115.7	5.4	60.4	35.4	0.1	47.5	30.3	2.9	42.0	47.5
Queue Length 50th (ft)	35	~518	53	57	258	0	95	270	4	15	247
Queue Length 95th (ft)	m52	#730	m55	#126	#418	0	#187	371	35	42	#422
Internal Link Dist (ft)		1908			333			2560			507
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	150	612	619	160	666	747	240	726	828	150	539
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	1.19	0.38	0.64	0.75	0.05	0.71	0.62	0.18	0.19	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



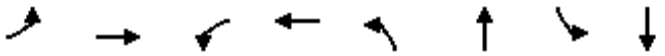
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	54	674	263	406	91	121	518	213	45	675
v/c Ratio	0.37	0.75	1.10	0.36	0.16	0.58	0.34	0.13	0.30	0.56
Control Delay	63.9	9.8	125.0	25.0	3.8	49.2	21.0	0.2	35.1	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	9.8	125.0	25.0	3.8	49.2	21.0	0.2	35.1	26.5
Queue Length 50th (ft)	32	4	~171	96	0	66	113	0	19	206
Queue Length 95th (ft)	m48	8	#321	125	24	122	173	0	m35	m263
Internal Link Dist (ft)		515		289			2569			2560
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	152	1110	240	1259	626	229	1509	1615	156	1216
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.61	1.10	0.32	0.15	0.53	0.34	0.13	0.29	0.56

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	123	291	39	210	126	819	83	1055
v/c Ratio	0.52	0.39	0.18	0.28	0.42	0.34	0.20	0.44
Control Delay	27.9	12.9	19.7	10.9	12.0	5.5	6.9	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	12.9	19.7	10.9	12.0	5.5	6.9	6.1
Queue Length 50th (ft)	41	28	12	17	16	51	9	71
Queue Length 95th (ft)	74	50	30	36	74	110	36	151
Internal Link Dist (ft)		979		277		972		2569
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	363	1076	323	1102	300	2386	407	2372
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.27	0.12	0.19	0.42	0.34	0.20	0.44

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	235	1004	637	946	259	628	563	273	858
v/c Ratio	0.40	1.00	0.78	0.72	0.74	0.53	0.61	0.70	0.72
Control Delay	46.8	70.8	49.1	41.5	64.5	34.5	15.7	60.4	37.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	70.8	49.1	41.5	64.5	34.5	15.7	60.4	37.5
Queue Length 50th (ft)	81	~260	231	234	98	204	210	102	292
Queue Length 95th (ft)	130	#376	297	270	#156	274	311	153	382
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	581	1006	940	1843	364	1181	979	421	1195
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	1.00	0.68	0.51	0.71	0.53	0.58	0.65	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

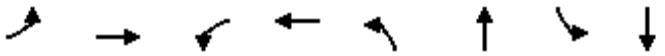
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	198	49	206	60	39	68	99	953	85	110	1361
v/c Ratio	0.51	0.12	0.40	0.41	0.24	0.24	0.49	0.59	0.10	0.51	0.83
Control Delay	37.4	30.0	7.2	47.9	41.6	2.0	58.0	22.4	3.0	45.3	29.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	30.0	7.2	47.9	41.6	2.0	58.0	22.4	3.0	45.3	29.4
Queue Length 50th (ft)	100	23	0	33	21	0	61	171	7	59	370
Queue Length 95th (ft)	175	53	56	73	51	0	113	227	24	111	#553
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	389	418	510	152	392	454	260	1618	895	236	1632
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.12	0.40	0.39	0.10	0.15	0.38	0.59	0.09	0.47	0.83

Intersection Summary

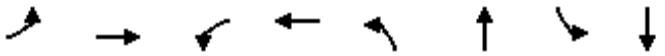
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	2	11	31	1	1067	31	1439
v/c Ratio	0.09	0.01	0.08	0.09	0.01	0.36	0.20	0.46
Control Delay	39.7	0.0	39.5	0.6	29.0	10.1	59.8	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	0.0	39.5	0.6	29.0	10.1	59.8	1.1
Queue Length 50th (ft)	6	0	6	0	1	135	16	5
Queue Length 95th (ft)	23	0	22	0	m1	295	m32	11
Internal Link Dist (ft)		149		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	356	476	356	509	160	2946	164	3145
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.00	0.03	0.06	0.01	0.36	0.19	0.46

Intersection Summary

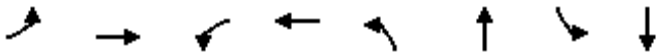
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	4	4	36	2	1032	60	1349
v/c Ratio	0.10	0.03	0.03	0.22	0.01	0.37	0.38	0.43
Control Delay	39.8	28.5	38.2	18.1	28.5	9.5	50.8	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	28.5	38.2	18.1	28.5	9.5	50.8	1.2
Queue Length 50th (ft)	8	1	2	1	0	144	37	0
Queue Length 95th (ft)	26	11	12	29	m3	287	79	1
Internal Link Dist (ft)		78		321		1240		1452
Turn Bay Length (ft)			50		150		215	
Base Capacity (vph)	563	563	563	559	220	2814	160	3146
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.01	0.01	0.06	0.01	0.37	0.38	0.43

Intersection Summary

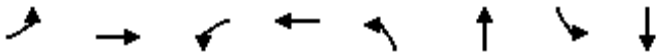
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	38	11	27	21	9	999	33	1319
v/c Ratio	0.29	0.07	0.21	0.12	0.06	0.35	0.22	0.43
Control Delay	43.3	26.1	40.8	17.9	54.6	2.6	35.3	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	26.1	40.8	17.9	54.6	2.6	35.3	0.6
Queue Length 50th (ft)	21	2	15	1	3	198	20	5
Queue Length 95th (ft)	50	18	39	22	m16	21	m45	8
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	298	368	300	359	160	2893	160	3099
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.03	0.09	0.06	0.06	0.35	0.21	0.43

Intersection Summary

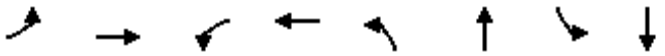
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	53	7	8	5	22	962	9	1291
v/c Ratio	0.37	0.04	0.06	0.03	0.15	0.31	0.06	0.44
Control Delay	44.5	22.9	35.9	24.4	39.5	0.6	50.8	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	22.9	35.9	24.4	39.5	0.6	50.8	2.9
Queue Length 50th (ft)	29	1	4	1	14	5	3	265
Queue Length 95th (ft)	63	13	17	11	m30	8	m12	16
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	301	350	302	351	160	3075	160	2955
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.02	0.03	0.01	0.14	0.31	0.06	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	25	72	119	65	940	150	1203
v/c Ratio	0.06	0.17	0.39	0.40	0.43	0.46	0.58	0.51
Control Delay	38.4	22.3	43.4	11.8	48.7	14.4	41.1	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	22.3	43.4	11.8	48.7	14.4	41.1	5.0
Queue Length 50th (ft)	5	3	39	2	36	128	72	32
Queue Length 95th (ft)	19	27	78	51	77	285	98	183
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	371	359	373	428	152	2029	270	2361
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.07	0.19	0.28	0.43	0.46	0.56	0.51

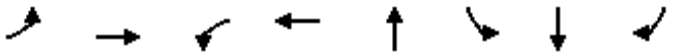
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	394	1404	426	43	833	331	253	539	400	695	384
v/c Ratio	0.72	0.71	0.26	0.26	0.88	0.52	0.65	0.59	0.90	0.72	0.54
Control Delay	40.2	24.1	0.4	38.0	40.5	8.6	42.5	29.0	60.8	31.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	24.1	0.4	38.0	40.5	8.6	42.5	29.0	60.8	31.4	6.0
Queue Length 50th (ft)	96	231	0	20	209	19	63	123	103	166	1
Queue Length 95th (ft)	143	289	0	51	#312	87	101	174	#185	227	64
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	576	1987	1615	171	958	635	398	911	442	969	712
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.71	0.26	0.25	0.87	0.52	0.64	0.59	0.90	0.72	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	199	1304	6	1461	4	115	1	122
v/c Ratio	0.68	0.44	0.05	0.73	0.01	0.24	0.00	0.20
Control Delay	52.7	13.0	50.0	29.0	0.0	29.6	28.0	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	13.0	50.0	29.0	0.0	29.6	28.0	6.3
Queue Length 50th (ft)	126	154	4	288	0	56	0	0
Queue Length 95th (ft)	207	241	18	380	0	116	5	44
Internal Link Dist (ft)		628		799	118		430	
Turn Bay Length (ft)	230		110			200		200
Base Capacity (vph)	538	3130	341	2296	612	470	624	603
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.42	0.02	0.64	0.01	0.24	0.00	0.20

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	71	1436	13	1408	109	107
v/c Ratio	0.35	0.53	0.08	0.64	0.21	0.19
Control Delay	42.0	12.8	41.2	19.7	10.6	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	12.8	41.2	19.7	10.6	10.2
Queue Length 50th (ft)	35	145	6	204	9	9
Queue Length 95th (ft)	85	243	27	267	55	53
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	367	4408	229	4160	520	558
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.33	0.06	0.34	0.21	0.19

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1286	27	1426	57	25
v/c Ratio	0.69	0.23	0.65	0.06	0.03
Control Delay	34.1	76.8	11.5	18.5	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	76.8	11.5	18.5	7.4
Queue Length 50th (ft)	314	19	83	22	0
Queue Length 95th (ft)	330	m30	70	54	18
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2070	180	2766	917	833
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.15	0.52	0.06	0.03

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	10	29	164	203	31	33	198	399	736	29	274
v/c Ratio	0.11	0.26	0.34	0.69	0.08	0.06	0.73	0.19	0.51	0.27	0.16
Control Delay	58.9	61.1	6.6	60.7	36.5	0.2	71.0	13.8	2.2	61.6	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	61.1	6.6	60.7	36.5	0.2	71.0	13.8	2.3	61.6	21.7
Queue Length 50th (ft)	8	23	0	157	19	0	159	74	23	23	66
Queue Length 95th (ft)	27	54	47	220	45	0	246	113	43	54	120
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	375	319	545	418	449	672	350	2150	1489	216	1751
Starvation Cap Reductn	0	0	0	0	0	0	0	0	42	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.09	0.30	0.49	0.07	0.05	0.57	0.19	0.51	0.13	0.16

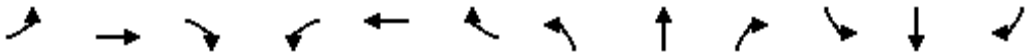
Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	102	307	311	1262	38	526
v/c Ratio	0.48	0.69	0.69	0.51	0.33	0.19
Control Delay	57.6	14.5	13.3	11.1	59.3	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	14.5	13.3	11.1	59.3	8.9
Queue Length 50th (ft)	79	6	0	235	32	91
Queue Length 95th (ft)	127	94	86	382	m65	132
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	563	686	692	2482	216	2838
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.45	0.45	0.51	0.18	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

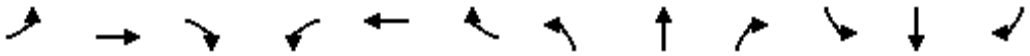


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	82	258	74	256	213	45	41	999	322	23	849	83
v/c Ratio	0.50	0.54	0.21	0.73	0.23	0.09	0.28	0.57	0.35	0.16	0.51	0.10
Control Delay	50.0	40.5	1.4	47.3	26.9	0.3	40.9	16.9	6.9	41.3	20.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	40.5	1.4	47.3	26.9	0.3	40.9	16.9	6.9	41.3	20.4	0.2
Queue Length 50th (ft)	45	73	0	134	51	0	25	238	0	13	197	0
Queue Length 95th (ft)	91	106	0	#246	78	0	m54	369	128	36	269	1
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	172	742	451	355	993	548	150	1768	915	150	1674	811
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.35	0.16	0.72	0.21	0.08	0.27	0.57	0.35	0.15	0.51	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

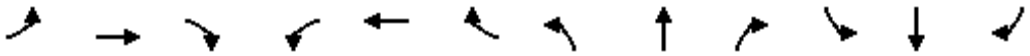


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	96	49	52	4	53	38	34	1070	15	50	843	106
v/c Ratio	0.59	0.15	0.14	0.03	0.30	0.15	0.22	0.45	0.01	0.30	0.35	0.10
Control Delay	54.3	32.5	0.9	38.0	42.3	1.3	57.5	2.1	0.0	28.2	20.2	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	32.5	0.9	38.0	42.3	1.3	57.5	2.1	0.0	28.2	20.2	9.0
Queue Length 50th (ft)	53	22	0	2	29	0	21	19	0	28	209	15
Queue Length 95th (ft)	#111	60	3	12	63	0	m40	25	m0	m54	258	m45
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	170	423	439	155	390	418	190	2358	1083	174	2382	1101
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.12	0.12	0.03	0.14	0.09	0.18	0.45	0.01	0.29	0.35	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	207	534	134	34	375	82	126	824	112	61	710	125
v/c Ratio	0.66	0.52	0.24	0.12	0.88	0.17	0.36	0.51	0.14	0.40	0.44	0.20
Control Delay	50.2	30.2	4.4	39.6	56.9	0.8	27.8	11.5	0.4	35.6	28.1	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	30.2	4.4	39.6	56.9	0.8	27.8	11.5	0.4	35.6	28.1	6.9
Queue Length 50th (ft)	59	142	0	9	205	0	67	126	0	34	73	0
Queue Length 95th (ft)	#102	197	32	24	#354	0	m121	137	m1	77	152	39
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	318	1027	566	311	443	493	401	1615	799	160	1628	636
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.52	0.24	0.11	0.85	0.17	0.31	0.51	0.14	0.38	0.44	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

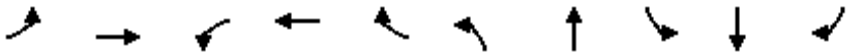
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	130	428	84	43	386	35	416	32	131	559	121
v/c Ratio	0.58	0.66	0.13	0.29	0.83	0.13	0.34	0.05	0.66	0.37	0.16
Control Delay	46.9	31.1	0.4	43.8	46.1	39.7	24.9	0.2	32.6	4.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	31.1	0.4	43.8	46.1	39.7	24.9	0.2	32.6	4.8	0.5
Queue Length 50th (ft)	70	217	0	23	197	9	94	0	45	24	0
Queue Length 95th (ft)	124	301	1	56	292	24	146	0	#140	37	0
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	280	685	683	160	540	389	1217	637	200	1510	754
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.62	0.12	0.27	0.71	0.09	0.34	0.05	0.66	0.37	0.16

Intersection Summary

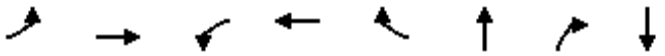
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	317	941	21	968	147	11	49	136	47	489
v/c Ratio	0.64	0.50	0.19	0.81	0.32	0.10	0.07	0.72	0.05	0.44
Control Delay	81.2	59.8	57.0	50.1	12.0	55.6	20.6	72.6	18.5	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.2	59.8	57.0	50.1	12.0	55.6	20.6	72.6	18.5	6.5
Queue Length 50th (ft)	124	260	16	260	16	8	17	102	17	73
Queue Length 95th (ft)	146	264	42	313	71	28	48	#180	50	180
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	700	1882	376	1215	470	112	713	210	967	1149
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.50	0.06	0.80	0.31	0.10	0.07	0.65	0.05	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



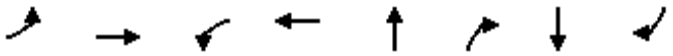
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	9	445	49	248	9	143	50	60
v/c Ratio	0.05	0.63	0.26	0.51	0.02	0.28	0.09	0.12
Control Delay	33.7	28.5	36.3	26.8	0.1	24.4	0.4	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	28.5	36.3	26.8	0.1	24.4	0.4	21.8
Queue Length 50th (ft)	4	93	22	87	0	54	0	19
Queue Length 95th (ft)	18	138	56	181	0	109	0	51
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	194	954	194	589	585	515	534	497
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.47	0.25	0.42	0.02	0.28	0.09	0.12

Intersection Summary

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	55	56	55	53	102
Average Queue (ft)	23	38	33	33	54
95th Queue (ft)	54	65	44	51	82
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	77	981	40	786	63	25	29	157
v/c Ratio	0.42	0.65	0.26	0.60	0.16	0.06	0.05	0.27
Control Delay	50.3	31.9	49.1	34.1	36.4	0.3	29.0	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	31.9	49.1	34.1	36.4	0.3	29.0	6.5
Queue Length 50th (ft)	46	200	24	158	33	0	13	0
Queue Length 95th (ft)	98	255	61	210	78	0	40	51
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	494	2275	266	1662	385	422	552	580
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.43	0.15	0.47	0.16	0.06	0.05	0.27

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	37	940	100	809	29	1	60	13	24
v/c Ratio	0.19	0.59	0.41	0.42	0.15	0.00	0.07	0.07	0.04
Control Delay	38.8	24.2	38.8	19.0	38.8	21.0	1.5	39.2	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	24.2	38.8	19.0	38.8	21.0	1.5	39.2	11.6
Queue Length 50th (ft)	16	124	41	97	12	0	0	5	1
Queue Length 95th (ft)	52	213	106	167	44	4	10	26	20
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	358	3503	460	3772	332	768	921	281	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.27	0.22	0.21	0.09	0.00	0.07	0.05	0.04

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	189	16	361	501	77	253
v/c Ratio	0.65	0.03	0.32	0.35	0.45	0.19
Control Delay	49.2	8.6	6.7	1.5	50.0	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	8.6	6.7	1.5	50.0	5.6
Queue Length 50th (ft)	115	0	81	16	47	44
Queue Length 95th (ft)	174	13	106	9	91	90
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	505	585	1122	1511	243	1365
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.03	0.32	0.33	0.32	0.19

Intersection Summary



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	117	602	743	301	441
v/c Ratio	0.43	0.80	0.69	0.29	1.85
Control Delay	41.2	11.6	14.5	0.8	422.3
Queue Delay	0.0	0.0	0.9	0.0	0.0
Total Delay	41.2	11.6	15.4	0.8	422.3
Queue Length 50th (ft)	70	0	106	0	~404
Queue Length 95th (ft)	105	91	#611	0	#629
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	649	966	1080	1026	239
Starvation Cap Reductn	0	0	129	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.62	0.78	0.29	1.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	421	228	49	236	123	426	44	111	582	321
v/c Ratio	0.74	0.31	0.34	0.55	0.56	0.24	0.05	0.56	0.34	0.35
Control Delay	48.2	13.3	49.8	18.2	51.0	16.2	0.1	33.4	12.1	0.8
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	13.3	49.8	18.2	51.0	16.2	0.1	33.4	12.1	0.8
Queue Length 50th (ft)	131	20	30	19	75	80	0	64	75	0
Queue Length 95th (ft)	181	52	66	55	127	123	0	m77	m91	m4
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	630	1010	162	751	276	1748	855	198	1709	923
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	64	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.23	0.30	0.34	0.45	0.24	0.05	0.56	0.34	0.35

Intersection Summary

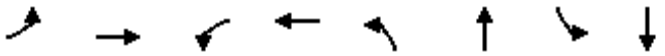
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	76	226	9	676	127	78	747
v/c Ratio	0.47	0.76	0.08	0.60	0.13	0.60	0.60
Control Delay	55.9	59.2	65.6	9.7	1.7	73.7	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	59.2	65.6	9.7	1.7	73.7	17.5
Queue Length 50th (ft)	51	152	7	170	4	60	305
Queue Length 95th (ft)	99	233	m9	m411	m11	#120	639
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	290	320	112	1119	984	135	1244
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.71	0.08	0.60	0.13	0.58	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	139	451	129	297	85	737	49	766
v/c Ratio	0.59	1.11	0.91	0.97	0.66	0.75	0.44	0.82
Control Delay	59.9	122.0	111.4	92.7	71.8	20.2	51.3	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.9	122.0	111.4	92.7	71.8	20.2	51.3	24.5
Queue Length 50th (ft)	103	~396	101	226	70	440	38	509
Queue Length 95th (ft)	172	#604	#226	#410	#139	639	m59	236
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	237	405	141	307	135	977	114	939
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	1.11	0.91	0.97	0.63	0.75	0.43	0.82

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	127	347	37	185	116	585	56	76	765
v/c Ratio	0.62	0.55	0.30	0.55	0.59	0.27	0.05	0.48	0.27
Control Delay	62.9	29.7	58.8	48.5	74.4	5.8	0.3	61.1	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	29.7	58.8	48.5	74.4	5.8	0.3	61.1	9.0
Queue Length 50th (ft)	95	75	28	59	87	44	0	60	41
Queue Length 95th (ft)	154	118	63	95	148	70	1	m72	m98
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	345	1026	165	633	345	2146	1118	199	2813
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.34	0.22	0.29	0.34	0.27	0.05	0.38	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



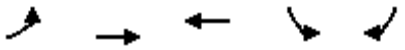
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	77	52	348	57	78	23	560	378	109	650
v/c Ratio	0.20	0.37	0.80	0.30	0.30	0.21	0.24	0.31	0.53	0.23
Control Delay	36.1	49.2	55.8	56.1	5.6	58.0	23.0	1.1	54.0	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	49.2	55.8	56.1	5.6	58.0	23.0	1.1	54.0	11.8
Queue Length 50th (ft)	48	29	253	43	0	17	101	0	81	76
Queue Length 95th (ft)	81	69	330	85	17	45	156	17	139	159
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	405	297	586	712	671	120	2374	1304	255	2777
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.18	0.59	0.08	0.12	0.19	0.24	0.29	0.43	0.23

Intersection Summary

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	SB
Directions Served	R
Maximum Queue (ft)	73
Average Queue (ft)	44
95th Queue (ft)	72
Link Distance (ft)	255
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	148	969	1015	52	47
v/c Ratio	0.58	0.39	0.67	0.07	0.06
Control Delay	44.7	15.0	30.0	18.8	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	15.0	30.0	18.8	6.8
Queue Length 50th (ft)	80	123	184	17	0
Queue Length 95th (ft)	133	115	208	47	24
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	601	3169	1520	782	726
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.31	0.67	0.07	0.06

Intersection Summary

Queuing and Blocking Report

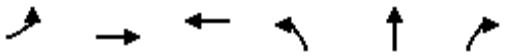
Intersection: 64: Iris Avenue & Project Driveway 3

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	53	50	56
Average Queue (ft)	7	22	28
95th Queue (ft)	32	49	56
Link Distance (ft)			352
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	250	70	
Storage Blk Time (%)		0	0
Queuing Penalty (veh)		0	0



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1329	2688	167	162	154
v/c Ratio	0.40	0.78	0.37	0.39	0.37
Control Delay	9.5	10.9	38.6	37.2	36.7
Queue Delay	0.0	0.1	0.0	0.0	0.0
Total Delay	9.5	11.0	38.6	37.2	36.7
Queue Length 50th (ft)	156	610	110	106	95
Queue Length 95th (ft)	184	498	180	179	163
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3316	3425	457	418	415
Starvation Cap Reductn	0	95	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.81	0.37	0.39	0.37

Intersection Summary



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	69	1124	1928	432	430	123
v/c Ratio	0.57	0.35	0.71	0.79	0.82	0.22
Control Delay	68.9	9.4	7.1	50.8	53.6	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	9.4	7.2	50.8	53.6	8.1
Queue Length 50th (ft)	53	112	82	343	360	5
Queue Length 95th (ft)	#116	129	125	#548	#589	53
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	124	3427	2896	549	526	569
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	88	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.33	0.69	0.79	0.82	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	352	63	506	1485	297
v/c Ratio	0.36	0.12	0.90	0.65	0.69
Control Delay	25.6	2.6	32.9	6.8	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	2.6	32.9	6.8	28.6
Queue Length 50th (ft)	76	0	208	150	89
Queue Length 95th (ft)	115	13	m208	m150	#182
Internal Link Dist (ft)	514			155	
Turn Bay Length (ft)		265			
Base Capacity (vph)	969	508	597	2301	429
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.12	0.85	0.65	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	975	2297	307	328	40	108
v/c Ratio	0.14	0.44	1.06	0.97	0.71	0.26	0.26
Control Delay	7.7	5.5	53.5	75.5	37.5	29.8	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	5.5	53.5	75.5	37.5	29.8	22.6
Queue Length 50th (ft)	2	69	~667	152	150	16	37
Queue Length 95th (ft)	m6	89	#807	#307	#248	44	79
Internal Link Dist (ft)		233	628		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	95	2195	2174	318	463	153	410
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.44	1.06	0.97	0.71	0.26	0.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	258	699	7	1379	181	14	130	16	106	285
v/c Ratio	0.84	0.22	0.03	0.77	0.21	0.13	0.30	0.04	0.42	0.52
Control Delay	77.3	10.0	31.9	18.8	4.8	44.0	42.6	0.2	47.9	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.3	10.0	31.9	18.8	4.8	44.0	42.6	0.2	47.9	13.4
Queue Length 50th (ft)	212	69	4	543	51	9	88	0	74	35
Queue Length 95th (ft)	m#366	172	m7	619	m76	30	149	0	135	121
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	311	3574	262	1985	925	110	438	430	253	553
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.20	0.03	0.69	0.20	0.13	0.30	0.04	0.42	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

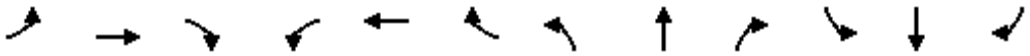
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	52	790	87	1449	147	108	65	49	140	82
v/c Ratio	0.38	0.45	0.52	0.74	0.67	0.16	0.10	0.30	0.24	0.15
Control Delay	45.8	13.4	77.5	40.9	65.7	32.6	0.7	55.2	36.7	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	13.4	77.5	40.9	65.7	32.6	0.7	55.2	36.7	3.1
Queue Length 50th (ft)	40	69	72	264	109	62	0	36	85	0
Queue Length 95th (ft)	88	36	m100	298	180	118	4	76	154	19
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	225	1870	376	2150	227	673	633	180	582	562
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.42	0.23	0.67	0.65	0.16	0.10	0.27	0.24	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

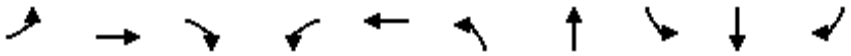


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	147	1143	268	93	1846	80	81	83	51	67	84	126
v/c Ratio	0.64	0.46	0.17	0.51	0.82	0.11	0.24	0.24	0.12	0.40	0.48	0.46
Control Delay	58.9	20.8	0.2	62.3	20.4	3.6	41.0	41.0	0.6	52.6	55.3	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	20.8	0.2	62.3	20.4	3.6	41.0	41.0	0.6	52.6	55.3	13.1
Queue Length 50th (ft)	99	190	0	61	494	7	52	53	0	47	60	0
Queue Length 95th (ft)	#172	269	0	m67	547	m19	101	103	0	91	108	52
Internal Link Dist (ft)		1185			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	232	2483	1615	262	2241	748	339	346	422	288	302	378
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.46	0.17	0.35	0.82	0.11	0.24	0.24	0.12	0.23	0.28	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

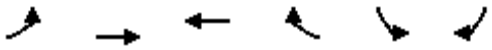
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	128	483	85	108	1786	74	291	133	275	163
v/c Ratio	0.69	0.70	0.21	0.16	0.77	0.33	0.37	0.41	0.29	0.30
Control Delay	81.3	33.2	2.2	13.6	17.2	57.9	41.9	55.7	38.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	33.2	2.2	13.6	17.2	57.9	41.9	55.7	38.2	7.5
Queue Length 50th (ft)	69	101	3	45	507	28	103	51	95	0
Queue Length 95th (ft)	149	77	3	m78	560	54	148	83	137	56
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	210	1654	791	657	2397	233	784	321	956	541
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.29	0.11	0.16	0.75	0.32	0.37	0.41	0.29	0.30

Intersection Summary

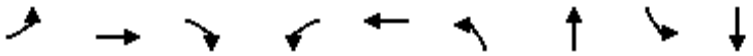
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	159	1114	2027	160	156	120
v/c Ratio	0.65	0.31	0.76	0.12	0.19	0.18
Control Delay	54.8	7.9	3.2	0.2	35.9	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	7.9	3.2	0.2	35.9	21.8
Queue Length 50th (ft)	120	79	16	0	47	56
Queue Length 95th (ft)	189	171	97	m2	77	91
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	475	3772	2673	1310	836	871
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.30	0.76	0.12	0.19	0.14

Intersection Summary

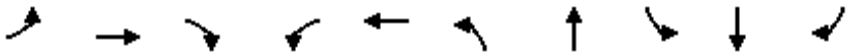
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	561	60	120	1845	99	280	129	253
v/c Ratio	0.23	0.73	0.15	0.24	0.78	0.62	0.29	0.65	0.25
Control Delay	80.7	31.0	3.2	15.9	11.1	69.5	37.0	66.2	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.7	31.0	3.2	15.9	11.1	69.5	37.0	66.2	28.0
Queue Length 50th (ft)	18	113	0	30	103	74	93	97	65
Queue Length 95th (ft)	m45	146	7	m54	m114	133	140	160	104
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	135	1504	712	498	2419	180	950	240	1029
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.37	0.08	0.24	0.76	0.55	0.29	0.54	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	175	1031	194	18	1928	268	64	95	55	113
v/c Ratio	0.85	0.36	0.20	0.15	0.84	0.76	0.10	0.47	0.08	0.18
Control Delay	73.5	11.9	4.4	54.8	14.6	62.4	34.3	54.1	37.2	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.5	11.9	4.4	54.8	14.6	62.4	34.3	54.1	37.2	8.7
Queue Length 50th (ft)	125	92	0	12	358	96	17	64	16	11
Queue Length 95th (ft)	#245	192	69	m13	m395	#150	37	118	35	51
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	210	2868	980	124	2297	362	660	205	702	608
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.36	0.20	0.15	0.84	0.74	0.10	0.46	0.08	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

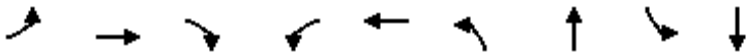


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	121	530	58	27	1836	226	474	42	167	298	200
v/c Ratio	0.67	0.23	0.06	0.25	0.96	0.76	0.53	0.09	0.63	0.36	0.34
Control Delay	72.1	20.6	11.6	82.2	23.9	64.4	42.3	0.4	60.1	42.1	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.1	20.6	11.6	82.2	23.9	64.4	42.3	0.4	60.1	42.1	10.3
Queue Length 50th (ft)	84	134	9	20	96	168	171	0	123	105	35
Queue Length 95th (ft)	149	178	m48	m31	#583	246	227	0	199	156	73
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	203	2337	1064	114	1921	370	888	480	263	823	608
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.23	0.05	0.24	0.96	0.61	0.53	0.09	0.63	0.36	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

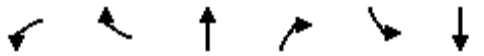
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	96	599	433	15	1201	759	555	73	369
v/c Ratio	0.76	0.38	0.36	0.13	0.91	0.95	0.43	0.50	0.54
Control Delay	76.1	16.5	3.9	58.6	17.8	65.1	29.4	60.3	41.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.1	16.5	3.9	58.6	17.8	65.1	29.4	60.3	41.0
Queue Length 50th (ft)	54	69	4	8	70	274	163	50	116
Queue Length 95th (ft)	#151	113	87	m11	#103	#393	216	98	166
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	127	1564	1214	123	1332	795	1280	160	680
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.38	0.36	0.12	0.90	0.95	0.43	0.46	0.54

Intersection Summary

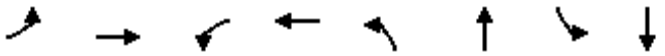
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	98	417	490	78	189	483
v/c Ratio	0.27	0.77	0.20	0.07	0.51	0.16
Control Delay	32.8	16.4	7.5	2.4	46.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	16.4	7.5	2.4	46.6	2.5
Queue Length 50th (ft)	32	115	51	0	59	21
Queue Length 95th (ft)	m38	m175	110	20	92	59
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	1015	764	2411	1089	490	2942
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.55	0.20	0.07	0.39	0.16

Intersection Summary

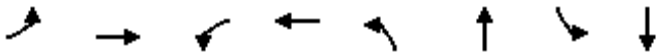
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	68	660	82	1585	139	360	113	317
v/c Ratio	0.46	0.34	0.50	0.79	0.49	0.33	0.60	0.35
Control Delay	78.7	13.2	71.2	12.5	52.6	33.1	64.5	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.7	13.2	71.2	12.5	52.6	33.1	64.5	35.1
Queue Length 50th (ft)	53	73	61	155	99	112	85	98
Queue Length 95th (ft)	m93	78	m78	173	162	159	139	140
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	195	1976	240	2062	285	1091	240	904
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.33	0.34	0.77	0.49	0.33	0.47	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

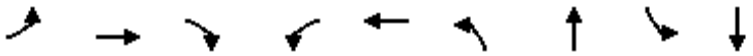


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	745	46	1281	154	562	126	441
v/c Ratio	0.53	0.50	0.38	0.85	0.86	0.55	0.70	0.43
Control Delay	55.9	18.2	70.7	15.5	88.2	36.3	69.5	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	18.2	70.7	15.5	88.2	36.3	69.5	34.2
Queue Length 50th (ft)	45	96	35	164	109	182	88	137
Queue Length 95th (ft)	89	74	m40	185	#194	216	#147	168
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	131	1555	124	1563	180	1013	180	1016
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.48	0.37	0.82	0.86	0.55	0.70	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	218	51	15	955	56	352	325	344
v/c Ratio	0.33	0.19	0.08	0.06	0.86	0.39	0.39	0.69	0.21
Control Delay	60.4	34.9	9.0	44.2	31.4	51.8	33.8	42.3	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	34.9	9.0	44.2	31.4	51.8	33.8	42.3	18.6
Queue Length 50th (ft)	28	64	0	4	205	34	103	187	74
Queue Length 95th (ft)	53	100	12	14	268	72	142	273	104
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	266	1221	629	297	1190	155	904	469	1627
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.18	0.08	0.05	0.80	0.36	0.39	0.69	0.21

Intersection Summary

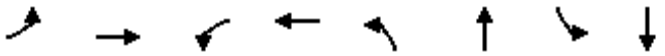


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	146	487	115	158	1320	370	894	153	209	613	260
v/c Ratio	0.57	0.46	0.21	0.61	0.87	0.86	0.72	0.24	0.75	0.65	0.49
Control Delay	54.6	27.7	10.1	61.3	20.8	63.6	39.0	5.5	65.0	44.1	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	27.7	10.1	61.3	20.8	63.6	39.0	5.5	65.0	44.1	18.7
Queue Length 50th (ft)	56	189	45	52	283	272	325	0	154	229	64
Queue Length 95th (ft)	91	249	101	m72	#353	#378	397	45	232	291	145
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		100
Base Capacity (vph)	263	1064	548	263	1514	481	1242	638	330	941	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.46	0.21	0.60	0.87	0.77	0.72	0.24	0.63	0.65	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	112	786	115	1097	332	1480	100	939
v/c Ratio	0.71	0.78	0.43	0.89	0.81	0.88	0.59	0.93
Control Delay	77.7	47.7	32.4	25.2	56.9	42.3	61.5	59.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.7	47.7	32.4	25.2	56.9	42.3	61.5	59.2
Queue Length 50th (ft)	76	231	60	115	223	366	68	239
Queue Length 95th (ft)	m#129	270	m88	126	288	373	110	#276
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	165	1238	267	1256	410	1684	196	1010
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.63	0.43	0.87	0.81	0.88	0.51	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	55	462	301	663	228	1085	343	127	629
v/c Ratio	0.38	0.72	0.82	0.58	0.71	0.64	0.48	0.60	0.46
Control Delay	47.0	38.0	52.6	26.0	28.3	16.4	3.5	50.1	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	38.0	52.6	26.0	28.3	16.4	3.5	50.1	28.8
Queue Length 50th (ft)	30	118	159	154	52	82	7	69	108
Queue Length 95th (ft)	68	165	#279	203	m61	m89	m8	126	150
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	150	746	403	1222	320	1689	720	238	1360
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.62	0.75	0.54	0.71	0.64	0.48	0.53	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	187	88	361	167	109	1754	78	955
v/c Ratio	0.63	0.23	0.78	0.32	0.54	0.98	0.50	0.57
Control Delay	44.4	1.8	44.1	6.3	51.6	37.7	57.6	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	1.8	44.1	6.3	51.6	37.7	57.6	12.7
Queue Length 50th (ft)	101	0	183	0	66	~436	36	107
Queue Length 95th (ft)	158	4	#331	48	95	#527	m74	130
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	470	514	468	527	236	1787	160	1681
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.17	0.77	0.32	0.46	0.98	0.49	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

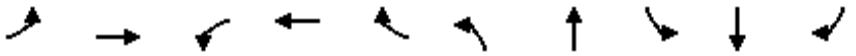
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	88	39	139	1947	1372
v/c Ratio	0.44	0.06	0.53	0.45	0.42
Control Delay	44.0	0.2	33.7	0.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	0.2	33.7	0.4	5.6
Queue Length 50th (ft)	48	0	85	1	33
Queue Length 95th (ft)	90	0	143	1	113
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	213	614	264	4329	3264
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.06	0.53	0.45	0.42

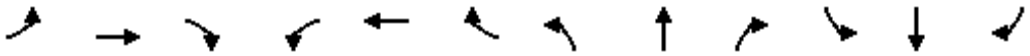
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	38	63	27	37	32	85	2064	48	1219	46
v/c Ratio	0.26	0.09	0.17	0.23	0.11	0.50	0.59	0.29	0.37	0.04
Control Delay	43.5	0.3	39.9	41.5	0.8	36.1	8.1	54.5	9.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	0.3	39.9	41.5	0.8	36.1	8.1	54.5	9.0	0.3
Queue Length 50th (ft)	21	0	15	20	0	40	125	29	81	0
Queue Length 95th (ft)	51	0	39	49	0	m56	242	64	156	0
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	152	885	166	392	459	176	3470	170	3339	1180
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.07	0.16	0.09	0.07	0.48	0.59	0.28	0.37	0.04

Intersection Summary

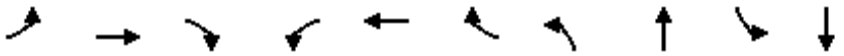
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	306	95	94	2	342	287	319	1592	16	96	809	341
v/c Ratio	0.91	0.07	0.14	0.01	0.45	0.69	0.66	0.71	0.02	0.33	0.45	0.43
Control Delay	67.8	19.4	1.1	38.5	36.3	19.7	43.8	25.1	0.1	24.9	11.9	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	19.4	1.1	38.5	36.3	19.7	43.8	25.1	0.1	24.9	11.9	3.2
Queue Length 50th (ft)	171	17	0	0	67	40	88	274	0	16	37	0
Queue Length 95th (ft)	#319	37	7	4	88	115	134	#385	0	35	68	28
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	344	1278	673	291	1066	498	504	2232	785	291	1816	787
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.07	0.14	0.01	0.32	0.58	0.63	0.71	0.02	0.33	0.45	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	161	722	116	22	1216	146	199	258	113	380
v/c Ratio	0.71	0.42	0.13	0.19	0.90	0.18	0.62	0.51	0.66	0.36
Control Delay	55.2	10.7	0.6	66.4	18.1	1.3	61.6	42.8	70.1	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.2	10.7	0.6	66.4	18.1	1.3	61.6	42.8	70.1	16.8
Queue Length 50th (ft)	125	121	0	17	287	8	77	174	85	53
Queue Length 95th (ft)	169	122	4	m16	m200	m5	102	229	127	75
Internal Link Dist (ft)		2564			562			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	270	1715	927	135	1383	831	321	506	195	1048
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.42	0.13	0.16	0.88	0.18	0.62	0.51	0.58	0.36

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	114	956	32	973	265	489	60	313	136
v/c Ratio	0.60	0.72	0.25	0.90	0.76	0.35	0.44	0.65	0.27
Control Delay	70.9	21.3	70.1	24.7	55.4	25.4	58.9	46.4	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.9	21.3	70.1	24.7	55.4	25.4	58.9	46.4	8.2
Queue Length 50th (ft)	80	317	22	144	178	133	41	203	0
Queue Length 95th (ft)	m110	296	m40	160	206	148	71	#299	32
Internal Link Dist (ft)		2608		2526		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	229	1321	213	1090	475	1406	147	483	505
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.72	0.15	0.89	0.56	0.35	0.41	0.65	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	87	895	357	887	94	165	479	53	387
v/c Ratio	0.54	0.82	0.99	0.56	0.11	0.56	0.43	0.44	0.54
Control Delay	63.5	43.5	91.5	26.7	2.1	53.6	19.0	65.1	36.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	43.5	91.5	26.7	2.1	53.6	19.0	65.1	36.1
Queue Length 50th (ft)	64	318	~274	266	0	116	79	39	108
Queue Length 95th (ft)	117	391	#477	333	17	191	131	83	162
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	195	1242	361	1614	855	299	1110	126	719
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.72	0.99	0.55	0.11	0.55	0.43	0.42	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	41	413	249	123	857	22	319	449	159	33	433
v/c Ratio	0.38	0.85	0.47	0.50	1.29	0.03	0.88	0.55	0.16	0.30	0.85
Control Delay	49.0	37.5	5.8	56.0	175.0	0.1	72.8	30.3	1.8	61.4	58.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.0	37.5	5.8	56.0	175.0	0.1	72.8	30.3	1.8	61.4	58.0
Queue Length 50th (ft)	32	96	4	89	~845	0	242	274	0	25	318
Queue Length 95th (ft)	m64	134	23	142	#963	0	#351	343	18	55	#442
Internal Link Dist (ft)		1931			283			236			268
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	112	549	577	247	665	701	361	820	972	112	507
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.75	0.43	0.50	1.29	0.03	0.88	0.55	0.16	0.29	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

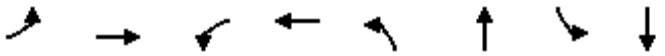
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	84	748	260	606	100	238	779	419	109	683
v/c Ratio	0.28	0.82	0.86	0.61	0.19	0.77	0.62	0.26	0.72	0.73
Control Delay	27.2	17.9	70.8	38.6	3.3	60.6	33.3	0.4	74.7	43.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	17.9	70.8	38.6	3.3	60.6	33.3	0.4	74.7	43.2
Queue Length 50th (ft)	59	20	176	208	0	162	250	0	76	239
Queue Length 95th (ft)	m83	40	#264	215	13	218	272	0	#131	265
Internal Link Dist (ft)		2526		262			1585			2188
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	317	1012	312	1264	642	311	1257	1593	158	931
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.74	0.83	0.48	0.16	0.77	0.62	0.26	0.69	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	556	51	575	170	1104	295	901
v/c Ratio	0.53	0.52	0.26	0.57	0.62	0.57	1.48	0.47
Control Delay	25.5	14.6	16.4	16.6	23.9	9.7	263.3	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	14.6	16.4	16.6	23.9	9.7	263.3	8.5
Queue Length 50th (ft)	24	62	11	71	28	92	~121	67
Queue Length 95th (ft)	54	84	29	94	#113	164	#192	124
Internal Link Dist (ft)		1075		284		1385		907
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	598	3208	621	3092	276	1946	199	1922
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.17	0.08	0.19	0.62	0.57	1.48	0.47

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	170	998	628	930	428	629	498	151	623
v/c Ratio	0.31	0.88	0.83	0.66	0.85	0.59	0.57	0.46	0.71
Control Delay	36.9	39.7	43.9	29.5	54.4	29.5	8.9	43.4	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	39.7	43.9	29.5	54.4	29.5	8.9	43.4	34.3
Queue Length 50th (ft)	44	178	175	164	124	160	76	42	162
Queue Length 95th (ft)	80	#251	#253	188	#201	216	127	73	223
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	543	1147	786	1779	510	1073	885	334	882
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.87	0.80	0.52	0.84	0.59	0.56	0.45	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

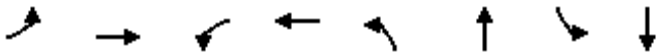


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	368	220	378	94	148	98	359	1267	234	99	1034
v/c Ratio	1.61	0.66	0.65	0.66	0.61	0.28	0.87	0.67	0.23	0.70	0.79
Control Delay	325.2	51.9	9.5	71.0	55.6	2.1	57.0	12.1	1.7	75.0	37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	325.2	51.9	9.5	71.0	55.6	2.1	57.0	12.1	1.7	75.0	37.0
Queue Length 50th (ft)	~373	147	0	65	100	0	211	174	10	69	344
Queue Length 95th (ft)	#519	205	59	#120	150	0	#340	277	18	#136	#429
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	229	402	627	150	319	407	448	1878	1041	142	1313
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.61	0.55	0.60	0.63	0.46	0.24	0.80	0.67	0.22	0.70	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	30	6	27	51	5	2005	18	1515
v/c Ratio	0.29	0.02	0.25	0.21	0.04	0.67	0.15	0.49
Control Delay	54.6	0.2	53.0	2.0	63.8	1.5	42.7	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	0.2	53.0	2.0	63.8	1.5	42.7	2.3
Queue Length 50th (ft)	20	0	18	0	3	49	13	56
Queue Length 95th (ft)	44	0	41	0	m6	8	m19	100
Internal Link Dist (ft)		96		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	235	398	243	382	124	3014	127	3096
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.02	0.11	0.13	0.04	0.67	0.14	0.49

Intersection Summary

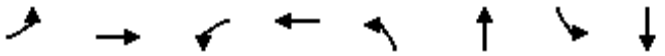
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	13	73	16	2028	23	1641
v/c Ratio	0.04	0.14	0.33	0.14	0.67	0.19	0.54
Control Delay	48.5	51.5	5.8	35.8	1.3	66.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	51.5	5.8	35.8	1.3	66.9	3.4
Queue Length 50th (ft)	2	9	0	11	5	16	20
Queue Length 95th (ft)	10	25	0	m15	36	m35	130
Internal Link Dist (ft)			321		1240		1452
Turn Bay Length (ft)		50		150		215	
Base Capacity (vph)	216	239	369	123	3044	128	3049
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.05	0.20	0.13	0.67	0.18	0.54

Intersection Summary

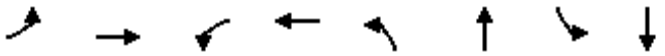
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	101	12	56	34	6	1944	22	1626
v/c Ratio	0.60	0.06	0.33	0.15	0.05	0.71	0.19	0.58
Control Delay	60.1	25.9	47.9	18.3	58.0	4.0	37.9	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.1	25.9	47.9	18.3	58.0	4.0	37.9	4.3
Queue Length 50th (ft)	69	3	37	3	4	100	15	100
Queue Length 95th (ft)	100	16	62	24	m6	116	m25	148
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	241	298	245	310	124	2754	124	2827
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.04	0.23	0.11	0.05	0.71	0.18	0.58

Intersection Summary

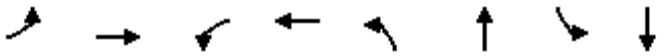
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	416	19	58	41	28	1479	24	1496
v/c Ratio	0.90	0.03	0.12	0.07	0.24	0.78	0.20	0.79
Control Delay	57.8	15.4	24.2	8.4	67.4	18.6	58.7	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.8	15.4	24.2	8.4	67.4	18.6	58.7	32.0
Queue Length 50th (ft)	268	5	27	2	18	562	16	525
Queue Length 95th (ft)	321	17	48	19	m27	547	m26	481
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	518	661	526	631	124	1901	124	1882
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.03	0.11	0.06	0.23	0.78	0.19	0.79

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	121	134	168	258	72	1329	241	1075
v/c Ratio	0.44	0.61	0.63	0.79	0.44	0.95	0.72	0.60
Control Delay	47.0	50.9	53.9	22.8	52.4	52.7	56.7	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	50.9	53.9	22.8	52.4	52.7	56.7	6.4
Queue Length 50th (ft)	75	78	114	1	54	395	153	5
Queue Length 95th (ft)	132	129	161	72	m67	#824	m138	#474
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	339	523	364	451	214	1392	347	1779
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.26	0.46	0.57	0.34	0.95	0.69	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	313	625	218	37	1431	486	448	735	297	441	468
v/c Ratio	0.83	0.27	0.13	0.31	1.09	0.63	0.93	0.75	0.78	0.50	0.84
Control Delay	66.9	20.4	0.2	56.0	87.6	15.4	75.0	41.8	53.3	30.1	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.9	20.4	0.2	56.0	87.6	15.4	75.0	41.8	53.3	30.1	27.4
Queue Length 50th (ft)	113	107	0	25	~600	110	163	248	101	116	125
Queue Length 95th (ft)	#182	137	0	60	#737	226	#260	318	#162	134	#189
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	382	2310	1615	123	1312	769	480	982	382	886	557
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.27	0.13	0.30	1.09	0.63	0.93	0.75	0.78	0.50	0.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	122	1368	1772	16	163	2	93
v/c Ratio	0.49	0.43	0.75	0.03	0.41	0.00	0.18
Control Delay	40.8	8.1	20.2	22.8	30.2	24.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	8.1	20.2	22.8	30.2	24.5	5.3
Queue Length 50th (ft)	61	113	261	6	71	1	0
Queue Length 95th (ft)	104	123	310	20	126	6	23
Internal Link Dist (ft)		628	799	118		430	
Turn Bay Length (ft)	230				200		200
Base Capacity (vph)	392	3482	2543	469	399	535	527
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.39	0.70	0.03	0.41	0.00	0.18

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	59	1377	22	1533	208	147
v/c Ratio	0.27	0.54	0.11	0.64	0.44	0.26
Control Delay	36.1	13.3	34.9	16.3	15.8	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	13.3	34.9	16.3	15.8	10.1
Queue Length 50th (ft)	28	113	10	199	38	14
Queue Length 95th (ft)	59	183	30	228	92	51
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	448	3618	222	2961	470	559
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.38	0.10	0.52	0.44	0.26

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1541	9	1353	144	43
v/c Ratio	0.73	0.06	0.60	0.17	0.05
Control Delay	24.5	39.7	20.4	15.7	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	39.7	20.4	15.7	5.7
Queue Length 50th (ft)	255	5	214	44	0
Queue Length 95th (ft)	259	17	169	87	17
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2187	160	2881	863	794
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.70	0.06	0.47	0.17	0.05

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	7	38	237	184	13	36	132	297	464	36	437
v/c Ratio	0.08	0.31	0.49	0.70	0.03	0.06	0.64	0.14	0.35	0.32	0.23
Control Delay	58.3	62.0	6.2	63.9	36.0	0.2	75.4	12.3	3.9	62.3	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	62.0	6.2	63.9	36.0	0.2	75.4	12.3	3.9	62.3	19.7
Queue Length 50th (ft)	6	30	0	144	8	0	114	18	0	28	102
Queue Length 95th (ft)	21	65	38	210	26	1	m162	70	199	63	173
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	433	364	523	433	444	663	264	2111	1407	216	1864
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.10	0.45	0.42	0.03	0.05	0.50	0.14	0.33	0.17	0.23

Intersection Summary

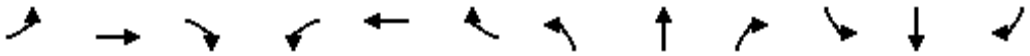
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	48	430	426	1117	80	898
v/c Ratio	0.08	0.77	0.73	0.71	0.51	0.45
Control Delay	23.3	41.4	35.9	34.1	67.7	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	41.4	35.9	34.1	67.7	14.7
Queue Length 50th (ft)	26	297	265	390	63	194
Queue Length 95th (ft)	38	293	264	#562	104	229
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	996	863	878	1581	216	2000
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.50	0.49	0.71	0.37	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

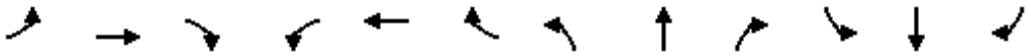


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	327	280	339	256	234	30	135	852	307	25	1434	162
v/c Ratio	1.01	0.40	0.84	0.83	0.35	0.08	1.00	0.50	0.35	0.19	0.99	0.24
Control Delay	94.7	35.6	38.7	66.6	37.3	0.4	125.8	21.9	6.6	47.3	52.8	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.7	35.6	38.7	66.6	37.3	0.4	125.8	21.9	6.6	47.3	52.8	5.5
Queue Length 50th (ft)	~213	81	116	161	68	0	92	151	10	15	470	8
Queue Length 95th (ft)	#262	86	130	#262	81	0	#152	167	9	33	393	24
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	324	927	485	308	667	373	135	1693	875	135	1444	685
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.30	0.70	0.83	0.35	0.08	1.00	0.50	0.35	0.19	0.99	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

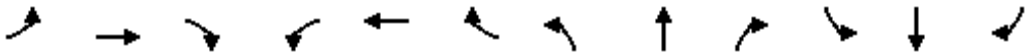
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	129	59	29	8	76	141	33	967	9	40	1301	160
v/c Ratio	0.58	0.14	0.06	0.05	0.42	0.50	0.20	0.46	0.01	0.27	0.63	0.16
Control Delay	51.1	34.2	0.3	38.8	49.0	13.6	42.7	16.1	0.0	55.7	10.6	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	34.2	0.3	38.8	49.0	13.6	42.7	16.1	0.0	55.7	10.6	1.1
Queue Length 50th (ft)	79	29	0	5	47	0	14	177	0	26	165	3
Queue Length 95th (ft)	108	61	0	14	74	30	31	208	m0	m26	199	m4
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	248	457	496	246	408	453	198	2105	962	288	2059	989
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.13	0.06	0.03	0.19	0.31	0.17	0.46	0.01	0.14	0.63	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	100	252	165	165	539	170	145	635	43	73	956	184
v/c Ratio	0.39	0.26	0.29	0.55	0.92	0.28	0.57	0.42	0.06	0.48	0.55	0.28
Control Delay	48.8	28.1	5.6	50.9	56.1	5.2	38.3	6.2	0.2	54.9	13.9	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	28.1	5.6	50.9	56.1	5.2	38.3	6.2	0.2	54.9	13.9	6.4
Queue Length 50th (ft)	31	63	0	52	324	0	100	65	0	51	190	26
Queue Length 95th (ft)	53	85	34	78	#435	34	m145	57	m0	m81	193	67
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	262	1101	607	315	608	632	288	1508	732	162	1750	653
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.23	0.27	0.52	0.89	0.27	0.50	0.42	0.06	0.45	0.55	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

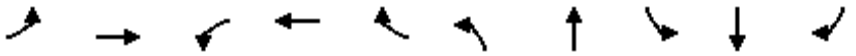
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	112	364	94	22	590	113	573	19	107	506	227
v/c Ratio	0.62	0.43	0.12	0.17	0.90	0.42	0.53	0.03	0.66	0.45	0.34
Control Delay	58.3	21.2	1.3	46.7	47.9	48.8	32.6	0.1	42.1	11.2	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	21.2	1.3	46.7	47.9	48.8	32.6	0.1	42.1	11.2	2.1
Queue Length 50th (ft)	69	128	0	13	331	36	169	0	71	40	0
Queue Length 95th (ft)	112	214	4	34	403	63	198	0	#123	50	4
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	199	856	805	137	709	280	1076	581	162	1121	658
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.43	0.12	0.16	0.83	0.40	0.53	0.03	0.66	0.45	0.34

Intersection Summary

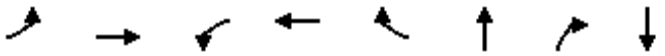
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	464	1064	9	969	135	18	59	172	12	409
v/c Ratio	0.90	0.54	0.06	0.87	0.29	0.09	0.10	0.69	0.02	0.38
Control Delay	60.1	23.3	39.6	43.5	5.3	33.8	19.8	51.0	20.9	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.1	23.3	39.6	43.5	5.3	33.8	19.8	51.0	20.9	2.6
Queue Length 50th (ft)	135	161	5	195	0	10	20	93	3	0
Queue Length 95th (ft)	#175	207	17	207	20	23	41	135	15	22
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	515	1983	245	1116	471	316	592	286	788	1071
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.54	0.04	0.87	0.29	0.06	0.10	0.60	0.02	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



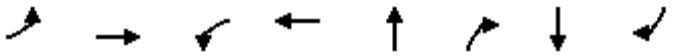
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	29	595	58	360	23	402	60	69
v/c Ratio	0.20	0.65	0.40	0.75	0.05	0.64	0.10	0.18
Control Delay	46.4	23.8	51.8	43.3	0.2	33.0	2.1	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.4	23.8	51.8	43.3	0.2	33.0	2.1	32.0
Queue Length 50th (ft)	17	108	34	205	0	209	0	32
Queue Length 95th (ft)	40	128	66	256	0	275	4	62
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	149	1151	149	567	550	629	617	385
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.52	0.39	0.63	0.04	0.64	0.10	0.18

Intersection Summary

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	54	77	96	75	146
Average Queue (ft)	20	37	49	50	74
95th Queue (ft)	47	66	79	70	120
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	163	699	43	771	129	24	26	179
v/c Ratio	0.62	0.42	0.28	0.72	0.30	0.05	0.06	0.36
Control Delay	45.1	24.1	43.1	36.0	30.5	0.2	28.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	24.1	43.1	36.0	30.5	0.2	28.5	7.2
Queue Length 50th (ft)	85	115	22	142	59	0	11	0
Queue Length 95th (ft)	142	144	54	184	108	0	32	47
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	339	1731	158	1156	429	494	419	494
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.40	0.27	0.67	0.30	0.05	0.06	0.36

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	656	32	682	44	2	53	7	46
v/c Ratio	0.07	0.52	0.14	0.43	0.19	0.00	0.06	0.03	0.05
Control Delay	32.3	23.4	32.1	18.7	32.0	14.0	0.4	32.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	23.4	32.1	18.7	32.0	14.0	0.4	32.2	0.1
Queue Length 50th (ft)	6	90	13	73	18	0	0	3	0
Queue Length 95th (ft)	26	134	41	137	50	5	3	15	0
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	302	2336	332	2443	363	951	992	272	952
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.28	0.10	0.28	0.12	0.00	0.05	0.03	0.05

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	165	6	324	478	134	322
v/c Ratio	0.60	0.01	0.33	0.37	0.57	0.24
Control Delay	43.7	8.6	7.5	7.0	45.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.7	8.6	7.5	7.0	45.4	5.6
Queue Length 50th (ft)	89	0	78	109	72	53
Queue Length 95th (ft)	138	6	m172	m289	121	103
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	441	611	988	1400	281	1354
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.01	0.33	0.34	0.48	0.24

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	76	460	743	254	495
v/c Ratio	0.34	0.77	0.78	0.27	1.29
Control Delay	38.4	12.6	14.5	1.2	176.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	12.6	14.5	1.2	176.9
Queue Length 50th (ft)	41	0	369	0	~302
Queue Length 95th (ft)	71	66	251	0	#612
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	382	703	950	934	385
Starvation Cap Reductn	0	0	2	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.65	0.78	0.27	1.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	316	137	13	141	66	502	20	172	461	233
v/c Ratio	0.61	0.15	0.09	0.39	0.40	0.32	0.02	0.61	0.24	0.25
Control Delay	40.9	13.6	39.9	18.1	45.8	7.8	0.1	44.6	12.0	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	13.6	39.9	18.1	45.8	7.9	0.1	44.6	12.0	3.4
Queue Length 50th (ft)	88	13	7	12	38	68	0	98	90	24
Queue Length 95th (ft)	124	39	25	41	m79	57	m0	m114	m124	m41
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	550	958	160	760	180	1564	816	320	1890	946
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	37	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.14	0.08	0.19	0.37	0.33	0.02	0.54	0.24	0.25

Intersection Summary

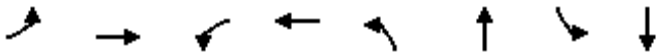
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	60	205	4	521	48	43	461
v/c Ratio	0.34	0.67	0.03	0.50	0.05	0.27	0.40
Control Delay	40.7	42.2	19.8	5.7	0.2	21.6	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	42.2	19.8	5.7	0.2	21.6	12.8
Queue Length 50th (ft)	30	100	2	54	0	11	235
Queue Length 95th (ft)	67	160	m3	m213	m0	33	365
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	386	391	150	1046	937	165	1154
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.52	0.03	0.50	0.05	0.26	0.40

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	49	296	131	428	74	689	25	662
v/c Ratio	0.33	0.82	0.78	0.90	0.49	0.70	0.17	0.74
Control Delay	45.4	52.8	72.7	59.6	44.5	22.3	26.1	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	52.8	72.7	59.6	44.5	22.3	26.1	14.1
Queue Length 50th (ft)	27	153	75	~274	42	305	14	356
Queue Length 95th (ft)	57	#230	#158	#411	80	431	m28	114
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	152	390	167	473	152	989	152	898
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.76	0.78	0.90	0.49	0.70	0.16	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	95	184	33	178	98	520	61	14	519
v/c Ratio	0.47	0.36	0.22	0.46	0.39	0.22	0.05	0.10	0.20
Control Delay	44.3	20.6	41.5	36.0	33.2	4.1	0.6	34.3	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	20.6	41.5	36.0	33.2	4.1	0.6	34.3	10.5
Queue Length 50th (ft)	52	27	18	43	52	15	0	6	49
Queue Length 95th (ft)	93	53	45	72	97	62	1	m8	m87
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	280	952	200	798	280	2339	1226	180	2609
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.19	0.17	0.22	0.35	0.22	0.05	0.08	0.20

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	78	53	265	55	82	29	389	248	74	457
v/c Ratio	0.35	0.30	0.89	0.27	0.26	0.19	0.14	0.21	0.43	0.15
Control Delay	39.8	35.7	68.7	40.9	2.0	41.2	12.1	0.9	37.5	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	35.7	68.7	40.9	2.0	41.2	12.1	0.9	37.5	1.8
Queue Length 50th (ft)	40	22	151	30	0	16	43	0	44	6
Queue Length 95th (ft)	82	56	#300	65	0	42	65	11	90	21
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	249	576	299	654	650	180	2822	1199	180	3052
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.09	0.89	0.08	0.13	0.16	0.14	0.21	0.41	0.15

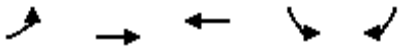
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	SB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	16
95th Queue (ft)	39
Link Distance (ft)	255
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	272	807	979	28	20
v/c Ratio	0.70	0.33	0.92	0.03	0.03
Control Delay	42.0	15.2	49.7	16.7	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	15.2	49.7	16.7	7.8
Queue Length 50th (ft)	144	102	199	9	0
Queue Length 95th (ft)	206	109	#281	28	15
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	822	3659	1062	805	722
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.22	0.92	0.03	0.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 64: Iris Avenue & Project Driveway 3

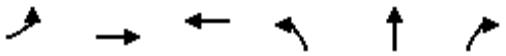
Movement	WB	SB
Directions Served	T	R
Maximum Queue (ft)	37	31
Average Queue (ft)	2	18
95th Queue (ft)	14	42
Link Distance (ft)	565	351
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2487	1825	232	223	212
v/c Ratio	0.69	0.50	0.66	0.64	0.61
Control Delay	10.0	2.1	51.2	41.1	39.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	2.1	51.2	41.1	39.2
Queue Length 50th (ft)	307	39	162	126	112
Queue Length 95th (ft)	352	3	#256	221	198
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3632	3712	349	348	350
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.68	0.49	0.66	0.64	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	282	2073	1632	277	270	226
v/c Ratio	0.84	0.59	0.70	0.68	0.62	0.55
Control Delay	55.6	6.7	24.8	50.4	38.5	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	6.7	24.8	50.4	38.5	34.9
Queue Length 50th (ft)	192	150	314	195	152	112
Queue Length 95th (ft)	#313	119	324	#356	#291	#204
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	361	3843	2578	407	433	410
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.54	0.63	0.68	0.62	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	838	320	635	783	101
v/c Ratio	0.62	0.40	0.83	0.25	0.25
Control Delay	28.3	5.5	32.1	0.9	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	5.5	32.1	0.9	1.5
Queue Length 50th (ft)	212	5	288	14	0
Queue Length 95th (ft)	#342	69	m222	m24	0
Internal Link Dist (ft)	514			122	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1345	793	912	3096	398
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.40	0.70	0.25	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	1425	1980	61	152	423	195
v/c Ratio	0.42	0.64	0.89	0.23	0.32	1.40	0.46
Control Delay	20.3	7.5	14.9	29.7	29.8	226.9	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	7.5	14.9	29.7	29.8	226.9	28.9
Queue Length 50th (ft)	4	82	322	28	71	~324	81
Queue Length 95th (ft)	m9	97	232	62	124	#504	147
Internal Link Dist (ft)		233	592		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	84	2229	2217	265	475	303	426
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.64	0.89	0.23	0.32	1.40	0.46

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	397	1476	10	1076	243	10	89	9	329	406
v/c Ratio	1.01	0.47	0.07	0.80	0.38	0.10	0.17	0.02	0.90	0.60
Control Delay	86.5	10.9	37.9	15.6	4.3	27.7	25.7	0.0	60.2	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.5	10.9	37.9	15.6	4.3	27.7	25.7	0.0	60.2	11.1
Queue Length 50th (ft)	~259	141	6	277	39	4	38	0	180	40
Queue Length 95th (ft)	#434	245	m10	m339	m55	18	76	0	#337	130
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	393	3149	152	1403	669	96	527	519	367	681
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.47	0.07	0.77	0.36	0.10	0.17	0.02	0.90	0.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

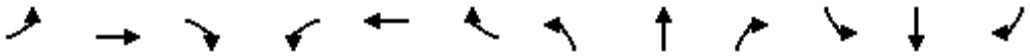


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	114	1676	110	1031	260	209	146	65	171	74
v/c Ratio	0.61	0.98	0.64	0.61	0.92	0.32	0.22	0.38	0.35	0.14
Control Delay	45.2	49.6	30.2	6.7	77.4	23.8	5.8	45.2	30.9	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	49.6	30.2	6.7	77.4	23.8	5.8	45.2	30.9	0.6
Queue Length 50th (ft)	65	365	56	41	149	84	6	35	82	0
Queue Length 95th (ft)	m111	m#456	m67	54	m#292	m149	m19	76	141	0
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	202	1713	180	1677	283	662	653	176	494	530
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.98	0.61	0.61	0.92	0.32	0.22	0.37	0.35	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



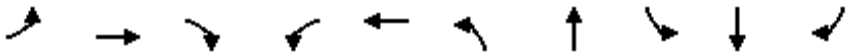
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	167	1980	119	44	1295	112	187	191	108	162	166	240
v/c Ratio	0.72	0.94	0.07	0.30	0.81	0.20	0.48	0.48	0.22	0.60	0.60	0.53
Control Delay	59.4	37.2	0.1	42.5	33.4	9.4	35.8	35.7	2.9	38.8	38.4	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	37.2	0.1	42.5	33.4	9.4	35.8	35.7	2.9	38.8	38.4	8.9
Queue Length 50th (ft)	92	~440	0	14	145	7	100	102	0	74	75	5
Queue Length 95th (ft)	m#187	m#543	m0	m30	203	m33	170	173	17	m105	m107	m33
Internal Link Dist (ft)		1195			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	232	2101	1615	150	1616	578	390	400	485	352	364	522
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.94	0.07	0.29	0.80	0.19	0.48	0.48	0.22	0.46	0.46	0.46

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



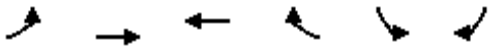
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	305	1588	116	67	1261	81	450	346	382	186
v/c Ratio	0.80	0.98	0.15	0.45	0.83	0.28	0.58	0.99	0.41	0.34
Control Delay	27.4	24.4	0.2	38.6	19.4	36.3	27.6	87.7	30.2	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	24.4	0.2	38.6	19.4	36.3	27.6	87.7	30.2	6.4
Queue Length 50th (ft)	134	~535	0	29	244	24	117	103	98	0
Queue Length 95th (ft)	m165	m#580	m0	m50	315	46	149	#191	142	51
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	383	1617	799	150	1538	291	781	350	934	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.98	0.15	0.45	0.82	0.28	0.58	0.99	0.41	0.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

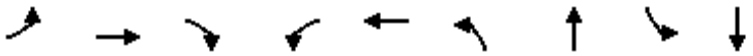
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	89	2297	1232	181	381	191
v/c Ratio	0.26	0.77	0.69	0.15	0.33	0.21
Control Delay	24.8	6.2	9.7	0.2	17.7	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	6.2	9.7	0.2	17.7	6.5
Queue Length 50th (ft)	52	66	84	1	109	26
Queue Length 95th (ft)	m66	m95	113	m1	156	46
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	336	2996	2017	1219	1167	917
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.77	0.61	0.15	0.33	0.21

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



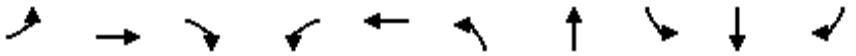
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	1614	182	219	1332	108	371	168	307
v/c Ratio	0.57	1.12	0.26	1.22	0.63	0.72	0.44	1.05	0.36
Control Delay	35.5	74.3	2.8	150.7	6.2	68.5	30.2	127.5	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	74.3	2.8	150.7	6.2	68.5	30.2	127.5	25.1
Queue Length 50th (ft)	53	~574	20	~149	63	62	80	~105	63
Queue Length 95th (ft)	m55	m#597	m21	m#197	m72	m89	m112	#230	101
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	238	1444	713	180	2104	150	846	160	863
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	1.12	0.26	1.22	0.63	0.72	0.44	1.05	0.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	233	2059	386	11	1292	165	97	164	148	126
v/c Ratio	0.89	0.76	0.39	0.08	0.70	0.50	0.13	0.91	0.18	0.18
Control Delay	71.2	26.0	10.0	34.0	10.3	44.4	24.2	83.5	32.4	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.2	26.0	10.0	34.0	10.3	44.4	24.2	83.5	32.4	13.6
Queue Length 50th (ft)	119	299	67	7	172	46	19	98	41	11
Queue Length 95th (ft)	m#252	#503	m147	m9	168	78	40	m#161	m57	m63
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	261	2720	1001	150	2035	330	773	180	802	700
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.76	0.39	0.07	0.63	0.50	0.13	0.91	0.18	0.18

Intersection Summary

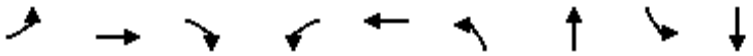
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	192	1516	161	70	1241	196	536	90	281	505	166
v/c Ratio	0.77	0.89	0.20	0.45	0.95	0.77	0.62	0.17	0.81	0.48	0.20
Control Delay	20.8	12.1	0.8	33.9	42.6	52.6	25.1	1.2	54.5	28.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	12.1	0.8	33.9	42.6	52.6	25.1	1.2	54.5	28.4	6.0
Queue Length 50th (ft)	85	199	3	38	263	119	87	1	153	125	17
Queue Length 95th (ft)	m78	m158	m3	m64	#358	m#205	146	m2	#274	174	52
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	260	1709	823	160	1308	270	867	536	361	1047	817
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.89	0.20	0.44	0.95	0.73	0.62	0.17	0.78	0.48	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	137	1169	856	7	776	510	474	135	541
v/c Ratio	0.75	0.80	0.75	0.05	0.76	0.78	0.44	0.55	0.60
Control Delay	47.3	27.2	23.0	23.1	19.0	44.6	27.6	27.6	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.3	27.2	23.0	23.1	19.0	44.6	27.6	27.6	15.9
Queue Length 50th (ft)	70	357	390	4	63	140	115	74	53
Queue Length 95th (ft)	m104	m#480	m#529	m9	107	#221	168	132	155
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	188	1462	1151	150	1156	661	1074	246	895
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.80	0.74	0.05	0.67	0.77	0.44	0.55	0.60

Intersection Summary

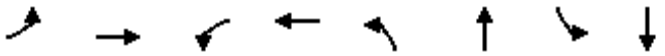
95th percentile volume exceeds capacity, queue may be longer.
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m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	86	246	592	77	402	802
v/c Ratio	0.25	0.65	0.38	0.10	0.34	0.27
Control Delay	36.3	21.2	18.5	4.7	23.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	21.2	18.5	4.7	23.6	2.5
Queue Length 50th (ft)	25	14	112	0	87	36
Queue Length 95th (ft)	45	114	167	25	121	74
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	778	550	1572	746	1167	2936
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.45	0.38	0.10	0.34	0.27

Intersection Summary



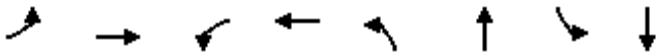
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	207	1526	132	1051	147	435	201	429
v/c Ratio	0.66	0.78	0.69	0.65	0.76	0.51	1.12	0.53
Control Delay	37.9	19.4	36.6	40.6	53.5	22.2	141.7	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	19.4	36.6	40.6	53.5	22.2	141.7	32.0
Queue Length 50th (ft)	82	341	68	230	56	88	~132	108
Queue Length 95th (ft)	m71	m389	m88	m272	#167	147	#267	157
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	521	1999	200	1612	200	848	180	815
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.76	0.66	0.65	0.73	0.51	1.12	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

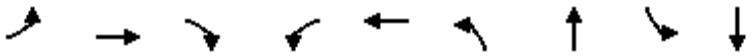


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	62	1237	43	617	88	352	70	471
v/c Ratio	0.19	0.85	0.29	0.61	0.56	0.31	0.45	0.41
Control Delay	9.4	9.2	53.9	46.7	53.8	26.0	39.4	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	9.2	53.9	46.7	53.8	26.0	39.4	26.6
Queue Length 50th (ft)	11	44	26	183	49	86	41	130
Queue Length 95th (ft)	m26	47	m41	m205	#104	128	m69	m185
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	333	1501	152	1508	161	1144	160	1141
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.82	0.28	0.41	0.55	0.31	0.44	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	354	90	12	456	37	167	315	244
v/c Ratio	0.11	0.53	0.21	0.04	0.65	0.24	0.13	0.60	0.11
Control Delay	39.7	44.2	17.8	38.9	23.1	41.7	19.9	33.4	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	44.2	17.8	38.9	23.1	41.7	19.9	33.4	9.6
Queue Length 50th (ft)	9	114	9	3	68	20	26	154	24
Queue Length 95th (ft)	23	151	51	11	108	48	62	238	64
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	311	852	501	311	903	167	1318	521	2208
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.42	0.18	0.04	0.50	0.22	0.13	0.60	0.11

Intersection Summary

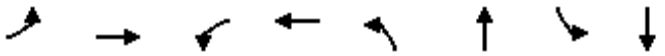


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	440	993	314	276	925	314	740	174	180	916	203
v/c Ratio	0.83	0.99	0.48	0.95	0.86	0.93	0.69	0.30	0.61	0.93	0.37
Control Delay	43.8	37.4	2.3	62.0	21.7	51.1	17.8	1.9	44.6	49.2	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	37.4	2.3	62.0	21.7	51.1	17.8	1.9	44.6	49.2	9.3
Queue Length 50th (ft)	86	97	1	71	92	109	152	0	96	266	17
Queue Length 95th (ft)	m#146	m#392	m4	m#131	#195	#308	211	2	165	#387	71
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		150
Base Capacity (vph)	544	1002	658	291	1080	340	1070	581	296	984	545
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.99	0.48	0.95	0.86	0.92	0.69	0.30	0.61	0.93	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	101	1018	80	607	187	1025	141	1230
v/c Ratio	0.37	0.88	0.52	0.65	0.77	0.62	0.68	0.79
Control Delay	18.4	23.1	53.8	21.8	59.3	28.6	38.8	28.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	23.1	53.8	21.8	59.3	28.6	38.8	28.7
Queue Length 50th (ft)	35	104	50	161	104	188	81	263
Queue Length 95th (ft)	m56	#171	97	210	#208	236	m97	m294
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	290	1187	156	1047	244	1659	220	1556
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.86	0.51	0.58	0.77	0.62	0.64	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	55	512	323	444	219	985	360	253	1059
v/c Ratio	0.42	0.81	0.82	0.37	0.81	0.68	0.55	0.83	0.68
Control Delay	54.2	45.5	54.6	20.6	36.5	35.7	15.7	62.6	34.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	45.5	54.6	20.6	36.5	35.7	15.7	62.6	34.7
Queue Length 50th (ft)	34	144	194	87	122	146	82	155	228
Queue Length 95th (ft)	74	204	287	125	m152	197	m128	#276	287
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	135	682	451	1278	288	1459	657	324	1557
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.75	0.72	0.35	0.76	0.68	0.55	0.78	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	104	312	114	74	1574	118	1378
v/c Ratio	0.63	0.33	0.77	0.26	0.48	0.83	0.64	0.65
Control Delay	50.5	11.4	50.1	7.8	66.0	26.4	67.0	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	11.4	50.1	7.8	66.0	26.4	67.0	9.1
Queue Length 50th (ft)	105	3	182	0	49	366	69	113
Queue Length 95th (ft)	163	48	#314	44	m93	#473	m109	157
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	433	440	409	442	163	1898	201	2125
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.24	0.76	0.26	0.45	0.83	0.59	0.65

Intersection Summary

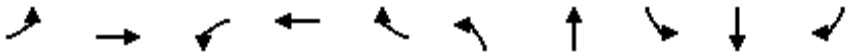
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	241	190	184	1571	1958
v/c Ratio	0.83	0.27	0.65	0.40	0.68
Control Delay	65.0	3.7	58.2	4.3	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	3.7	58.2	4.3	14.9
Queue Length 50th (ft)	149	0	127	88	442
Queue Length 95th (ft)	#232	29	181	82	473
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	306	714	298	3939	2890
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.79	0.27	0.62	0.40	0.68

Intersection Summary

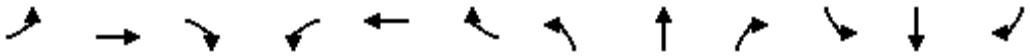
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	66	193	64	11	47	31	1591	53	1751	69
v/c Ratio	0.32	0.49	0.43	0.08	0.19	0.22	0.49	0.34	0.51	0.05
Control Delay	45.1	16.2	52.6	44.9	1.7	62.4	4.8	40.6	10.8	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	16.2	52.6	44.9	1.7	62.4	4.8	40.6	10.8	1.3
Queue Length 50th (ft)	40	12	39	7	0	19	50	25	121	1
Queue Length 95th (ft)	80	44	81	24	0	m32	m74	m44	242	m9
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	210	758	162	399	451	163	3274	162	3453	1321
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.25	0.40	0.03	0.10	0.19	0.49	0.33	0.51	0.05

Intersection Summary

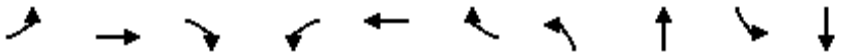
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	456	348	227	8	213	156	89	964	9	264	1461	428
v/c Ratio	0.93	0.25	0.30	0.03	0.43	0.48	0.34	0.55	0.01	0.57	0.67	0.47
Control Delay	63.1	21.6	4.2	43.7	44.9	9.1	47.9	29.0	0.0	55.0	13.2	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.1	21.6	4.2	43.7	44.9	9.1	47.9	29.0	0.0	55.0	13.2	4.0
Queue Length 50th (ft)	280	74	0	2	47	0	28	184	0	86	142	28
Queue Length 95th (ft)	#463	122	50	10	71	39	53	242	0	130	242	121
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	505	1461	789	262	959	449	262	1762	642	463	2178	911
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.24	0.29	0.03	0.22	0.35	0.34	0.55	0.01	0.57	0.67	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	151	965	210	32	754	114	146	279	78	374
v/c Ratio	0.60	0.74	0.25	0.22	0.82	0.19	0.42	0.44	0.50	0.32
Control Delay	20.7	9.4	0.6	35.1	28.6	5.3	32.5	17.2	50.6	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	9.4	0.6	35.1	28.6	5.3	32.5	17.2	50.6	19.4
Queue Length 50th (ft)	59	78	1	18	192	18	41	61	43	67
Queue Length 95th (ft)	m71	m83	m0	m26	m270	m29	72	90	88	106
Internal Link Dist (ft)		2564			564			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	300	1306	850	160	962	617	350	639	162	1179
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.74	0.25	0.20	0.78	0.18	0.42	0.44	0.48	0.32

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	41	898	39	561	106	283	46	335	58
v/c Ratio	0.28	0.79	0.27	0.49	0.53	0.18	0.31	0.46	0.08
Control Delay	26.1	23.2	33.5	17.5	47.2	18.9	36.9	20.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	23.2	33.5	17.5	47.2	18.9	36.9	20.4	0.3
Queue Length 50th (ft)	20	245	22	59	57	59	26	182	1
Queue Length 95th (ft)	m25	m291	m52	84	108	93	61	278	0
Internal Link Dist (ft)		2608		1901		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	152	1240	152	1252	236	1566	152	729	709
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.72	0.26	0.45	0.45	0.18	0.30	0.46	0.08

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	177	1035	305	835	135	73	468	69	303
v/c Ratio	0.68	0.86	1.03	0.65	0.17	0.47	0.47	0.46	0.32
Control Delay	50.1	36.1	101.1	27.6	2.1	49.7	12.2	49.8	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	36.1	101.1	27.6	2.1	49.7	12.2	49.8	21.3
Queue Length 50th (ft)	96	278	~197	210	0	40	41	38	54
Queue Length 95th (ft)	162	#362	#356	281	17	84	85	81	91
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	300	1231	295	1286	775	160	997	150	952
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.84	1.03	0.65	0.17	0.46	0.47	0.46	0.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	81	729	234	102	504	38	171	452	153	28	460
v/c Ratio	0.55	1.19	0.38	0.65	0.76	0.05	0.75	0.62	0.19	0.19	0.85
Control Delay	40.3	117.0	5.3	60.4	35.7	0.1	47.5	30.3	2.9	42.0	47.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.3	117.0	5.3	60.4	35.7	0.1	47.5	30.3	2.9	42.0	47.5
Queue Length 50th (ft)	35	~519	52	57	260	0	96	270	4	15	247
Queue Length 95th (ft)	m52	#732	m54	#126	#421	0	#187	371	35	42	#422
Internal Link Dist (ft)		1908			333			2560			507
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	150	612	619	160	666	747	240	726	828	150	539
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	1.19	0.38	0.64	0.76	0.05	0.71	0.62	0.18	0.19	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



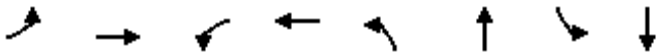
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	54	677	263	412	91	121	518	213	45	675
v/c Ratio	0.37	0.75	1.10	0.37	0.16	0.58	0.34	0.13	0.30	0.56
Control Delay	63.9	9.9	125.0	25.0	3.8	49.2	21.0	0.2	35.0	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	9.9	125.0	25.0	3.8	49.2	21.0	0.2	35.0	26.6
Queue Length 50th (ft)	32	4	~171	97	0	66	113	0	19	206
Queue Length 95th (ft)	m48	8	#321	127	24	122	173	0	m35	m263
Internal Link Dist (ft)		515		289			2569			2560
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	152	1108	240	1259	626	229	1505	1615	156	1212
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.61	1.10	0.33	0.15	0.53	0.34	0.13	0.29	0.56

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	123	292	39	210	127	819	83	1055
v/c Ratio	0.52	0.39	0.18	0.28	0.42	0.34	0.20	0.44
Control Delay	27.9	12.9	19.7	10.9	12.1	5.5	6.9	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	12.9	19.7	10.9	12.1	5.5	6.9	6.1
Queue Length 50th (ft)	41	29	12	17	17	51	9	71
Queue Length 95th (ft)	74	50	30	36	75	110	36	151
Internal Link Dist (ft)		979		277		972		2569
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	363	1076	322	1102	300	2386	407	2372
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.27	0.12	0.19	0.42	0.34	0.20	0.44

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	235	1006	641	951	259	628	565	274	858
v/c Ratio	0.41	1.00	0.79	0.72	0.74	0.53	0.61	0.70	0.72
Control Delay	46.9	71.5	49.2	41.4	64.6	34.5	15.7	60.5	37.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	71.5	49.2	41.4	64.6	34.5	15.7	60.5	37.5
Queue Length 50th (ft)	82	~263	233	235	98	205	211	103	293
Queue Length 95th (ft)	130	#378	298	271	#156	274	313	153	382
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	579	1006	939	1842	364	1179	977	421	1194
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	1.00	0.68	0.52	0.71	0.53	0.58	0.65	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

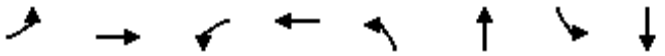
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	198	49	206	60	39	68	99	955	85	110	1365
v/c Ratio	0.51	0.12	0.40	0.41	0.24	0.24	0.49	0.59	0.10	0.51	0.84
Control Delay	37.4	30.0	7.2	47.9	41.6	2.0	52.5	25.5	1.9	45.3	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	30.0	7.2	47.9	41.6	2.0	52.5	25.5	1.9	45.3	29.5
Queue Length 50th (ft)	100	23	0	33	21	0	61	222	7	59	372
Queue Length 95th (ft)	175	53	56	73	51	0	113	261	13	111	#555
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	389	418	510	152	392	454	260	1618	895	236	1632
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.12	0.40	0.39	0.10	0.15	0.38	0.59	0.09	0.47	0.84

Intersection Summary

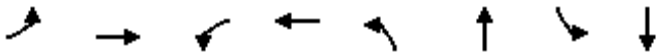
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	2	11	31	1	1069	31	1443
v/c Ratio	0.09	0.01	0.08	0.09	0.01	0.36	0.20	0.46
Control Delay	39.7	0.0	39.5	0.6	56.0	0.9	59.7	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	0.0	39.5	0.6	56.0	0.9	59.7	1.1
Queue Length 50th (ft)	6	0	6	0	1	3	16	5
Queue Length 95th (ft)	23	0	22	0	m2	12	m31	11
Internal Link Dist (ft)		149		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	356	476	356	508	160	2946	164	3145
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.00	0.03	0.06	0.01	0.36	0.19	0.46

Intersection Summary

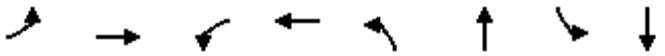
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	4	4	36	2	1034	60	1352
v/c Ratio	0.10	0.03	0.03	0.22	0.01	0.37	0.34	0.43
Control Delay	39.8	28.5	38.2	18.1	23.5	2.3	42.7	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	28.5	38.2	18.1	23.5	2.3	42.7	4.7
Queue Length 50th (ft)	8	1	2	1	1	33	26	331
Queue Length 95th (ft)	26	11	12	29	m2	51	56	1
Internal Link Dist (ft)		78		321		1240		1452
Turn Bay Length (ft)			50		150		215	
Base Capacity (vph)	356	358	356	366	160	2779	206	3138
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.01	0.01	0.10	0.01	0.37	0.29	0.43

Intersection Summary

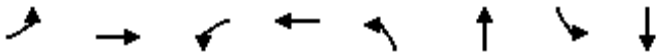
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	38	11	27	21	9	1001	33	1322
v/c Ratio	0.29	0.07	0.21	0.12	0.06	0.35	0.22	0.43
Control Delay	43.3	26.1	40.8	17.9	54.6	2.6	31.2	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	26.1	40.8	17.9	54.6	2.6	31.2	0.6
Queue Length 50th (ft)	21	2	15	1	3	198	20	5
Queue Length 95th (ft)	50	18	39	22	m16	21	m45	8
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	298	368	300	359	160	2893	160	3099
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.03	0.09	0.06	0.06	0.35	0.21	0.43

Intersection Summary

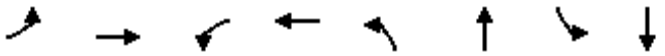
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	53	7	8	5	22	963	9	1294
v/c Ratio	0.37	0.04	0.06	0.03	0.15	0.31	0.06	0.44
Control Delay	44.5	22.9	35.9	24.4	39.5	0.6	59.4	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	22.9	35.9	24.4	39.5	0.6	59.4	0.8
Queue Length 50th (ft)	29	1	4	1	14	5	5	8
Queue Length 95th (ft)	63	13	17	11	m29	8	m12	16
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	301	350	302	351	160	3075	160	2955
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.02	0.03	0.01	0.14	0.31	0.06	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	25	72	119	65	941	150	1205
v/c Ratio	0.06	0.17	0.39	0.40	0.43	0.46	0.58	0.51
Control Delay	38.4	22.3	43.4	11.8	48.7	14.4	42.1	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	22.3	43.4	11.8	48.7	14.4	42.1	5.0
Queue Length 50th (ft)	5	3	39	2	36	128	77	32
Queue Length 95th (ft)	19	27	78	51	77	286	98	181
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	371	359	373	428	152	2029	270	2361
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.07	0.19	0.28	0.43	0.46	0.56	0.51

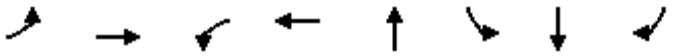
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	394	1404	426	43	833	331	253	540	400	696	384
v/c Ratio	0.72	0.71	0.26	0.26	0.88	0.52	0.65	0.59	0.90	0.72	0.54
Control Delay	40.2	24.1	0.4	38.0	40.5	8.6	42.5	29.0	60.8	31.5	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	24.1	0.4	38.0	40.5	8.6	42.5	29.0	60.8	31.5	6.0
Queue Length 50th (ft)	96	231	0	20	209	19	63	123	103	166	1
Queue Length 95th (ft)	143	289	0	51	#312	87	101	174	#185	228	64
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	576	1987	1615	171	958	635	398	911	442	969	712
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.71	0.26	0.25	0.87	0.52	0.64	0.59	0.90	0.72	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	199	1309	6	1470	4	115	1	122
v/c Ratio	0.67	0.44	0.05	0.74	0.01	0.24	0.00	0.20
Control Delay	52.7	13.0	50.0	29.1	0.0	29.7	28.0	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	13.0	50.0	29.1	0.0	29.7	28.0	6.3
Queue Length 50th (ft)	126	156	4	290	0	57	0	0
Queue Length 95th (ft)	207	242	18	383	0	116	5	44
Internal Link Dist (ft)		628		799	118		430	
Turn Bay Length (ft)	230		110			200		200
Base Capacity (vph)	538	3127	340	2292	611	470	623	602
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.42	0.02	0.64	0.01	0.24	0.00	0.20

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	71	1441	13	1418	109	107
v/c Ratio	0.35	0.53	0.08	0.63	0.21	0.19
Control Delay	42.4	12.7	41.5	19.6	10.7	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	12.7	41.5	19.6	10.7	10.3
Queue Length 50th (ft)	35	146	6	206	10	9
Queue Length 95th (ft)	85	244	27	270	55	53
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	365	4378	228	4132	517	555
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.33	0.06	0.34	0.21	0.19

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1291	27	1436	57	25
v/c Ratio	0.68	0.23	0.65	0.06	0.03
Control Delay	33.7	84.2	9.5	18.7	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	84.2	9.5	18.7	7.5
Queue Length 50th (ft)	315	22	85	22	0
Queue Length 95th (ft)	330	m36	88	55	18
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2106	436	3544	910	826
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	0.06	0.41	0.06	0.03

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	10	29	164	203	31	33	198	399	740	29	274
v/c Ratio	0.11	0.26	0.34	0.69	0.08	0.06	0.73	0.19	0.51	0.27	0.16
Control Delay	58.9	61.1	6.6	60.7	36.5	0.2	71.0	13.9	2.3	61.6	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	61.1	6.6	60.7	36.5	0.2	71.0	13.9	2.3	61.6	21.7
Queue Length 50th (ft)	8	23	0	157	19	0	160	73	24	23	66
Queue Length 95th (ft)	27	54	47	220	45	0	246	113	44	54	120
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	375	319	545	418	449	672	350	2150	1490	216	1751
Starvation Cap Reductn	0	0	0	0	0	0	0	0	42	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.09	0.30	0.49	0.07	0.05	0.57	0.19	0.51	0.13	0.16

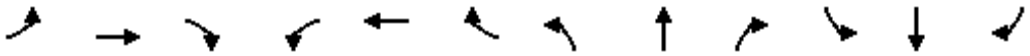
Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	102	308	312	1267	38	526
v/c Ratio	0.48	0.69	0.69	0.51	0.33	0.19
Control Delay	57.6	14.5	13.3	11.2	59.3	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	14.5	13.3	11.2	59.3	8.9
Queue Length 50th (ft)	79	6	0	236	32	91
Queue Length 95th (ft)	127	94	87	384	m65	132
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	563	687	693	2482	216	2838
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.45	0.45	0.51	0.18	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

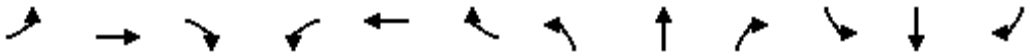


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	82	258	74	256	213	45	41	1003	322	23	852	83
v/c Ratio	0.50	0.54	0.21	0.73	0.23	0.09	0.28	0.57	0.35	0.16	0.51	0.10
Control Delay	50.0	40.5	1.4	47.3	26.9	0.3	40.9	16.9	6.9	41.3	20.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	40.5	1.4	47.3	26.9	0.3	40.9	16.9	6.9	41.3	20.4	0.2
Queue Length 50th (ft)	45	73	0	134	51	0	25	237	0	13	198	0
Queue Length 95th (ft)	91	106	0	#246	78	0	m54	371	127	36	270	1
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	172	742	451	355	993	548	150	1768	914	150	1674	811
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.35	0.16	0.72	0.21	0.08	0.27	0.57	0.35	0.15	0.51	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

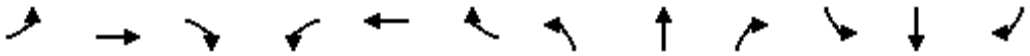


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	96	49	52	4	53	38	34	1076	15	50	845	106
v/c Ratio	0.59	0.15	0.14	0.03	0.30	0.15	0.22	0.46	0.01	0.30	0.35	0.10
Control Delay	54.3	32.5	0.9	38.0	42.3	1.3	57.3	2.1	0.0	28.1	20.2	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	32.5	0.9	38.0	42.3	1.3	57.3	2.1	0.0	28.1	20.2	9.0
Queue Length 50th (ft)	53	22	0	2	29	0	21	20	0	28	210	15
Queue Length 95th (ft)	#111	60	3	12	63	0	m41	25	m0	m54	260	m45
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	170	423	439	155	390	418	190	2358	1083	174	2382	1101
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.12	0.12	0.03	0.14	0.09	0.18	0.46	0.01	0.29	0.35	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	207	534	136	34	375	82	130	829	112	61	712	125
v/c Ratio	0.66	0.52	0.24	0.12	0.88	0.17	0.37	0.51	0.14	0.40	0.44	0.20
Control Delay	50.2	30.2	4.6	39.6	56.9	0.8	28.0	11.5	0.4	35.6	28.1	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	30.2	4.6	39.6	56.9	0.8	28.0	11.5	0.4	35.6	28.1	6.9
Queue Length 50th (ft)	59	142	0	9	205	0	69	126	0	34	73	0
Queue Length 95th (ft)	#102	197	33	24	#354	0	m123	136	m1	77	153	39
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	318	1027	566	311	443	493	401	1615	799	160	1628	636
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.52	0.24	0.11	0.85	0.17	0.32	0.51	0.14	0.38	0.44	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

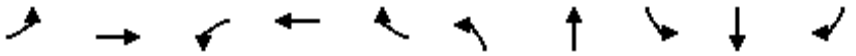
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	130	428	87	43	386	42	425	32	131	564	121
v/c Ratio	0.58	0.66	0.13	0.29	0.83	0.15	0.35	0.05	0.66	0.37	0.16
Control Delay	46.9	31.1	0.6	43.8	46.1	39.8	25.0	0.2	32.6	4.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	31.1	0.6	43.8	46.1	39.8	25.0	0.2	32.6	4.9	0.5
Queue Length 50th (ft)	70	217	0	23	197	11	96	0	45	25	0
Queue Length 95th (ft)	124	301	3	56	292	27	150	0	#141	38	0
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	280	685	683	160	540	389	1217	637	200	1508	753
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.62	0.13	0.27	0.71	0.11	0.35	0.05	0.66	0.37	0.16

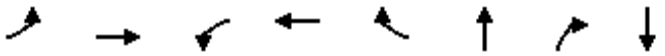
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	317	946	21	978	164	11	49	145	47	489
v/c Ratio	0.63	0.47	0.19	0.75	0.33	0.10	0.08	0.56	0.05	0.44
Control Delay	45.7	29.9	57.0	45.9	12.1	55.5	25.9	55.8	20.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	29.9	57.0	45.9	12.1	55.5	25.9	55.8	20.1	5.5
Queue Length 50th (ft)	76	158	16	249	21	8	19	109	19	60
Queue Length 95th (ft)	67	121	42	323	82	28	55	160	50	137
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	787	2036	123	1296	499	135	603	406	922	1149
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.46	0.17	0.75	0.33	0.08	0.08	0.36	0.05	0.43

Intersection Summary



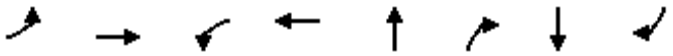
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	9	445	49	248	9	144	50	60
v/c Ratio	0.05	0.63	0.26	0.51	0.02	0.28	0.09	0.12
Control Delay	33.7	28.5	36.3	26.8	0.1	24.4	0.4	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	28.5	36.3	26.8	0.1	24.4	0.4	21.8
Queue Length 50th (ft)	4	93	22	87	0	54	0	19
Queue Length 95th (ft)	18	138	56	181	0	109	0	51
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	194	954	194	589	585	515	534	497
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.47	0.25	0.42	0.02	0.28	0.09	0.12

Intersection Summary

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	53	73	55	56	82
Average Queue (ft)	19	41	34	31	60
95th Queue (ft)	47	62	46	56	79
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	80	990	40	790	63	25	29	158
v/c Ratio	0.43	0.65	0.26	0.61	0.16	0.06	0.05	0.27
Control Delay	50.4	32.0	49.2	34.2	36.5	0.3	29.1	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	32.0	49.2	34.2	36.5	0.3	29.1	6.5
Queue Length 50th (ft)	48	202	24	160	33	0	13	0
Queue Length 95th (ft)	101	258	61	212	78	0	40	51
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	493	2271	265	1658	384	422	551	580
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.44	0.15	0.48	0.16	0.06	0.05	0.27

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	37	948	100	813	29	1	60	13	24
v/c Ratio	0.19	0.59	0.41	0.42	0.15	0.00	0.07	0.07	0.04
Control Delay	38.9	24.2	38.9	19.0	39.0	21.0	1.5	39.3	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	24.2	38.9	19.0	39.0	21.0	1.5	39.3	11.7
Queue Length 50th (ft)	16	126	42	97	12	0	0	5	1
Queue Length 95th (ft)	52	215	106	167	44	5	10	26	20
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	357	3494	459	3765	331	766	920	280	626
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.27	0.22	0.22	0.09	0.00	0.07	0.05	0.04

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	190	16	362	501	77	254
v/c Ratio	0.65	0.03	0.32	0.35	0.45	0.19
Control Delay	49.3	8.6	4.0	0.8	50.0	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	8.6	4.0	0.8	50.0	5.6
Queue Length 50th (ft)	115	0	35	0	47	44
Queue Length 95th (ft)	174	13	47	0	91	91
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	505	585	1122	1511	243	1365
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.03	0.32	0.33	0.32	0.19

Intersection Summary

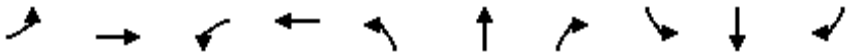


Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	117	602	744	304	443
v/c Ratio	0.43	0.80	0.66	0.28	2.20
Control Delay	41.5	11.7	12.6	1.1	579.4
Queue Delay	0.0	0.0	0.7	0.0	0.0
Total Delay	41.5	11.7	13.3	1.1	579.4
Queue Length 50th (ft)	70	0	292	0	~434
Queue Length 95th (ft)	106	92	#633	29	#664
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	523	895	1120	1072	201
Starvation Cap Reductn	0	0	138	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.67	0.76	0.28	2.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	421	228	49	236	123	431	44	111	584	321
v/c Ratio	0.74	0.31	0.34	0.55	0.56	0.25	0.05	0.56	0.34	0.35
Control Delay	48.2	13.3	49.8	18.2	51.0	16.2	0.1	31.8	12.3	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	13.3	49.8	18.2	51.0	16.2	0.1	31.8	12.3	1.6
Queue Length 50th (ft)	131	20	30	19	75	81	0	47	74	0
Queue Length 95th (ft)	181	52	66	55	127	124	0	m50	m91	m5
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	630	1010	162	751	276	1748	855	198	1709	923
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	19	0	32	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.23	0.30	0.32	0.45	0.25	0.05	0.56	0.34	0.35

Intersection Summary

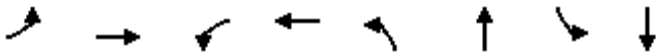
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	76	226	9	680	128	78	749
v/c Ratio	0.47	0.76	0.08	0.61	0.13	0.60	0.60
Control Delay	55.9	59.2	66.6	9.7	1.7	73.7	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	59.2	66.6	9.7	1.7	73.7	17.5
Queue Length 50th (ft)	51	152	7	157	4	60	306
Queue Length 95th (ft)	99	233	m8	m482	m10	#120	642
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	290	320	112	1119	984	135	1244
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.71	0.08	0.61	0.13	0.58	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	139	451	131	297	85	743	49	768
v/c Ratio	0.59	1.11	0.93	0.97	0.66	0.84	0.24	0.82
Control Delay	59.9	122.0	114.4	92.7	77.9	27.8	37.1	24.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.9	122.0	114.4	92.7	77.9	27.8	37.1	24.6
Queue Length 50th (ft)	103	~396	103	226	70	490	36	511
Queue Length 95th (ft)	172	#604	#231	#410	m#124	m#750	m51	238
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	237	405	141	307	135	887	225	939
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	1.11	0.93	0.97	0.63	0.84	0.22	0.82

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	127	347	38	185	116	591	57	76	768
v/c Ratio	0.94	0.62	0.30	0.46	0.59	0.27	0.05	0.48	0.26
Control Delay	118.7	34.1	58.9	41.5	68.4	8.7	0.2	55.8	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.7	34.1	58.9	41.5	68.4	8.7	0.2	55.8	13.2
Queue Length 50th (ft)	100	80	29	56	95	52	0	0	80
Queue Length 95th (ft)	#223	126	64	86	155	80	1	m64	m130
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	135	782	330	1095	481	2223	1285	541	2918
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.44	0.12	0.17	0.24	0.27	0.04	0.14	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



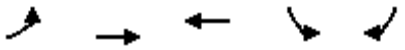
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	77	52	349	57	78	23	568	379	109	654
v/c Ratio	0.20	0.37	0.80	0.30	0.30	0.21	0.24	0.31	0.53	0.24
Control Delay	36.1	49.2	55.8	56.1	5.6	58.0	23.1	1.1	66.5	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	49.2	55.8	56.1	5.6	58.0	23.1	1.1	66.5	15.4
Queue Length 50th (ft)	48	29	254	43	0	17	102	0	89	86
Queue Length 95th (ft)	81	69	330	85	17	45	158	17	150	171
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	406	297	586	712	671	120	2371	1303	255	2774
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.18	0.60	0.08	0.12	0.19	0.24	0.29	0.43	0.24

Intersection Summary

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	SB
Directions Served	R
Maximum Queue (ft)	93
Average Queue (ft)	41
95th Queue (ft)	70
Link Distance (ft)	255
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	170	961	1023	95	54
v/c Ratio	0.61	0.38	0.67	0.13	0.08
Control Delay	44.6	14.2	30.0	19.7	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	14.2	30.0	19.7	6.8
Queue Length 50th (ft)	92	119	185	32	0
Queue Length 95th (ft)	146	109	211	77	26
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	601	3169	1525	757	709
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.30	0.67	0.13	0.08

Intersection Summary

Queuing and Blocking Report

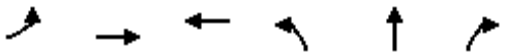
Intersection: 64: Iris Avenue & Project Driveway 3

Movement	SB
Directions Served	R
Maximum Queue (ft)	53
Average Queue (ft)	29
95th Queue (ft)	46
Link Distance (ft)	351
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1759	3223	188	180	172
v/c Ratio	0.49	0.87	0.51	0.52	0.51
Control Delay	8.0	5.7	46.9	45.6	45.2
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay	8.0	5.9	46.9	45.6	45.2
Queue Length 50th (ft)	194	253	135	129	117
Queue Length 95th (ft)	223	265	215	212	194
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3576	3684	371	345	339
Starvation Cap Reductn	0	56	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.89	0.51	0.52	0.51

Intersection Summary



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	68	1530	2501	428	427	136
v/c Ratio	0.59	0.46	0.86	0.85	0.89	0.28
Control Delay	72.1	8.9	9.3	58.6	63.2	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.1	8.9	9.3	58.6	63.2	23.6
Queue Length 50th (ft)	53	152	153	338	356	54
Queue Length 95th (ft)	#113	170	m144	#542	#582	113
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	117	3427	2901	501	480	482
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.45	0.86	0.85	0.89	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	358	133	484	1803	365
v/c Ratio	0.31	0.22	1.11	0.82	0.72
Control Delay	27.6	5.4	86.8	24.3	35.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	5.4	86.8	24.3	35.7
Queue Length 50th (ft)	94	0	~382	593	175
Queue Length 95th (ft)	133	42	m289	m423	285
Internal Link Dist (ft)	514			155	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1168	612	438	2200	510
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.22	1.11	0.82	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	19	1049	2738	315	419	78	217
v/c Ratio	0.26	0.47	1.25	1.19	0.81	0.78	0.48
Control Delay	15.8	7.3	140.3	151.8	49.9	83.4	34.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	7.3	140.3	151.8	49.9	83.4	34.8
Queue Length 50th (ft)	4	106	~1213	~256	263	48	116
Queue Length 95th (ft)	13	130	#1349	#427	#416	#135	190
Internal Link Dist (ft)		233	628		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	73	2212	2183	265	515	100	450
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.47	1.25	1.19	0.81	0.78	0.48

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



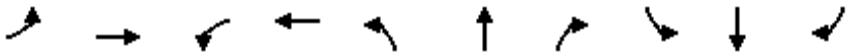
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	512	790	7	1599	296	19	238	17	207	618
v/c Ratio	1.17	0.26	0.07	1.33	0.50	0.28	0.39	0.03	0.73	0.76
Control Delay	136.5	5.0	68.7	171.6	5.8	42.8	33.6	0.1	52.8	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	136.5	5.0	68.7	171.6	5.8	42.8	33.6	0.1	52.8	18.2
Queue Length 50th (ft)	~461	29	5	~836	17	11	142	0	141	139
Queue Length 95th (ft)	#678	95	m10	#961	m33	36	215	0	#260	298
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	436	3050	112	1203	593	69	617	572	283	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	0.26	0.06	1.33	0.50	0.28	0.39	0.03	0.73	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

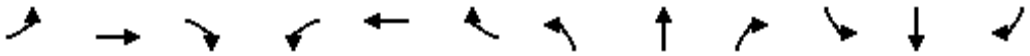
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	55	955	83	1559	248	111	70	45	152	103
v/c Ratio	0.47	0.66	0.30	0.82	0.61	0.15	0.10	0.38	0.36	0.22
Control Delay	71.5	31.4	32.5	12.2	43.5	19.0	0.8	62.8	45.4	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.5	31.4	32.5	12.2	43.5	19.0	0.8	62.8	45.4	2.6
Queue Length 50th (ft)	42	178	58	224	188	44	1	34	107	0
Queue Length 95th (ft)	m81	282	m84	336	271	m70	m4	73	175	13
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	120	1739	293	1946	451	764	703	129	425	472
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.55	0.28	0.80	0.55	0.15	0.10	0.35	0.36	0.22

Intersection Summary

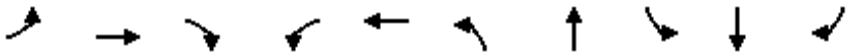
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	164	1125	303	93	2070	79	168	172	90	67	83	142
v/c Ratio	0.70	0.57	0.19	0.22	0.85	0.10	0.56	0.56	0.24	0.42	0.50	0.51
Control Delay	66.0	32.9	0.3	15.8	9.3	0.4	54.6	54.5	5.3	42.6	45.3	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.0	32.9	0.3	15.8	9.3	0.4	54.6	54.5	5.3	42.6	45.3	19.6
Queue Length 50th (ft)	122	281	0	21	154	0	129	132	0	44	54	30
Queue Length 95th (ft)	#200	302	0	m60	247	m0	210	213	27	m81	96	76
Internal Link Dist (ft)		1185			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	243	2481	1615	450	2434	801	299	305	379	264	277	369
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.45	0.19	0.21	0.85	0.10	0.56	0.56	0.24	0.25	0.30	0.38

Intersection Summary

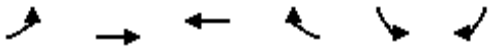
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	154	579	84	118	2058	72	339	159	269	157
v/c Ratio	0.67	0.33	0.10	0.62	0.87	0.33	0.46	0.62	0.32	0.32
Control Delay	55.9	8.0	0.6	80.2	8.6	55.2	31.6	64.8	41.2	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	8.0	0.6	80.2	8.6	55.2	31.6	64.8	41.2	8.4
Queue Length 50th (ft)	127	40	0	90	72	30	105	62	93	0
Queue Length 95th (ft)	196	115	0	m99	133	56	172	99	142	59
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	311	1789	829	243	2359	221	735	265	844	492
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.32	0.10	0.49	0.87	0.33	0.46	0.60	0.32	0.32

Intersection Summary

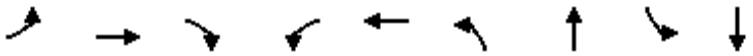
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	193	1098	2240	158	154	119
v/c Ratio	0.71	0.28	0.77	0.12	0.23	0.20
Control Delay	78.9	0.7	7.2	0.7	69.8	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.9	0.7	7.2	0.7	69.8	20.3
Queue Length 50th (ft)	121	4	131	3	65	44
Queue Length 95th (ft)	186	10	m138	m3	102	68
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	361	3976	2907	1299	665	685
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.28	0.77	0.12	0.23	0.17

Intersection Summary

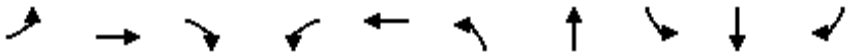
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	696	64	172	2049	142	374	162	265
v/c Ratio	0.24	0.78	0.13	0.45	0.91	0.41	0.38	0.71	0.34
Control Delay	52.3	18.9	1.7	27.2	14.7	32.2	22.2	67.3	35.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	18.9	1.7	27.2	14.7	32.2	22.2	67.3	35.8
Queue Length 50th (ft)	21	95	0	112	333	99	100	121	80
Queue Length 95th (ft)	m50	115	m5	m140	365	m115	m135	193	123
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	114	1070	555	392	2248	344	993	270	775
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.65	0.12	0.44	0.91	0.41	0.38	0.60	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	297	1056	206	18	1987	384	68	92	53	120
v/c Ratio	0.88	0.41	0.23	0.09	1.04	0.88	0.09	0.49	0.08	0.18
Control Delay	56.2	11.1	1.4	40.4	54.4	73.9	35.3	36.8	39.2	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	11.1	1.4	40.4	54.4	73.9	35.3	36.8	39.2	4.1
Queue Length 50th (ft)	137	101	0	12	~614	153	20	51	13	6
Queue Length 95th (ft)	#349	113	6	m13	m#710	#237	41	93	27	54
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	361	2872	986	208	1918	437	727	189	661	669
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.37	0.21	0.09	1.04	0.88	0.09	0.49	0.08	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

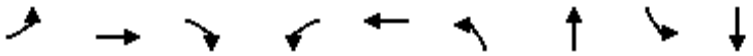
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	143	715	54	26	2142	210	440	39	201	277	195
v/c Ratio	0.83	0.31	0.06	0.09	0.91	0.90	0.70	0.10	0.83	0.42	0.41
Control Delay	85.0	14.2	2.6	31.0	27.8	70.9	28.8	0.6	77.6	46.0	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.0	14.2	2.6	31.0	27.8	70.9	28.8	0.6	77.6	46.0	27.7
Queue Length 50th (ft)	119	54	1	18	639	167	112	1	153	101	89
Queue Length 95th (ft)	m#221	102	m4	m26	696	m#289	m154	m1	#278	145	156
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	177	2858	945	296	2352	236	633	376	246	654	479
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.25	0.06	0.09	0.91	0.89	0.70	0.10	0.82	0.42	0.41

Intersection Summary

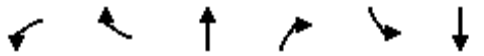
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	560	415	14	1132	789	547	70	362
v/c Ratio	0.74	0.37	0.34	0.10	0.93	0.89	0.40	0.49	0.54
Control Delay	106.3	44.7	12.1	29.6	22.2	56.6	29.5	61.3	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.3	44.7	12.1	29.6	22.2	56.6	29.5	61.3	18.7
Queue Length 50th (ft)	93	230	252	9	77	302	170	56	41
Queue Length 95th (ft)	#178	304	366	m13	#278	#401	221	106	57
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	165	1592	1231	151	1219	910	1363	153	671
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.35	0.34	0.09	0.93	0.87	0.40	0.46	0.54

Intersection Summary

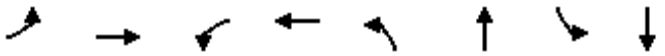
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	155	400	616	118	181	624
v/c Ratio	0.40	0.75	0.33	0.13	0.21	0.21
Control Delay	27.4	13.9	15.2	3.3	30.4	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	13.9	15.2	3.3	30.4	2.7
Queue Length 50th (ft)	48	109	111	0	46	32
Queue Length 95th (ft)	m48	m175	179	31	76	76
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	840	691	1875	884	875	2922
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.58	0.33	0.13	0.21	0.21

Intersection Summary

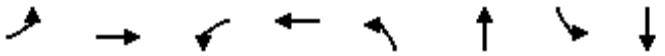
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	88	836	84	1872	127	329	121	308
v/c Ratio	0.52	0.36	0.51	0.84	0.65	0.39	0.63	0.37
Control Delay	49.2	7.3	61.0	36.0	41.3	14.9	65.9	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	7.3	61.0	36.0	41.3	14.9	65.9	34.6
Queue Length 50th (ft)	73	60	67	381	98	19	91	88
Queue Length 95th (ft)	m0	68	m76	m413	m#118	m42	152	138
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	261	2312	315	2238	195	838	215	836
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.36	0.27	0.84	0.65	0.39	0.56	0.37

Intersection Summary

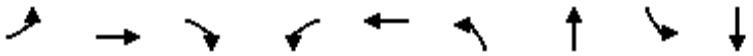
95th percentile volume exceeds capacity, queue may be longer.
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m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	56	621	40	1068	141	520	107	420
v/c Ratio	0.40	0.70	0.12	0.84	0.59	0.41	0.59	0.37
Control Delay	52.3	10.0	27.4	29.8	59.2	32.4	61.5	30.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	10.0	27.4	29.8	59.2	32.4	61.5	30.6
Queue Length 50th (ft)	45	43	19	187	104	163	78	135
Queue Length 95th (ft)	91	42	m27	219	168	237	137	201
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	204	1494	333	1348	285	1255	228	1147
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.42	0.12	0.79	0.49	0.41	0.47	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	75	233	67	21	900	52	317	289	362
v/c Ratio	0.29	0.26	0.13	0.05	0.84	0.33	0.31	0.69	0.22
Control Delay	37.4	23.6	0.7	34.3	31.6	48.1	31.1	43.5	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	23.6	0.7	34.3	31.6	48.1	31.1	43.5	18.9
Queue Length 50th (ft)	24	24	0	6	195	32	87	166	77
Queue Length 95th (ft)	48	65	0	15	277	68	134	244	117
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	266	1159	605	470	1132	209	1035	505	1641
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.20	0.11	0.04	0.80	0.25	0.31	0.57	0.22

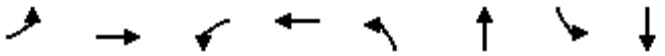
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	156	622	150	208	1551	432	948	194	235	698	266
v/c Ratio	0.72	0.60	0.27	0.64	0.95	0.96	0.79	0.30	0.83	0.81	0.55
Control Delay	68.2	35.1	15.6	74.2	40.1	52.7	18.2	1.1	73.9	51.6	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	35.1	15.6	74.2	40.1	52.7	18.2	1.1	73.9	51.6	22.8
Queue Length 50th (ft)	64	236	66	72	355	212	196	0	179	270	81
Queue Length 95th (ft)	#109	301	123	m103	#516	m#510	237	m1	#314	343	170
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		100
Base Capacity (vph)	218	1033	558	347	1626	451	1194	645	282	863	485
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.60	0.27	0.60	0.95	0.96	0.79	0.30	0.83	0.81	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	93	671	142	912	287	1552	91	1037
v/c Ratio	0.76	0.82	0.59	0.87	0.86	0.72	0.61	0.63
Control Delay	84.1	24.5	45.6	34.2	71.6	30.9	53.4	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.1	24.5	45.6	34.2	71.6	30.9	53.4	25.5
Queue Length 50th (ft)	53	237	105	350	213	363	58	110
Queue Length 95th (ft)	#154	200	m141	m427	#347	421	m84	145
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	123	894	242	1093	361	2159	150	1646
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.75	0.59	0.83	0.80	0.72	0.61	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	64	494	360	677	236	1302	362	160	910
v/c Ratio	0.45	0.85	0.87	0.58	0.85	0.71	0.52	0.72	0.55
Control Delay	62.7	59.6	65.3	34.2	57.6	9.7	3.6	69.6	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.7	59.6	65.3	34.2	57.6	9.7	3.6	69.6	35.3
Queue Length 50th (ft)	48	180	264	216	138	193	47	121	220
Queue Length 95th (ft)	93	#257	#395	279	m189	250	m63	#219	268
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	171	607	466	1172	288	1838	702	222	1657
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.81	0.77	0.58	0.82	0.71	0.52	0.72	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	180	92	370	160	104	2035	79	1370
v/c Ratio	0.73	0.30	0.92	0.34	0.71	0.89	0.68	0.61
Control Delay	67.1	6.6	74.2	8.1	88.4	28.3	65.7	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	6.6	74.2	8.1	88.4	28.3	65.7	18.2
Queue Length 50th (ft)	135	0	280	0	79	417	63	186
Queue Length 95th (ft)	210	29	#479	57	#164	485	m#111	208
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	290	344	404	472	154	2299	117	2249
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.27	0.92	0.34	0.68	0.89	0.68	0.61

Intersection Summary

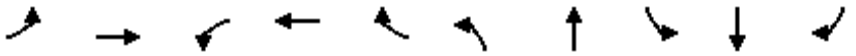
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	88	39	129	2167	1671
v/c Ratio	0.63	0.09	0.72	0.49	0.45
Control Delay	73.7	0.4	64.7	5.7	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	73.7	0.4	64.7	5.7	3.4
Queue Length 50th (ft)	67	0	85	242	65
Queue Length 95th (ft)	#130	0	m138	279	m76
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	150	437	195	4438	3718
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.09	0.66	0.49	0.45

Intersection Summary

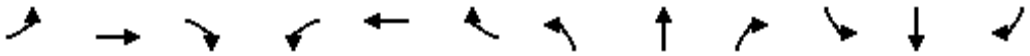
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	43	68	41	68	51	114	2320	99	1461	70
v/c Ratio	0.33	0.28	0.24	0.44	0.21	0.42	0.68	0.59	0.47	0.06
Control Delay	59.5	18.1	52.2	60.6	2.0	29.9	4.3	91.1	4.9	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.5	18.1	52.2	60.6	2.0	29.9	4.3	91.1	4.9	0.6
Queue Length 50th (ft)	32	2	30	51	0	73	104	82	41	0
Queue Length 95th (ft)	69	25	63	96	0	m80	m180	142	81	4
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	132	534	170	294	350	269	3391	185	3115	1123
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.13	0.24	0.23	0.15	0.42	0.68	0.54	0.47	0.06

Intersection Summary

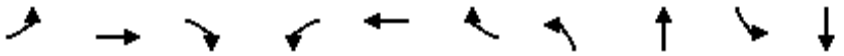
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	373	188	113	3	584	448	379	1676	29	183	920	438
v/c Ratio	0.95	0.11	0.14	0.01	0.51	0.90	0.81	0.92	0.05	0.70	0.61	0.56
Control Delay	80.4	19.2	3.9	53.3	42.2	49.0	64.9	47.1	0.1	44.9	16.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.4	19.2	3.9	53.3	42.2	49.0	64.9	47.1	0.1	44.9	16.8	6.3
Queue Length 50th (ft)	287	40	0	1	142	208	148	466	0	62	186	0
Queue Length 95th (ft)	#478	73	34	6	181	#390	#213	#576	0	#115	240	216
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	396	1642	799	218	1253	526	484	1824	644	262	1520	782
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.11	0.14	0.01	0.47	0.85	0.78	0.92	0.05	0.70	0.61	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	130	870	94	23	1386	176	160	214	149	314
v/c Ratio	0.88	0.49	0.10	0.11	0.81	0.18	0.57	0.59	0.68	0.35
Control Delay	102.5	17.5	2.5	33.2	15.5	0.2	39.4	36.0	67.3	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.5	17.5	2.5	33.2	15.5	0.2	39.4	36.0	67.3	19.4
Queue Length 50th (ft)	103	117	2	16	295	0	63	162	112	48
Queue Length 95th (ft)	m#202	260	m12	m12	m184	m0	m98	m#253	#200	93
Internal Link Dist (ft)		2564			562			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	147	1977	928	220	1820	1004	301	362	218	890
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.44	0.10	0.10	0.76	0.18	0.53	0.59	0.68	0.35

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	96	743	28	815	208	431	52	256	107
v/c Ratio	0.59	0.68	0.22	0.90	0.75	0.29	0.22	0.36	0.16
Control Delay	46.6	18.4	37.7	26.6	65.1	26.3	43.2	28.1	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	18.4	37.7	26.6	65.1	26.3	43.2	28.1	3.6
Queue Length 50th (ft)	79	143	23	121	155	124	36	135	2
Queue Length 95th (ft)	m107	181	m51	#423	231	171	71	197	21
Internal Link Dist (ft)		2608		2526		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	195	1135	129	927	345	1466	270	702	661
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.65	0.22	0.88	0.60	0.29	0.19	0.36	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	78	913	581	925	112	157	644	63	405
v/c Ratio	0.51	1.00	0.94	0.48	0.11	1.02	0.72	0.56	0.61
Control Delay	63.9	73.3	62.0	18.9	2.1	132.2	28.3	73.4	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	73.3	62.0	18.9	2.1	132.2	28.3	73.4	43.0
Queue Length 50th (ft)	59	~392	423	234	0	~132	133	48	132
Queue Length 95th (ft)	109	#525	#636	297	22	#270	202	#106	187
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	181	914	662	1928	998	154	895	115	659
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	1.00	0.88	0.48	0.11	1.02	0.72	0.55	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	63	602	236	118	1122	34	269	479	156	41	404
v/c Ratio	0.57	0.82	0.34	0.39	1.16	0.04	1.38	0.93	0.20	0.38	1.06
Control Delay	74.4	22.2	3.2	52.5	111.4	0.1	226.9	49.4	1.7	64.3	107.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	22.2	3.2	52.5	111.4	0.1	226.9	49.4	1.7	64.3	107.5
Queue Length 50th (ft)	38	275	9	83	~1056	0	~279	~381	13	31	~332
Queue Length 95th (ft)	m#86	409	20	#196	#1314	0	#446	#594	2	69	#533
Internal Link Dist (ft)		1931			283			236			268
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	112	904	830	299	970	941	195	513	782	112	380
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.67	0.28	0.39	1.16	0.04	1.38	0.93	0.20	0.37	1.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

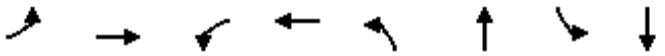
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	68	625	259	545	108	194	688	394	113	614
v/c Ratio	0.22	0.80	0.80	0.62	0.23	0.72	0.51	0.25	0.62	0.53
Control Delay	31.6	15.0	64.9	44.5	6.4	64.5	33.2	0.4	68.1	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	15.0	64.9	44.5	6.4	64.5	33.2	0.4	68.1	26.0
Queue Length 50th (ft)	55	142	192	207	0	145	222	0	91	162
Queue Length 95th (ft)	m86	174	279	251	38	#244	316	0	m117	m202
Internal Link Dist (ft)		2526		262			1585			2188
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	316	898	391	1383	683	270	1341	1593	212	1150
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.70	0.66	0.39	0.16	0.72	0.51	0.25	0.53	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	93	470	43	472	159	992	244	841
v/c Ratio	0.92	0.66	0.43	0.60	0.37	0.38	0.69	0.33
Control Delay	111.9	39.2	48.9	27.9	9.3	6.3	22.0	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.9	39.2	48.9	27.9	9.3	6.3	22.0	5.6
Queue Length 50th (ft)	59	138	24	99	39	127	88	97
Queue Length 95th (ft)	#153	192	61	151	79	161	#258	126
Internal Link Dist (ft)		1075		284		1385		907
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	119	842	119	905	425	2582	354	2545
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.56	0.36	0.52	0.37	0.38	0.69	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	200	1196	676	1236	470	593	503	167	622
v/c Ratio	0.34	0.83	0.87	0.72	0.86	0.60	0.62	0.54	0.86
Control Delay	46.7	42.4	56.5	35.7	64.7	40.9	15.1	58.4	56.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.7	42.4	56.5	35.7	64.7	40.9	15.1	58.4	56.2
Queue Length 50th (ft)	70	295	259	302	184	213	163	64	237
Queue Length 95th (ft)	115	353	#349	319	#267	277	240	101	#337
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	585	1505	821	2095	572	981	830	349	725
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.79	0.82	0.59	0.82	0.60	0.61	0.48	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

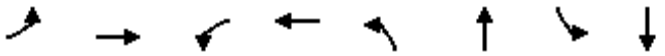


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	366	191	327	82	129	88	331	1210	203	101	1089
v/c Ratio	1.67	0.64	0.63	0.51	0.54	0.28	0.87	0.65	0.20	0.59	0.78
Control Delay	353.0	53.2	10.3	58.6	52.7	4.7	51.0	19.8	3.5	62.9	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	353.0	53.2	10.3	58.6	52.7	4.7	51.0	19.8	3.5	62.9	33.9
Queue Length 50th (ft)	~377	128	0	56	87	0	189	291	4	70	360
Queue Length 95th (ft)	#561	198	79	105	142	18	#393	554	63	#134	451
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	219	350	553	190	319	374	387	1850	1056	170	1404
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.67	0.55	0.59	0.43	0.40	0.24	0.86	0.65	0.19	0.59	0.78

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	5	21	40	4	1731	14	1351
v/c Ratio	0.24	0.02	0.20	0.10	0.04	0.61	0.07	0.43
Control Delay	53.5	0.2	52.2	0.5	44.2	10.2	27.6	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	0.2	52.2	0.5	44.2	10.2	27.6	1.8
Queue Length 50th (ft)	16	0	14	0	3	59	9	58
Queue Length 95th (ft)	43	0	39	0	m5	735	m12	103
Internal Link Dist (ft)		96		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	237	413	243	538	124	2850	347	3107
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.01	0.09	0.07	0.03	0.61	0.04	0.43

Intersection Summary

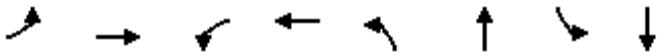
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	10	56	12	1709	18	1417
v/c Ratio	0.02	0.11	0.19	0.10	0.57	0.13	0.45
Control Delay	48.5	51.0	1.4	35.8	8.7	49.2	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	51.0	1.4	35.8	8.7	49.2	2.2
Queue Length 50th (ft)	1	7	0	9	142	13	71
Queue Length 95th (ft)	9	25	0	m15	410	m32	122
Internal Link Dist (ft)			321		1240		1452
Turn Bay Length (ft)		50		150		215	
Base Capacity (vph)	409	426	620	328	3013	180	3130
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.02	0.09	0.04	0.57	0.10	0.45

Intersection Summary

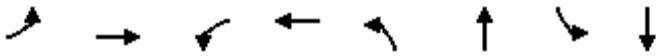
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	79	11	63	38	7	1649	27	1404
v/c Ratio	0.54	0.06	0.42	0.19	0.06	0.58	0.23	0.47
Control Delay	59.1	28.5	53.3	20.7	50.1	2.5	38.0	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	28.5	53.3	20.7	50.1	2.5	38.0	2.1
Queue Length 50th (ft)	54	3	42	5	5	115	18	21
Queue Length 95th (ft)	100	19	82	35	m8	106	m43	93
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	240	299	245	314	124	2824	127	2964
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.04	0.26	0.12	0.06	0.58	0.21	0.47

Intersection Summary

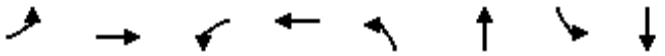
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	330	15	47	32	22	1333	20	1338
v/c Ratio	0.87	0.03	0.12	0.07	0.19	0.65	0.10	0.62
Control Delay	60.0	19.2	28.7	10.7	69.0	9.9	56.5	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.0	19.2	28.7	10.7	69.0	9.9	56.5	27.2
Queue Length 50th (ft)	218	4	25	2	16	33	15	407
Queue Length 95th (ft)	#328	19	52	24	m20	m#584	m27	603
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	443	561	448	534	124	2049	311	2174
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.03	0.10	0.06	0.18	0.65	0.06	0.62

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	110	122	148	229	64	1322	214	1087
v/c Ratio	0.56	0.59	0.63	0.72	0.28	0.89	0.64	0.63
Control Delay	56.8	51.1	56.4	19.6	45.3	37.4	50.0	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	51.1	56.4	19.6	45.3	37.4	50.0	13.5
Queue Length 50th (ft)	75	72	100	1	41	436	123	337
Queue Length 95th (ft)	127	126	158	83	82	#561	#339	182
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	303	313	309	345	262	1479	336	1739
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.39	0.48	0.66	0.24	0.89	0.64	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	303	727	226	60	1709	679	492	960	415	552	454
v/c Ratio	1.16	0.34	0.14	0.43	1.18	0.82	0.98	0.97	1.02	0.62	0.89
Control Delay	153.2	25.2	0.2	61.7	123.5	27.3	87.5	66.0	101.3	43.5	49.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	153.2	25.2	0.2	61.7	123.5	27.3	87.5	66.0	101.3	43.5	49.5
Queue Length 50th (ft)	~142	142	0	45	~837	281	198	385	~171	200	240
Queue Length 95th (ft)	#235	183	0	89	#976	467	#309	#527	#278	261	#433
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	262	2154	1615	177	1444	824	501	986	408	896	512
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.34	0.14	0.34	1.18	0.82	0.98	0.97	1.02	0.62	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	103	1409	1920	15	137	2	79
v/c Ratio	0.52	0.40	0.72	0.04	0.39	0.00	0.17
Control Delay	54.1	7.6	20.1	30.7	38.9	33.5	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	7.6	20.1	30.7	38.9	33.5	8.6
Queue Length 50th (ft)	68	132	327	7	80	1	0
Queue Length 95th (ft)	124	156	420	25	147	8	38
Internal Link Dist (ft)		628	799	118		430	
Turn Bay Length (ft)	230				200		200
Base Capacity (vph)	425	3884	2950	410	349	467	453
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.36	0.65	0.04	0.39	0.00	0.17

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	79	1417	43	1666	236	175
v/c Ratio	0.40	0.52	0.26	0.66	0.61	0.37
Control Delay	47.4	14.5	46.7	19.0	33.9	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	14.5	46.7	19.0	33.9	21.6
Queue Length 50th (ft)	44	195	24	260	99	50
Queue Length 95th (ft)	98	249	63	332	#238	128
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	562	3276	562	3281	385	479
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.43	0.08	0.51	0.61	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1542	8	1561	115	34
v/c Ratio	0.73	0.08	0.70	0.13	0.04
Control Delay	31.4	78.1	10.1	19.1	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.4	78.1	10.1	19.1	7.4
Queue Length 50th (ft)	361	6	130	44	0
Queue Length 95th (ft)	364	m9	138	105	22
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2160	285	2982	908	830
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.71	0.03	0.52	0.13	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	7	36	237	230	16	44	127	291	428	34	442
v/c Ratio	0.07	0.26	0.46	0.68	0.03	0.06	0.59	0.16	0.32	0.28	0.29
Control Delay	42.0	44.3	7.0	43.7	22.6	0.2	48.7	23.8	0.7	46.6	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	44.3	7.0	43.7	22.6	0.2	48.7	23.8	0.7	46.6	20.4
Queue Length 50th (ft)	4	20	2	123	6	0	75	62	0	19	94
Queue Length 95th (ft)	18	50	57	183	22	0	137	101	4	50	148
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	100	140	539	461	564	703	244	1820	1389	120	1544
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.26	0.44	0.50	0.03	0.06	0.52	0.16	0.31	0.28	0.29

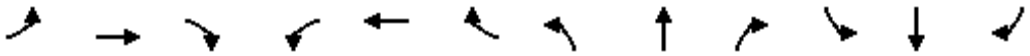
Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	42	378	374	907	74	833
v/c Ratio	0.12	0.83	0.82	0.46	0.51	0.35
Control Delay	27.4	33.0	32.0	14.5	53.3	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	33.0	32.0	14.5	53.3	7.6
Queue Length 50th (ft)	19	109	106	175	45	102
Queue Length 95th (ft)	44	216	213	231	#90	118
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	461	528	528	1963	151	2401
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.72	0.71	0.46	0.49	0.35

Intersection Summary

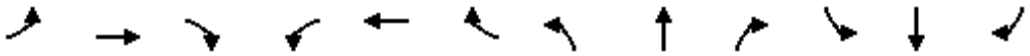
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	236	250	297	345	281	25	157	675	406	20	1158	118
v/c Ratio	0.77	0.57	0.77	0.86	0.45	0.06	0.77	0.36	0.41	0.19	0.78	0.17
Control Delay	63.7	54.5	25.3	66.3	46.8	0.3	86.7	9.1	2.4	57.7	36.7	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	54.5	25.3	66.3	46.8	0.3	86.7	9.1	2.4	57.7	36.7	5.2
Queue Length 50th (ft)	176	97	40	253	102	0	126	102	22	15	434	0
Queue Length 95th (ft)	254	136	139	#392	147	0	#242	151	51	41	#542	39
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	389	556	423	438	665	418	210	1874	984	112	1482	678
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.45	0.70	0.79	0.42	0.06	0.75	0.36	0.41	0.18	0.78	0.17

Intersection Summary

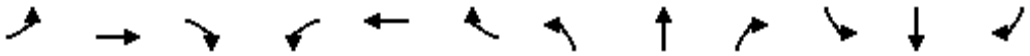
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	99	53	22	8	66	141	28	939	11	46	1249	131
v/c Ratio	0.62	0.15	0.06	0.08	0.43	0.55	0.26	0.41	0.01	0.34	0.51	0.12
Control Delay	69.5	42.4	0.3	55.0	60.5	16.5	48.6	8.1	0.0	47.4	5.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.5	42.4	0.3	55.0	60.5	16.5	48.6	8.1	0.0	47.4	5.9	0.5
Queue Length 50th (ft)	74	34	0	6	50	0	20	96	0	36	152	2
Queue Length 95th (ft)	133	76	0	23	94	61	m41	126	m0	m48	189	m3
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	180	384	391	112	292	364	112	2309	1054	157	2430	1129
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.14	0.06	0.07	0.23	0.39	0.25	0.41	0.01	0.29	0.51	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	136	361	194	150	695	175	180	640	46	85	910	247
v/c Ratio	0.61	0.25	0.26	0.54	0.89	0.23	0.76	0.54	0.08	0.60	0.68	0.42
Control Delay	66.7	24.2	3.8	60.6	46.8	5.5	56.6	14.1	0.4	51.4	31.7	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	24.2	3.8	60.6	46.8	5.5	56.6	14.1	0.4	51.4	31.7	7.3
Queue Length 50th (ft)	54	95	0	58	474	12	150	77	1	68	180	26
Queue Length 95th (ft)	88	126	43	93	628	53	m#219	95	m1	122	271	62
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	225	1543	801	297	855	808	260	1190	587	156	1339	589
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.23	0.24	0.51	0.81	0.22	0.69	0.54	0.08	0.54	0.68	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

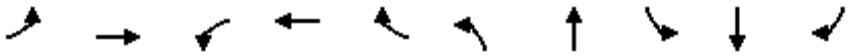


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	93	315	71	31	565	111	622	26	144	573	188
v/c Ratio	0.78	0.43	0.10	0.28	0.89	0.46	0.53	0.04	0.60	0.41	0.25
Control Delay	93.4	29.5	1.1	60.7	53.1	30.3	23.5	2.3	45.8	15.8	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.4	29.5	1.1	60.7	53.1	30.3	23.5	2.3	45.8	15.8	5.3
Queue Length 50th (ft)	72	185	0	23	394	31	253	2	104	196	54
Queue Length 95th (ft)	#164	259	7	56	525	m48	327	m6	m165	281	m95
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	120	750	709	112	710	250	1171	579	240	1404	743
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.42	0.10	0.28	0.80	0.44	0.53	0.04	0.60	0.41	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

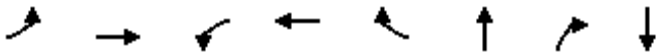
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	508	983	7	1070	121	16	47	136	9	483
v/c Ratio	0.84	0.42	0.07	0.79	0.24	0.15	0.14	0.29	0.01	0.47
Control Delay	39.0	17.9	44.7	15.6	3.8	56.8	40.6	16.3	6.7	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	17.9	44.7	15.6	3.8	56.8	40.6	16.3	6.7	7.1
Queue Length 50th (ft)	102	49	3	304	25	12	28	79	0	123
Queue Length 95th (ft)	#204	191	m5	364	m31	36	64	98	m2	166
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	636	2318	112	1400	522	112	327	466	813	1031
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.42	0.06	0.76	0.23	0.14	0.14	0.29	0.01	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	24	474	82	282	20	320	79	54
v/c Ratio	0.15	0.64	0.41	0.61	0.04	0.74	0.16	0.09
Control Delay	39.8	21.3	42.1	34.1	0.1	42.7	0.7	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	21.3	42.1	34.1	0.1	42.7	0.7	20.8
Queue Length 50th (ft)	12	65	40	116	0	155	0	17
Queue Length 95th (ft)	38	116	88	226	0	#312	0	48
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	168	940	247	539	536	434	502	595
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.50	0.33	0.52	0.04	0.74	0.16	0.09

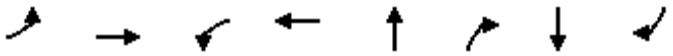
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	56	76	97	98	177
Average Queue (ft)	16	50	56	60	73
95th Queue (ft)	48	72	91	90	118
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	170	754	38	989	121	22	23	162
v/c Ratio	0.63	0.47	0.13	0.68	0.32	0.05	0.06	0.37
Control Delay	50.8	30.3	34.1	33.9	38.1	0.2	36.9	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	30.3	34.1	33.9	38.1	0.2	36.9	9.0
Queue Length 50th (ft)	99	152	19	197	63	0	12	0
Queue Length 95th (ft)	183	214	50	265	137	0	38	59
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	442	3078	304	2226	384	427	366	440
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.24	0.13	0.44	0.32	0.05	0.06	0.37

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	15	745	46	902	59	3	74	7	43
v/c Ratio	0.07	0.55	0.20	0.47	0.25	0.00	0.08	0.03	0.05
Control Delay	29.1	21.6	30.3	16.2	31.0	14.7	0.5	28.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	21.6	30.3	16.2	31.0	14.7	0.5	28.7	0.1
Queue Length 50th (ft)	6	97	18	92	23	1	0	3	0
Queue Length 95th (ft)	22	134	47	165	57	6	4	14	0
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	239	1730	242	2149	242	803	949	239	838
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.43	0.19	0.42	0.24	0.00	0.08	0.03	0.05

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	184	6	385	466	140	420
v/c Ratio	0.77	0.01	0.61	0.43	0.24	0.31
Control Delay	56.3	5.5	27.8	2.4	21.6	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	5.5	27.8	2.4	21.6	4.9
Queue Length 50th (ft)	90	0	161	0	51	64
Queue Length 95th (ft)	#187	5	253	40	95	99
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	248	852	627	1072	575	1363
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.01	0.61	0.43	0.24	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	76	510	784	327	607
v/c Ratio	0.36	0.80	1.34	0.50	0.75
Control Delay	46.9	13.7	193.9	14.7	32.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	13.7	193.9	14.7	32.4
Queue Length 50th (ft)	51	0	~739	81	312
Queue Length 95th (ft)	85	95	#955	123	#634
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	561	851	587	649	813
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.60	1.34	0.50	0.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	457	172	17	255	83	494	20	233	477	393
v/c Ratio	0.74	0.19	0.15	0.61	0.41	0.33	0.03	0.74	0.26	0.39
Control Delay	50.1	17.1	51.5	24.0	51.5	24.5	0.1	43.8	9.7	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	50.1	17.1	51.5	24.1	51.5	24.8	0.1	43.8	9.7	1.2
Queue Length 50th (ft)	158	24	12	32	55	120	0	125	58	0
Queue Length 95th (ft)	203	52	35	71	104	204	0	m163	88	13
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	795	1152	123	685	221	1511	751	426	1818	998
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	20	0	456	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.15	0.14	0.38	0.38	0.47	0.03	0.55	0.26	0.39

Intersection Summary

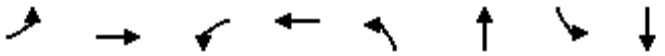
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	65	273	4	494	79	62	494
v/c Ratio	0.38	0.75	0.03	0.50	0.09	0.46	0.44
Control Delay	46.8	48.3	65.5	9.6	0.9	55.8	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	48.3	65.5	9.6	0.9	55.8	16.1
Queue Length 50th (ft)	38	155	3	75	0	39	159
Queue Length 95th (ft)	78	226	m3	m109	m1	81	369
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	348	412	135	996	893	137	1127
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.66	0.03	0.50	0.09	0.45	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	42	420	215	614	66	729	42	633
v/c Ratio	0.32	0.90	0.87	0.91	0.49	0.93	0.32	0.84
Control Delay	50.8	58.5	75.5	51.0	50.5	50.1	42.2	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	58.5	75.5	51.0	50.5	50.1	42.2	34.2
Queue Length 50th (ft)	26	250	136	384	42	~539	26	393
Queue Length 95th (ft)	60	#412	#264	#618	67	#766	m50	#584
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	135	499	252	675	135	782	135	752
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.84	0.85	0.91	0.49	0.93	0.31	0.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	87	188	43	200	87	567	79	20	616
v/c Ratio	0.47	0.50	0.21	0.52	0.38	0.24	0.06	0.15	0.22
Control Delay	50.0	29.8	41.0	40.7	31.3	5.1	0.1	37.4	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	29.8	41.0	40.7	31.3	5.1	0.1	37.4	7.3
Queue Length 50th (ft)	53	35	25	55	52	36	0	11	59
Queue Length 95th (ft)	98	68	56	88	87	66	1	m13	m103
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	252	801	244	754	252	2342	1230	180	2809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.23	0.18	0.27	0.35	0.24	0.06	0.11	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

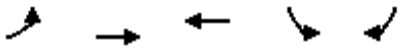


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	95	74	419	67	89	40	461	310	73	579
v/c Ratio	0.20	0.42	0.80	0.30	0.29	0.31	0.22	0.26	0.42	0.25
Control Delay	26.2	39.8	43.6	45.4	4.0	50.3	24.0	1.4	43.3	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	39.8	43.6	45.4	4.0	50.3	24.0	1.4	43.3	4.8
Queue Length 50th (ft)	45	34	244	41	0	25	73	0	35	26
Queue Length 95th (ft)	74	76	315	81	13	58	127	29	43	35
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	493	348	693	843	784	135	2109	1289	175	2296
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.21	0.60	0.08	0.11	0.30	0.22	0.24	0.42	0.25

Intersection Summary

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	SB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	255
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	187	938	1211	10	14
v/c Ratio	0.69	0.37	0.78	0.01	0.02
Control Delay	56.9	11.7	42.1	22.1	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	11.7	42.1	22.1	10.4
Queue Length 50th (ft)	155	79	305	4	0
Queue Length 95th (ft)	220	184	360	17	14
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	752	3976	1633	810	722
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.24	0.74	0.01	0.02

Intersection Summary

Intersection: 64: Iris Avenue & Project Driveway 3

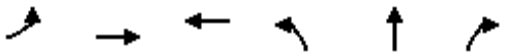
Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	111	31	53
Average Queue (ft)	25	1	20
95th Queue (ft)	74	12	46
Link Distance (ft)			352
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	250	70	
Storage Blk Time (%)			0
Queuing Penalty (veh)			0



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2905	2334	226	230	241
v/c Ratio	0.80	0.63	0.67	0.72	0.77
Control Delay	12.1	1.1	52.2	51.8	56.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	1.2	52.2	51.8	56.0
Queue Length 50th (ft)	427	4	156	154	158
Queue Length 95th (ft)	490	3	246	#271	#285
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3647	3718	335	321	314
Starvation Cap Reductn	0	126	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.80	0.65	0.67	0.72	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	253	2488	2119	260	258	224
v/c Ratio	0.91	0.66	0.78	0.80	0.72	0.66
Control Delay	66.0	5.1	22.6	61.7	44.7	40.5
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	66.0	5.2	22.6	61.7	44.7	40.5
Queue Length 50th (ft)	180	162	406	187	147	114
Queue Length 95th (ft)	m#270	155	469	#332	#274	206
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	283	3814	2749	327	359	341
Starvation Cap Reductn	0	289	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.71	0.77	0.80	0.72	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	1027	500	592	952	94
v/c Ratio	0.66	0.59	0.90	0.31	0.29
Control Delay	24.0	12.9	22.2	3.5	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	12.9	22.2	3.5	2.3
Queue Length 50th (ft)	257	99	301	94	0
Queue Length 95th (ft)	335	210	m254	m77	0
Internal Link Dist (ft)	514			122	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1567	852	711	3112	321
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.66	0.59	0.83	0.31	0.29

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	1561	2177	59	244	710	295
v/c Ratio	0.70	0.85	1.20	0.18	0.36	1.91	0.50
Control Delay	63.3	24.5	119.1	21.6	23.0	443.9	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	24.5	119.1	21.6	23.0	443.9	25.1
Queue Length 50th (ft)	17	269	~796	23	100	~626	124
Queue Length 95th (ft)	m#70	355	#937	52	162	#839	201
Internal Link Dist (ft)		233	592		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	84	1831	1813	327	686	371	595
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.85	1.20	0.18	0.36	1.91	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	722	1613	9	1206	343	11	129	8	541	796
v/c Ratio	1.46	0.58	0.08	1.34	0.77	0.16	0.18	0.01	1.19	0.95
Control Delay	249.5	20.1	64.8	180.9	24.1	32.5	26.0	0.0	140.9	40.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	249.5	20.1	64.8	180.9	24.1	32.5	26.0	0.0	140.9	40.1
Queue Length 50th (ft)	~764	279	8	~661	218	6	66	0	~506	368
Queue Length 95th (ft)	#999	402	m11	m#776	m84	22	112	0	#723	#653
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	496	2794	112	902	446	68	712	646	454	842
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.46	0.58	0.08	1.34	0.77	0.16	0.18	0.01	1.19	0.95

Intersection Summary

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m Volume for 95th percentile queue is metered by upstream signal.



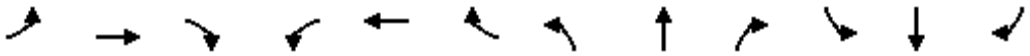
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	147	2019	128	1156	434	236	143	62	220	93
v/c Ratio	0.54	1.08	0.95	0.77	0.96	0.34	0.21	0.47	0.66	0.25
Control Delay	41.8	69.6	108.3	14.5	69.1	22.5	2.7	65.3	56.9	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	69.6	108.3	14.5	69.1	22.5	2.7	65.3	56.9	5.7
Queue Length 50th (ft)	112	~639	87	191	322	91	2	47	161	0
Queue Length 95th (ft)	m156	m#664	m#159	214	m#532	m138	m11	93	248	29
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	274	1872	135	1588	451	703	672	144	332	374
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	1.08	0.95	0.73	0.96	0.34	0.21	0.43	0.66	0.25

Intersection Summary

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Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

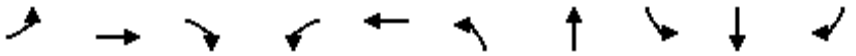


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	247	2155	265	82	1305	116	244	251	104	209	240	327
v/c Ratio	0.68	0.96	0.16	0.69	0.85	0.21	0.81	0.81	0.28	0.63	0.70	0.58
Control Delay	55.6	45.4	0.2	74.7	35.8	8.3	69.4	69.0	7.8	49.0	50.9	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	45.4	0.2	74.7	35.8	8.3	69.4	69.0	7.8	49.0	50.9	9.6
Queue Length 50th (ft)	181	588	0	56	358	14	193	200	0	149	173	42
Queue Length 95th (ft)	#288	#791	0	m#88	#485	m31	#336	#343	39	m161	m186	m46
Internal Link Dist (ft)		1195			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	363	2247	1615	121	1544	563	300	308	376	428	449	637
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.96	0.16	0.68	0.85	0.21	0.81	0.81	0.28	0.49	0.53	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
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m Volume for 95th percentile queue is metered by upstream signal.



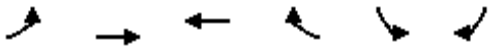
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	323	1856	120	80	1450	78	464	459	448	208
v/c Ratio	0.83	1.03	0.14	0.72	0.82	0.36	0.79	0.93	0.48	0.39
Control Delay	35.3	33.2	0.2	98.9	33.0	57.7	50.6	76.7	40.2	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	33.2	0.2	98.9	33.0	57.7	50.6	76.7	40.2	12.7
Queue Length 50th (ft)	228	~822	0	67	173	30	182	183	158	29
Queue Length 95th (ft)	m245	m132	m0	m#107	m274	56	#248	#281	212	97
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	391	1807	854	112	1805	218	585	496	941	531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	1.03	0.14	0.71	0.80	0.36	0.79	0.93	0.48	0.39

Intersection Summary

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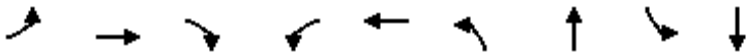
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	87	2549	1278	177	394	235
v/c Ratio	0.36	0.89	0.71	0.14	0.36	0.28
Control Delay	27.7	20.6	12.0	1.3	12.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	20.6	12.0	1.3	12.0	3.8
Queue Length 50th (ft)	33	356	125	5	114	26
Queue Length 95th (ft)	m45	m475	m138	m7	123	m37
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	242	2852	1850	1229	1108	840
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.89	0.69	0.14	0.36	0.28

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



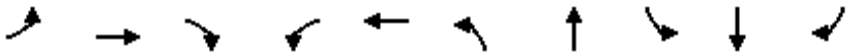
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	124	1999	232	314	1583	136	495	214	381
v/c Ratio	0.64	1.23	0.30	1.23	0.64	1.01	0.78	1.19	0.53
Control Delay	68.0	129.9	7.5	157.5	7.1	131.8	67.3	173.4	43.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	129.9	7.5	157.5	7.1	131.8	67.3	173.4	43.2
Queue Length 50th (ft)	98	~996	27	~307	87	~115	198	~200	131
Queue Length 95th (ft)	m95	m#995	m27	m#407	194	m#155	m230	#356	182
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	243	1624	779	255	2462	135	638	180	716
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	1.23	0.30	1.23	0.64	1.01	0.78	1.19	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
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m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	477	2084	426	11	1385	161	126	202	198	191
v/c Ratio	0.92	0.68	0.39	0.10	0.94	0.54	0.20	0.96	0.27	0.23
Control Delay	62.9	18.6	4.9	44.5	40.3	59.6	39.5	87.4	19.1	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	18.6	4.9	44.5	40.3	59.6	39.5	87.4	19.1	7.3
Queue Length 50th (ft)	395	369	40	8	~391	62	40	168	55	53
Queue Length 95th (ft)	m453	528	m96	m11	#501	98	69	m#236	m67	m75
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	556	3056	1081	112	1472	300	628	210	743	870
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.68	0.39	0.10	0.94	0.54	0.20	0.96	0.27	0.22

Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

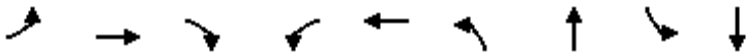
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	220	1983	170	80	1637	199	536	97	339	505	189
v/c Ratio	0.89	0.87	0.17	0.72	0.88	0.75	0.91	0.27	0.93	0.65	0.28
Control Delay	56.6	31.3	2.3	96.8	14.6	60.7	65.1	7.1	80.2	47.2	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.6	31.3	2.3	96.8	14.6	60.7	65.1	7.1	80.2	47.2	15.2
Queue Length 50th (ft)	178	587	18	59	106	155	224	16	259	188	54
Queue Length 95th (ft)	m151	m489	m14	m82	165	m#258	#331	m19	#433	248	110
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	248	2281	973	112	1863	267	589	355	373	782	675
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.87	0.17	0.71	0.88	0.75	0.91	0.27	0.91	0.65	0.28

Intersection Summary

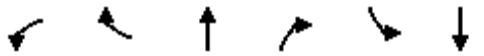
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	160	1219	858	7	788	539	470	160	646
v/c Ratio	0.74	0.83	0.76	0.07	0.80	0.80	0.39	0.68	0.65
Control Delay	56.0	23.0	8.2	36.9	28.5	56.6	33.1	67.4	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	23.0	8.2	36.9	28.5	56.6	33.1	67.4	21.8
Queue Length 50th (ft)	114	348	65	5	250	207	147	97	92
Queue Length 95th (ft)	m163	m545	m275	m13	318	#272	220	m109	119
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	243	1505	1122	112	1110	671	1219	317	997
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.81	0.76	0.06	0.71	0.80	0.39	0.50	0.65

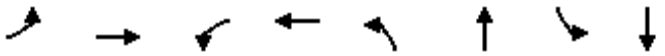
Intersection Summary

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	135	218	717	119	357	995
v/c Ratio	0.35	0.58	0.51	0.17	0.29	0.35
Control Delay	24.5	11.8	20.7	4.4	19.6	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	11.8	20.7	4.4	19.6	3.0
Queue Length 50th (ft)	35	6	138	0	65	52
Queue Length 95th (ft)	56	86	207	33	97	96
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	875	567	1401	699	1225	2845
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.38	0.51	0.17	0.29	0.35

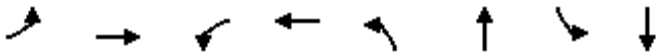
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	257	1978	146	1394	178	468	250	487
v/c Ratio	0.72	0.87	0.87	0.80	0.80	0.75	0.88	0.66
Control Delay	39.0	15.2	74.1	13.5	73.6	46.7	80.2	46.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	15.2	74.1	13.5	73.6	46.7	80.2	46.6
Queue Length 50th (ft)	205	113	117	204	144	190	190	175
Queue Length 95th (ft)	m233	207	m136	m202	#249	247	#331	235
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	355	2274	168	1806	233	623	294	737
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.87	0.87	0.77	0.76	0.75	0.85	0.66

Intersection Summary

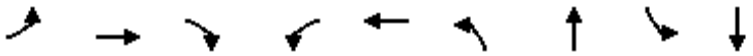
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	75	1275	44	613	111	444	73	601
v/c Ratio	0.50	0.86	0.39	0.43	0.64	0.37	0.45	0.54
Control Delay	84.7	17.4	79.8	9.3	69.2	33.7	30.7	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.7	17.4	79.8	9.3	69.2	33.7	30.7	13.1
Queue Length 50th (ft)	62	113	35	49	83	148	48	122
Queue Length 95th (ft)	m82	77	m51	m110	144	200	m59	m145
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	189	1537	117	1430	197	1189	177	1109
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.83	0.38	0.43	0.56	0.37	0.41	0.54

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	355	90	15	468	62	250	329	251
v/c Ratio	0.09	0.50	0.20	0.05	0.64	0.33	0.18	0.78	0.13
Control Delay	40.4	46.3	14.3	33.9	21.8	37.9	17.1	44.3	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	46.3	14.3	33.9	21.8	37.9	17.1	44.3	11.5
Queue Length 50th (ft)	7	100	0	3	66	29	35	147	25
Queue Length 95th (ft)	19	142	29	12	106	64	75	#305	67
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	328	901	536	328	925	215	1400	422	1959
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.39	0.17	0.05	0.51	0.29	0.18	0.78	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



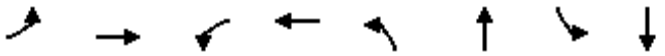
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	469	1358	407	402	1192	402	876	262	233	1124	223
v/c Ratio	0.90	1.19	0.60	1.06	0.85	1.34	0.83	0.41	0.88	1.13	0.43
Control Delay	47.7	115.4	7.8	115.1	30.0	199.0	27.5	4.4	81.1	112.7	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	115.4	7.8	115.1	30.0	199.0	27.5	4.4	81.1	112.7	19.3
Queue Length 50th (ft)	200	~689	94	~169	199	~411	344	43	178	~532	63
Queue Length 95th (ft)	m#252	#833	m137	#273	301	#613	425	66	#315	#667	139
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		150
Base Capacity (vph)	523	1143	676	379	1437	300	1060	633	276	992	514
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	1.19	0.60	1.06	0.83	1.34	0.83	0.41	0.84	1.13	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	1060	113	618	225	1366	161	1661
v/c Ratio	0.70	1.05	0.84	0.62	0.94	0.67	0.81	0.86
Control Delay	68.1	59.2	69.3	10.1	95.9	31.5	69.4	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.1	59.2	69.3	10.1	95.9	31.5	69.4	20.4
Queue Length 50th (ft)	65	~457	94	60	175	313	121	233
Queue Length 95th (ft)	m90	#580	m#199	72	#328	367	m126	m195
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	150	1005	135	998	240	2038	209	1935
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	1.05	0.84	0.62	0.94	0.67	0.77	0.86

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	70	563	382	508	239	1306	404	321	1434
v/c Ratio	0.47	0.96	0.95	0.45	1.00	0.83	0.63	0.97	0.79
Control Delay	62.8	74.1	80.9	28.7	90.3	18.1	9.6	92.3	38.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	74.1	80.9	28.7	90.3	18.1	9.6	92.3	38.6
Queue Length 50th (ft)	53	210	293	136	198	323	154	249	362
Queue Length 95th (ft)	100	#325	#482	195	m#246	m347	m164	#433	422
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	185	586	406	1129	240	1570	640	330	1821
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.96	0.94	0.45	1.00	0.83	0.63	0.97	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	168	118	361	124	92	2093	123	1892
v/c Ratio	0.70	0.39	0.90	0.28	0.81	0.91	1.02	0.80
Control Delay	65.6	11.8	72.7	8.7	96.2	27.0	107.5	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.6	11.8	72.7	8.7	96.2	27.0	107.5	9.8
Queue Length 50th (ft)	126	0	273	0	66	591	~103	171
Queue Length 95th (ft)	197	53	#477	51	m#153	m633	m#149	m184
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	290	344	400	442	114	2308	120	2358
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.34	0.90	0.28	0.81	0.91	1.02	0.80

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

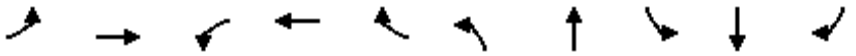


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	229	179	173	1882	2311
v/c Ratio	1.02	0.36	1.05	0.45	0.66
Control Delay	116.7	13.4	112.1	0.9	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	116.7	13.4	112.1	0.9	4.4
Queue Length 50th (ft)	~183	28	~147	16	105
Queue Length 95th (ft)	#349	90	#295	35	108
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	225	502	165	4192	3513
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.02	0.36	1.05	0.45	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

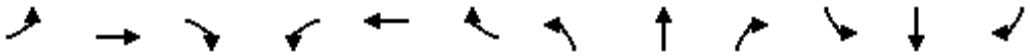
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	89	218	119	20	100	29	1964	94	2148	83
v/c Ratio	0.46	0.59	0.68	0.17	0.47	0.25	0.63	0.60	0.62	0.06
Control Delay	57.2	25.6	71.6	56.0	14.0	43.6	14.8	48.9	2.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	25.6	71.6	56.0	14.0	43.6	14.8	48.9	2.3	0.1
Queue Length 50th (ft)	65	28	89	15	0	18	435	75	31	0
Queue Length 95th (ft)	117	67	153	40	40	m22	m495	m119	56	m0
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	203	619	195	323	372	121	3133	157	3458	1287
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.35	0.61	0.06	0.27	0.24	0.63	0.60	0.62	0.06

Intersection Summary

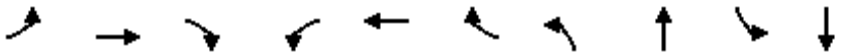
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	552	620	288	14	409	284	115	1102	15	432	1646	522
v/c Ratio	0.97	0.39	0.33	0.07	0.60	0.62	0.53	0.79	0.03	0.82	0.89	0.63
Control Delay	73.0	23.7	3.9	54.3	52.5	11.5	63.7	46.0	0.1	46.5	32.8	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.0	23.7	3.9	54.3	52.5	11.5	63.7	46.0	0.1	46.5	32.8	11.1
Queue Length 50th (ft)	420	152	2	5	110	0	45	301	0	143	487	171
Queue Length 95th (ft)	#648	227	55	16	143	79	76	358	0	#240	#575	362
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	571	1599	872	218	799	489	218	1403	523	538	1855	823
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.39	0.33	0.06	0.51	0.58	0.53	0.79	0.03	0.80	0.89	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	1485	223	50	1135	188	145	306	128	428
v/c Ratio	0.63	0.83	0.23	0.37	0.78	0.22	0.66	0.75	0.74	0.48
Control Delay	34.5	11.3	0.0	64.8	17.5	0.6	56.5	43.6	77.6	37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	11.3	0.0	64.8	17.5	0.6	56.5	43.6	77.6	37.0
Queue Length 50th (ft)	124	82	0	37	281	4	58	235	98	137
Queue Length 95th (ft)	m131	m187	m0	m40	m167	m0	#97	#385	#193	191
Internal Link Dist (ft)		2564			564			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	279	1795	992	315	1705	858	221	406	174	898
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.83	0.22	0.16	0.67	0.22	0.66	0.75	0.74	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	41	954	48	590	106	352	75	451	67
v/c Ratio	0.19	0.85	0.43	0.59	0.64	0.23	0.48	0.57	0.09
Control Delay	34.6	26.8	36.3	17.5	71.0	23.8	77.2	23.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	26.8	36.3	17.5	71.0	23.8	77.2	23.4	0.5
Queue Length 50th (ft)	29	348	16	252	81	93	61	183	0
Queue Length 95th (ft)	m31	m350	m49	m303	#155	140	103	454	1
Internal Link Dist (ft)		2608		1901		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	216	1210	114	1265	165	1561	216	787	729
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.79	0.42	0.47	0.64	0.23	0.35	0.57	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	173	1175	580	931	179	89	861	99	372
v/c Ratio	0.74	1.20	1.07	0.58	0.20	0.62	0.79	0.82	0.49
Control Delay	69.3	136.2	100.0	27.1	2.6	72.3	24.5	100.9	40.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.3	136.2	100.0	27.1	2.6	72.3	24.5	100.9	40.3
Queue Length 50th (ft)	129	~578	~498	283	0	67	148	77	122
Queue Length 95th (ft)	205	#717	#719	357	34	#124	230	#177	172
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	270	983	541	1608	901	156	1093	120	760
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	1.20	1.07	0.58	0.20	0.57	0.79	0.82	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	119	1228	252	135	893	65	188	489	192	53	623
v/c Ratio	0.99	1.44	0.33	1.00	1.03	0.08	1.25	0.86	0.30	0.48	1.29
Control Delay	98.7	219.8	7.0	133.3	70.2	5.5	191.4	35.5	3.1	69.2	181.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.7	219.8	7.0	133.3	70.2	5.5	191.4	35.5	3.1	69.2	181.1
Queue Length 50th (ft)	94	~1303	10	106	~738	7	~188	374	5	40	~614
Queue Length 95th (ft)	m#136	#1536	m53	#239	#984	27	#340	#577	23	84	#844
Internal Link Dist (ft)		1908			333			2560			507
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	120	855	760	135	870	840	150	566	634	112	484
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	1.44	0.33	1.00	1.03	0.08	1.25	0.86	0.30	0.47	1.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

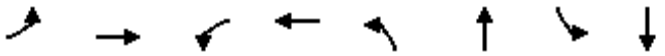
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	54	768	357	464	137	120	591	297	72	786
v/c Ratio	0.12	0.86	0.86	0.53	0.28	0.85	0.50	0.18	0.51	0.70
Control Delay	7.3	20.8	64.4	43.7	7.7	97.9	36.6	0.3	45.7	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.3	20.8	64.4	43.7	7.7	97.9	36.6	0.3	45.7	17.4
Queue Length 50th (ft)	9	270	263	178	0	93	208	0	59	190
Queue Length 95th (ft)	m22	355	#371	220	50	#202	277	0	m65	m191
Internal Link Dist (ft)		515		289			2569			2560
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	464	948	472	1621	790	142	1188	1615	150	1115
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.81	0.76	0.29	0.17	0.85	0.50	0.18	0.48	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	149	315	38	208	160	902	79	1196
v/c Ratio	0.82	0.47	0.29	0.33	0.55	0.33	0.19	0.45
Control Delay	73.1	19.3	41.7	20.4	14.2	4.6	5.2	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	19.3	41.7	20.4	14.2	4.6	5.2	5.2
Queue Length 50th (ft)	91	43	21	32	39	88	13	130
Queue Length 95th (ft)	#188	84	53	64	107	113	29	163
Internal Link Dist (ft)		979		277		972		2569
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	205	741	148	712	293	2698	422	2672
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.43	0.26	0.29	0.55	0.33	0.19	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	316	1438	668	1319	313	622	646	353	903
v/c Ratio	0.76	0.91	0.95	0.66	0.98	0.77	0.90	0.75	0.96
Control Delay	64.0	47.1	72.2	31.8	98.9	51.2	43.1	60.7	63.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.0	47.1	72.2	31.8	98.9	51.2	43.1	60.7	63.3
Queue Length 50th (ft)	123	372	265	303	126	240	381	137	356
Queue Length 95th (ft)	173	#447	#382	356	#219	307	#655	190	#491
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	434	1579	700	1998	321	806	719	472	943
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.91	0.95	0.66	0.98	0.77	0.90	0.75	0.96

Intersection Summary

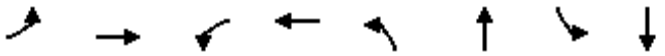
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	259	48	210	59	39	72	109	1113	84	115	1530
v/c Ratio	0.68	0.12	0.42	0.43	0.28	0.30	0.80	0.63	0.09	0.64	0.84
Control Delay	51.5	38.6	8.6	58.4	52.8	3.9	85.1	18.0	4.2	64.5	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	38.6	8.6	58.4	52.8	3.9	85.1	18.0	4.2	64.5	28.0
Queue Length 50th (ft)	173	29	2	40	27	0	82	243	10	79	464
Queue Length 95th (ft)	#314	63	65	83	60	5	#179	268	34	#153	568
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	383	399	496	149	319	375	137	1762	943	180	1826
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.12	0.42	0.40	0.12	0.19	0.80	0.63	0.09	0.64	0.84

Intersection Summary

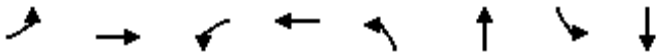
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	2	10	29	1	1180	30	1516
v/c Ratio	0.10	0.01	0.09	0.09	0.01	0.39	0.23	0.47
Control Delay	50.1	0.0	49.9	0.5	62.0	1.3	45.4	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	0.0	49.9	0.5	62.0	1.3	45.4	1.0
Queue Length 50th (ft)	7	0	7	0	1	12	22	20
Queue Length 95th (ft)	26	0	25	0	m2	21	m32	58
Internal Link Dist (ft)		149		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	470	612	471	616	213	3047	278	3226
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.00	0.02	0.05	0.00	0.39	0.11	0.47

Intersection Summary

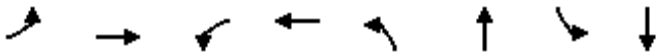
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	4	4	35	2	1177	59	1473
v/c Ratio	0.12	0.03	0.04	0.25	0.02	0.40	0.41	0.46
Control Delay	50.5	35.2	48.2	22.0	41.5	4.2	40.1	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	35.2	48.2	22.0	41.5	4.2	40.1	1.8
Queue Length 50th (ft)	9	1	3	1	1	18	40	28
Queue Length 95th (ft)	29	12	14	34	m3	252	79	127
Internal Link Dist (ft)		78		321		1240		1452
Turn Bay Length (ft)			50		150		215	
Base Capacity (vph)	285	293	285	305	123	2924	164	3224
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.01	0.01	0.11	0.02	0.40	0.36	0.46

Intersection Summary

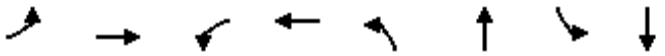
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	58	22	49	36	10	1131	58	1427
v/c Ratio	0.45	0.13	0.37	0.20	0.08	0.41	0.38	0.48
Control Delay	57.4	29.4	54.0	18.1	69.1	15.5	50.1	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	29.4	54.0	18.1	69.1	15.5	50.1	5.9
Queue Length 50th (ft)	40	7	33	1	5	211	42	93
Queue Length 95th (ft)	80	30	70	32	m21	488	89	264
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	418	531	423	512	180	2730	590	3004
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.04	0.12	0.07	0.06	0.41	0.10	0.48

Intersection Summary

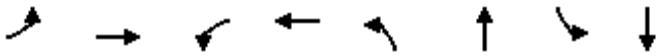
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	51	7	8	5	22	1103	9	1427
v/c Ratio	0.41	0.05	0.06	0.03	0.08	0.36	0.08	0.54
Control Delay	56.6	28.0	45.4	30.4	48.5	8.2	46.9	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.6	28.0	45.4	30.4	48.5	8.2	46.9	12.4
Queue Length 50th (ft)	35	1	5	1	16	272	6	104
Queue Length 95th (ft)	72	15	21	12	m34	431	m11	503
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	246	287	247	288	508	3052	131	2656
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.02	0.03	0.02	0.04	0.36	0.07	0.54

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	10	25	70	115	63	1083	147	1342
v/c Ratio	0.08	0.19	0.43	0.39	0.51	0.48	0.72	0.54
Control Delay	48.7	27.0	55.2	13.1	63.9	13.2	81.2	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	27.0	55.2	13.1	63.9	13.2	81.2	13.6
Queue Length 50th (ft)	7	3	48	2	44	224	111	351
Queue Length 95th (ft)	24	31	91	56	89	313	#194	599
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	303	297	305	374	127	2236	216	2488
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.08	0.23	0.31	0.50	0.48	0.68	0.54

Intersection Summary

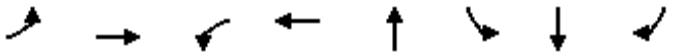
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	378	1736	491	84	984	526	240	718	581	944	368
v/c Ratio	0.99	0.93	0.30	0.71	0.87	0.69	0.92	0.78	0.89	0.71	0.52
Control Delay	96.8	47.4	0.5	86.2	48.0	15.2	92.6	48.4	64.4	36.2	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.8	47.4	0.5	86.2	48.0	15.2	92.6	48.4	64.4	36.2	16.5
Queue Length 50th (ft)	153	471	0	65	376	96	96	273	226	327	102
Queue Length 95th (ft)	#255	#573	0	#145	463	229	#175	346	#317	404	196
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	382	1861	1615	120	1141	766	262	917	672	1325	713
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.93	0.30	0.70	0.86	0.69	0.92	0.78	0.86	0.71	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	197	1831	6	1871	4	115	1	123
v/c Ratio	0.74	0.60	0.04	0.83	0.01	0.26	0.00	0.22
Control Delay	63.8	17.3	48.5	32.2	0.0	33.6	30.0	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	17.3	48.5	32.2	0.0	33.6	30.0	6.6
Queue Length 50th (ft)	143	266	4	438	0	66	1	0
Queue Length 95th (ft)	224	486	17	529	0	121	5	45
Internal Link Dist (ft)		628		799	118		430	
Turn Bay Length (ft)	230		110			200		200
Base Capacity (vph)	331	3047	283	2335	550	438	581	571
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.60	0.02	0.80	0.01	0.26	0.00	0.22

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	98	1960	31	1745	189	187
v/c Ratio	0.49	0.72	0.19	0.69	0.45	0.42
Control Delay	54.6	21.0	50.1	22.9	28.7	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	21.0	50.1	22.9	28.7	27.8
Queue Length 50th (ft)	66	363	21	343	83	81
Queue Length 95th (ft)	123	480	52	417	167	163
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	333	2934	298	2857	420	440
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.67	0.10	0.61	0.45	0.42

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1860	27	1879	56	25
v/c Ratio	0.85	0.17	0.71	0.07	0.04
Control Delay	36.0	38.6	13.1	23.2	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	38.6	13.1	23.2	8.5
Queue Length 50th (ft)	487	18	173	26	0
Queue Length 95th (ft)	558	m25	194	56	18
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2194	210	2852	761	695
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.85	0.13	0.66	0.07	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	14	33	183	248	41	48	211	495	749	30	278
v/c Ratio	0.14	0.22	0.33	0.78	0.09	0.07	0.70	0.27	0.54	0.21	0.20
Control Delay	43.8	41.8	5.2	53.8	25.2	0.2	43.6	24.7	3.1	41.9	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	41.8	5.2	53.8	25.2	0.2	43.6	24.7	3.1	41.9	20.9
Queue Length 50th (ft)	8	18	0	134	16	0	123	125	2	16	61
Queue Length 95th (ft)	27	46	44	#240	45	0	m#215	180	85	43	93
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	100	253	555	340	552	712	301	1801	1398	142	1388
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.13	0.33	0.73	0.07	0.07	0.70	0.27	0.54	0.21	0.20

Intersection Summary

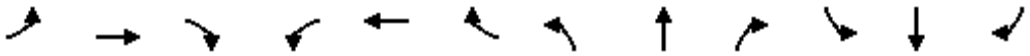
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	102	306	311	1527	38	653
v/c Ratio	0.43	0.66	0.66	0.65	0.31	0.25
Control Delay	40.5	12.4	11.5	12.3	44.2	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	12.4	11.5	12.3	44.2	9.3
Queue Length 50th (ft)	54	4	0	294	23	93
Queue Length 95th (ft)	98	80	74	393	m47	134
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	320	518	528	2356	121	2653
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.59	0.59	0.65	0.31	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

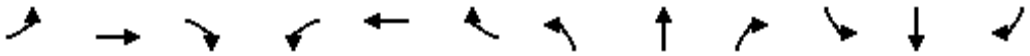


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	107	446	98	425	331	74	45	1151	505	34	944	85
v/c Ratio	0.58	0.82	0.27	0.90	0.30	0.13	0.41	0.74	0.60	0.31	0.64	0.12
Control Delay	63.6	62.5	2.9	65.4	32.0	1.7	74.3	16.6	5.8	61.7	32.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	62.5	2.9	65.4	32.0	1.7	74.3	16.6	5.8	61.7	32.3	2.2
Queue Length 50th (ft)	80	176	0	309	97	0	35	331	79	26	329	0
Queue Length 95th (ft)	136	#236	9	#474	143	10	m59	#419	128	60	407	17
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	245	571	380	511	1147	579	112	1550	835	112	1484	710
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.78	0.26	0.83	0.29	0.13	0.40	0.74	0.60	0.30	0.64	0.12

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

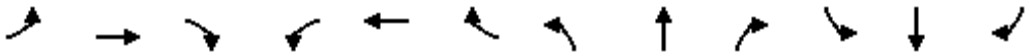
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	113	86	67	7	74	62	35	1315	27	85	1064	104
v/c Ratio	0.59	0.26	0.20	0.05	0.46	0.25	0.32	0.58	0.03	0.57	0.44	0.09
Control Delay	63.4	44.5	8.1	50.1	61.0	2.5	52.7	2.6	0.0	58.0	9.6	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	44.5	8.1	50.1	61.0	2.5	52.7	2.6	0.0	58.0	9.6	1.7
Queue Length 50th (ft)	85	55	0	5	56	0	29	37	0	65	150	2
Queue Length 95th (ft)	142	115	32	19	103	1	m43	48	m0	m99	177	m10
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	206	401	400	137	292	348	112	2277	1035	165	2419	1102
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.21	0.17	0.05	0.25	0.18	0.31	0.58	0.03	0.52	0.44	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	315	845	208	43	626	101	191	898	127	73	827	196
v/c Ratio	0.81	0.54	0.27	0.20	0.90	0.15	0.74	0.72	0.20	0.66	0.64	0.37
Control Delay	69.0	26.6	7.5	66.5	30.5	0.4	44.3	24.7	1.3	63.5	29.0	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.0	26.6	7.5	66.5	30.5	0.4	44.3	24.7	1.3	63.5	29.0	10.5
Queue Length 50th (ft)	124	245	26	15	269	0	89	364	2	57	230	38
Queue Length 95th (ft)	#197	309	74	m20	m332	m1	m156	437	m6	#128	280	117
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	392	1582	783	218	744	696	315	1255	636	112	1283	536
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.53	0.27	0.20	0.84	0.15	0.61	0.72	0.20	0.65	0.64	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

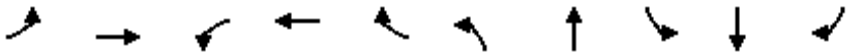


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	132	485	85	80	486	36	595	54	204	768	123
v/c Ratio	0.80	0.76	0.14	0.66	0.90	0.17	0.51	0.09	0.71	0.46	0.16
Control Delay	85.5	45.0	2.5	79.5	59.8	65.3	60.2	16.2	37.0	7.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.5	45.0	2.5	79.5	59.8	65.3	60.2	16.2	37.0	7.1	0.4
Queue Length 50th (ft)	102	335	0	61	339	15	238	9	159	47	0
Queue Length 95th (ft)	#220	467	17	#132	#509	m25	299	m34	#261	65	m1
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	166	640	622	126	591	262	1168	590	287	1656	792
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.76	0.14	0.63	0.82	0.14	0.51	0.09	0.71	0.46	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

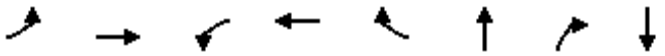
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	473	1344	21	1214	176	12	47	174	45	679
v/c Ratio	0.67	0.53	0.16	0.77	0.30	0.11	0.12	0.66	0.07	0.71
Control Delay	17.6	14.6	32.9	60.1	23.9	55.9	33.4	68.1	26.9	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.6	14.6	32.9	60.1	23.9	55.9	33.4	68.1	26.9	22.9
Queue Length 50th (ft)	114	5	11	244	62	9	22	144	33	520
Queue Length 95th (ft)	m151	133	m24	277	m103	30	58	218	m68	580
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	734	2575	134	1607	607	112	403	345	682	971
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.52	0.16	0.76	0.29	0.11	0.12	0.50	0.07	0.70

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



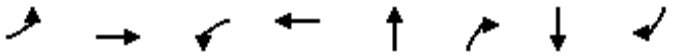
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	9	432	90	242	11	139	97	64
v/c Ratio	0.05	0.63	0.47	0.45	0.02	0.29	0.19	0.13
Control Delay	33.7	29.3	41.6	24.7	0.1	25.6	4.3	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	29.3	41.6	24.7	0.1	25.6	4.3	22.4
Queue Length 50th (ft)	4	89	40	84	0	52	0	21
Queue Length 95th (ft)	18	134	89	176	0	107	25	54
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	187	924	200	607	600	485	510	480
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.47	0.45	0.40	0.02	0.29	0.19	0.13

Intersection Summary

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	32	78	55	103	116
Average Queue (ft)	21	44	35	33	62
95th Queue (ft)	45	70	57	67	93
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	88	1364	39	979	77	29	30	195
v/c Ratio	0.52	0.71	0.35	0.62	0.14	0.05	0.09	0.45
Control Delay	94.1	14.6	62.6	36.7	36.8	0.2	43.0	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.1	14.6	62.6	36.7	36.8	0.2	43.0	9.6
Queue Length 50th (ft)	73	29	29	223	46	0	20	0
Queue Length 95th (ft)	124	187	67	253	96	0	48	65
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	273	2368	117	1939	541	547	317	432
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.58	0.33	0.50	0.14	0.05	0.09	0.45

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	35	1300	170	961	44	2	101	13	24
v/c Ratio	0.23	0.65	0.59	0.35	0.28	0.00	0.13	0.09	0.06
Control Delay	49.9	24.8	46.9	14.0	50.5	32.0	3.5	48.6	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	24.8	46.9	14.0	50.5	32.0	3.5	48.6	17.2
Queue Length 50th (ft)	20	232	96	138	25	1	0	7	1
Queue Length 95th (ft)	59	315	185	169	71	9	27	30	26
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	158	3041	502	3985	167	560	848	158	421
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.43	0.34	0.24	0.26	0.00	0.12	0.08	0.06

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	237	25	492	568	106	325
v/c Ratio	0.64	0.04	0.54	0.42	0.47	0.27
Control Delay	36.6	4.3	21.3	1.6	38.8	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.6	4.3	21.3	1.6	38.8	7.7
Queue Length 50th (ft)	109	0	176	6	50	62
Queue Length 95th (ft)	163	11	#377	36	93	126
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	541	757	914	1435	327	1226
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.03	0.54	0.40	0.32	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	135	710	920	423	561
v/c Ratio	0.42	0.94	1.57	0.64	0.80
Control Delay	41.9	30.6	292.5	21.1	40.0
Queue Delay	0.0	0.0	0.0	0.4	0.0
Total Delay	41.9	30.6	292.5	21.5	40.0
Queue Length 50th (ft)	89	113	~946	120	305
Queue Length 95th (ft)	122	260	#1148	200	#687
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	557	891	587	665	701
Starvation Cap Reductn	0	0	0	43	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.80	1.57	0.68	0.80

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	606	344	69	384	164	463	76	201	599	459
v/c Ratio	0.78	0.36	0.45	0.70	0.57	0.34	0.11	0.71	0.43	0.52
Control Delay	47.9	14.7	56.4	21.5	51.5	27.7	1.3	41.4	17.3	2.3
Queue Delay	0.5	0.0	0.0	0.2	0.0	0.4	0.0	0.0	0.0	0.3
Total Delay	48.4	14.7	56.4	21.7	51.5	28.1	1.3	41.4	17.3	2.6
Queue Length 50th (ft)	209	44	47	39	108	118	0	116	131	9
Queue Length 95th (ft)	253	74	91	84	180	207	7	m114	197	m29
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	931	1194	193	769	287	1382	698	379	1379	888
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	101
Spillback Cap Reductn	84	0	0	59	0	444	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.29	0.36	0.54	0.57	0.49	0.11	0.53	0.43	0.58

Intersection Summary

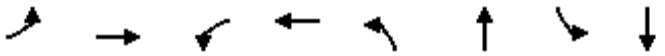
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	120	350	10	774	237	99	852
v/c Ratio	0.60	0.86	0.09	0.88	0.29	0.71	0.81
Control Delay	59.6	63.0	72.8	13.2	0.9	81.8	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	63.0	72.8	13.2	0.9	81.8	31.5
Queue Length 50th (ft)	84	242	8	364	10	75	516
Queue Length 95th (ft)	142	#410	m5	m201	m7	#177	#961
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	290	422	112	878	807	139	1048
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.83	0.09	0.88	0.29	0.71	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	154	734	239	558	105	992	93	925
v/c Ratio	1.01	1.34	1.23	0.95	0.94	1.35	0.78	1.22
Control Delay	115.1	190.0	183.0	66.5	129.3	199.8	74.8	130.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.1	190.0	183.0	66.5	129.3	199.8	74.8	130.4
Queue Length 50th (ft)	~140	~750	~228	409	80	~1010	76	~888
Queue Length 95th (ft)	#278	#989	#390	#628	#201	#1289	m95	#1116
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	152	546	195	604	112	737	120	759
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	1.34	1.23	0.92	0.94	1.35	0.78	1.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	126	368	58	251	108	762	84	121	911
v/c Ratio	0.61	0.71	0.37	0.63	0.56	0.39	0.08	0.60	0.33
Control Delay	62.6	44.5	57.4	46.4	54.4	20.7	4.0	33.8	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	44.5	57.4	46.4	54.4	20.7	4.0	33.8	21.7
Queue Length 50th (ft)	94	108	43	76	63	110	0	82	216
Queue Length 95th (ft)	152	153	85	117	107	283	47	m67	m200
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	288	832	213	674	192	1947	1077	300	2768
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.44	0.27	0.37	0.56	0.39	0.08	0.40	0.33

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	90	75	437	67	72	38	718	561	109	791
v/c Ratio	0.41	0.47	0.82	0.14	0.15	0.35	0.33	0.44	0.67	0.32
Control Delay	56.2	50.6	51.5	30.6	1.6	62.8	27.0	2.0	95.0	39.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	50.6	51.5	30.6	1.6	62.8	27.0	2.0	95.0	39.6
Queue Length 50th (ft)	68	44	312	39	0	29	143	11	85	193
Queue Length 95th (ft)	120	92	392	66	7	66	211	47	#155	246
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	250	290	664	758	706	114	2166	1317	180	2461
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.26	0.66	0.09	0.10	0.33	0.33	0.43	0.61	0.32

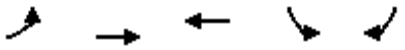
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	EB	EB	EB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	53	31	52	118
Average Queue (ft)	2	1	7	49
95th Queue (ft)	21	12	35	93
Link Distance (ft)	1101	1101	1101	255
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	139	1390	1271	49	44
v/c Ratio	0.63	0.55	0.74	0.06	0.06
Control Delay	72.4	33.6	57.5	22.6	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	72.4	33.6	57.5	22.6	7.3
Queue Length 50th (ft)	114	365	376	21	0
Queue Length 95th (ft)	145	314	424	52	25
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	511	3544	1898	806	746
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.39	0.67	0.06	0.06

Intersection Summary

Queuing and Blocking Report

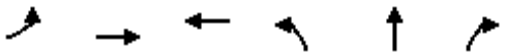
Intersection: 64: Iris Avenue & Project Driveway 3

Movement	EB	EB	EB	EB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	31	31	168	98	38	50	73
Average Queue (ft)	3	1	8	4	2	16	33
95th Queue (ft)	17	12	65	38	15	44	62
Link Distance (ft)		570	570	570	559		352
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	250					70	
Storage Blk Time (%)						0	1
Queuing Penalty (veh)						0	0



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1771	3228	188	180	172
v/c Ratio	0.53	0.94	0.41	0.43	0.41
Control Delay	11.0	11.1	39.6	38.2	37.9
Queue Delay	0.0	0.6	0.0	0.0	0.0
Total Delay	11.0	11.7	39.6	38.2	37.9
Queue Length 50th (ft)	237	415	126	120	109
Queue Length 95th (ft)	272	444	201	197	182
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3330	3427	457	423	415
Starvation Cap Reductn	0	43	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.53	0.95	0.41	0.43	0.41

Intersection Summary



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	68	1542	2506	428	427	136
v/c Ratio	0.59	0.46	0.86	0.85	0.89	0.28
Control Delay	69.3	8.8	9.3	58.6	63.2	23.8
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay	69.3	8.8	9.7	58.6	63.2	23.8
Queue Length 50th (ft)	53	149	153	338	356	55
Queue Length 95th (ft)	m#113	166	m144	#542	#582	114
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	117	3427	2901	501	480	481
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	88	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.45	0.89	0.85	0.89	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	362	133	498	1805	365
v/c Ratio	0.31	0.22	1.14	0.82	0.72
Control Delay	27.6	5.4	99.8	24.4	35.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	5.4	99.8	24.4	35.7
Queue Length 50th (ft)	95	0	~403	595	175
Queue Length 95th (ft)	135	42	m298	m421	285
Internal Link Dist (ft)	514			155	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1168	612	438	2200	510
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.31	0.22	1.14	0.82	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	19	1077	2763	315	419	78	217
v/c Ratio	0.26	0.49	1.27	1.19	0.81	0.78	0.48
Control Delay	15.7	7.5	145.1	151.8	49.9	83.4	34.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	7.5	145.1	151.8	49.9	83.4	34.8
Queue Length 50th (ft)	4	111	~1232	~256	263	48	116
Queue Length 95th (ft)	13	135	#1366	#427	#416	#135	190
Internal Link Dist (ft)		233	628		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	73	2214	2184	265	515	100	450
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.49	1.27	1.19	0.81	0.78	0.48

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



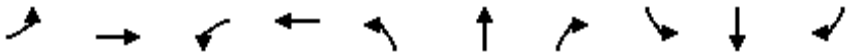
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	512	802	7	1604	296	19	238	17	207	618
v/c Ratio	1.17	0.26	0.07	1.33	0.50	0.28	0.39	0.03	0.73	0.76
Control Delay	143.9	5.0	68.4	173.4	5.8	42.8	33.6	0.1	52.8	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	143.9	5.0	68.4	173.4	5.8	42.8	33.6	0.1	52.8	18.2
Queue Length 50th (ft)	~472	30	5	~840	16	11	142	0	141	139
Queue Length 95th (ft)	#690	96	m10	#965	m33	36	215	0	#260	298
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	436	3050	112	1203	593	69	617	572	283	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	0.26	0.06	1.33	0.50	0.28	0.39	0.03	0.73	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

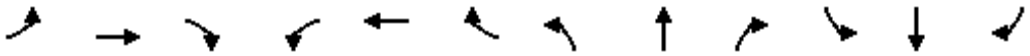
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	55	967	83	1564	248	111	70	45	152	103
v/c Ratio	0.47	0.66	0.30	0.82	0.61	0.15	0.10	0.38	0.36	0.22
Control Delay	69.7	29.7	32.8	12.2	43.5	18.7	0.8	62.8	45.5	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.7	29.7	32.8	12.2	43.5	18.7	0.8	62.8	45.5	2.6
Queue Length 50th (ft)	42	179	58	228	188	43	1	34	107	0
Queue Length 95th (ft)	m81	206	m84	339	271	m70	m4	73	175	13
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	120	1741	289	1948	451	764	703	129	425	471
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.56	0.29	0.80	0.55	0.15	0.10	0.35	0.36	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

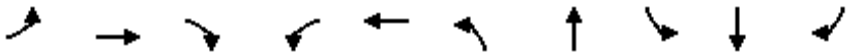


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	164	1186	303	93	2095	79	168	172	90	67	83	142
v/c Ratio	0.70	0.58	0.19	0.23	0.86	0.10	0.57	0.57	0.24	0.42	0.50	0.51
Control Delay	66.0	31.8	0.3	17.4	9.9	0.5	54.8	54.8	5.3	42.5	44.9	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.0	31.8	0.3	17.4	9.9	0.5	54.8	54.8	5.3	42.5	44.9	19.5
Queue Length 50th (ft)	122	293	0	24	154	0	129	132	0	44	54	30
Queue Length 95th (ft)	#200	310	0	m64	295	m0	210	213	27	m80	96	76
Internal Link Dist (ft)		1185			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	243	2488	1615	425	2441	803	297	303	377	264	277	369
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.48	0.19	0.22	0.86	0.10	0.57	0.57	0.24	0.25	0.30	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

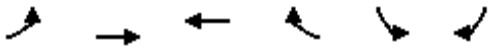
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	154	591	84	118	2063	72	339	159	269	157
v/c Ratio	0.67	0.34	0.10	0.62	0.87	0.33	0.46	0.62	0.32	0.32
Control Delay	55.8	8.0	0.6	80.2	8.7	55.2	31.6	64.8	41.2	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	8.0	0.6	80.2	8.7	55.2	31.6	64.8	41.2	8.4
Queue Length 50th (ft)	127	40	0	90	74	30	104	62	93	0
Queue Length 95th (ft)	198	124	0	m99	133	55	173	99	142	59
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	311	1789	829	243	2359	221	735	265	844	492
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.33	0.10	0.49	0.87	0.33	0.46	0.60	0.32	0.32

Intersection Summary

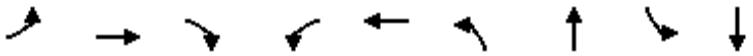
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	193	1159	2265	158	154	119
v/c Ratio	0.71	0.30	0.77	0.12	0.24	0.20
Control Delay	79.6	0.7	7.1	0.7	70.1	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.6	0.7	7.1	0.7	70.1	20.4
Queue Length 50th (ft)	124	4	132	3	65	44
Queue Length 95th (ft)	188	10	m137	m2	102	68
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	361	3976	2925	1299	652	679
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.29	0.77	0.12	0.24	0.18

Intersection Summary

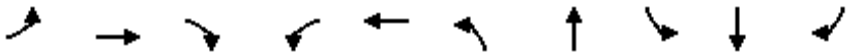
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	712	64	172	2056	142	374	162	265
v/c Ratio	0.24	0.78	0.13	0.46	0.91	0.41	0.38	0.71	0.34
Control Delay	52.5	18.8	1.7	27.7	14.8	32.2	22.2	67.3	35.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	18.8	1.7	27.7	14.8	32.2	22.2	67.3	35.8
Queue Length 50th (ft)	21	95	0	115	333	98	100	121	80
Queue Length 95th (ft)	m50	117	m4	m139	369	m115	m135	193	123
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	114	1070	555	386	2247	344	993	270	775
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.67	0.12	0.45	0.91	0.41	0.38	0.60	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	297	1117	206	18	2012	384	68	92	53	120
v/c Ratio	0.88	0.42	0.22	0.10	1.05	0.88	0.09	0.49	0.08	0.18
Control Delay	57.2	10.7	1.3	41.6	59.0	73.9	35.3	36.5	39.1	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	10.7	1.3	41.6	59.0	73.9	35.3	36.5	39.1	4.0
Queue Length 50th (ft)	136	108	0	12	~629	153	20	51	13	6
Queue Length 95th (ft)	#350	112	5	m13	m#712	#237	41	92	27	54
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	361	2872	986	193	1918	437	727	189	661	669
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.39	0.21	0.09	1.05	0.88	0.09	0.49	0.08	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

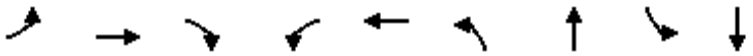
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	143	735	54	26	2150	210	440	39	201	277	195
v/c Ratio	0.83	0.31	0.06	0.09	0.91	0.90	0.70	0.10	0.83	0.42	0.41
Control Delay	84.3	13.9	2.5	31.2	27.9	70.8	28.7	0.6	77.6	46.0	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.3	13.9	2.5	31.2	27.9	70.8	28.7	0.6	77.6	46.0	27.7
Queue Length 50th (ft)	119	54	1	18	642	167	112	1	153	101	89
Queue Length 95th (ft)	m#216	102	m4	m26	698	m#288	m153	m0	#278	145	156
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	177	2858	947	293	2352	236	633	376	246	654	479
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.26	0.06	0.09	0.91	0.89	0.70	0.10	0.82	0.42	0.41

Intersection Summary

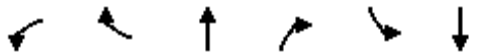
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	621	415	14	1157	789	547	70	362
v/c Ratio	0.74	0.40	0.33	0.10	0.95	0.89	0.40	0.49	0.54
Control Delay	105.7	45.1	11.5	30.2	23.8	56.6	29.6	61.5	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.7	45.1	11.5	30.2	23.8	56.6	29.6	61.5	19.2
Queue Length 50th (ft)	93	257	250	9	78	302	170	56	41
Queue Length 95th (ft)	#179	333	357	m13	#351	#401	221	106	57
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	165	1599	1240	142	1221	910	1356	153	665
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.39	0.33	0.10	0.95	0.87	0.40	0.46	0.54

Intersection Summary

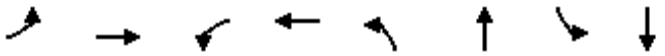
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	155	403	616	118	189	624
v/c Ratio	0.40	0.75	0.33	0.13	0.22	0.21
Control Delay	27.2	14.0	15.2	3.3	30.5	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	14.0	15.2	3.3	30.5	2.7
Queue Length 50th (ft)	48	110	111	0	49	32
Queue Length 95th (ft)	m48	m176	179	31	78	76
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	840	693	1874	883	875	2921
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.58	0.33	0.13	0.22	0.21

Intersection Summary

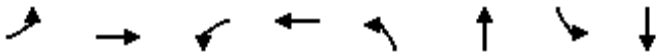
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	88	860	84	1882	127	329	121	308
v/c Ratio	0.52	0.37	0.51	0.84	0.65	0.39	0.63	0.37
Control Delay	48.9	7.3	61.0	36.2	40.9	14.7	65.9	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	7.3	61.0	36.2	40.9	14.7	65.9	34.6
Queue Length 50th (ft)	73	61	67	384	97	19	91	88
Queue Length 95th (ft)	m0	69	m75	m413	m#119	m42	152	138
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	261	2313	315	2238	195	838	215	836
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.37	0.27	0.84	0.65	0.39	0.56	0.37

Intersection Summary

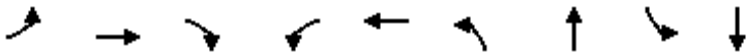
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	56	682	40	1093	141	520	107	420
v/c Ratio	0.40	0.72	0.13	0.85	0.59	0.42	0.59	0.37
Control Delay	51.3	10.2	28.6	29.4	59.2	32.8	61.9	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	10.2	28.6	29.4	59.2	32.8	61.9	31.0
Queue Length 50th (ft)	45	45	20	187	104	166	78	136
Queue Length 95th (ft)	92	43	m29	220	168	237	137	201
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	204	1495	313	1350	285	1237	228	1128
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.46	0.13	0.81	0.49	0.42	0.47	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	75	241	67	23	905	52	321	293	362
v/c Ratio	0.29	0.26	0.13	0.05	0.84	0.33	0.31	0.70	0.22
Control Delay	37.1	22.8	0.7	34.6	31.7	48.1	31.1	43.9	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	22.8	0.7	34.6	31.7	48.1	31.1	43.9	18.9
Queue Length 50th (ft)	24	24	0	7	196	32	88	168	77
Queue Length 95th (ft)	49	66	0	17	280	68	135	248	117
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	266	1161	605	465	1135	209	1029	505	1638
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.21	0.11	0.05	0.80	0.25	0.31	0.58	0.22

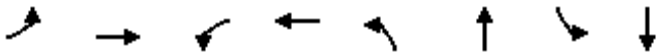
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	156	650	150	208	1565	432	948	194	239	698	266
v/c Ratio	0.72	0.63	0.27	0.64	0.96	0.96	0.79	0.30	0.85	0.81	0.55
Control Delay	68.0	35.5	15.5	74.3	41.5	52.3	17.9	1.0	75.6	51.6	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	35.5	15.5	74.3	41.5	52.3	17.9	1.0	75.6	51.6	22.8
Queue Length 50th (ft)	64	247	66	72	364	212	196	0	182	270	81
Queue Length 95th (ft)	#109	313	123	m102	#525	m#511	237	m1	#320	343	170
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		100
Base Capacity (vph)	218	1033	558	347	1626	451	1194	645	282	863	485
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.63	0.27	0.60	0.96	0.96	0.79	0.30	0.85	0.81	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	93	732	142	939	287	1552	95	1037
v/c Ratio	0.76	0.86	0.62	0.89	0.86	0.72	0.63	0.64
Control Delay	86.4	26.2	46.7	34.4	71.6	31.2	55.1	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.4	26.2	46.7	34.4	71.6	31.2	55.1	25.7
Queue Length 50th (ft)	54	268	105	362	213	363	61	111
Queue Length 95th (ft)	#155	215	m138	m429	#347	421	m89	146
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	123	892	228	1093	361	2142	150	1629
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.82	0.62	0.86	0.80	0.72	0.63	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	64	510	367	686	236	1302	378	164	910
v/c Ratio	0.45	0.87	0.87	0.58	0.86	0.72	0.54	0.74	0.56
Control Delay	62.7	61.4	65.8	33.9	57.7	10.0	3.9	71.1	35.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.7	61.4	65.8	33.9	57.7	10.0	3.9	71.1	35.7
Queue Length 50th (ft)	48	189	269	218	142	200	54	124	220
Queue Length 95th (ft)	93	#274	#408	284	m187	m248	m67	#225	268
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	171	606	466	1182	287	1811	700	222	1635
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.84	0.79	0.58	0.82	0.72	0.54	0.74	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	180	92	370	160	104	2051	79	1377
v/c Ratio	0.73	0.30	0.92	0.34	0.71	0.89	0.68	0.61
Control Delay	67.1	6.6	74.2	8.1	88.1	29.0	65.6	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	6.6	74.2	8.1	88.1	29.0	65.6	18.2
Queue Length 50th (ft)	135	0	280	0	79	421	63	188
Queue Length 95th (ft)	210	29	#479	57	#165	490	m#110	210
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	290	344	404	472	154	2299	117	2249
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.27	0.92	0.34	0.68	0.89	0.68	0.61

Intersection Summary

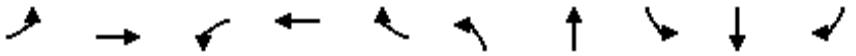
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	88	39	129	2183	1678
v/c Ratio	0.63	0.09	0.72	0.49	0.45
Control Delay	73.7	0.4	64.9	5.8	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	73.7	0.4	64.9	5.8	3.4
Queue Length 50th (ft)	67	0	85	246	65
Queue Length 95th (ft)	#130	0	m137	283	m76
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	150	436	195	4438	3718
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.09	0.66	0.49	0.45

Intersection Summary

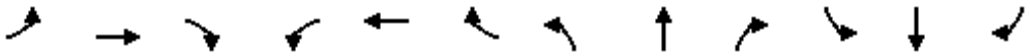
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	43	68	41	68	51	114	2336	99	1468	70
v/c Ratio	0.33	0.28	0.24	0.44	0.21	0.42	0.69	0.59	0.47	0.06
Control Delay	59.5	18.1	52.2	60.6	2.0	29.8	4.3	91.1	4.9	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.5	18.1	52.2	60.6	2.0	29.8	4.3	91.1	4.9	0.6
Queue Length 50th (ft)	32	2	30	51	0	73	104	82	41	0
Queue Length 95th (ft)	69	25	63	96	0	m79	m180	142	81	4
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	132	534	170	294	350	269	3391	185	3115	1123
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.13	0.24	0.23	0.15	0.42	0.69	0.54	0.47	0.06

Intersection Summary

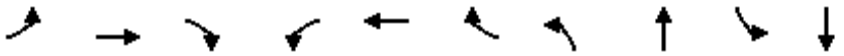
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	377	188	113	3	584	448	379	1688	29	183	925	440
v/c Ratio	0.95	0.11	0.14	0.01	0.51	0.90	0.81	0.93	0.05	0.70	0.61	0.56
Control Delay	80.9	19.1	3.9	53.3	42.2	49.1	64.9	48.4	0.1	44.7	17.0	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.9	19.1	3.9	53.3	42.2	49.1	64.9	48.4	0.1	44.7	17.0	6.3
Queue Length 50th (ft)	291	40	0	1	142	209	148	471	0	62	187	0
Queue Length 95th (ft)	#486	73	34	6	181	#391	#213	#583	0	#115	242	218
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	397	1649	802	218	1253	526	484	1814	642	262	1511	782
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.11	0.14	0.01	0.47	0.85	0.78	0.93	0.05	0.70	0.61	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	130	902	94	23	1400	176	160	214	149	314
v/c Ratio	0.88	0.51	0.10	0.11	0.82	0.17	0.57	0.60	0.68	0.36
Control Delay	101.9	16.5	2.2	33.8	15.3	0.1	39.4	36.3	67.3	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.9	16.5	2.2	33.8	15.3	0.1	39.4	36.3	67.3	19.6
Queue Length 50th (ft)	103	118	2	16	294	0	63	163	112	48
Queue Length 95th (ft)	m#196	255	m10	m12	m182	m0	m98	m#252	#200	93
Internal Link Dist (ft)		2564			562			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	147	1984	937	211	1820	1007	301	359	218	883
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.45	0.10	0.11	0.77	0.17	0.53	0.60	0.68	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	96	808	28	844	208	431	56	256	107
v/c Ratio	0.59	0.71	0.25	0.92	0.75	0.30	0.24	0.37	0.16
Control Delay	43.6	18.3	39.1	29.0	65.1	26.4	43.8	28.3	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.6	18.3	39.1	29.0	65.1	26.4	43.8	28.3	3.7
Queue Length 50th (ft)	78	143	23	123	155	124	40	135	2
Queue Length 95th (ft)	m96	196	m50	#441	231	171	77	196	22
Internal Link Dist (ft)		2608		2526		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	195	1149	116	927	345	1452	270	695	656
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.70	0.24	0.91	0.60	0.30	0.21	0.37	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	78	949	583	940	112	157	648	63	405
v/c Ratio	0.51	1.04	0.94	0.49	0.11	1.02	0.72	0.56	0.61
Control Delay	63.9	83.1	62.3	19.0	2.1	132.2	28.3	73.4	43.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	83.1	62.3	19.0	2.1	132.2	28.3	73.4	43.0
Queue Length 50th (ft)	59	~423	425	239	0	~132	133	48	132
Queue Length 95th (ft)	109	#557	#641	303	22	#270	202	#106	187
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	181	913	661	1930	999	154	896	115	659
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	1.04	0.88	0.49	0.11	1.02	0.72	0.55	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	63	634	236	118	1136	37	269	479	156	49	404
v/c Ratio	0.57	0.83	0.33	0.43	1.17	0.04	1.38	0.94	0.20	0.45	1.06
Control Delay	74.7	22.1	3.0	54.5	117.1	0.1	226.1	48.6	1.4	67.4	107.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.7	22.1	3.0	54.5	117.1	0.1	226.1	48.6	1.4	67.4	107.5
Queue Length 50th (ft)	38	278	8	85	~1078	0	~279	~381	0	37	~332
Queue Length 95th (ft)	m#87	409	19	#199	#1336	0	#446	#594	2	79	#533
Internal Link Dist (ft)		1931			283			236			268
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	112	904	830	276	970	941	195	512	763	112	380
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.70	0.28	0.43	1.17	0.04	1.38	0.94	0.20	0.44	1.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

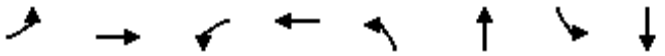
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	68	694	259	574	110	194	688	394	117	614
v/c Ratio	0.22	0.84	0.80	0.62	0.22	0.72	0.54	0.25	0.64	0.56
Control Delay	31.9	16.5	64.9	43.2	6.3	64.5	34.7	0.4	68.5	27.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	16.5	64.9	43.2	6.3	64.5	34.7	0.4	68.5	27.0
Queue Length 50th (ft)	55	158	192	218	0	145	232	0	92	165
Queue Length 95th (ft)	m81	204	279	260	38	#244	316	0	m119	m203
Internal Link Dist (ft)		2526		262			1585			2188
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	318	894	391	1383	683	270	1280	1593	212	1094
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.78	0.66	0.42	0.16	0.72	0.54	0.25	0.55	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	93	482	43	472	164	992	244	841
v/c Ratio	0.90	0.66	0.44	0.59	0.39	0.39	0.69	0.33
Control Delay	106.0	39.0	50.0	27.8	9.5	6.4	22.1	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.0	39.0	50.0	27.8	9.5	6.4	22.1	5.7
Queue Length 50th (ft)	59	141	25	99	41	127	88	97
Queue Length 95th (ft)	#152	195	62	151	83	161	#258	126
Internal Link Dist (ft)		1075		284		1385		907
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	121	840	115	904	424	2576	353	2539
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.57	0.37	0.52	0.39	0.39	0.69	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	200	1237	695	1260	470	593	548	183	622
v/c Ratio	0.35	0.86	0.89	0.72	0.86	0.61	0.68	0.58	0.86
Control Delay	47.2	44.1	58.6	35.5	65.1	41.4	17.2	59.4	56.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.2	44.1	58.6	35.5	65.1	41.4	17.2	59.4	56.8
Queue Length 50th (ft)	71	310	269	305	184	214	187	70	237
Queue Length 95th (ft)	115	371	#367	326	#267	277	274	109	#337
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	573	1497	817	2082	569	968	822	347	722
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.83	0.85	0.61	0.83	0.61	0.67	0.53	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

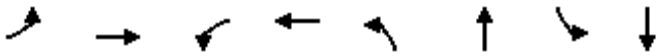


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	366	191	327	82	129	88	331	1255	203	101	1108
v/c Ratio	1.67	0.64	0.63	0.51	0.54	0.28	0.87	0.68	0.20	0.59	0.79
Control Delay	353.0	53.2	10.3	58.6	52.7	4.7	52.0	19.9	3.4	62.9	34.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	353.0	53.2	10.3	58.6	52.7	4.7	52.0	19.9	3.4	62.9	34.5
Queue Length 50th (ft)	~377	128	0	56	87	0	192	312	5	70	370
Queue Length 95th (ft)	#561	198	79	105	142	18	#394	572	61	#134	461
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	219	350	553	190	319	374	387	1850	1053	170	1405
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.67	0.55	0.59	0.43	0.40	0.24	0.86	0.68	0.19	0.59	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	5	21	40	4	1772	14	1370
v/c Ratio	0.27	0.02	0.20	0.10	0.04	0.62	0.07	0.44
Control Delay	54.1	0.2	51.5	0.5	44.5	10.7	26.7	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	0.2	51.5	0.5	44.5	10.7	26.7	1.8
Queue Length 50th (ft)	19	0	14	0	3	68	9	59
Queue Length 95th (ft)	48	0	39	0	m5	781	m10	103
Internal Link Dist (ft)		96		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	237	411	243	537	124	2842	347	3099
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.01	0.09	0.07	0.03	0.62	0.04	0.44

Intersection Summary

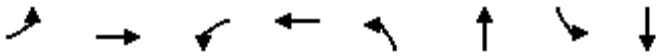
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	10	60	12	1745	20	1432
v/c Ratio	0.02	0.11	0.20	0.10	0.58	0.14	0.46
Control Delay	48.5	51.0	1.6	35.8	8.9	49.0	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	51.0	1.6	35.8	8.9	49.0	2.2
Queue Length 50th (ft)	1	7	0	8	151	15	75
Queue Length 95th (ft)	9	25	0	m14	421	m34	122
Internal Link Dist (ft)			321		1240		1452
Turn Bay Length (ft)		50		150		215	
Base Capacity (vph)	408	426	620	328	3013	180	3130
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.02	0.10	0.04	0.58	0.11	0.46

Intersection Summary

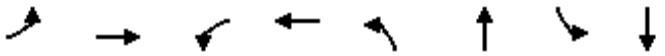
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	83	11	63	38	7	1681	27	1420
v/c Ratio	0.55	0.06	0.41	0.18	0.06	0.60	0.23	0.48
Control Delay	59.4	28.3	52.5	20.4	50.3	2.7	37.8	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	28.3	52.5	20.4	50.3	2.7	37.8	2.1
Queue Length 50th (ft)	56	3	42	5	5	120	19	21
Queue Length 95th (ft)	103	19	82	35	m8	110	m42	94
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	240	299	245	314	124	2815	127	2954
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.04	0.26	0.12	0.06	0.60	0.21	0.48

Intersection Summary

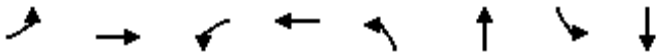
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	334	15	47	32	22	1361	20	1352
v/c Ratio	0.87	0.03	0.12	0.07	0.19	0.67	0.10	0.62
Control Delay	60.4	19.2	28.6	10.7	68.3	10.5	56.6	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	19.2	28.6	10.7	68.3	10.5	56.6	27.5
Queue Length 50th (ft)	220	4	24	2	16	33	15	412
Queue Length 95th (ft)	#344	19	52	24	m19	m#593	m27	608
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	443	561	448	534	124	2041	311	2167
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.03	0.10	0.06	0.18	0.67	0.06	0.62

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	114	122	148	229	64	1346	214	1099
v/c Ratio	0.57	0.59	0.63	0.73	0.28	0.91	0.64	0.63
Control Delay	56.9	51.1	56.4	19.9	45.3	39.0	49.9	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	51.1	56.4	19.9	45.3	39.0	49.9	13.7
Queue Length 50th (ft)	78	72	100	1	41	450	118	345
Queue Length 95th (ft)	131	126	158	83	82	#600	#340	206
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	303	313	309	345	262	1479	336	1738
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.39	0.48	0.66	0.24	0.91	0.64	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	307	727	226	60	1709	683	492	972	417	557	456
v/c Ratio	1.17	0.34	0.14	0.43	1.18	0.83	0.98	0.99	1.02	0.62	0.89
Control Delay	158.1	25.2	0.2	61.7	123.5	27.8	87.5	68.7	102.4	43.7	50.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	158.1	25.2	0.2	61.7	123.5	27.8	87.5	68.7	102.4	43.7	50.1
Queue Length 50th (ft)	~145	142	0	45	~837	285	198	392	~176	202	242
Queue Length 95th (ft)	#239	183	0	89	#976	#475	#309	#538	#279	264	#436
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	262	2154	1615	177	1444	824	501	986	408	896	512
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	0.34	0.14	0.34	1.18	0.83	0.98	0.99	1.02	0.62	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	103	1510	1964	15	141	2	79
v/c Ratio	0.52	0.43	0.73	0.04	0.41	0.00	0.18
Control Delay	54.5	7.8	20.3	30.7	39.4	33.5	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	7.8	20.3	30.7	39.4	33.5	8.6
Queue Length 50th (ft)	68	146	340	7	83	1	0
Queue Length 95th (ft)	124	171	436	25	152	8	38
Internal Link Dist (ft)		628	799	118		430	
Turn Bay Length (ft)	230				200		200
Base Capacity (vph)	422	3850	2927	406	346	462	449
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.39	0.67	0.04	0.41	0.00	0.18

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	79	1522	43	1710	236	175
v/c Ratio	0.41	0.55	0.26	0.67	0.62	0.37
Control Delay	48.4	14.8	47.5	19.0	35.1	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.4	14.8	47.5	19.0	35.1	22.2
Queue Length 50th (ft)	46	217	25	271	102	52
Queue Length 95th (ft)	98	275	63	346	#239	128
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	553	3250	553	3229	378	472
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.47	0.08	0.53	0.62	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1651	8	1607	115	34
v/c Ratio	0.74	0.08	0.68	0.13	0.04
Control Delay	30.0	73.1	6.7	21.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	73.1	6.7	21.0	8.2
Queue Length 50th (ft)	383	6	120	46	0
Queue Length 95th (ft)	369	m9	82	112	24
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2241	496	3501	867	794
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.74	0.02	0.46	0.13	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	7	36	241	230	16	44	129	293	445	34	446
v/c Ratio	0.07	0.26	0.47	0.68	0.03	0.06	0.60	0.16	0.33	0.28	0.29
Control Delay	42.0	44.3	7.5	43.7	22.6	0.2	48.7	24.1	0.8	46.6	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	44.3	7.5	43.7	22.6	0.2	48.7	24.1	0.8	46.6	20.4
Queue Length 50th (ft)	4	20	5	123	6	0	76	64	0	19	95
Queue Length 95th (ft)	18	50	60	183	22	0	139	103	7	50	149
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	100	140	538	461	564	703	244	1820	1393	120	1543
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.26	0.45	0.50	0.03	0.06	0.53	0.16	0.32	0.28	0.29

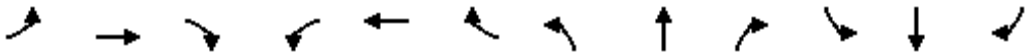
Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	42	398	395	927	74	841
v/c Ratio	0.11	0.85	0.84	0.48	0.53	0.36
Control Delay	26.9	34.9	34.2	15.0	55.6	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	34.9	34.2	15.0	55.6	8.0
Queue Length 50th (ft)	18	121	118	182	45	105
Queue Length 95th (ft)	44	#266	#263	238	#91	117
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	461	526	526	1930	144	2352
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.76	0.75	0.48	0.51	0.36

Intersection Summary

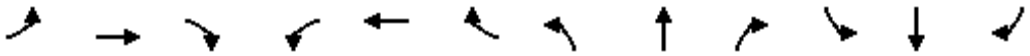
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	236	250	301	345	281	25	159	695	406	20	1207	118
v/c Ratio	0.77	0.57	0.78	0.87	0.45	0.06	0.77	0.37	0.41	0.19	0.82	0.17
Control Delay	63.7	54.3	26.6	66.9	46.8	0.3	86.9	9.0	2.4	57.7	38.4	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	54.3	26.6	66.9	46.8	0.3	86.9	9.0	2.4	57.7	38.4	5.2
Queue Length 50th (ft)	176	97	43	253	102	0	128	103	21	15	463	0
Queue Length 95th (ft)	254	136	145	#392	147	0	#247	152	48	41	#605	39
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	389	556	422	437	665	418	212	1874	983	112	1478	676
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.45	0.71	0.79	0.42	0.06	0.75	0.37	0.41	0.18	0.82	0.17

Intersection Summary

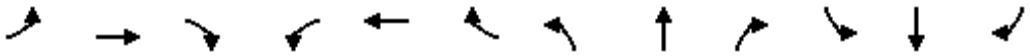
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	99	53	22	8	66	141	28	961	11	46	1302	131
v/c Ratio	0.62	0.15	0.06	0.08	0.43	0.55	0.26	0.42	0.01	0.34	0.54	0.12
Control Delay	69.5	42.4	0.3	55.0	60.5	16.5	48.4	7.9	0.0	46.4	5.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.5	42.4	0.3	55.0	60.5	16.5	48.4	7.9	0.0	46.4	5.8	0.4
Queue Length 50th (ft)	74	34	0	6	50	0	21	96	0	37	156	2
Queue Length 95th (ft)	133	76	0	23	94	61	m40	125	m0	m46	193	m1
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	180	384	391	112	292	364	112	2309	1054	157	2430	1129
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.14	0.06	0.07	0.23	0.39	0.25	0.42	0.01	0.29	0.54	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	136	361	243	150	695	175	200	662	46	85	963	247
v/c Ratio	0.61	0.25	0.31	0.54	0.89	0.23	0.82	0.56	0.08	0.59	0.73	0.42
Control Delay	67.0	24.2	3.7	60.6	46.8	5.5	61.4	13.5	0.4	50.2	33.5	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.0	24.2	3.7	60.6	46.8	5.5	61.4	13.5	0.4	50.2	33.5	7.3
Queue Length 50th (ft)	54	95	0	58	474	12	167	76	0	68	202	25
Queue Length 95th (ft)	88	126	47	93	628	53	m#257	93	m1	121	#309	59
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	223	1543	829	297	855	808	260	1190	587	156	1327	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.23	0.29	0.51	0.81	0.22	0.77	0.56	0.08	0.54	0.73	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

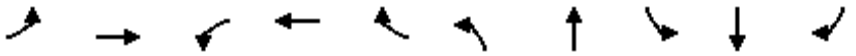


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	93	315	144	31	565	141	664	26	144	674	188
v/c Ratio	0.78	0.43	0.20	0.28	0.89	0.56	0.57	0.04	0.60	0.48	0.25
Control Delay	93.4	29.5	4.5	60.7	53.1	32.7	26.2	2.0	45.8	17.8	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.4	29.5	4.5	60.7	53.1	32.7	26.2	2.0	45.8	17.8	5.0
Queue Length 50th (ft)	72	185	0	23	394	43	280	1	105	251	54
Queue Length 95th (ft)	#164	259	41	56	525	m67	346	m5	m159	325	m79
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	120	750	724	112	710	259	1171	579	240	1391	738
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.42	0.20	0.28	0.80	0.54	0.57	0.04	0.60	0.48	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

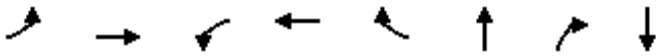
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	508	1092	9	1116	194	16	51	310	9	483
v/c Ratio	0.84	0.47	0.08	0.82	0.36	0.15	0.16	0.67	0.01	0.48
Control Delay	32.0	9.1	54.0	14.9	3.2	56.8	38.2	27.2	8.8	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	9.1	54.0	14.9	3.2	56.8	38.2	27.2	8.8	5.1
Queue Length 50th (ft)	185	28	5	305	25	12	28	227	1	77
Queue Length 95th (ft)	#211	121	m7	317	m26	36	66	329	m3	102
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	636	2339	112	1400	541	112	319	466	805	1025
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.47	0.08	0.80	0.36	0.14	0.16	0.67	0.01	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	24	478	86	282	20	325	81	62
v/c Ratio	0.15	0.64	0.43	0.61	0.04	0.75	0.16	0.10
Control Delay	39.8	21.3	42.5	34.0	0.1	43.4	0.7	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	21.3	42.5	34.0	0.1	43.4	0.7	21.1
Queue Length 50th (ft)	12	65	42	116	0	158	0	20
Queue Length 95th (ft)	38	116	91	226	0	#320	0	54
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	168	942	247	539	537	435	502	597
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.51	0.35	0.52	0.04	0.75	0.16	0.10

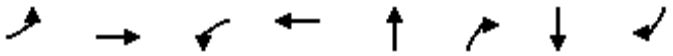
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	56	58	99	95	120
Average Queue (ft)	18	40	47	48	76
95th Queue (ft)	48	64	78	77	112
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	178	794	38	1078	129	22	23	182
v/c Ratio	0.65	0.47	0.12	0.70	0.35	0.05	0.07	0.41
Control Delay	53.2	31.0	34.2	34.0	41.2	0.2	39.5	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.2	31.0	34.2	34.0	41.2	0.2	39.5	9.4
Queue Length 50th (ft)	108	166	20	221	71	0	12	0
Queue Length 95th (ft)	199	236	50	297	153	0	40	64
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	424	2956	321	2137	368	414	352	445
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.27	0.12	0.50	0.35	0.05	0.07	0.41

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	15	782	46	991	59	3	74	7	43
v/c Ratio	0.07	0.55	0.20	0.50	0.26	0.00	0.08	0.03	0.05
Control Delay	29.2	21.5	30.5	16.5	31.2	14.7	0.5	28.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	21.5	30.5	16.5	31.2	14.7	0.5	28.9	0.1
Queue Length 50th (ft)	6	103	18	104	23	1	0	3	0
Queue Length 95th (ft)	22	141	47	183	57	6	4	14	0
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	235	1702	238	2145	238	791	936	235	829
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.46	0.19	0.46	0.25	0.00	0.08	0.03	0.05

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	212	6	392	466	140	436
v/c Ratio	0.86	0.01	0.63	0.43	0.24	0.32
Control Delay	66.5	5.5	28.5	2.4	21.6	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	5.5	28.5	2.4	21.6	5.0
Queue Length 50th (ft)	105	0	165	0	51	67
Queue Length 95th (ft)	#224	5	258	40	95	103
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	248	859	618	1067	575	1354
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.01	0.63	0.44	0.24	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

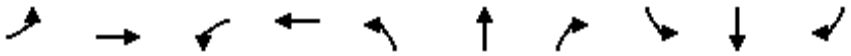


Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	76	510	791	339	652
v/c Ratio	0.36	0.80	1.35	0.52	0.80
Control Delay	46.9	13.7	198.6	14.6	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	13.7	198.6	14.6	35.5
Queue Length 50th (ft)	51	0	~750	82	351
Queue Length 95th (ft)	85	95	#957	124	#706
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	561	851	587	653	813
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.60	1.35	0.52	0.80

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	457	172	17	255	83	513	20	233	522	393
v/c Ratio	0.74	0.19	0.15	0.61	0.39	0.34	0.03	0.74	0.29	0.40
Control Delay	50.1	17.1	51.5	24.0	49.7	24.7	0.1	44.7	9.7	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	50.1	17.1	51.5	24.1	49.7	25.0	0.1	44.7	9.7	1.1
Queue Length 50th (ft)	158	24	12	32	54	125	0	127	64	0
Queue Length 95th (ft)	203	52	35	71	103	211	0	m150	m94	m10
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	795	1152	123	685	237	1511	751	426	1792	989
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	20	0	455	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.15	0.14	0.38	0.35	0.49	0.03	0.55	0.29	0.40

Intersection Summary

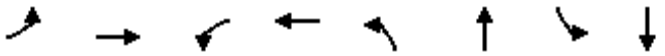
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	65	281	4	513	82	62	539
v/c Ratio	0.38	0.76	0.03	0.52	0.09	0.46	0.48
Control Delay	46.8	47.9	66.5	9.8	1.0	55.8	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	47.9	66.5	9.8	1.0	55.8	17.2
Queue Length 50th (ft)	38	160	3	78	0	39	183
Queue Length 95th (ft)	78	231	m3	m109	m0	81	419
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	348	417	135	986	885	137	1117
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.67	0.03	0.52	0.09	0.45	0.48

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	42	420	227	614	66	756	42	686
v/c Ratio	0.32	0.90	0.90	0.90	0.49	0.97	0.32	0.92
Control Delay	50.8	58.5	80.1	49.9	51.3	57.6	43.0	42.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	58.5	80.1	49.9	51.3	57.6	43.0	42.8
Queue Length 50th (ft)	26	250	144	384	42	~577	26	~453
Queue Length 95th (ft)	60	#412	#282	#618	70	#805	m47	#662
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	135	499	252	680	135	776	135	748
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.84	0.90	0.90	0.49	0.97	0.31	0.92

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	87	188	55	200	87	594	84	20	681
v/c Ratio	0.47	0.50	0.26	0.52	0.38	0.25	0.07	0.15	0.24
Control Delay	50.0	29.8	42.3	40.7	30.4	5.0	0.1	37.7	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	29.8	42.3	40.7	30.4	5.0	0.1	37.7	7.6
Queue Length 50th (ft)	53	35	32	55	52	36	0	11	64
Queue Length 95th (ft)	98	68	67	88	78	65	1	m11	m109
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	252	801	244	754	252	2342	1232	180	2813
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.23	0.23	0.27	0.35	0.25	0.07	0.11	0.24

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



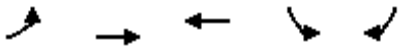
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	95	74	431	67	89	40	493	315	73	656
v/c Ratio	0.20	0.42	0.80	0.30	0.28	0.31	0.24	0.26	0.42	0.29
Control Delay	25.7	39.8	43.5	45.4	4.0	50.3	24.5	1.4	42.6	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	39.8	43.5	45.4	4.0	50.3	24.5	1.4	42.6	5.0
Queue Length 50th (ft)	45	34	250	41	0	25	80	0	34	30
Queue Length 95th (ft)	74	76	323	81	13	58	136	29	42	39
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	502	348	693	843	784	135	2077	1284	175	2270
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.21	0.62	0.08	0.11	0.30	0.24	0.25	0.42	0.29

Intersection Summary

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	SB
Directions Served	R
Maximum Queue (ft)	93
Average Queue (ft)	30
95th Queue (ft)	63
Link Distance (ft)	255
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	509	904	1300	68	46
v/c Ratio	0.85	0.27	0.88	0.14	0.10
Control Delay	53.1	6.0	47.9	36.9	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	6.0	47.9	36.9	11.7
Queue Length 50th (ft)	356	98	347	40	0
Queue Length 95th (ft)	467	84	408	86	32
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	752	3847	1497	503	477
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.68	0.23	0.87	0.14	0.10

Intersection Summary

Queuing and Blocking Report

Intersection: 64: Iris Avenue & Project Driveway 3

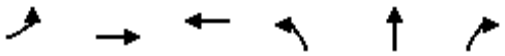
Movement	SB
Directions Served	R
Maximum Queue (ft)	52
Average Queue (ft)	25
95th Queue (ft)	46
Link Distance (ft)	351
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2911	2348	243	234	220
v/c Ratio	0.80	0.63	0.73	0.73	0.70
Control Delay	12.2	1.1	55.2	53.1	51.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	1.1	55.2	53.1	51.0
Queue Length 50th (ft)	429	4	170	159	141
Queue Length 95th (ft)	491	3	#284	#280	#247
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3647	3718	335	319	314
Starvation Cap Reductn	0	124	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.80	0.65	0.73	0.73	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	253	2494	2133	260	255	227
v/c Ratio	0.91	0.66	0.78	0.80	0.71	0.67
Control Delay	65.6	5.1	22.6	62.2	44.4	41.3
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	65.6	5.2	22.6	62.2	44.4	41.3
Queue Length 50th (ft)	180	163	410	187	145	116
Queue Length 95th (ft)	m#266	156	474	#332	#269	#212
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	283	3814	2751	325	357	339
Starvation Cap Reductn	0	288	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.71	0.78	0.80	0.71	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	1029	500	628	957	94
v/c Ratio	0.67	0.60	0.93	0.31	0.29
Control Delay	24.9	14.0	22.8	3.6	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	14.0	22.8	3.6	2.3
Queue Length 50th (ft)	260	108	339	96	0
Queue Length 95th (ft)	336	220	m268	m75	0
Internal Link Dist (ft)	514			122	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1526	828	711	3112	319
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	0.60	0.88	0.31	0.29

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	1575	2245	59	244	710	295
v/c Ratio	0.70	0.86	1.24	0.18	0.36	1.91	0.50
Control Delay	63.3	25.6	135.1	21.6	23.0	443.9	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	25.6	135.1	21.6	23.0	443.9	25.3
Queue Length 50th (ft)	17	279	~840	23	100	~626	125
Queue Length 95th (ft)	m#67	360	#981	52	162	#839	202
Internal Link Dist (ft)		233	592		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	84	1831	1814	327	686	371	594
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.86	1.24	0.18	0.36	1.91	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



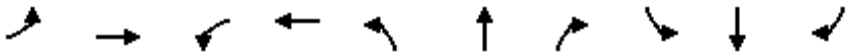
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	722	1619	9	1220	343	11	129	8	541	796
v/c Ratio	1.46	0.58	0.08	1.35	0.77	0.16	0.18	0.01	1.19	0.95
Control Delay	249.5	20.1	65.0	187.6	23.9	32.5	26.0	0.0	140.9	40.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	249.5	20.1	65.0	187.6	23.9	32.5	26.0	0.0	140.9	40.1
Queue Length 50th (ft)	~764	281	8	~674	218	6	66	0	~506	368
Queue Length 95th (ft)	#999	404	m10	m#789	m83	22	112	0	#723	#653
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	496	2794	112	902	446	68	712	646	454	842
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.46	0.58	0.08	1.35	0.77	0.16	0.18	0.01	1.19	0.95

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



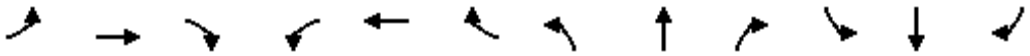
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	147	2025	128	1170	434	236	143	62	220	93
v/c Ratio	0.54	1.08	0.95	0.78	0.96	0.34	0.21	0.47	0.66	0.25
Control Delay	42.1	70.8	108.0	14.4	68.7	22.5	2.7	65.3	56.9	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	70.8	108.0	14.4	68.7	22.5	2.7	65.3	56.9	5.7
Queue Length 50th (ft)	113	~643	87	194	322	91	2	47	161	0
Queue Length 95th (ft)	m156	m#668	m#156	215	m#532	m137	m10	93	248	29
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	270	1872	135	1588	451	703	672	144	332	374
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	1.08	0.95	0.74	0.96	0.34	0.21	0.43	0.66	0.25

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

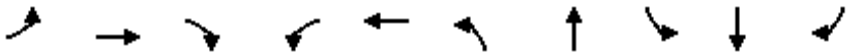
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	247	2185	265	82	1373	116	244	251	104	209	240	327
v/c Ratio	0.73	0.97	0.16	0.69	0.85	0.20	0.81	0.81	0.28	0.63	0.70	0.58
Control Delay	59.4	47.6	0.2	75.0	35.9	8.6	69.4	69.0	7.8	49.0	50.8	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	47.6	0.2	75.0	35.9	8.6	69.4	69.0	7.8	49.0	50.8	9.6
Queue Length 50th (ft)	181	602	0	56	380	14	193	200	0	149	173	42
Queue Length 95th (ft)	#288	#809	0	m84	#527	m32	#336	#343	39	m161	m187	m45
Internal Link Dist (ft)		1195			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	342	2247	1615	121	1612	583	300	308	376	428	449	637
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.97	0.16	0.68	0.85	0.20	0.81	0.81	0.28	0.49	0.53	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



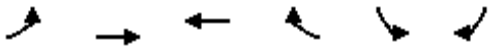
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	323	1862	120	80	1464	78	464	459	448	208
v/c Ratio	0.83	1.03	0.14	0.72	0.83	0.36	0.79	0.93	0.48	0.39
Control Delay	35.4	34.2	0.2	98.7	33.5	58.0	50.5	76.7	40.2	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	34.2	0.2	98.7	33.5	58.0	50.5	76.7	40.2	12.7
Queue Length 50th (ft)	229	~827	0	67	180	30	182	183	158	29
Queue Length 95th (ft)	m245	m132	m0	m#106	m278	56	#248	#281	212	97
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	390	1807	854	112	1806	218	585	496	941	531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	1.03	0.14	0.71	0.81	0.36	0.79	0.93	0.48	0.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
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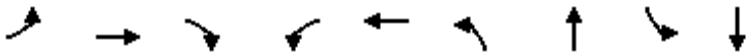
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	87	2579	1346	177	394	235
v/c Ratio	0.36	0.90	0.74	0.14	0.36	0.28
Control Delay	27.7	21.3	12.6	1.3	12.0	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	21.3	12.6	1.3	12.0	3.9
Queue Length 50th (ft)	33	366	138	5	114	26
Queue Length 95th (ft)	m45	m476	m138	m7	123	m37
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	239	2852	1850	1232	1108	836
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.90	0.73	0.14	0.36	0.28

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



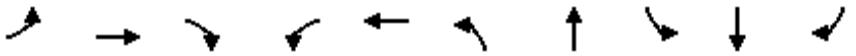
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	124	2007	232	314	1601	136	495	214	381
v/c Ratio	0.64	1.24	0.30	1.23	0.65	1.01	0.78	1.19	0.53
Control Delay	66.0	131.3	7.3	156.9	7.0	130.5	67.0	173.4	43.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.0	131.3	7.3	156.9	7.0	130.5	67.0	173.4	43.2
Queue Length 50th (ft)	98	~1004	26	~307	87	~115	198	~200	131
Queue Length 95th (ft)	m95	m#997	m26	m#403	197	m#152	m226	#356	182
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	243	1624	779	255	2465	135	638	180	716
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	1.24	0.30	1.23	0.65	1.01	0.78	1.19	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	477	2114	426	11	1453	161	126	202	198	191
v/c Ratio	0.92	0.69	0.39	0.10	0.99	0.54	0.20	0.96	0.27	0.23
Control Delay	62.5	18.7	4.9	43.5	46.6	59.6	39.5	87.4	19.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	18.7	4.9	43.5	46.6	59.6	39.5	87.4	19.2	7.2
Queue Length 50th (ft)	395	384	39	8	~439	62	40	168	55	53
Queue Length 95th (ft)	m448	536	m95	m10	#527	98	69	m#236	m67	m75
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	556	3056	1079	112	1472	300	628	210	743	870
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.69	0.39	0.10	0.99	0.54	0.20	0.96	0.27	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

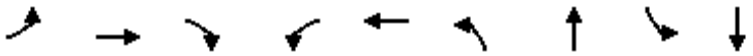
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	220	1993	170	80	1660	199	536	97	339	505	189
v/c Ratio	0.89	0.87	0.17	0.72	0.89	0.75	0.91	0.27	0.93	0.65	0.28
Control Delay	57.0	31.4	2.3	96.5	14.9	60.1	64.5	6.9	80.2	47.2	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	31.4	2.3	96.5	14.9	60.1	64.5	6.9	80.2	47.2	15.2
Queue Length 50th (ft)	178	590	18	59	105	155	224	16	259	188	54
Queue Length 95th (ft)	m151	m489	m14	m81	160	m#254	#331	m18	#433	248	110
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	246	2281	973	112	1862	267	589	355	373	782	674
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.87	0.17	0.71	0.89	0.75	0.91	0.27	0.91	0.65	0.28

Intersection Summary

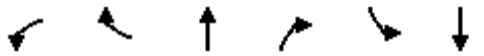
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	160	1249	858	7	856	539	470	160	646
v/c Ratio	0.74	0.82	0.75	0.07	0.84	0.80	0.40	0.68	0.68
Control Delay	55.9	21.8	7.5	36.6	27.6	56.6	34.1	64.9	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	21.8	7.5	36.6	27.6	56.6	34.1	64.9	22.8
Queue Length 50th (ft)	113	351	60	5	232	207	151	87	93
Queue Length 95th (ft)	m159	m#613	m268	m13	392	#272	220	m109	119
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	243	1536	1137	112	1111	671	1178	317	957
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.81	0.75	0.06	0.77	0.80	0.40	0.50	0.68

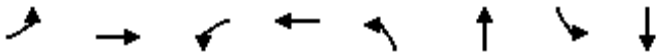
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	135	227	717	119	361	995
v/c Ratio	0.34	0.59	0.51	0.17	0.29	0.35
Control Delay	24.9	11.9	20.8	4.4	19.7	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	11.9	20.8	4.4	19.7	3.1
Queue Length 50th (ft)	35	10	138	0	65	52
Queue Length 95th (ft)	56	89	207	33	99	97
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	875	574	1399	699	1225	2843
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.40	0.51	0.17	0.29	0.35

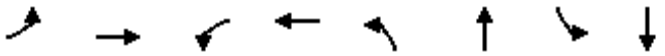
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	257	1990	146	1421	178	468	250	487
v/c Ratio	0.73	0.87	0.87	0.81	0.80	0.75	0.88	0.66
Control Delay	39.4	15.4	72.7	13.3	73.5	46.6	80.2	46.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	15.4	72.7	13.3	73.5	46.6	80.2	46.7
Queue Length 50th (ft)	205	116	117	203	144	190	190	175
Queue Length 95th (ft)	m231	212	m133	m205	#250	247	#331	235
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	351	2275	168	1806	233	622	294	736
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.87	0.87	0.79	0.76	0.75	0.85	0.66

Intersection Summary

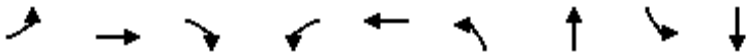
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	75	1305	44	681	111	444	73	601
v/c Ratio	0.50	0.88	0.39	0.48	0.64	0.38	0.45	0.55
Control Delay	84.0	18.3	78.5	10.9	69.2	33.9	30.6	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.0	18.3	78.5	10.9	69.2	33.9	30.6	13.3
Queue Length 50th (ft)	62	122	35	52	83	148	48	122
Queue Length 95th (ft)	m81	78	m47	m146	144	200	m59	m145
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	189	1537	117	1438	197	1177	177	1097
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.85	0.38	0.47	0.56	0.38	0.41	0.55

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	359	90	20	482	62	252	331	251
v/c Ratio	0.09	0.58	0.21	0.07	0.65	0.34	0.18	0.79	0.13
Control Delay	40.5	50.2	14.4	34.1	21.8	38.1	17.0	45.1	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	50.2	14.4	34.1	21.8	38.1	17.0	45.1	11.6
Queue Length 50th (ft)	7	101	0	4	68	29	35	148	25
Queue Length 95th (ft)	19	143	29	14	108	65	75	#312	67
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	328	836	510	328	932	213	1393	419	1951
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.43	0.18	0.06	0.52	0.29	0.18	0.79	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



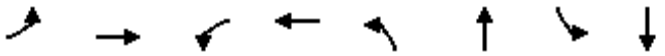
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	469	1372	407	402	1229	402	876	262	235	1124	223
v/c Ratio	0.91	1.20	0.60	1.06	0.87	1.34	0.83	0.41	0.88	1.13	0.43
Control Delay	48.6	120.6	7.9	115.1	31.7	198.9	27.6	4.4	81.9	112.7	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	120.6	7.9	115.1	31.7	198.9	27.6	4.4	81.9	112.7	19.3
Queue Length 50th (ft)	201	~702	96	~169	222	~411	344	43	180	~532	63
Queue Length 95th (ft)	m#248	#846	m136	#274	319	#611	425	64	#319	#667	139
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		150
Base Capacity (vph)	518	1143	674	379	1437	300	1059	633	276	992	514
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	1.20	0.60	1.06	0.86	1.34	0.83	0.41	0.85	1.13	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	1090	113	691	225	1366	163	1661
v/c Ratio	0.70	1.08	0.84	0.69	0.94	0.67	0.81	0.86
Control Delay	68.2	69.7	66.9	10.7	95.9	31.5	69.4	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	69.7	66.9	10.7	95.9	31.5	69.4	20.3
Queue Length 50th (ft)	66	~483	94	62	175	313	123	234
Queue Length 95th (ft)	m87	#606	m#199	73	#328	367	m127	m195
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	150	1005	135	997	240	2037	209	1935
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	1.08	0.84	0.69	0.94	0.67	0.78	0.86

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	70	571	400	531	239	1306	412	323	1434
v/c Ratio	0.47	0.98	0.99	0.47	1.00	0.84	0.65	0.98	0.79
Control Delay	62.8	77.6	87.9	29.4	90.1	18.4	10.0	93.7	38.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	77.6	87.9	29.4	90.1	18.4	10.0	93.7	38.9
Queue Length 50th (ft)	53	214	310	147	198	320	160	251	362
Queue Length 95th (ft)	100	#333	#514	208	m#245	m344	m172	#438	422
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	185	585	406	1136	240	1556	638	330	1807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.98	0.99	0.47	1.00	0.84	0.65	0.98	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	168	118	361	124	92	2101	123	1910
v/c Ratio	0.70	0.39	0.90	0.28	0.81	0.91	1.02	0.81
Control Delay	65.6	11.8	72.7	8.7	96.2	27.2	106.1	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.6	11.8	72.7	8.7	96.2	27.2	106.1	10.1
Queue Length 50th (ft)	126	0	273	0	66	594	~103	176
Queue Length 95th (ft)	197	53	#477	51	m#152	m635	m#146	m188
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	290	344	400	442	114	2308	120	2358
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.34	0.90	0.28	0.81	0.91	1.02	0.81

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

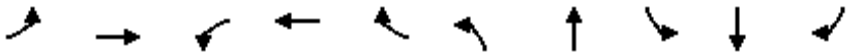


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	229	179	173	1890	2329
v/c Ratio	1.02	0.36	1.05	0.45	0.66
Control Delay	116.7	13.4	112.0	0.9	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	116.7	13.4	112.0	0.9	4.4
Queue Length 50th (ft)	~183	28	~147	16	105
Queue Length 95th (ft)	#349	90	#295	35	108
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	225	502	165	4192	3513
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.02	0.36	1.05	0.45	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

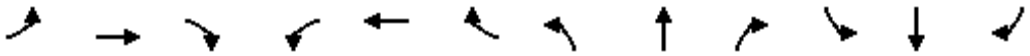
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	89	218	119	20	100	29	1972	94	2166	83
v/c Ratio	0.46	0.59	0.68	0.17	0.47	0.25	0.63	0.60	0.63	0.06
Control Delay	57.2	25.6	71.6	56.0	14.0	43.9	14.8	48.6	2.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	25.6	71.6	56.0	14.0	43.9	14.8	48.6	2.3	0.1
Queue Length 50th (ft)	65	28	89	15	0	17	438	76	31	0
Queue Length 95th (ft)	117	67	153	40	40	m22	m498	m118	56	m0
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	203	619	195	323	372	121	3133	157	3458	1287
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.35	0.61	0.06	0.27	0.24	0.63	0.60	0.63	0.06

Intersection Summary

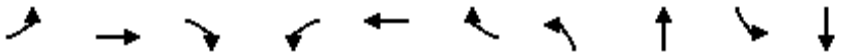
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	554	620	288	14	409	284	115	1108	15	432	1660	527
v/c Ratio	0.97	0.39	0.33	0.07	0.60	0.62	0.53	0.79	0.03	0.82	0.90	0.64
Control Delay	73.0	23.6	3.9	54.3	52.5	11.5	63.7	46.3	0.1	47.0	33.3	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.0	23.6	3.9	54.3	52.5	11.5	63.7	46.3	0.1	47.0	33.3	11.2
Queue Length 50th (ft)	422	152	2	5	110	0	45	302	0	144	493	172
Queue Length 95th (ft)	#650	227	55	16	143	79	76	360	0	#240	#583	365
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	571	1603	873	218	799	489	218	1398	521	538	1850	822
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.39	0.33	0.06	0.51	0.58	0.53	0.79	0.03	0.80	0.90	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	1501	223	50	1171	188	145	306	128	428
v/c Ratio	0.65	0.83	0.22	0.37	0.79	0.22	0.66	0.77	0.74	0.49
Control Delay	35.5	11.3	0.0	64.7	16.7	0.5	56.3	44.9	77.6	37.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	11.3	0.0	64.7	16.7	0.5	56.3	44.9	77.6	37.4
Queue Length 50th (ft)	125	82	0	37	272	2	58	235	98	137
Queue Length 95th (ft)	m131	m182	m0	m38	m158	m0	#98	#386	#193	191
Internal Link Dist (ft)		2564			564			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	269	1814	999	315	1705	872	221	396	174	880
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.83	0.22	0.16	0.69	0.22	0.66	0.77	0.74	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	41	986	48	667	106	352	77	451	67
v/c Ratio	0.22	0.86	0.43	0.62	0.64	0.23	0.49	0.58	0.09
Control Delay	37.0	26.7	44.3	17.2	71.0	24.2	77.3	23.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	26.7	44.3	17.2	71.0	24.2	77.3	23.9	0.5
Queue Length 50th (ft)	29	360	19	283	81	95	63	184	0
Queue Length 95th (ft)	m31	m355	m53	m335	#155	141	103	455	2
Internal Link Dist (ft)		2608		1901		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	190	1210	114	1275	165	1537	216	776	720
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.81	0.42	0.52	0.64	0.23	0.36	0.58	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	173	1193	585	972	179	89	863	99	372
v/c Ratio	0.74	1.21	1.08	0.60	0.20	0.62	0.79	0.82	0.49
Control Delay	69.3	144.0	102.8	27.7	2.6	72.3	24.5	100.9	40.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.3	144.0	102.8	27.7	2.6	72.3	24.5	100.9	40.3
Queue Length 50th (ft)	129	~595	~507	300	0	67	149	77	122
Queue Length 95th (ft)	205	#734	#729	377	34	#124	231	#177	172
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	270	982	541	1608	901	156	1094	120	760
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	1.21	1.08	0.60	0.20	0.57	0.79	0.82	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	119	1244	252	135	929	74	188	489	192	57	623
v/c Ratio	0.99	1.45	0.33	1.00	1.07	0.09	1.25	0.86	0.30	0.51	1.29
Control Delay	98.5	228.1	7.2	133.3	82.6	6.2	190.9	34.8	3.2	71.3	181.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.5	228.1	7.2	133.3	82.6	6.2	190.9	34.8	3.2	71.3	181.1
Queue Length 50th (ft)	94	~1320	10	106	~796	10	~188	374	7	44	~614
Queue Length 95th (ft)	m#134	#1560	m53	#239	#1045	32	#343	#575	25	#89	#844
Internal Link Dist (ft)		1908			333			2560			507
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	120	855	760	135	870	840	150	566	631	112	484
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	1.45	0.33	1.00	1.07	0.09	1.25	0.86	0.30	0.51	1.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

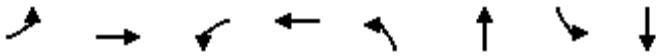


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	54	802	357	541	142	120	591	297	74	786
v/c Ratio	0.13	0.87	0.86	0.56	0.27	0.85	0.51	0.18	0.52	0.73
Control Delay	8.8	21.6	64.4	41.9	6.9	97.9	37.4	0.3	45.9	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.8	21.6	64.4	41.9	6.9	97.9	37.4	0.3	45.9	18.1
Queue Length 50th (ft)	13	291	263	205	0	93	214	0	61	222
Queue Length 95th (ft)	m26	#375	#371	246	49	#202	277	0	m68	m191
Internal Link Dist (ft)		515		289			2569			2560
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	435	957	472	1621	793	142	1156	1615	150	1083
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.84	0.76	0.33	0.18	0.85	0.51	0.18	0.49	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	149	321	38	208	174	902	79	1196
v/c Ratio	0.82	0.48	0.30	0.33	0.59	0.33	0.19	0.45
Control Delay	73.1	19.8	42.0	20.4	16.4	4.6	5.2	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	19.8	42.0	20.4	16.4	4.6	5.2	5.2
Queue Length 50th (ft)	91	45	21	32	45	88	13	130
Queue Length 95th (ft)	#188	86	53	64	131	113	29	163
Internal Link Dist (ft)		979		277		972		2569
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	205	740	145	712	293	2698	422	2672
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.43	0.26	0.29	0.59	0.33	0.19	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	316	1458	718	1382	313	622	668	361	903
v/c Ratio	0.76	0.92	1.03	0.69	0.98	0.77	0.93	0.76	0.96
Control Delay	64.0	48.5	88.0	32.5	98.9	51.2	47.7	61.6	63.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.0	48.5	88.0	32.5	98.9	51.2	47.7	61.6	63.3
Queue Length 50th (ft)	123	379	~305	323	126	240	405	140	356
Queue Length 95th (ft)	173	#473	#426	378	#219	307	#693	#197	#491
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	434	1579	700	1996	321	806	719	472	943
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.92	1.03	0.69	0.98	0.77	0.93	0.76	0.96

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

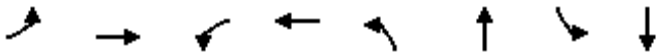
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	259	48	210	59	39	72	109	1135	84	115	1580
v/c Ratio	0.68	0.12	0.42	0.43	0.28	0.30	0.80	0.64	0.09	0.64	0.87
Control Delay	51.5	38.6	8.8	58.4	52.8	3.9	91.0	16.1	3.2	64.5	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	38.6	8.8	58.4	52.8	3.9	91.0	16.1	3.2	64.5	29.7
Queue Length 50th (ft)	173	29	3	40	27	0	82	162	6	79	491
Queue Length 95th (ft)	#314	63	66	83	60	5	#178	285	31	#153	602
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	383	399	495	149	319	375	137	1762	943	180	1826
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.12	0.42	0.40	0.12	0.19	0.80	0.64	0.09	0.64	0.87

Intersection Summary

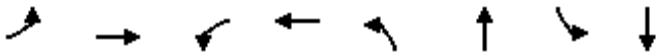
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	2	10	29	1	1200	30	1566
v/c Ratio	0.12	0.01	0.09	0.09	0.01	0.39	0.23	0.49
Control Delay	50.5	0.0	49.7	0.5	43.0	7.6	44.9	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	0.0	49.7	0.5	43.0	7.6	44.9	1.0
Queue Length 50th (ft)	9	0	7	0	1	118	22	21
Queue Length 95th (ft)	29	0	24	0	m1	367	m31	59
Internal Link Dist (ft)		149		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	450	610	450	614	213	3044	278	3223
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.00	0.02	0.05	0.00	0.39	0.11	0.49

Intersection Summary

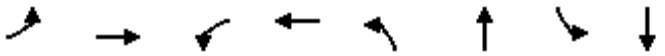
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	4	4	37	2	1195	64	1514
v/c Ratio	0.12	0.03	0.04	0.26	0.02	0.41	0.44	0.47
Control Delay	50.3	35.0	48.2	21.8	61.0	1.8	40.5	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	35.0	48.2	21.8	61.0	1.8	40.5	1.9
Queue Length 50th (ft)	9	1	3	1	1	46	44	27
Queue Length 95th (ft)	29	12	14	34	m3	82	83	133
Internal Link Dist (ft)		78		321		1240		1452
Turn Bay Length (ft)			50		150		215	
Base Capacity (vph)	285	293	285	307	123	2921	164	3222
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.01	0.01	0.12	0.02	0.41	0.39	0.47

Intersection Summary

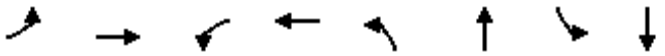
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	60	22	49	36	10	1147	58	1468
v/c Ratio	0.46	0.13	0.37	0.20	0.09	0.42	0.39	0.49
Control Delay	57.6	29.3	53.6	18.0	29.1	1.5	66.5	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	29.3	53.6	18.0	29.1	1.5	66.5	2.1
Queue Length 50th (ft)	41	7	33	1	7	13	42	31
Queue Length 95th (ft)	82	30	70	31	m15	54	82	192
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	253	326	256	324	131	2728	213	3016
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.07	0.19	0.11	0.08	0.42	0.27	0.49

Intersection Summary

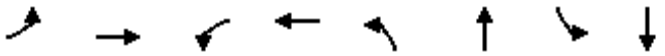
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	53	7	8	5	22	1117	9	1464
v/c Ratio	0.42	0.05	0.06	0.03	0.08	0.37	0.08	0.55
Control Delay	56.9	27.9	45.1	30.2	48.2	8.3	56.7	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	27.9	45.1	30.2	48.2	8.3	56.7	14.5
Queue Length 50th (ft)	36	1	5	1	17	275	7	35
Queue Length 95th (ft)	75	15	21	12	m34	436	m14	330
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	246	287	247	288	508	3049	131	2649
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.02	0.03	0.02	0.04	0.37	0.07	0.55

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	25	70	115	63	1095	147	1374
v/c Ratio	0.10	0.19	0.43	0.39	0.51	0.49	0.72	0.55
Control Delay	49.1	27.0	55.2	13.1	63.9	13.3	77.0	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	27.0	55.2	13.1	63.9	13.3	77.0	11.5
Queue Length 50th (ft)	8	3	48	2	44	227	112	68
Queue Length 95th (ft)	27	31	91	56	89	317	#192	613
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	303	297	305	374	127	2236	216	2485
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.08	0.23	0.31	0.50	0.49	0.68	0.55

Intersection Summary

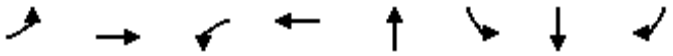
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	380	1736	491	84	984	528	240	724	586	958	373
v/c Ratio	0.99	0.93	0.30	0.71	0.87	0.69	0.92	0.79	0.89	0.72	0.52
Control Delay	98.0	47.4	0.5	86.2	48.0	15.4	92.6	48.8	64.9	36.5	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.0	47.4	0.5	86.2	48.0	15.4	92.6	48.8	64.9	36.5	16.9
Queue Length 50th (ft)	154	471	0	65	376	99	96	276	229	333	105
Queue Length 95th (ft)	#256	#573	0	#145	463	233	#175	350	#322	411	200
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	382	1861	1615	120	1141	765	262	915	672	1325	713
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.93	0.30	0.70	0.86	0.69	0.92	0.79	0.87	0.72	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	197	1881	6	1989	4	117	1	123
v/c Ratio	0.74	0.60	0.04	0.84	0.01	0.28	0.00	0.23
Control Delay	64.0	16.2	48.5	31.6	0.0	35.6	31.0	6.9
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.0	16.4	48.5	31.6	0.0	35.6	31.0	6.9
Queue Length 50th (ft)	143	263	4	467	0	69	1	0
Queue Length 95th (ft)	224	489	17	563	0	126	5	46
Internal Link Dist (ft)		628		799	118		430	
Turn Bay Length (ft)	230		110			200		200
Base Capacity (vph)	329	3149	282	2412	517	411	544	542
Starvation Cap Reductn	0	490	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.71	0.02	0.82	0.01	0.28	0.00	0.23

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	98	2012	31	1862	189	187
v/c Ratio	0.52	0.72	0.19	0.74	0.47	0.44
Control Delay	57.3	21.1	50.1	24.5	29.8	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	21.1	50.1	24.5	29.8	28.8
Queue Length 50th (ft)	68	397	21	364	85	83
Queue Length 95th (ft)	123	500	52	459	167	163
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	318	2863	285	2731	401	421
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.70	0.11	0.68	0.47	0.44

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1914	27	2001	56	25
v/c Ratio	0.84	0.16	0.73	0.08	0.04
Control Delay	34.9	35.9	12.2	23.8	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.9	35.9	12.2	23.8	8.5
Queue Length 50th (ft)	510	18	171	27	0
Queue Length 95th (ft)	#589	m22	193	56	18
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2274	210	2852	725	664
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.84	0.13	0.70	0.08	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	14	33	185	248	41	48	216	500	794	30	280
v/c Ratio	0.14	0.22	0.33	0.78	0.09	0.07	0.71	0.28	0.57	0.21	0.20
Control Delay	43.8	41.8	5.2	53.8	25.2	0.2	43.2	24.7	4.1	41.9	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	41.8	5.2	53.8	25.2	0.2	43.2	24.7	4.1	41.9	21.1
Queue Length 50th (ft)	8	18	0	134	16	0	126	127	9	16	62
Queue Length 95th (ft)	27	46	44	#240	45	0	m#210	183	114	43	94
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	100	253	561	340	552	712	306	1801	1398	142	1378
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.13	0.33	0.73	0.07	0.07	0.71	0.28	0.57	0.21	0.20

Intersection Summary

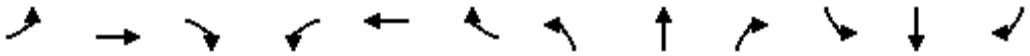
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	102	316	321	1581	38	657
v/c Ratio	0.43	0.67	0.67	0.67	0.31	0.25
Control Delay	40.5	12.4	12.0	12.8	44.1	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	12.4	12.0	12.8	44.1	9.3
Queue Length 50th (ft)	54	4	2	314	23	93
Queue Length 95th (ft)	98	81	78	418	m47	135
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	320	527	533	2356	121	2653
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.60	0.60	0.67	0.31	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

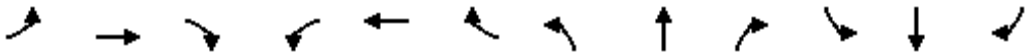


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	107	446	100	425	331	74	50	1205	505	34	968	85
v/c Ratio	0.58	0.82	0.27	0.90	0.30	0.13	0.45	0.78	0.61	0.31	0.65	0.12
Control Delay	63.6	62.5	3.1	65.4	32.0	1.7	76.3	17.6	5.7	61.7	32.7	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	62.5	3.1	65.4	32.0	1.7	76.3	17.6	5.7	61.7	32.7	2.2
Queue Length 50th (ft)	80	176	0	309	97	0	39	347	78	26	341	0
Queue Length 95th (ft)	136	#236	11	#474	143	10	m64	#588	125	60	420	17
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	245	571	380	511	1147	579	112	1550	828	112	1482	709
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.78	0.26	0.83	0.29	0.13	0.45	0.78	0.61	0.30	0.65	0.12

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

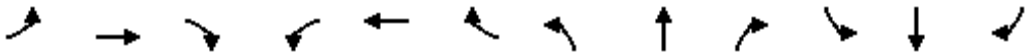
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	113	86	67	7	74	62	35	1374	27	85	1090	104
v/c Ratio	0.59	0.26	0.20	0.05	0.46	0.25	0.32	0.60	0.03	0.57	0.45	0.09
Control Delay	63.4	44.5	8.1	50.1	61.0	2.5	51.9	2.7	0.0	57.5	9.4	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	44.5	8.1	50.1	61.0	2.5	51.9	2.7	0.0	57.5	9.4	1.6
Queue Length 50th (ft)	85	55	0	5	56	0	29	37	0	65	151	2
Queue Length 95th (ft)	142	115	32	19	103	1	m41	48	m0	m97	178	m9
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	206	401	400	137	292	348	112	2277	1035	165	2419	1102
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.21	0.17	0.05	0.25	0.18	0.31	0.60	0.03	0.52	0.45	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	315	845	232	43	626	101	245	957	127	73	853	196
v/c Ratio	0.81	0.54	0.30	0.20	0.90	0.15	0.84	0.76	0.20	0.66	0.72	0.38
Control Delay	69.0	26.6	7.6	66.7	30.5	0.4	51.6	24.6	1.1	63.0	31.8	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.0	26.6	7.6	66.7	30.5	0.4	51.6	24.6	1.1	63.0	31.8	10.9
Queue Length 50th (ft)	124	245	29	15	268	0	114	394	2	57	243	44
Queue Length 95th (ft)	#197	309	80	m20	m330	m1	m#278	#473	m5	#129	#292	115
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	392	1582	792	218	744	696	315	1255	636	112	1189	511
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.53	0.29	0.20	0.84	0.15	0.78	0.76	0.20	0.65	0.72	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

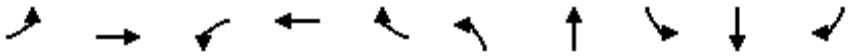


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	132	485	121	80	486	117	708	54	204	818	123
v/c Ratio	0.80	0.76	0.19	0.66	0.90	0.48	0.61	0.09	0.71	0.55	0.17
Control Delay	85.5	45.0	5.7	79.5	59.8	68.3	58.2	9.6	35.6	8.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.5	45.0	5.7	79.5	59.8	68.3	58.2	9.6	35.6	8.8	0.5
Queue Length 50th (ft)	102	335	0	61	339	44	290	6	160	54	0
Queue Length 95th (ft)	#220	467	42	#132	#509	m72	353	m23	m#230	73	m1
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	166	640	624	126	591	262	1168	590	287	1487	724
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.76	0.19	0.63	0.82	0.45	0.61	0.09	0.71	0.55	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

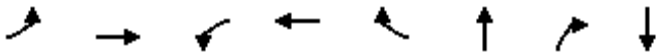


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	473	1398	26	1336	370	12	49	260	45	679
v/c Ratio	0.70	0.59	0.18	0.83	0.56	0.11	0.14	0.83	0.07	0.71
Control Delay	18.2	17.6	26.5	62.9	34.5	55.7	32.8	77.3	25.8	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	17.6	26.5	62.9	34.5	55.7	32.8	77.3	25.8	23.4
Queue Length 50th (ft)	125	158	12	317	156	9	22	215	32	513
Queue Length 95th (ft)	m153	127	m23	371	m194	30	59	#320	m59	566
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	700	2475	146	1601	665	112	355	345	682	959
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.56	0.18	0.83	0.56	0.11	0.14	0.75	0.07	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



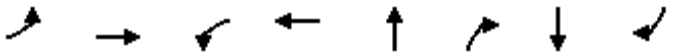
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	9	434	92	242	11	153	102	68
v/c Ratio	0.05	0.63	0.48	0.45	0.02	0.32	0.20	0.14
Control Delay	33.7	29.3	42.0	24.6	0.1	26.0	4.8	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	29.3	42.0	24.6	0.1	26.0	4.8	22.5
Queue Length 50th (ft)	4	90	41	84	0	58	0	22
Queue Length 95th (ft)	18	135	91	176	0	116	28	57
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	187	924	200	608	600	485	510	480
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.47	0.46	0.40	0.02	0.32	0.20	0.14

Intersection Summary

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	53	55	77	76	108
Average Queue (ft)	27	36	37	37	60
95th Queue (ft)	51	57	66	67	90
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	111	1472	39	1023	81	29	30	205
v/c Ratio	0.33	0.72	0.35	0.83	0.16	0.06	0.09	0.47
Control Delay	34.3	24.2	62.6	50.4	39.1	0.2	43.0	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	24.2	62.6	50.4	39.1	0.2	43.0	9.6
Queue Length 50th (ft)	72	293	29	275	51	0	20	0
Queue Length 95th (ft)	116	206	67	330	103	0	48	67
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	511	2368	117	1252	502	516	317	440
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.62	0.33	0.82	0.16	0.06	0.09	0.47

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	35	1399	170	1005	44	2	101	13	24
v/c Ratio	0.24	0.67	0.60	0.36	0.29	0.00	0.13	0.09	0.06
Control Delay	52.2	24.8	49.1	13.6	52.9	34.0	3.7	50.7	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	24.8	49.1	13.6	52.9	34.0	3.7	50.7	18.0
Queue Length 50th (ft)	21	260	101	146	27	1	0	8	2
Queue Length 95th (ft)	61	347	189	177	72	9	28	31	26
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	152	2922	482	3865	161	538	823	152	406
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.48	0.35	0.26	0.27	0.00	0.12	0.09	0.06

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	251	25	510	568	106	333
v/c Ratio	0.66	0.04	0.57	0.42	0.47	0.27
Control Delay	36.5	4.2	22.5	1.6	38.8	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	4.2	22.5	1.6	38.8	8.0
Queue Length 50th (ft)	115	0	188	6	50	65
Queue Length 95th (ft)	170	10	#407	36	93	132
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	541	769	900	1428	327	1212
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.03	0.57	0.40	0.32	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	135	710	938	455	583
v/c Ratio	0.42	0.95	1.60	0.68	0.83
Control Delay	41.9	31.9	305.5	21.9	42.4
Queue Delay	0.0	0.0	0.0	0.6	0.0
Total Delay	41.9	31.9	305.5	22.5	42.4
Queue Length 50th (ft)	89	120	~973	124	324
Queue Length 95th (ft)	122	268	#1175	218	#722
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	557	887	587	673	700
Starvation Cap Reductn	0	0	0	46	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.80	1.60	0.73	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	606	344	69	384	164	513	76	201	621	459
v/c Ratio	0.78	0.36	0.45	0.70	0.54	0.37	0.11	0.71	0.46	0.53
Control Delay	47.9	14.7	56.4	21.5	49.3	28.2	1.3	41.2	17.6	2.5
Queue Delay	0.6	0.0	0.0	0.2	0.0	0.5	0.0	0.0	0.0	0.3
Total Delay	48.4	14.7	56.4	21.7	49.3	28.6	1.3	41.2	17.6	2.8
Queue Length 50th (ft)	209	44	47	39	107	133	0	116	137	11
Queue Length 95th (ft)	253	74	91	84	178	231	7	m110	m204	m30
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	931	1194	193	769	303	1382	698	379	1346	864
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	88
Spillback Cap Reductn	90	0	0	55	0	444	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.29	0.36	0.54	0.54	0.55	0.11	0.53	0.46	0.59

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



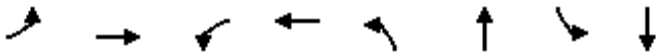
Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	120	354	10	824	246	99	874
v/c Ratio	0.60	0.86	0.09	0.94	0.31	0.72	0.84
Control Delay	59.6	62.9	73.9	15.7	0.8	82.7	33.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	62.9	73.9	15.7	0.8	82.7	33.2
Queue Length 50th (ft)	84	244	7	~493	10	76	546
Queue Length 95th (ft)	142	#418	m5	m188	m7	#177	#997
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	290	425	112	875	803	137	1044
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.83	0.09	0.94	0.31	0.72	0.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	154	734	245	558	105	1065	93	951
v/c Ratio	1.01	1.34	1.26	0.95	0.94	1.45	0.78	1.25
Control Delay	115.5	190.2	193.8	66.5	130.0	241.4	73.4	143.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.5	190.2	193.8	66.5	130.0	241.4	73.4	143.7
Queue Length 50th (ft)	~141	~748	~237	409	80	~1130	76	~930
Queue Length 95th (ft)	#280	#987	#402	#628	#201	#1416	m92	#1159
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	152	546	195	604	112	737	120	760
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	1.34	1.26	0.92	0.94	1.45	0.78	1.25

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	126	368	64	251	108	834	98	121	943
v/c Ratio	0.61	0.71	0.41	0.63	0.56	0.43	0.09	0.60	0.34
Control Delay	62.6	44.5	58.7	46.4	56.1	22.9	4.4	33.7	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	44.5	58.7	46.4	56.1	22.9	4.4	33.7	22.0
Queue Length 50th (ft)	94	108	48	76	57	117	0	82	228
Queue Length 95th (ft)	152	153	91	117	113	321	61	m65	m205
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	288	832	213	674	192	1947	1081	300	2771
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.44	0.30	0.37	0.56	0.43	0.09	0.40	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	90	75	443	67	72	38	804	575	109	829
v/c Ratio	0.41	0.47	0.82	0.14	0.14	0.35	0.37	0.45	0.67	0.34
Control Delay	56.1	50.6	51.4	30.3	1.6	62.8	27.8	2.1	94.8	40.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	50.6	51.4	30.3	1.6	62.8	27.8	2.1	94.8	40.4
Queue Length 50th (ft)	68	44	316	38	0	29	164	14	85	204
Queue Length 95th (ft)	120	92	397	66	7	66	240	51	#154	260
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	251	290	665	758	706	114	2150	1317	180	2447
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.26	0.67	0.09	0.10	0.33	0.37	0.44	0.61	0.34

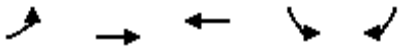
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	EB	EB	SB
Directions Served	T	T	R
Maximum Queue (ft)	31	55	270
Average Queue (ft)	0	0	113
95th Queue (ft)	0	0	203
Link Distance (ft)	1101	1101	255
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	289	1382	1366	209	130
v/c Ratio	0.78	0.50	0.88	0.29	0.18
Control Delay	63.9	26.3	76.8	27.8	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	26.3	76.8	27.8	5.3
Queue Length 50th (ft)	174	235	407	110	0
Queue Length 95th (ft)	m251	279	460	189	43
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	556	3328	1550	714	717
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.52	0.42	0.88	0.29	0.18

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queuing and Blocking Report

Intersection: 64: Iris Avenue & Project Driveway 3

Movement	EB	EB	EB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	123	133	113	95
Average Queue (ft)	6	6	5	44
95th Queue (ft)	48	52	44	76
Link Distance (ft)	576	576	576	286
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



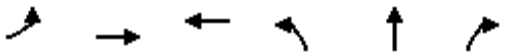
Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2083	3653	205	199	187
v/c Ratio	0.63	1.08	0.44	0.45	0.44
Control Delay	13.1	48.3	39.3	38.3	37.9
Queue Delay	0.0	4.7	0.0	0.0	0.0
Total Delay	13.1	53.1	39.3	38.3	37.9
Queue Length 50th (ft)	318	~1145	137	134	120
Queue Length 95th (ft)	363	m#1153	215	215	194
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3291	3384	471	438	428
Starvation Cap Reductn	0	34	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.63	1.09	0.44	0.45	0.44

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	69	1824	2920	433	434	147
v/c Ratio	0.60	0.55	1.01	0.86	0.90	0.31
Control Delay	66.5	9.1	20.7	59.7	65.3	25.7
Queue Delay	0.0	0.0	36.7	0.0	0.0	0.0
Total Delay	66.5	9.1	57.4	59.7	65.3	25.7
Queue Length 50th (ft)	54	175	~277	344	364	65
Queue Length 95th (ft)	m90	191	m180	#550	#596	127
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	117	3427	2903	501	480	479
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	390	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.53	1.16	0.86	0.90	0.31

Intersection Summary

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Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	376	183	490	2075	423
v/c Ratio	0.32	0.28	1.12	0.94	0.83
Control Delay	27.8	5.1	92.9	27.9	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	5.1	92.9	27.9	44.3
Queue Length 50th (ft)	99	0	~392	725	221
Queue Length 95th (ft)	140	48	m253	m428	#387
Internal Link Dist (ft)	514			155	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1168	646	438	2200	510
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.28	1.12	0.94	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	1119	3080	327	487	103	292
v/c Ratio	0.33	0.51	1.41	1.63	0.95	1.43	0.65
Control Delay	19.7	7.6	210.3	332.3	66.8	288.8	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	7.6	210.3	332.3	66.8	288.8	41.2
Queue Length 50th (ft)	5	116	~1470	~317	321	~94	170
Queue Length 95th (ft)	16	142	#1601	#491	#522	#203	265
Internal Link Dist (ft)		233	628		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	73	2210	2181	201	515	72	447
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.51	1.41	1.63	0.95	1.43	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



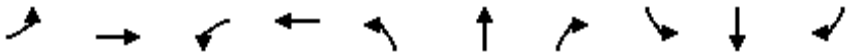
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	685	860	7	1766	376	22	312	17	276	845
v/c Ratio	1.57	0.28	0.07	1.47	0.63	0.32	0.51	0.03	1.27	1.05
Control Delay	302.0	5.0	67.7	233.6	9.3	45.6	36.2	0.1	188.6	65.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	302.0	5.0	67.7	233.6	9.3	45.6	36.2	0.1	188.6	65.4
Queue Length 50th (ft)	~765	31	5	~971	32	13	194	0	~269	~476
Queue Length 95th (ft)	#1005	90	m7	#1108	m72	42	284	0	#442	#723
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	436	3050	112	1203	593	69	617	572	217	807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.57	0.28	0.06	1.47	0.63	0.32	0.51	0.03	1.27	1.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

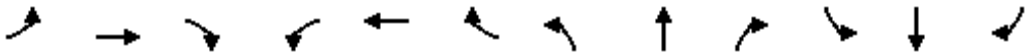
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	61	1114	85	1720	324	120	77	46	169	121
v/c Ratio	0.52	0.68	0.38	0.88	0.79	0.16	0.11	0.39	0.42	0.27
Control Delay	71.4	28.9	37.1	13.5	53.6	19.5	1.1	63.2	47.0	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.4	28.9	37.1	13.5	53.6	19.5	1.1	63.2	47.0	4.4
Queue Length 50th (ft)	47	212	67	339	249	50	1	35	120	0
Queue Length 95th (ft)	m80	m217	m78	m369	m341	m75	m6	74	192	29
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	120	1780	239	1960	451	746	689	129	404	455
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.63	0.36	0.88	0.72	0.16	0.11	0.36	0.42	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

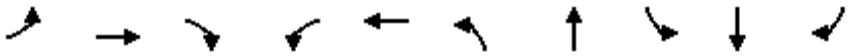


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	178	1132	330	94	2246	81	229	231	117	67	85	155
v/c Ratio	0.71	0.55	0.20	0.22	0.91	0.10	0.85	0.84	0.33	0.42	0.51	0.53
Control Delay	65.8	32.0	0.3	18.4	12.4	0.7	76.6	75.2	10.5	43.6	46.5	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	32.0	0.3	18.4	12.4	0.7	76.6	75.2	10.5	43.6	46.5	19.2
Queue Length 50th (ft)	131	283	0	23	181	0	184	185	0	46	58	35
Queue Length 95th (ft)	#234	305	0	m59	#731	m1	#329	#328	52	m77	m95	80
Internal Link Dist (ft)		1185			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	253	2570	1615	446	2476	813	270	275	353	264	276	380
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.44	0.20	0.21	0.91	0.10	0.85	0.84	0.33	0.25	0.31	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

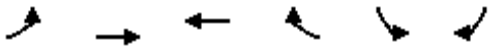
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	174	656	85	127	2288	73	379	179	273	158
v/c Ratio	0.71	0.37	0.10	0.64	0.97	0.33	0.54	0.69	0.33	0.33
Control Delay	55.6	7.9	0.6	76.9	16.3	53.5	31.7	68.2	42.1	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	7.9	0.6	76.9	16.3	53.5	31.7	68.2	42.1	8.5
Queue Length 50th (ft)	143	45	0	95	139	30	130	70	96	0
Queue Length 95th (ft)	217	120	m0	m98	m139	m54	193	#111	144	59
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	311	1789	830	243	2353	221	706	265	819	483
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.37	0.10	0.52	0.97	0.33	0.54	0.68	0.33	0.33

Intersection Summary

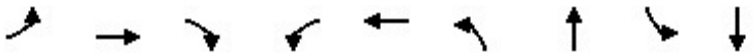
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	218	1112	2424	160	156	120
v/c Ratio	0.76	0.28	0.83	0.12	0.25	0.20
Control Delay	76.4	1.1	8.0	0.9	70.0	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.4	1.1	8.0	0.9	70.0	20.6
Queue Length 50th (ft)	129	6	164	4	67	45
Queue Length 95th (ft)	209	18	m150	m3	103	71
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	361	3976	2911	1285	626	667
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.28	0.83	0.12	0.25	0.18

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



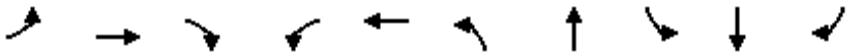
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	809	69	212	2261	175	448	190	284
v/c Ratio	0.24	0.83	0.13	0.62	1.00	0.51	0.47	0.78	0.37
Control Delay	51.7	21.2	1.7	29.3	22.5	30.7	21.3	71.5	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	21.2	1.7	29.3	22.5	30.7	21.3	71.5	37.3
Queue Length 50th (ft)	21	112	0	147	~394	112	128	142	89
Queue Length 95th (ft)	m48	143	m5	m155	m330	m122	m135	#238	134
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	114	1070	555	370	2250	344	961	270	773
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.76	0.12	0.57	1.00	0.51	0.47	0.70	0.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	384	1110	221	18	2091	469	73	93	53	129
v/c Ratio	1.06	0.42	0.24	0.09	1.13	1.07	0.10	0.49	0.08	0.19
Control Delay	98.2	12.1	1.4	41.6	91.6	113.5	35.6	35.2	39.5	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.2	12.1	1.4	41.6	91.6	113.5	35.6	35.2	39.5	4.0
Queue Length 50th (ft)	~321	123	0	12	~677	~207	22	51	13	10
Queue Length 95th (ft)	#509	129	6	m14	m#772	#314	43	98	m25	60
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	361	2869	992	194	1850	437	728	189	661	669
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.39	0.22	0.09	1.13	1.07	0.10	0.49	0.08	0.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



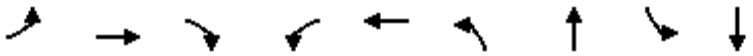
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	165	871	54	27	2456	213	445	40	234	280	203
v/c Ratio	0.93	0.36	0.06	0.10	1.05	0.90	0.71	0.11	0.95	0.43	0.43
Control Delay	96.4	11.1	1.6	33.6	52.1	70.1	29.0	0.6	97.9	46.2	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.4	11.1	1.6	33.6	52.1	70.1	29.0	0.6	97.9	46.2	28.3
Queue Length 50th (ft)	137	68	1	20	~776	171	115	1	182	102	94
Queue Length 95th (ft)	m#228	102	m3	m26	m#819	m#284	m154	m1	#341	146	163
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	177	2861	971	266	2345	236	625	373	246	646	475
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.30	0.06	0.10	1.05	0.90	0.71	0.11	0.95	0.43	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

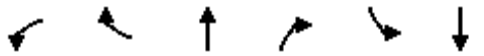
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	133	562	420	15	1137	839	565	71	372
v/c Ratio	0.82	0.37	0.34	0.10	0.94	0.93	0.42	0.50	0.57
Control Delay	114.5	44.2	11.8	30.6	22.9	61.5	29.9	61.6	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	114.5	44.2	11.8	30.6	22.9	61.5	29.9	61.6	18.8
Queue Length 50th (ft)	106	230	249	10	82	326	176	57	41
Queue Length 95th (ft)	#211	306	367	m14	#298	#444	229	105	60
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	165	1602	1233	151	1220	910	1353	153	650
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.35	0.34	0.10	0.93	0.92	0.42	0.46	0.57

Intersection Summary

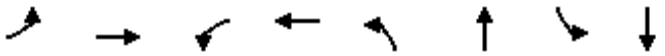
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	197	406	719	148	183	737
v/c Ratio	0.46	0.74	0.39	0.17	0.21	0.26
Control Delay	27.4	12.6	16.5	3.2	30.5	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	12.6	16.5	3.2	30.5	3.1
Queue Length 50th (ft)	60	109	137	0	47	44
Queue Length 95th (ft)	m61	m147	214	34	76	92
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	840	696	1837	883	875	2883
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.58	0.39	0.17	0.21	0.26

Intersection Summary

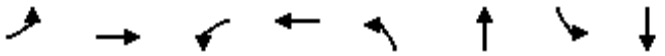
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	107	1008	91	2191	130	338	136	328
v/c Ratio	0.58	0.44	0.53	0.98	0.67	0.43	0.68	0.41
Control Delay	49.0	8.4	57.6	40.0	42.8	16.9	68.7	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.0	8.4	57.6	40.0	42.8	16.9	68.7	35.6
Queue Length 50th (ft)	89	69	72	460	95	18	102	95
Queue Length 95th (ft)	m138	m79	m72	m423	m#133	m51	#182	148
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	261	2266	315	2238	195	782	216	799
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.44	0.29	0.98	0.67	0.43	0.63	0.41

Intersection Summary

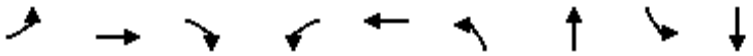
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	57	633	41	1081	152	560	110	460
v/c Ratio	0.40	0.58	0.16	0.85	0.64	0.45	0.60	0.40
Control Delay	52.3	8.0	31.3	30.0	61.2	33.3	62.4	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	8.0	31.3	30.0	61.2	33.3	62.4	32.0
Queue Length 50th (ft)	46	46	20	190	113	181	81	149
Queue Length 95th (ft)	93	45	m27	225	180	257	140	220
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	204	1505	264	1347	285	1245	228	1137
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.42	0.16	0.80	0.53	0.45	0.48	0.40

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	76	262	82	26	946	53	324	293	403
v/c Ratio	0.29	0.27	0.16	0.06	0.86	0.34	0.33	0.70	0.25
Control Delay	38.8	21.3	0.9	35.2	33.2	48.2	32.0	43.9	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	21.3	0.9	35.2	33.2	48.2	32.0	43.9	19.8
Queue Length 50th (ft)	25	28	0	8	211	33	93	168	91
Queue Length 95th (ft)	50	76	0	18	#314	69	136	248	130
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	266	1189	617	456	1139	209	987	505	1597
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.22	0.13	0.06	0.83	0.25	0.33	0.58	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



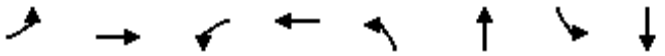
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	173	749	181	252	1802	501	1050	233	267	800	290
v/c Ratio	0.79	0.73	0.31	0.75	1.11	1.11	0.88	0.36	0.95	0.93	0.61
Control Delay	72.9	37.4	15.5	75.9	88.0	94.5	20.7	1.2	92.1	63.4	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.9	37.4	15.5	75.9	88.0	94.5	20.7	1.2	92.1	63.4	27.2
Queue Length 50th (ft)	70	287	79	90	~568	~425	195	0	207	321	105
Queue Length 95th (ft)	#128	364	143	m108	m#667	m#592	#372	m1	#373	#442	202
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		100
Base Capacity (vph)	218	1020	575	347	1625	451	1194	656	282	857	478
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.73	0.31	0.73	1.11	1.11	0.88	0.36	0.95	0.93	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	94	698	174	930	299	1787	98	1221
v/c Ratio	0.77	0.84	0.72	0.88	0.88	0.83	0.65	0.75
Control Delay	85.5	25.7	50.6	34.2	74.0	35.1	55.6	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.5	25.7	50.6	34.2	74.0	35.1	55.6	28.9
Queue Length 50th (ft)	55	255	130	360	224	448	59	136
Queue Length 95th (ft)	#156	222	m164	m418	#370	516	m81	m169
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	123	895	240	1092	361	2146	150	1619
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.78	0.72	0.85	0.83	0.83	0.65	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	72	539	414	718	252	1498	391	189	1128
v/c Ratio	0.50	0.90	0.92	0.59	0.91	0.87	0.59	0.85	0.73
Control Delay	64.2	64.4	71.4	33.0	58.4	12.3	3.9	83.7	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	64.4	71.4	33.0	58.4	12.3	3.9	83.7	40.9
Queue Length 50th (ft)	54	200	310	228	167	254	60	146	289
Queue Length 95th (ft)	102	#296	#490	298	m173	m254	m59	#275	345
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	171	610	466	1226	283	1720	662	222	1543
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.88	0.89	0.59	0.89	0.87	0.59	0.85	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	182	98	390	162	106	2292	84	1686
v/c Ratio	0.73	0.32	0.92	0.33	0.72	1.02	0.72	0.77
Control Delay	67.3	7.9	74.2	8.0	90.8	49.6	65.5	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	7.9	74.2	8.0	90.8	49.6	65.5	20.3
Queue Length 50th (ft)	136	0	300	0	88	~521	60	222
Queue Length 95th (ft)	213	34	#515	57	m#168	#765	m82	276
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	290	344	423	489	154	2244	117	2192
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.28	0.92	0.33	0.69	1.02	0.72	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

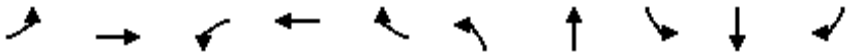
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	95	42	132	2456	1973
v/c Ratio	0.67	0.10	0.73	0.55	0.53
Control Delay	76.3	0.4	61.3	6.5	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	0.4	61.3	6.5	3.2
Queue Length 50th (ft)	72	0	89	272	70
Queue Length 95th (ft)	#145	0	m111	308	79
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	150	433	195	4431	3710
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.63	0.10	0.68	0.55	0.53

Intersection Summary

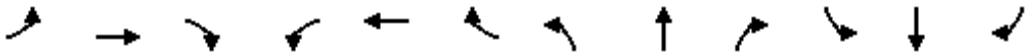
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	48	76	52	90	65	139	2614	136	1696	89
v/c Ratio	0.37	0.25	0.28	0.52	0.25	0.52	0.85	0.70	0.59	0.08
Control Delay	60.4	17.0	51.3	61.7	3.0	30.3	7.0	94.1	8.2	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	17.0	51.3	61.7	3.0	30.3	7.0	94.1	8.2	1.1
Queue Length 50th (ft)	36	2	38	68	0	91	205	113	83	0
Queue Length 95th (ft)	75	27	74	118	4	m86	m206	#218	101	4
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	134	541	191	294	350	269	3065	199	2865	1076
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.14	0.27	0.31	0.19	0.52	0.85	0.68	0.59	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

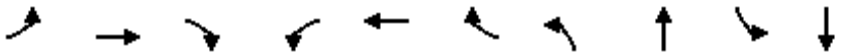


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	432	255	131	4	761	568	433	1807	38	246	1033	518
v/c Ratio	1.10	0.15	0.16	0.02	0.61	1.10	0.90	1.05	0.06	0.94	0.74	0.69
Control Delay	120.8	18.9	4.0	53.5	42.9	100.6	73.5	73.7	0.2	71.7	20.1	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.8	18.9	4.0	53.5	42.9	100.6	73.5	73.7	0.2	71.7	20.1	10.9
Queue Length 50th (ft)	~381	55	0	1	193	~395	172	~556	0	91	226	10
Queue Length 95th (ft)	#583	96	39	7	238	#619	#262	#653	0	#177	265	67
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	391	1708	833	218	1253	516	484	1729	617	262	1403	750
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.15	0.16	0.02	0.61	1.10	0.89	1.05	0.06	0.94	0.74	0.69

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	1072	95	27	1670	216	162	221	190	324
v/c Ratio	0.89	0.54	0.09	0.16	0.92	0.21	0.58	0.72	0.87	0.41
Control Delay	98.9	11.7	0.9	37.0	14.5	0.1	40.1	44.7	87.4	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.9	11.7	0.9	37.0	14.5	0.1	40.1	44.7	87.4	22.5
Queue Length 50th (ft)	102	141	1	19	384	0	64	172	147	57
Queue Length 95th (ft)	m#169	m248	m3	m13	m160	m0	m98	m#267	#280	101
Internal Link Dist (ft)		2564			562			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	147	2086	1011	168	1820	1046	297	305	218	789
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.51	0.09	0.16	0.92	0.21	0.55	0.72	0.87	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	101	752	30	861	211	468	56	267	108
v/c Ratio	0.61	0.67	0.24	0.93	0.75	0.32	0.24	0.39	0.17
Control Delay	46.2	18.6	37.1	30.8	65.1	26.9	42.8	28.0	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.2	18.6	37.1	30.8	65.1	26.9	42.8	28.0	3.5
Queue Length 50th (ft)	83	152	25	126	157	137	37	141	1
Queue Length 95th (ft)	m102	194	m53	#453	235	186	75	204	24
Internal Link Dist (ft)		2608		2526		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	195	1153	128	927	345	1444	270	687	650
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.65	0.23	0.93	0.61	0.32	0.21	0.39	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	79	992	757	1017	131	164	788	74	445
v/c Ratio	0.53	1.11	1.17	0.52	0.13	1.09	0.86	0.67	0.70
Control Delay	65.0	107.2	128.7	19.4	2.0	151.6	36.6	83.4	48.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	107.2	128.7	19.4	2.0	151.6	36.6	83.4	48.0
Queue Length 50th (ft)	59	~461	~699	266	0	~143	183	57	154
Queue Length 95th (ft)	110	#595	#937	335	24	#283	#286	#130	212
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	177	892	646	1961	1017	150	913	112	639
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	1.11	1.17	0.52	0.13	1.09	0.86	0.66	0.70

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	83	777	256	129	1397	45	272	549	172	52	434
v/c Ratio	0.74	0.90	0.32	0.70	1.50	0.05	1.39	1.07	0.25	0.47	1.14
Control Delay	88.1	25.2	2.8	74.3	255.5	0.6	232.0	84.2	1.6	68.7	130.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.1	25.2	2.8	74.3	255.5	0.6	232.0	84.2	1.6	68.7	130.7
Queue Length 50th (ft)	55	325	13	101	~1499	0	~284	~506	0	40	~379
Queue Length 95th (ft)	m#132	m#781	m23	#221	#1763	4	#439	#692	2	82	#585
Internal Link Dist (ft)		1931			283			236			268
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	112	904	830	184	934	912	195	511	687	112	381
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.86	0.31	0.70	1.50	0.05	1.39	1.07	0.25	0.46	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

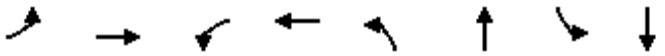
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	68	647	294	587	127	197	732	434	130	659
v/c Ratio	0.22	0.81	0.84	0.63	0.25	0.73	0.58	0.27	0.70	0.61
Control Delay	33.7	16.6	68.0	43.1	7.0	65.3	36.1	0.4	68.4	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	16.6	68.0	43.1	7.0	65.3	36.1	0.4	68.4	27.2
Queue Length 50th (ft)	54	165	217	223	0	147	257	0	93	184
Queue Length 95th (ft)	m86	199	#334	264	46	#251	339	0	m128	m227
Internal Link Dist (ft)		2526		262			1585			2188
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	320	896	391	1383	688	270	1259	1593	210	1083
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.72	0.75	0.42	0.18	0.73	0.58	0.27	0.62	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	484	44	476	173	1056	247	916
v/c Ratio	0.94	0.65	0.43	0.59	0.45	0.41	0.76	0.36
Control Delay	114.9	38.6	49.0	27.8	11.4	6.8	29.5	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	114.9	38.6	49.0	27.8	11.4	6.8	29.5	6.1
Queue Length 50th (ft)	65	141	25	101	46	140	99	110
Queue Length 95th (ft)	#164	196	63	153	98	176	#282	141
Internal Link Dist (ft)		1075		284		1385		907
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	120	836	116	898	384	2560	323	2526
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.58	0.38	0.53	0.45	0.41	0.76	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	226	1371	734	1479	516	595	529	184	646
v/c Ratio	0.49	0.94	0.93	0.77	0.93	0.62	0.65	0.59	0.91
Control Delay	53.0	52.1	64.6	35.1	74.2	42.0	16.5	60.4	63.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.0	52.1	64.6	35.1	74.2	42.0	16.5	60.4	63.1
Queue Length 50th (ft)	87	360	288	346	205	215	177	71	247
Queue Length 95th (ft)	128	#457	#400	403	#308	278	258	109	#357
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	465	1464	798	2037	555	965	812	339	707
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.94	0.92	0.73	0.93	0.62	0.65	0.54	0.91

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

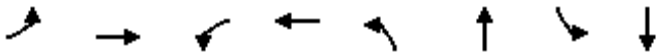


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	401	193	331	83	130	91	348	1301	206	112	1231
v/c Ratio	1.83	0.64	0.63	0.51	0.54	0.29	0.87	0.70	0.20	0.66	0.90
Control Delay	420.5	53.4	10.3	58.8	52.6	5.1	52.4	20.3	3.4	67.2	42.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	420.5	53.4	10.3	58.8	52.6	5.1	52.4	20.3	3.4	67.2	42.2
Queue Length 50th (ft)	~429	129	0	57	87	0	203	342	6	78	434
Queue Length 95th (ft)	#619	201	80	107	143	21	#424	592	61	#156	#583
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	219	350	556	190	319	374	398	1847	1050	170	1367
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.83	0.55	0.60	0.44	0.41	0.24	0.87	0.70	0.20	0.66	0.90

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	5	21	40	4	1831	14	1454
v/c Ratio	0.24	0.02	0.20	0.10	0.04	0.64	0.07	0.47
Control Delay	53.5	0.2	52.2	0.5	45.8	11.1	25.5	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	0.2	52.2	0.5	45.8	11.1	25.5	1.6
Queue Length 50th (ft)	16	0	14	0	3	96	8	58
Queue Length 95th (ft)	43	0	39	0	m4	805	m10	102
Internal Link Dist (ft)		96		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	237	403	243	536	124	2850	347	3107
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.01	0.09	0.07	0.03	0.64	0.04	0.47

Intersection Summary

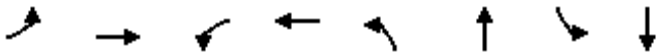
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	10	56	12	1809	18	1520
v/c Ratio	0.02	0.11	0.19	0.10	0.60	0.13	0.49
Control Delay	48.5	51.0	1.4	34.2	9.3	48.2	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	51.0	1.4	34.2	9.3	48.2	2.1
Queue Length 50th (ft)	1	7	0	8	192	14	70
Queue Length 95th (ft)	9	25	0	m13	451	m29	121
Internal Link Dist (ft)			321		1240		1452
Turn Bay Length (ft)		50		150		215	
Base Capacity (vph)	409	426	619	328	3013	180	3130
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.02	0.09	0.04	0.60	0.10	0.49

Intersection Summary

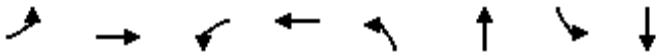
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	81	12	77	46	9	1752	33	1507
v/c Ratio	0.55	0.06	0.51	0.22	0.08	0.62	0.27	0.51
Control Delay	59.3	28.8	56.8	20.7	49.8	2.9	37.6	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.3	28.8	56.8	20.7	49.8	2.9	37.6	2.1
Queue Length 50th (ft)	55	3	52	7	7	108	23	20
Queue Length 95th (ft)	101	21	97	40	m10	107	m49	96
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	238	302	245	319	124	2816	127	2957
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.04	0.31	0.14	0.07	0.62	0.26	0.51

Intersection Summary

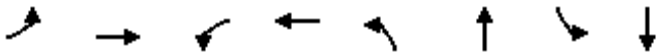
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	331	15	47	32	22	1443	20	1442
v/c Ratio	0.87	0.03	0.12	0.07	0.19	0.70	0.10	0.66
Control Delay	60.2	19.2	28.6	10.7	68.5	10.3	55.0	27.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	19.2	28.6	10.7	68.5	10.3	55.0	27.6
Queue Length 50th (ft)	218	4	24	2	15	33	15	461
Queue Length 95th (ft)	#330	19	52	24	m19	m#614	m26	646
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	443	561	448	534	124	2049	311	2175
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.03	0.10	0.06	0.18	0.70	0.06	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	114	124	150	232	65	1433	217	1189
v/c Ratio	0.57	0.59	0.63	0.73	0.28	0.95	0.67	0.68
Control Delay	56.9	51.1	56.7	19.7	45.4	45.1	51.7	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	51.1	56.7	19.7	45.4	45.1	51.7	17.3
Queue Length 50th (ft)	78	73	102	1	41	~518	105	92
Queue Length 95th (ft)	131	128	161	85	84	#694	#321	#526
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	303	313	308	348	262	1502	322	1740
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.40	0.49	0.67	0.25	0.95	0.67	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	307	815	239	76	1943	823	535	1135	503	642	460
v/c Ratio	1.17	0.38	0.15	0.51	1.35	1.00	1.07	1.15	1.23	0.72	0.90
Control Delay	158.1	26.2	0.2	64.3	191.6	55.8	108.3	119.7	168.5	46.5	52.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	158.1	26.2	0.2	64.3	191.6	55.8	108.3	119.7	168.5	46.5	52.0
Queue Length 50th (ft)	~145	165	0	57	~1035	~473	~236	~544	~248	240	248
Queue Length 95th (ft)	#239	207	0	108	#1174	#764	#347	#682	#357	307	#447
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	262	2128	1615	177	1444	821	501	985	408	896	510
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	0.38	0.15	0.43	1.35	1.00	1.07	1.15	1.23	0.72	0.90

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	105	1597	2222	15	139	2	80
v/c Ratio	0.54	0.45	0.80	0.04	0.42	0.00	0.18
Control Delay	55.9	7.8	22.4	30.8	40.4	33.5	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	7.8	22.4	30.8	40.4	33.5	8.6
Queue Length 50th (ft)	70	158	421	7	82	1	0
Queue Length 95th (ft)	125	184	537	25	150	8	38
Internal Link Dist (ft)		628	799	118		430	
Turn Bay Length (ft)	230				200		200
Base Capacity (vph)	405	3700	2817	389	332	444	435
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.43	0.79	0.04	0.42	0.00	0.18

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	100	1614	60	1942	281	212
v/c Ratio	0.51	0.57	0.37	0.73	0.88	0.52
Control Delay	52.8	15.8	51.7	21.3	59.8	30.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	15.8	51.7	21.3	59.8	30.2
Queue Length 50th (ft)	64	242	39	340	156	89
Queue Length 95th (ft)	118	307	81	434	#333	174
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	484	2880	484	2826	321	404
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.56	0.12	0.69	0.88	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1754	9	1885	115	34
v/c Ratio	0.63	0.08	0.65	0.17	0.05
Control Delay	21.0	78.2	8.8	26.0	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	78.2	8.8	26.0	8.3
Queue Length 50th (ft)	345	7	164	55	0
Queue Length 95th (ft)	437	m9	135	105	22
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2783	466	2982	675	625
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.63	0.02	0.63	0.17	0.05

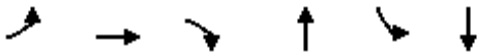
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	7	37	250	272	19	52	131	304	434	35	470
v/c Ratio	0.07	0.28	0.52	0.74	0.04	0.07	0.62	0.17	0.32	0.30	0.31
Control Delay	42.0	45.2	11.5	45.3	22.3	0.2	50.3	24.8	0.7	47.7	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	45.2	11.5	45.3	22.3	0.2	50.3	24.8	0.7	47.7	21.2
Queue Length 50th (ft)	4	20	24	145	7	0	81	66	0	19	105
Queue Length 95th (ft)	18	51	87	218	25	0	140	105	2	50	157
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	100	135	503	461	577	720	240	1777	1380	115	1498
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.27	0.50	0.59	0.03	0.07	0.55	0.17	0.31	0.30	0.31

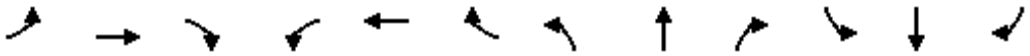
Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	44	401	397	918	81	910
v/c Ratio	0.11	0.86	0.86	0.48	0.58	0.39
Control Delay	26.8	39.4	38.5	15.3	56.8	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.8	39.4	38.5	15.3	56.8	8.5
Queue Length 50th (ft)	19	140	136	178	47	126
Queue Length 95th (ft)	46	#295	#291	235	m#98	134
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	461	507	506	1893	144	2316
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.79	0.78	0.48	0.56	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

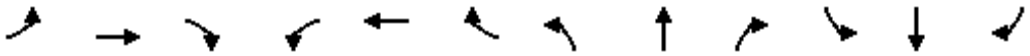


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	239	285	335	454	357	27	197	724	532	22	1254	119
v/c Ratio	0.77	0.59	0.89	0.96	0.44	0.06	1.01	0.45	0.55	0.20	0.96	0.19
Control Delay	63.8	53.5	43.4	78.1	43.2	0.2	127.5	12.3	3.6	58.0	54.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	53.5	43.4	78.1	43.2	0.2	127.5	12.3	3.6	58.0	54.5	5.5
Queue Length 50th (ft)	178	107	92	~380	126	0	~162	129	60	16	495	1
Queue Length 95th (ft)	256	153	#251	#585	184	0	#319	178	48	44	#646	40
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	389	556	401	471	808	475	195	1612	961	112	1308	612
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.51	0.84	0.96	0.44	0.06	1.01	0.45	0.55	0.20	0.96	0.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

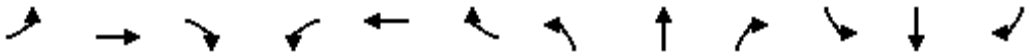
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	100	59	22	10	72	164	30	1084	14	56	1434	139
v/c Ratio	0.62	0.17	0.06	0.09	0.45	0.58	0.28	0.47	0.01	0.41	0.59	0.12
Control Delay	69.7	42.3	0.3	55.4	60.8	16.2	49.2	9.1	0.0	47.1	6.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.7	42.3	0.3	55.4	60.8	16.2	49.2	9.1	0.0	47.1	6.4	0.5
Queue Length 50th (ft)	75	37	0	8	54	0	22	125	0	44	206	1
Queue Length 95th (ft)	134	81	0	26	100	64	m35	157	m0	m48	m226	m1
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	180	387	394	112	292	384	112	2293	1048	157	2418	1127
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.15	0.06	0.09	0.25	0.43	0.27	0.47	0.01	0.36	0.59	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	172	463	236	160	864	199	222	722	54	101	996	312
v/c Ratio	0.77	0.29	0.28	0.57	1.00	0.25	0.88	0.75	0.11	0.68	0.91	0.64
Control Delay	77.5	22.7	3.5	61.6	65.2	7.7	63.8	17.9	0.5	55.7	46.8	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.5	22.7	3.5	61.6	65.2	7.7	63.8	17.9	0.5	55.7	46.8	14.8
Queue Length 50th (ft)	69	121	0	62	~673	27	185	84	1	80	244	62
Queue Length 95th (ft)	#125	162	47	98	#949	73	m#294	m101	m0	m#155	#350	95
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	224	1577	838	297	860	805	260	965	492	156	1089	488
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.29	0.28	0.54	1.00	0.25	0.85	0.75	0.11	0.65	0.91	0.64

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

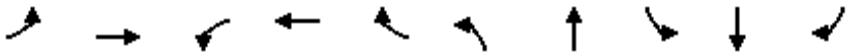


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	94	329	72	40	624	113	731	34	182	687	190
v/c Ratio	0.78	0.45	0.10	0.37	0.93	0.48	0.67	0.06	0.76	0.51	0.26
Control Delay	94.6	29.8	1.2	63.9	57.3	28.0	26.4	2.6	50.0	16.3	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.6	29.8	1.2	63.9	57.3	28.0	26.4	2.6	50.0	16.3	4.3
Queue Length 50th (ft)	73	187	0	30	435	34	314	4	133	257	46
Queue Length 95th (ft)	#166	271	7	68	#654	m42	m345	m8	m169	m308	m56
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	120	742	702	112	708	245	1097	548	240	1336	717
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.44	0.10	0.36	0.88	0.46	0.67	0.06	0.76	0.51	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

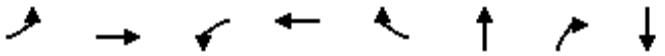
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	606	1092	7	1283	137	17	48	147	9	592
v/c Ratio	0.95	0.45	0.07	0.92	0.26	0.16	0.16	0.32	0.01	0.59
Control Delay	59.5	20.9	52.3	18.9	3.2	57.0	41.0	14.2	6.9	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.5	20.9	52.3	18.9	3.2	57.0	41.0	14.2	6.9	12.1
Queue Length 50th (ft)	180	91	3	385	23	13	28	53	1	167
Queue Length 95th (ft)	#341	230	m5	#454	m24	37	65	88	m2	253
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	636	2413	112	1400	522	112	294	466	779	1004
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.45	0.06	0.92	0.26	0.15	0.16	0.32	0.01	0.59

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	24	480	107	282	22	325	101	55
v/c Ratio	0.15	0.65	0.51	0.60	0.05	0.75	0.20	0.09
Control Delay	39.9	21.6	44.9	33.6	0.2	43.9	2.3	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	21.6	44.9	33.6	0.2	43.9	2.3	20.9
Queue Length 50th (ft)	12	66	53	116	0	162	0	18
Queue Length 95th (ft)	38	117	110	226	0	#320	12	48
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	167	938	245	544	540	432	500	592
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.51	0.44	0.52	0.04	0.75	0.20	0.09

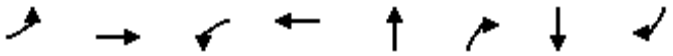
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	32	78	80	77	173
Average Queue (ft)	15	48	45	48	76
95th Queue (ft)	41	72	71	70	124
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	189	854	39	1204	127	22	23	167
v/c Ratio	0.68	0.48	0.12	0.72	0.36	0.05	0.07	0.40
Control Delay	56.0	31.0	35.4	34.7	43.5	0.3	41.3	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	31.0	35.4	34.7	43.5	0.3	41.3	9.7
Queue Length 50th (ft)	123	192	21	261	76	0	13	0
Queue Length 95th (ft)	210	249	53	342	151	0	40	62
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	405	2826	325	2044	351	401	336	421
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.30	0.12	0.59	0.36	0.05	0.07	0.40

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	847	58	1095	71	3	92	7	44
v/c Ratio	0.07	0.58	0.26	0.54	0.32	0.00	0.10	0.03	0.05
Control Delay	29.4	21.8	31.4	16.9	32.5	14.7	1.2	29.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	21.8	31.4	16.9	32.5	14.7	1.2	29.0	0.1
Queue Length 50th (ft)	6	114	24	118	29	1	0	3	0
Queue Length 95th (ft)	23	153	56	206	66	6	10	14	0
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	231	1669	234	2146	234	777	922	231	808
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.51	0.25	0.51	0.30	0.00	0.10	0.03	0.05

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	212	7	452	496	155	511
v/c Ratio	0.86	0.01	0.73	0.45	0.27	0.38
Control Delay	66.5	5.4	32.2	2.4	21.9	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	5.4	32.2	2.4	21.9	5.5
Queue Length 50th (ft)	105	0	198	0	57	83
Queue Length 95th (ft)	#224	6	#306	42	104	127
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	248	860	618	1081	575	1354
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.01	0.73	0.46	0.27	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	82	583	877	398	727
v/c Ratio	0.35	0.87	1.49	0.60	0.92
Control Delay	45.3	20.3	260.5	19.2	47.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	20.3	260.5	19.2	47.3
Queue Length 50th (ft)	55	34	~881	109	431
Queue Length 95th (ft)	87	152	#1078	190	#866
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	561	866	587	662	793
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.67	1.49	0.60	0.92

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	562	200	21	336	97	507	21	279	505	508
v/c Ratio	0.78	0.19	0.18	0.67	0.44	0.39	0.03	0.79	0.32	0.52
Control Delay	48.9	15.6	52.2	24.1	51.6	30.0	0.1	40.2	12.3	1.8
Queue Delay	0.8	0.0	0.0	0.1	0.0	0.5	0.0	0.0	0.0	0.5
Total Delay	49.7	15.6	52.2	24.2	51.6	30.5	0.1	40.2	12.3	2.3
Queue Length 50th (ft)	194	27	14	43	64	138	0	158	79	6
Queue Length 95th (ft)	240	55	40	86	119	228	0	m166	m115	m7
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	815	1164	123	726	221	1297	663	426	1557	976
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	162
Spillback Cap Reductn	74	0	0	38	0	385	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.17	0.17	0.49	0.44	0.56	0.03	0.65	0.32	0.62

Intersection Summary

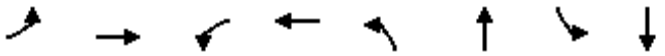
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	71	329	4	506	102	77	543
v/c Ratio	0.40	0.78	0.03	0.55	0.12	0.57	0.51
Control Delay	47.2	47.0	68.5	10.9	1.2	61.9	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.2	47.0	68.5	10.9	1.2	61.9	19.4
Queue Length 50th (ft)	42	186	2	83	1	48	205
Queue Length 95th (ft)	83	274	m2	m94	m1	#106	431
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	348	440	135	925	836	137	1057
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.75	0.03	0.55	0.12	0.56	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	535	286	785	69	832	56	687
v/c Ratio	0.33	1.07	1.13	1.11	0.52	1.18	0.42	0.96
Control Delay	51.0	96.5	138.5	98.3	53.4	125.7	45.4	49.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	96.5	138.5	98.3	53.4	125.7	45.4	49.0
Queue Length 50th (ft)	26	~378	~213	~634	39	~683	35	~468
Queue Length 95th (ft)	62	#585	#376	#867	#77	#913	m59	#664
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	135	500	252	710	135	703	135	718
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	1.07	1.13	1.11	0.51	1.18	0.41	0.96

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	88	205	54	229	87	642	96	25	725
v/c Ratio	0.47	0.52	0.25	0.56	0.38	0.28	0.08	0.19	0.26
Control Delay	50.1	30.6	41.6	41.1	28.7	5.4	0.1	39.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	30.6	41.6	41.1	28.7	5.4	0.1	39.2	7.5
Queue Length 50th (ft)	54	40	32	63	52	41	0	14	69
Queue Length 95th (ft)	100	73	66	98	65	75	0	m13	m98
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	252	805	247	755	252	2309	1225	180	2775
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.25	0.22	0.30	0.35	0.28	0.08	0.14	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

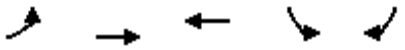


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	106	87	528	76	95	47	519	356	74	674
v/c Ratio	0.17	0.46	0.87	0.42	0.34	0.36	0.28	0.29	0.43	0.33
Control Delay	22.7	40.3	45.8	48.8	5.5	52.1	27.8	1.5	36.9	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.7	40.3	45.8	48.8	5.5	52.1	27.8	1.5	36.9	5.9
Queue Length 50th (ft)	46	40	304	47	0	29	93	0	27	29
Queue Length 95th (ft)	80	85	421	89	17	66	145	32	43	38
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	607	348	693	843	784	135	1837	1249	176	2038
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.25	0.76	0.09	0.12	0.35	0.28	0.29	0.42	0.33

Intersection Summary

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	SB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	8
95th Queue (ft)	28
Link Distance (ft)	255
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	187	1056	1437	10	14
v/c Ratio	0.69	0.41	0.88	0.01	0.02
Control Delay	60.2	14.0	46.2	22.1	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	14.0	46.2	22.1	10.4
Queue Length 50th (ft)	155	119	384	4	0
Queue Length 95th (ft)	221	223	447	17	14
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	752	3976	1634	782	697
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.27	0.88	0.01	0.02

Intersection Summary

Intersection: 64: Iris Avenue & Project Driveway 3

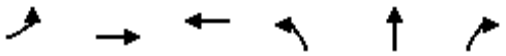
Movement	EB	WB	SB	SB
Directions Served	L	T	L	R
Maximum Queue (ft)	94	54	31	52
Average Queue (ft)	22	2	7	19
95th Queue (ft)	69	21	28	47
Link Distance (ft)		559		352
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250		70	
Storage Blk Time (%)				0
Queuing Penalty (veh)				0



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	3334	2784	260	253	244
v/c Ratio	0.91	0.75	0.78	0.79	0.78
Control Delay	17.6	1.0	59.0	58.4	58.2
Queue Delay	0.0	0.1	0.0	0.0	0.0
Total Delay	17.6	1.1	59.0	58.4	58.2
Queue Length 50th (ft)	610	4	185	178	163
Queue Length 95th (ft)	702	3	#315	#318	#295
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3654	3718	335	320	311
Starvation Cap Reductn	0	112	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.91	0.77	0.78	0.79	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	256	2932	2576	271	270	242
v/c Ratio	0.90	0.77	0.94	0.87	0.78	0.74
Control Delay	58.8	5.8	31.4	70.6	49.9	46.2
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	58.8	6.0	31.4	70.6	49.9	46.2
Queue Length 50th (ft)	180	193	587	197	158	129
Queue Length 95th (ft)	m#206	243	673	#350	#300	#247
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	283	3814	2752	313	346	329
Starvation Cap Reductn	0	267	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.83	0.94	0.87	0.78	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	1198	637	600	1107	95
v/c Ratio	0.77	0.75	0.90	0.36	0.35
Control Delay	27.6	20.5	23.5	3.8	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	20.5	23.5	3.8	3.6
Queue Length 50th (ft)	324	194	312	118	0
Queue Length 95th (ft)	#423	#401	m235	m84	0
Internal Link Dist (ft)	514			122	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1556	846	711	3112	269
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.77	0.75	0.84	0.36	0.35

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	1720	2405	60	313	922	371
v/c Ratio	0.92	0.94	1.33	0.23	0.46	2.96	0.62
Control Delay	102.0	32.5	174.4	23.0	24.7	909.4	28.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.0	32.5	174.4	23.0	24.7	909.4	28.7
Queue Length 50th (ft)	28	336	~940	23	134	~761	168
Queue Length 95th (ft)	m#87	#611	#1081	55	209	#996	264
Internal Link Dist (ft)		233	592		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	84	1830	1812	263	686	311	595
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.94	1.33	0.23	0.46	2.96	0.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	958	1773	9	1343	421	13	160	8	697	1076
v/c Ratio	1.93	0.63	0.08	1.49	0.94	0.19	0.22	0.01	1.64	1.25
Control Delay	453.2	21.2	67.6	246.3	37.3	33.9	26.7	0.0	328.4	143.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	453.2	21.2	67.6	246.3	37.3	33.9	26.7	0.0	328.4	143.7
Queue Length 50th (ft)	~1144	321	8	~781	93	7	84	0	~781	~834
Queue Length 95th (ft)	#1394	460	m9	m#813	m#124	25	136	0	#1015	#1095
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	496	2794	112	902	446	68	712	646	424	862
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.93	0.63	0.08	1.49	0.94	0.19	0.22	0.01	1.64	1.25

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



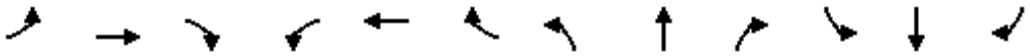
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	174	2317	144	1282	561	262	148	63	260	109
v/c Ratio	0.69	1.24	1.07	0.82	1.24	0.37	0.22	0.48	0.78	0.29
Control Delay	45.3	135.7	131.8	14.9	158.3	23.1	2.5	65.7	64.7	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	135.7	131.8	14.9	158.3	23.1	2.5	65.7	64.7	8.6
Queue Length 50th (ft)	135	~818	~116	213	~540	102	3	47	195	0
Queue Length 95th (ft)	m163	m#725	m#165	m245	m#701	m134	m7	95	#320	44
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	252	1871	135	1590	451	703	675	144	332	374
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	1.24	1.07	0.81	1.24	0.37	0.22	0.44	0.78	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



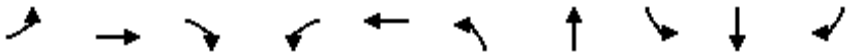
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	308	2367	368	109	1376	123	290	300	107	221	324	397
v/c Ratio	0.88	1.03	0.23	0.90	0.84	0.21	0.98	0.98	0.29	0.70	0.98	0.76
Control Delay	73.3	61.5	0.3	102.1	37.0	8.6	96.4	97.4	8.4	51.1	72.6	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.3	61.5	0.3	102.1	37.0	8.6	96.4	97.4	8.4	51.1	72.6	19.3
Queue Length 50th (ft)	235	~721	0	75	379	16	237	246	0	161	257	87
Queue Length 95th (ft)	#399	#814	0	m#147	444	m34	#425	#436	42	m166	m261	m82
Internal Link Dist (ft)		1195			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	350	2290	1615	121	1655	595	297	305	373	315	331	520
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	1.03	0.23	0.90	0.83	0.21	0.98	0.98	0.29	0.70	0.98	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



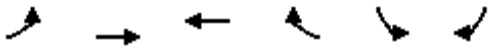
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	345	2089	126	90	1620	79	490	546	505	229
v/c Ratio	0.92	1.16	0.15	0.80	0.90	0.37	0.84	1.10	0.54	0.43
Control Delay	39.8	86.2	0.1	101.7	38.4	57.5	53.2	118.3	41.4	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	86.2	0.1	101.7	38.4	57.5	53.2	118.3	41.4	15.6
Queue Length 50th (ft)	254	~1026	0	75	245	31	191	~247	182	45
Queue Length 95th (ft)	m234	m#810	m0	m#108	m323	57	#270	#359	240	120
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	377	1805	853	112	1805	218	586	496	941	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	1.16	0.15	0.80	0.90	0.36	0.84	1.10	0.54	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

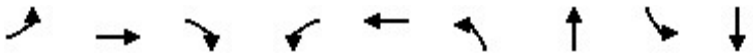
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	88	2780	1346	180	413	270
v/c Ratio	0.37	0.97	0.74	0.15	0.37	0.32
Control Delay	27.1	22.5	13.2	1.3	11.6	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	22.5	13.2	1.3	11.6	4.0
Queue Length 50th (ft)	33	408	159	5	101	30
Queue Length 95th (ft)	m36	m392	m139	m6	m109	m42
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	239	2852	1850	1232	1108	836
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.97	0.73	0.15	0.37	0.32

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



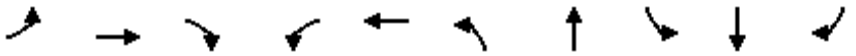
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	2289	269	381	1777	157	585	249	438
v/c Ratio	0.65	1.41	0.35	1.49	0.73	1.16	0.91	1.38	0.61
Control Delay	65.1	209.5	8.7	260.0	7.5	141.6	64.3	243.4	45.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	209.5	8.7	260.0	7.5	141.6	64.3	243.4	45.7
Queue Length 50th (ft)	102	~1245	42	~416	88	~149	236	~256	155
Queue Length 95th (ft)	m88	m#1013	m30	m#452	m185	m#142	m217	#422	212
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	243	1624	779	255	2447	135	643	180	716
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	1.41	0.35	1.49	0.73	1.16	0.91	1.38	0.61

Intersection Summary

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m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	646	2157	462	12	1484	163	150	232	236	238
v/c Ratio	1.16	0.73	0.43	0.11	1.08	0.54	0.24	1.10	0.32	0.27
Control Delay	125.4	21.6	6.2	45.8	76.1	59.9	41.2	117.0	19.1	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.4	21.6	6.2	45.8	76.1	59.9	41.2	117.0	19.1	8.4
Queue Length 50th (ft)	~612	398	38	9	~453	63	50	~211	65	77
Queue Length 95th (ft)	m#671	m524	m88	m11	#335	100	81	m#267	m74	m90
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	556	2956	1063	112	1376	300	628	210	743	870
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.73	0.43	0.11	1.08	0.54	0.24	1.10	0.32	0.27

Intersection Summary

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m Volume for 95th percentile queue is metered by upstream signal.



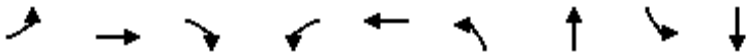
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	241	2314	178	88	1919	204	543	103	382	511	206
v/c Ratio	0.98	1.02	0.18	0.79	1.03	0.76	0.95	0.30	1.02	0.65	0.31
Control Delay	65.8	44.6	2.7	97.1	35.9	61.9	71.8	7.8	100.0	47.5	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	44.6	2.7	97.1	35.9	61.9	71.8	7.8	100.0	47.5	16.4
Queue Length 50th (ft)	196	~697	20	66	~580	159	228	18	~315	191	63
Queue Length 95th (ft)	m144	m504	m13	m78	#650	m#262	#338	m19	#509	252	123
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	246	2277	969	112	1862	267	571	348	373	782	674
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	1.02	0.18	0.79	1.03	0.76	0.95	0.30	1.02	0.65	0.31

Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	178	1278	877	7	816	569	475	180	728
v/c Ratio	0.79	0.84	0.77	0.07	0.81	0.85	0.41	0.72	0.76
Control Delay	58.1	22.6	7.8	38.3	28.8	59.8	35.0	65.0	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.1	22.6	7.8	38.3	28.8	59.8	35.0	65.0	28.3
Queue Length 50th (ft)	127	365	58	5	256	221	154	100	121
Queue Length 95th (ft)	m172	m#624	m248	m13	343	#307	222	m128	#363
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	243	1532	1135	112	1110	671	1146	317	953
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.83	0.77	0.06	0.74	0.85	0.41	0.57	0.76

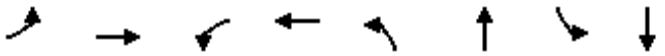
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	175	221	852	153	362	1193
v/c Ratio	0.42	0.57	0.62	0.22	0.30	0.42
Control Delay	25.3	11.9	22.9	4.9	19.7	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.3	11.9	22.9	4.9	19.7	3.6
Queue Length 50th (ft)	44	24	176	3	66	73
Queue Length 95th (ft)	71	90	254	41	99	125
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	875	569	1375	703	1225	2819
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.39	0.62	0.22	0.30	0.42

Intersection Summary



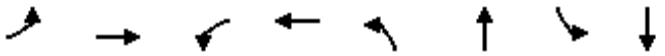
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	295	2320	159	1651	203	503	287	537
v/c Ratio	0.89	1.02	0.95	0.91	0.87	0.83	0.98	0.74
Control Delay	42.8	34.8	63.8	14.6	80.8	49.9	97.2	49.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	34.8	63.8	14.6	80.8	49.9	97.2	49.8
Queue Length 50th (ft)	233	~448	128	315	166	205	224	197
Queue Length 95th (ft)	m231	m#330	m130	m250	#300	#276	#401	261
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	330	2267	168	1806	233	609	294	722
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	1.02	0.95	0.91	0.87	0.83	0.98	0.74

Intersection Summary

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Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

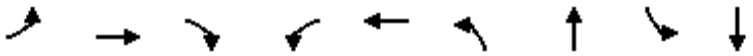


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	1320	46	623	127	510	75	694
v/c Ratio	0.54	0.89	0.41	0.44	0.71	0.43	0.46	0.64
Control Delay	84.8	16.5	79.9	9.0	73.3	35.0	29.4	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.8	16.5	79.9	9.0	73.3	35.0	29.4	14.4
Queue Length 50th (ft)	71	124	36	58	96	174	47	144
Queue Length 95th (ft)	m91	84	m49	m121	#173	231	m52	m160
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	189	1535	117	1427	197	1173	177	1077
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.86	0.39	0.44	0.64	0.43	0.42	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	382	96	17	510	82	318	362	275
v/c Ratio	0.09	0.51	0.20	0.06	0.68	0.42	0.25	0.78	0.14
Control Delay	39.3	44.9	13.6	34.0	24.9	39.9	18.8	43.3	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	44.9	13.6	34.0	24.9	39.9	18.8	43.3	12.3
Queue Length 50th (ft)	7	106	0	4	83	39	51	158	30
Queue Length 95th (ft)	19	150	28	13	125	81	94	#353	73
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	328	920	543	328	913	216	1276	462	1900
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.42	0.18	0.05	0.56	0.38	0.25	0.78	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
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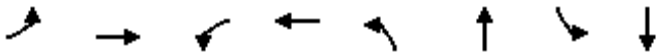
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	501	1629	477	493	1396	470	987	326	274	1288	241
v/c Ratio	0.99	1.43	0.71	1.30	0.97	1.57	0.95	0.53	0.99	1.30	0.47
Control Delay	54.4	216.8	9.1	195.9	46.3	291.2	35.1	5.1	103.5	178.2	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.4	216.8	9.1	195.9	46.3	291.2	35.1	5.1	103.5	178.2	21.3
Queue Length 50th (ft)	214	~928	146	~246	323	~523	402	53	214	~671	76
Queue Length 95th (ft)	m214	m#917	m147	m#343	#481	m#723	#533	m66	#391	#808	156
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		150
Base Capacity (vph)	504	1143	672	379	1438	300	1040	617	276	992	514
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	1.43	0.71	1.30	0.97	1.57	0.95	0.53	0.99	1.30	0.47

Intersection Summary

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	101	1112	136	642	254	1615	177	1973
v/c Ratio	0.71	1.11	1.01	0.64	1.06	0.80	0.87	1.02
Control Delay	69.7	78.8	107.0	10.8	124.1	35.4	69.6	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.7	78.8	107.0	10.8	124.1	35.4	69.6	35.1
Queue Length 50th (ft)	67	~502	~113	63	~215	398	133	~606
Queue Length 95th (ft)	m89	#624	m#249	80	#383	460	m121	m246
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	150	1006	135	997	240	2025	209	1937
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	1.11	1.01	0.64	1.06	0.80	0.85	1.02

Intersection Summary

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Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	84	629	441	578	266	1580	456	382	1746
v/c Ratio	0.54	1.07	1.09	0.51	1.11	1.02	0.73	1.16	0.97
Control Delay	65.1	100.0	113.8	29.4	100.2	28.6	9.3	143.2	53.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	100.0	113.8	29.4	100.2	28.6	9.3	143.2	53.0
Queue Length 50th (ft)	63	~262	~384	158	~241	~486	183	~349	482
Queue Length 95th (ft)	116	#384	#587	222	m#219	m358	m147	#542	#594
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	185	589	406	1133	240	1556	624	330	1807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	1.07	1.09	0.51	1.11	1.02	0.73	1.16	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	171	131	404	134	107	2492	130	2282
v/c Ratio	0.71	0.43	0.98	0.29	0.96	1.10	1.08	0.98
Control Delay	65.8	14.8	87.1	8.4	126.7	74.4	104.2	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	14.8	87.1	8.4	126.7	74.4	104.2	17.3
Queue Length 50th (ft)	128	9	~318	0	79	~803	~114	198
Queue Length 95th (ft)	200	66	#555	53	m#184	m#874	m#116	m200
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	290	344	412	460	112	2271	120	2325
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.38	0.98	0.29	0.96	1.10	1.08	0.98

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



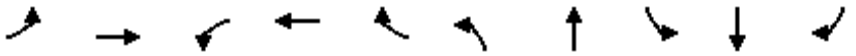
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	249	192	186	2267	2769
v/c Ratio	1.11	0.38	1.13	0.54	0.79
Control Delay	139.8	15.4	130.6	2.1	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	139.8	15.4	130.6	2.1	5.3
Queue Length 50th (ft)	~220	38	~169	42	120
Queue Length 95th (ft)	#386	103	m#257	155	m119
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	225	501	165	4192	3516
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.11	0.38	1.13	0.54	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

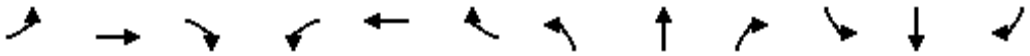
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	109	248	160	27	139	29	2331	125	2542	97
v/c Ratio	0.48	0.62	0.84	0.21	0.58	0.25	0.77	0.80	0.76	0.08
Control Delay	55.9	31.9	87.4	55.6	18.5	45.5	18.2	58.8	4.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	31.9	87.4	55.6	18.5	45.5	18.2	58.8	4.6	0.2
Queue Length 50th (ft)	79	48	123	20	0	19	567	97	39	0
Queue Length 95th (ft)	137	86	#241	49	61	m21	m621	m#128	345	m0
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	226	606	195	323	389	121	3011	157	3337	1284
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.41	0.82	0.08	0.36	0.24	0.77	0.80	0.76	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



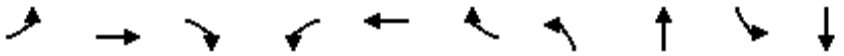
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	647	825	344	19	554	377	139	1259	20	561	1868	614
v/c Ratio	1.13	0.49	0.39	0.09	0.72	0.78	0.64	0.99	0.04	1.03	1.06	0.76
Control Delay	118.3	24.5	6.8	54.6	54.5	25.0	68.7	67.6	0.1	81.9	64.6	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.3	24.5	6.8	54.6	54.5	25.0	68.7	67.6	0.1	81.9	64.6	13.4
Queue Length 50th (ft)	~582	208	29	7	150	65	55	357	0	~244	~610	218
Queue Length 95th (ft)	#810	315	104	20	193	#194	#90	#462	0	m#356	#698	433
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	571	1667	890	218	799	490	218	1275	486	544	1757	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.49	0.39	0.09	0.69	0.77	0.64	0.99	0.04	1.03	1.06	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	188	1846	235	63	1401	239	147	329	163	469
v/c Ratio	0.78	0.98	0.23	0.43	0.85	0.26	0.67	0.96	0.94	0.60
Control Delay	40.6	18.3	0.1	63.2	12.7	0.3	54.2	70.9	107.6	41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	18.3	0.1	63.2	12.7	0.3	54.2	70.9	107.6	41.3
Queue Length 50th (ft)	147	~758	0	47	248	0	59	255	127	154
Queue Length 95th (ft)	m126	m569	m0	m40	m146	m0	#100	#402	#262	212
Internal Link Dist (ft)		2564			564			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	240	1892	1034	315	1705	922	221	343	174	783
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.98	0.23	0.20	0.82	0.26	0.67	0.96	0.94	0.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	42	1006	55	622	107	402	94	533	74
v/c Ratio	0.21	0.87	0.49	0.59	0.65	0.28	0.56	0.69	0.10
Control Delay	35.5	26.3	43.2	16.9	71.4	26.0	78.0	29.0	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	26.3	43.2	16.9	71.4	26.0	78.0	29.0	0.7
Queue Length 50th (ft)	29	363	22	263	81	113	75	407	0
Queue Length 95th (ft)	m29	m355	m58	m313	#157	161	m121	540	m1
Internal Link Dist (ft)		2608		1901		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	207	1210	114	1281	165	1434	216	768	714
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.83	0.48	0.49	0.65	0.28	0.44	0.69	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	176	1299	771	1020	211	101	1135	122	425
v/c Ratio	0.75	1.32	1.43	0.64	0.23	0.68	1.13dr	1.02	0.57
Control Delay	69.8	187.5	235.1	28.5	2.7	76.6	63.8	142.2	43.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.8	187.5	235.1	28.5	2.7	76.6	63.8	142.2	43.2
Queue Length 50th (ft)	132	~686	~806	322	1	77	~333	~98	147
Queue Length 95th (ft)	208	#826	#1045	402	38	#153	#471	#225	202
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	270	983	541	1605	914	156	1093	120	749
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	1.32	1.43	0.64	0.23	0.65	1.04	1.02	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	146	1572	267	158	1162	85	201	520	221	71	738
v/c Ratio	1.22	1.84	0.35	1.17	1.34	0.10	1.34	0.98	0.37	0.63	1.52
Control Delay	151.4	399.5	10.6	178.6	188.4	6.9	220.3	52.1	5.0	79.9	278.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	151.4	399.5	10.6	178.6	188.4	6.9	220.3	52.1	5.0	79.9	278.9
Queue Length 50th (ft)	~136	~1832	39	~146	~1171	14	~209	405	15	55	~802
Queue Length 95th (ft)	m#142	m#1902	m45	#284	#1429	37	#365	#632	38	#122	#1043
Internal Link Dist (ft)		1908			333			2560			507
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	120	855	760	135	870	840	150	530	590	112	484
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	1.84	0.35	1.17	1.34	0.10	1.34	0.98	0.37	0.63	1.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

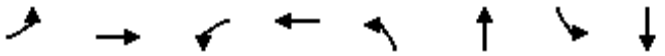
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	55	843	425	511	169	121	650	357	91	873
v/c Ratio	0.12	0.91	0.93	0.52	0.30	0.85	0.66	0.22	0.61	0.88
Control Delay	9.1	27.4	72.1	41.3	6.7	99.1	43.2	0.3	44.1	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.1	27.4	72.1	41.3	6.7	99.1	43.2	0.3	44.1	20.5
Queue Length 50th (ft)	12	315	319	194	0	94	240	0	76	276
Queue Length 95th (ft)	m26	#426	#506	235	53	#204	307	0	m73	m181
Internal Link Dist (ft)		515		289			2569			2560
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	469	943	472	1650	820	142	981	1615	150	993
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.89	0.90	0.31	0.21	0.85	0.66	0.22	0.61	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	343	39	215	188	991	79	1333
v/c Ratio	0.90	0.50	0.30	0.32	0.78	0.37	0.21	0.51
Control Delay	85.5	24.6	42.1	20.6	34.8	5.1	5.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.5	24.6	42.1	20.6	34.8	5.1	5.8	6.0
Queue Length 50th (ft)	107	61	22	34	64	101	13	154
Queue Length 95th (ft)	#229	105	54	67	#229	128	31	193
Internal Link Dist (ft)		979		277		972		2569
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	200	708	137	706	240	2662	371	2636
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.48	0.28	0.30	0.78	0.37	0.21	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	373	1740	697	1580	353	627	709	410	944
v/c Ratio	0.87	1.10	1.00	0.80	1.10	0.78	0.99	0.87	1.00
Control Delay	72.3	93.8	81.2	36.3	129.8	51.5	59.4	70.3	73.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.3	93.8	81.2	36.3	129.8	51.5	59.4	70.3	73.0
Queue Length 50th (ft)	147	~546	280	391	~159	242	454	162	~378
Queue Length 95th (ft)	#228	#644	#408	453	#257	311	#763	#246	#526
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	434	1578	700	1976	321	806	719	472	941
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	1.10	1.00	0.80	1.10	0.78	0.99	0.87	1.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

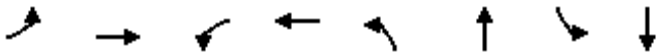
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	304	49	217	60	40	77	117	1239	85	121	1669
v/c Ratio	0.80	0.12	0.44	0.44	0.29	0.32	0.85	0.70	0.09	0.67	0.92
Control Delay	59.1	38.6	10.1	58.7	52.9	5.0	98.3	17.5	3.2	66.9	33.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	38.6	10.1	58.7	52.9	5.0	98.3	17.5	3.2	66.9	33.7
Queue Length 50th (ft)	209	29	9	41	27	0	89	183	6	84	544
Queue Length 95th (ft)	#391	64	76	85	61	10	#196	320	32	#166	#685
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	382	399	491	149	319	375	137	1762	943	180	1824
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.12	0.44	0.40	0.13	0.21	0.85	0.70	0.09	0.67	0.92

Intersection Summary

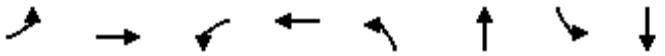
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	2	10	29	1	1304	30	1635
v/c Ratio	0.10	0.01	0.09	0.09	0.01	0.43	0.23	0.51
Control Delay	50.1	0.0	49.9	0.5	43.0	8.1	43.3	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	0.0	49.9	0.5	43.0	8.1	43.3	1.0
Queue Length 50th (ft)	7	0	7	0	1	161	22	24
Queue Length 95th (ft)	26	0	25	0	m1	376	m29	62
Internal Link Dist (ft)		149		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	470	609	471	609	213	3050	278	3226
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.00	0.02	0.05	0.00	0.43	0.11	0.51

Intersection Summary

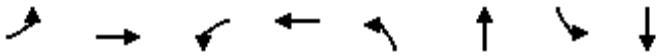
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	4	4	35	2	1302	60	1592
v/c Ratio	0.12	0.03	0.04	0.25	0.02	0.44	0.42	0.49
Control Delay	50.5	35.2	48.2	22.0	65.5	1.7	38.2	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	35.2	48.2	22.0	65.5	1.7	38.2	1.9
Queue Length 50th (ft)	9	1	3	1	1	39	41	29
Queue Length 95th (ft)	29	12	14	34	m3	120	m79	138
Internal Link Dist (ft)		78		321		1240		1452
Turn Bay Length (ft)			50		150		215	
Base Capacity (vph)	285	293	285	305	123	2927	164	3224
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.01	0.01	0.11	0.02	0.44	0.37	0.49

Intersection Summary

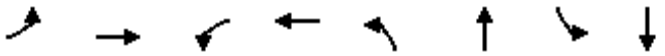
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	29	64	47	10	1247	76	1533
v/c Ratio	0.51	0.15	0.45	0.23	0.09	0.47	0.46	0.51
Control Delay	58.8	28.3	55.4	16.8	31.4	2.5	67.6	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	28.3	55.4	16.8	31.4	2.5	67.6	2.4
Queue Length 50th (ft)	49	9	43	2	7	15	56	34
Queue Length 95th (ft)	93	36	84	36	m14	101	106	201
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	250	330	254	333	131	2666	215	2991
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.09	0.25	0.14	0.08	0.47	0.35	0.51

Intersection Summary

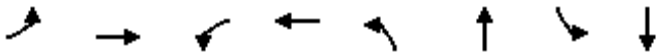
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	51	7	8	5	22	1222	9	1552
v/c Ratio	0.41	0.05	0.06	0.03	0.08	0.40	0.08	0.58
Control Delay	56.6	28.0	45.4	30.4	47.8	8.8	56.9	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.6	28.0	45.4	30.4	47.8	8.8	56.9	14.8
Queue Length 50th (ft)	35	1	5	1	17	320	7	35
Queue Length 95th (ft)	72	15	21	12	m30	501	m13	351
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	246	287	247	288	508	3052	131	2656
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.02	0.03	0.02	0.04	0.40	0.07	0.58

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	10	25	71	116	64	1202	148	1467
v/c Ratio	0.08	0.19	0.44	0.39	0.52	0.54	0.73	0.59
Control Delay	48.6	27.0	55.2	13.0	64.3	14.1	76.7	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	27.0	55.2	13.0	64.3	14.1	76.7	12.1
Queue Length 50th (ft)	7	3	48	2	44	262	112	76
Queue Length 95th (ft)	24	31	92	56	90	363	#195	651
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	303	297	305	376	127	2235	216	2485
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.08	0.23	0.31	0.50	0.54	0.69	0.59

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

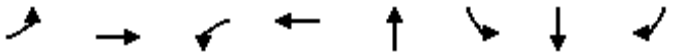


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	383	2014	552	113	1117	670	242	858	717	1138	373
v/c Ratio	1.00	1.08	0.34	0.94	0.98	0.88	0.92	0.96	1.07	0.86	0.53
Control Delay	100.2	84.8	0.6	123.9	63.2	31.8	94.4	65.5	100.7	43.1	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.2	84.8	0.6	123.9	63.2	31.8	94.4	65.5	100.7	43.1	17.3
Queue Length 50th (ft)	~155	~640	0	89	449	249	97	343	~317	425	109
Queue Length 95th (ft)	#259	#735	0	#206	#598	#490	#176	#475	#437	518	204
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	382	1858	1615	120	1140	760	262	897	671	1323	709
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	1.08	0.34	0.94	0.98	0.88	0.92	0.96	1.07	0.86	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	199	2200	6	2164	4	117	1	124
v/c Ratio	0.75	0.71	0.04	0.94	0.01	0.27	0.00	0.22
Control Delay	64.8	19.8	48.7	40.4	0.0	33.9	30.0	6.5
Queue Delay	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.8	20.2	48.7	40.4	0.0	33.9	30.0	6.5
Queue Length 50th (ft)	144	359	4	559	0	67	1	0
Queue Length 95th (ft)	226	650	17	#714	0	122	5	45
Internal Link Dist (ft)		628		799	118		430	
Turn Bay Length (ft)	230		110			200		200
Base Capacity (vph)	325	3077	279	2302	542	431	572	565
Starvation Cap Reductn	0	394	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.82	0.02	0.94	0.01	0.27	0.00	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	118	2356	43	2016	245	243
v/c Ratio	0.58	0.87	0.25	0.79	0.64	0.62
Control Delay	59.4	28.2	50.7	26.7	38.1	37.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	28.2	50.7	26.7	38.1	37.4
Queue Length 50th (ft)	83	538	30	425	129	127
Queue Length 95th (ft)	143	677	65	536	235	231
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	306	2709	274	2621	385	390
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.87	0.16	0.77	0.64	0.62

Intersection Summary



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2268	27	2210	56	25
v/c Ratio	0.88	0.16	0.72	0.09	0.04
Control Delay	33.1	36.9	10.2	28.1	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	36.9	10.2	28.1	10.0
Queue Length 50th (ft)	616	18	215	30	0
Queue Length 95th (ft)	#746	m21	225	61	20
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2573	210	3112	622	573
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.88	0.13	0.71	0.09	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	17	38	208	292	49	61	234	589	812	33	300
v/c Ratio	0.17	0.25	0.35	0.87	0.11	0.09	0.72	0.34	0.59	0.24	0.23
Control Delay	44.6	42.0	5.0	63.1	27.4	0.2	42.5	25.5	4.1	42.6	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	42.0	5.0	63.1	27.4	0.2	42.5	25.5	4.1	42.6	21.9
Queue Length 50th (ft)	9	21	0	162	19	0	137	154	17	18	66
Queue Length 95th (ft)	31	50	46	#302	51	0	m#216	213	133	46	101
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	100	253	595	340	528	698	324	1758	1378	142	1299
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.15	0.35	0.86	0.09	0.09	0.72	0.34	0.59	0.23	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

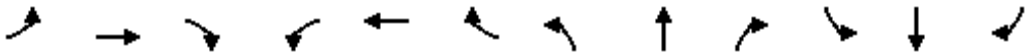
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	104	310	314	1720	39	744
v/c Ratio	0.43	0.71	0.72	0.73	0.33	0.28
Control Delay	40.3	16.7	17.4	14.3	43.9	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.3	16.7	17.4	14.3	43.9	9.8
Queue Length 50th (ft)	55	22	25	368	23	111
Queue Length 95th (ft)	100	106	109	490	m45	m152
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	320	494	493	2356	119	2646
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.63	0.64	0.73	0.33	0.28

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



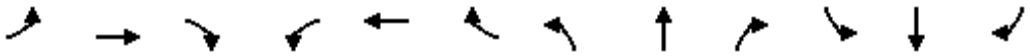
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	127	583	118	549	420	95	49	1299	642	43	1047	90
v/c Ratio	0.64	1.02	0.31	1.07	0.35	0.16	0.45	0.94	0.81	0.39	0.76	0.13
Control Delay	65.5	92.9	5.0	102.6	32.0	3.7	72.2	30.4	12.6	64.7	37.4	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.5	92.9	5.0	102.6	32.0	3.7	72.2	30.4	12.6	64.7	37.4	2.6
Queue Length 50th (ft)	95	~252	0	~473	130	0	36	468	128	33	380	0
Queue Length 95th (ft)	158	#369	26	#690	181	26	m53	#673	#342	72	466	20
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	245	571	380	511	1197	599	112	1377	795	112	1378	668
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	1.02	0.31	1.07	0.35	0.16	0.44	0.94	0.81	0.38	0.76	0.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

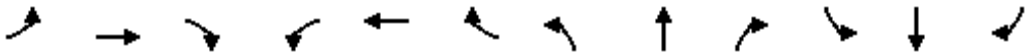
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	128	112	79	9	90	79	37	1520	36	111	1246	106
v/c Ratio	0.64	0.28	0.20	0.07	0.52	0.31	0.34	0.73	0.04	0.71	0.54	0.10
Control Delay	65.1	42.6	9.9	51.8	61.7	5.8	51.3	4.2	0.0	61.3	11.7	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	42.6	9.9	51.8	61.7	5.8	51.3	4.2	0.0	61.3	11.7	2.3
Queue Length 50th (ft)	95	70	0	7	68	0	30	47	0	86	195	2
Queue Length 95th (ft)	160	139	43	23	118	17	m37	m57	m0	m105	m214	m7
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	210	423	417	130	292	348	112	2079	955	165	2306	1055
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.26	0.19	0.07	0.31	0.23	0.33	0.73	0.04	0.67	0.54	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	398	1081	264	50	813	118	240	992	144	84	943	250
v/c Ratio	1.05	0.65	0.33	0.24	1.09	0.17	0.83	0.90	0.25	0.75	0.88	0.48
Control Delay	111.3	28.1	10.5	67.7	71.9	0.3	50.4	33.9	1.3	71.0	39.5	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.3	28.1	10.5	67.7	71.9	0.3	50.4	33.9	1.3	71.0	39.5	11.9
Queue Length 50th (ft)	~173	344	53	18	~695	0	115	410	2	67	273	62
Queue Length 95th (ft)	#274	424	115	m21	m#448	m1	m#232	m#504	m5	#150	#350	142
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	379	1654	811	218	744	696	315	1098	584	112	1069	522
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.65	0.33	0.23	1.09	0.17	0.76	0.90	0.25	0.75	0.88	0.48

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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m Volume for 95th percentile queue is metered by upstream signal.

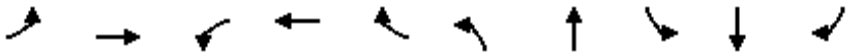


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	134	525	86	104	557	37	717	68	254	912	124
v/c Ratio	0.88	0.84	0.14	0.83	0.96	0.17	0.64	0.12	0.89	0.57	0.16
Control Delay	100.3	50.9	2.6	99.1	68.6	64.5	66.8	20.1	49.9	9.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.3	50.9	2.6	99.1	68.6	64.5	66.8	20.1	49.9	9.4	0.5
Queue Length 50th (ft)	105	373	0	81	406	14	293	23	202	68	0
Queue Length 95th (ft)	#224	#550	18	#182	#632	m22	356	m38	m#270	m86	m1
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	153	633	617	126	590	262	1114	569	287	1602	771
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.83	0.14	0.83	0.94	0.14	0.64	0.12	0.89	0.57	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

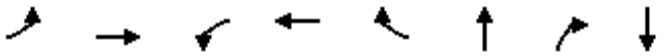


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	585	1637	21	1404	199	12	48	202	46	819
v/c Ratio	0.77	0.59	0.19	0.84	0.32	0.11	0.15	0.73	0.08	0.88
Control Delay	22.4	9.3	27.1	57.1	25.0	55.9	33.5	68.7	25.7	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	9.3	27.1	57.1	25.0	55.9	33.5	68.7	25.7	33.8
Queue Length 50th (ft)	181	6	13	275	71	9	22	168	34	640
Queue Length 95th (ft)	m220	130	m18	#339	m107	30	58	m242	m58	#837
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	758	2767	112	1676	626	112	324	345	613	931
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.59	0.19	0.84	0.32	0.11	0.15	0.59	0.08	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	9	434	118	246	13	141	130	68
v/c Ratio	0.05	0.63	0.61	0.45	0.02	0.29	0.25	0.14
Control Delay	33.7	29.4	48.5	24.7	0.1	25.7	6.5	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	29.4	48.5	24.7	0.1	25.7	6.5	22.5
Queue Length 50th (ft)	4	90	54	85	0	53	0	22
Queue Length 95th (ft)	18	135	#131	178	0	108	41	57
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	187	924	200	609	601	484	515	479
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.47	0.59	0.40	0.02	0.29	0.25	0.14

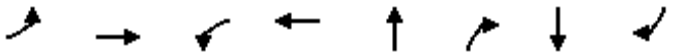
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	55	56	55	56	116
Average Queue (ft)	22	38	34	35	67
95th Queue (ft)	48	56	53	56	104
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	99	1666	40	1144	89	33	32	228
v/c Ratio	0.32	0.74	0.36	0.72	0.22	0.08	0.10	0.50
Control Delay	29.7	13.5	63.0	39.4	43.6	0.3	43.2	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	13.5	63.0	39.4	43.6	0.3	43.2	9.6
Queue Length 50th (ft)	55	25	30	288	60	0	21	0
Queue Length 95th (ft)	132	203	67	309	111	0	51	70
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	330	2368	117	1934	396	433	317	459
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.70	0.34	0.59	0.22	0.08	0.10	0.50

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	35	1596	223	1110	56	2	131	13	25
v/c Ratio	0.27	0.73	0.72	0.37	0.42	0.00	0.18	0.10	0.07
Control Delay	58.0	28.3	57.4	13.4	62.3	39.0	4.0	54.5	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.0	28.3	57.4	13.4	62.3	39.0	4.0	54.5	19.2
Queue Length 50th (ft)	25	341	156	167	40	1	3	9	2
Queue Length 95th (ft)	61	426	245	198	87	9	34	31	28
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	133	2548	421	3388	140	476	788	133	357
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.63	0.53	0.33	0.40	0.00	0.17	0.10	0.07

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	277	32	595	636	128	385
v/c Ratio	0.68	0.04	0.70	0.47	0.53	0.33
Control Delay	36.0	3.5	28.0	2.8	39.5	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	3.5	28.0	2.8	39.5	9.0
Queue Length 50th (ft)	126	0	245	26	60	81
Queue Length 95th (ft)	187	11	#521	72	108	158
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	541	797	854	1389	327	1182
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.04	0.70	0.46	0.39	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	152	810	1073	518	661
v/c Ratio	0.36	0.93	1.83	0.77	1.18
Control Delay	35.7	25.9	404.2	26.3	133.7
Queue Delay	0.0	0.0	0.0	0.8	0.0
Total Delay	35.7	25.9	404.2	27.1	133.7
Queue Length 50th (ft)	86	117	~1177	161	~606
Queue Length 95th (ft)	135	#391	#1391	m280	#893
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	557	946	587	673	561
Starvation Cap Reductn	0	0	0	33	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.86	1.83	0.81	1.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	743	431	84	491	195	502	99	266	629	562
v/c Ratio	0.85	0.39	0.52	0.75	0.68	0.45	0.17	0.80	0.52	0.64
Control Delay	49.1	14.6	58.7	21.1	56.6	34.5	3.7	33.8	17.6	2.2
Queue Delay	19.9	0.0	0.0	0.5	0.0	0.7	0.0	0.0	0.0	0.6
Total Delay	69.0	14.6	58.7	21.7	56.6	35.2	3.7	33.8	17.6	2.8
Queue Length 50th (ft)	252	56	57	51	131	154	0	139	114	7
Queue Length 95th (ft)	325	93	107	101	#220	230	26	m119	m155	m4
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	938	1225	193	829	287	1119	589	381	1211	885
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	95
Spillback Cap Reductn	206	0	0	97	0	314	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.35	0.44	0.67	0.68	0.62	0.17	0.70	0.52	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



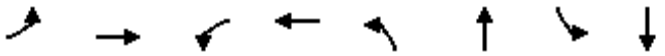
Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	152	442	12	867	316	116	954
v/c Ratio	0.67	0.96	0.11	1.06	0.41	0.97	1.02
Control Delay	62.1	77.6	70.0	47.6	1.5	129.9	67.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	77.6	70.0	47.6	1.5	129.9	67.0
Queue Length 50th (ft)	108	330	9	~735	14	91	674
Queue Length 95th (ft)	174	#588	m6	m177	m7	#212	#1133
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	290	459	112	815	769	120	931
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.96	0.11	1.06	0.41	0.97	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	169	938	317	742	121	1186	124	1057
v/c Ratio	1.25	1.71	1.63	1.23	1.08	1.62	1.03	1.39
Control Delay	187.2	350.7	338.2	152.3	164.5	314.0	96.7	200.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	187.2	350.7	338.2	152.3	164.5	314.0	96.7	200.9
Queue Length 50th (ft)	~164	~1083	~353	~707	~98	~1352	~105	~1106
Queue Length 95th (ft)	m#308	#1295	#534	#946	#236	#1618	m#105	m#1070
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	135	547	195	604	112	734	120	759
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.25	1.71	1.63	1.23	1.08	1.62	1.03	1.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	133	403	75	305	110	916	107	155	1054
v/c Ratio	0.62	0.73	0.47	0.68	0.57	0.50	0.11	0.67	0.39
Control Delay	62.5	47.4	60.9	46.3	66.9	33.5	7.2	34.2	25.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	47.4	60.9	46.3	66.9	33.5	7.2	34.2	25.8
Queue Length 50th (ft)	100	130	56	92	41	197	0	105	288
Queue Length 95th (ft)	159	175	103	136	134	410	82	m77	m204
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	288	820	213	682	192	1820	1033	303	2689
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.49	0.35	0.45	0.57	0.50	0.10	0.51	0.39

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



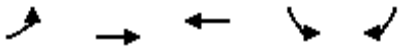
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	104	94	516	78	73	50	856	706	115	925
v/c Ratio	0.59	0.54	0.85	0.12	0.12	0.45	0.48	0.57	0.68	0.46
Control Delay	65.5	53.3	50.3	26.7	1.3	67.3	33.7	4.6	95.6	48.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.5	53.3	50.3	26.7	1.3	67.3	33.7	4.6	95.6	48.8
Queue Length 50th (ft)	78	58	363	42	0	38	193	58	94	236
Queue Length 95th (ft)	135	110	468	70	8	81	269	149	#161	304
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	219	290	675	758	706	114	1800	1261	180	2025
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.32	0.76	0.10	0.10	0.44	0.48	0.56	0.64	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	EB	EB	EB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	104	118	147	76
Average Queue (ft)	11	14	19	40
95th Queue (ft)	59	71	97	64
Link Distance (ft)	1101	1101	1101	255
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	139	1710	1482	49	44
v/c Ratio	0.63	0.64	0.80	0.06	0.06
Control Delay	73.7	34.2	70.5	23.4	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	73.7	34.2	70.5	23.4	7.3
Queue Length 50th (ft)	114	454	438	23	0
Queue Length 95th (ft)	152	403	492	52	25
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	511	3544	1898	759	705
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.48	0.78	0.06	0.06

Intersection Summary

Intersection: 64: Iris Avenue & Project Driveway 3

Movement	EB	EB	EB	EB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (ft)	32	316	305	338	31	54	53
Average Queue (ft)	13	14	14	18	1	21	29
95th Queue (ft)	37	123	119	134	12	54	48
Link Distance (ft)		570	570	570	559		352
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	250					70	
Storage Blk Time (%)		0				0	0
Queuing Penalty (veh)		0				0	0



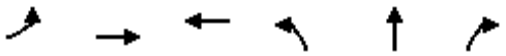
Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2106	3662	205	199	187
v/c Ratio	0.61	1.03	0.50	0.52	0.50
Control Delay	10.8	24.9	44.0	43.1	42.5
Queue Delay	0.0	4.6	0.0	0.0	0.0
Total Delay	10.8	29.5	44.0	43.1	42.5
Queue Length 50th (ft)	287	~1098	144	140	125
Queue Length 95th (ft)	327	m#1101	226	226	204
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3458	3555	414	386	377
Starvation Cap Reductn	0	41	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	1.04	0.50	0.52	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	69	1847	2929	433	434	147
v/c Ratio	0.60	0.56	1.01	0.86	0.90	0.31
Control Delay	68.3	9.2	21.7	59.7	65.3	25.7
Queue Delay	0.0	0.0	32.8	0.0	0.0	0.0
Total Delay	68.3	9.2	54.5	59.7	65.3	25.7
Queue Length 50th (ft)	54	179	~282	344	364	65
Queue Length 95th (ft)	m93	196	m180	#550	#596	127
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	117	3427	2903	501	480	479
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	224	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.54	1.09	0.86	0.90	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	384	183	514	2078	423
v/c Ratio	0.33	0.28	1.17	0.94	0.83
Control Delay	27.8	5.1	115.5	28.1	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	5.1	115.5	28.1	44.3
Queue Length 50th (ft)	102	0	~426	727	221
Queue Length 95th (ft)	143	48	m265	m425	#387
Internal Link Dist (ft)	514			155	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1168	646	438	2200	510
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.28	1.17	0.94	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	1172	3125	327	487	103	292
v/c Ratio	0.33	0.53	1.43	1.63	0.95	1.43	0.65
Control Delay	19.6	8.0	219.2	332.3	66.8	288.8	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	8.0	219.2	332.3	66.8	288.8	41.2
Queue Length 50th (ft)	5	126	~1504	~317	321	~94	170
Queue Length 95th (ft)	16	153	#1633	#491	#522	#203	265
Internal Link Dist (ft)		233	628		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	73	2212	2182	201	515	72	447
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.53	1.43	1.63	0.95	1.43	0.65

Intersection Summary

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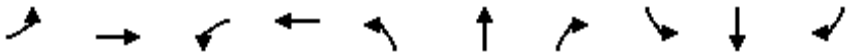
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	685	883	7	1775	376	22	312	17	276	845
v/c Ratio	1.57	0.29	0.07	1.48	0.63	0.32	0.51	0.03	1.27	1.05
Control Delay	299.7	5.0	68.7	237.0	9.4	45.6	36.2	0.1	188.6	65.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	299.7	5.0	68.7	237.0	9.4	45.6	36.2	0.1	188.6	65.4
Queue Length 50th (ft)	~742	32	5	~977	32	13	194	0	~269	~476
Queue Length 95th (ft)	#985	93	m7	#1115	m72	42	284	0	#442	#723
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	436	3049	112	1203	593	69	617	572	217	807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.57	0.29	0.06	1.48	0.63	0.32	0.51	0.03	1.27	1.05

Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
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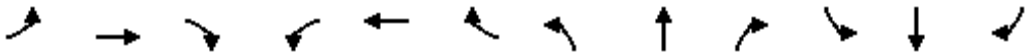
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	61	1137	85	1729	324	120	77	46	169	121
v/c Ratio	0.52	0.69	0.39	0.88	0.79	0.16	0.11	0.39	0.42	0.27
Control Delay	72.5	30.0	37.4	13.6	53.7	19.5	1.2	63.2	47.1	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.5	30.0	37.4	13.6	53.7	19.5	1.2	63.2	47.1	4.4
Queue Length 50th (ft)	48	216	68	341	249	49	1	35	120	0
Queue Length 95th (ft)	m81	m235	m77	m368	m341	m75	m6	74	192	29
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	120	1781	234	1962	451	745	689	129	403	455
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.64	0.36	0.88	0.72	0.16	0.11	0.36	0.42	0.27

Intersection Summary

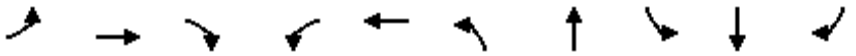
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	178	1246	330	94	2291	81	229	231	117	67	85	155
v/c Ratio	0.71	0.57	0.20	0.25	0.93	0.10	0.85	0.84	0.33	0.42	0.51	0.53
Control Delay	65.8	30.0	0.3	21.2	14.0	0.7	76.6	75.2	10.5	43.3	46.2	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	30.0	0.3	21.2	14.0	0.7	76.6	75.2	10.5	43.3	46.2	19.1
Queue Length 50th (ft)	131	304	0	30	193	1	184	185	0	46	58	35
Queue Length 95th (ft)	#234	321	0	m66	#757	m1	#329	#328	52	m77	m94	81
Internal Link Dist (ft)		1185			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	253	2570	1615	399	2476	813	270	275	353	264	276	380
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.48	0.20	0.24	0.93	0.10	0.85	0.84	0.33	0.25	0.31	0.41

Intersection Summary

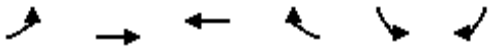
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	174	679	85	127	2297	73	379	179	273	158
v/c Ratio	0.71	0.39	0.10	0.64	0.98	0.33	0.54	0.69	0.33	0.33
Control Delay	55.0	7.9	0.5	76.9	16.7	53.8	31.8	68.2	42.1	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	7.9	0.5	76.9	16.7	53.8	31.8	68.2	42.1	8.5
Queue Length 50th (ft)	143	46	0	95	139	30	130	70	96	0
Queue Length 95th (ft)	218	125	m0	m96	m138	m54	195	#111	144	59
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	311	1789	830	243	2353	221	706	265	819	483
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.38	0.10	0.52	0.98	0.33	0.54	0.68	0.33	0.33

Intersection Summary

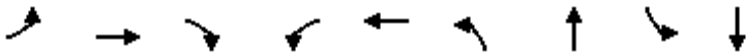
95th percentile volume exceeds capacity, queue may be longer.
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m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	218	1226	2469	160	156	120
v/c Ratio	0.76	0.31	0.84	0.12	0.26	0.20
Control Delay	77.7	0.9	8.2	0.9	70.3	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.7	0.9	8.2	0.9	70.3	20.6
Queue Length 50th (ft)	134	6	165	4	67	45
Queue Length 95th (ft)	214	18	m148	m3	103	71
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	361	3976	2941	1285	606	657
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.31	0.84	0.12	0.26	0.18

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



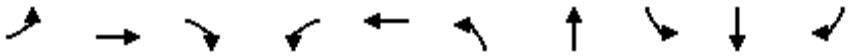
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	839	69	212	2273	175	448	190	284
v/c Ratio	0.24	0.83	0.13	0.64	1.01	0.51	0.47	0.78	0.37
Control Delay	50.9	21.6	1.6	30.1	23.3	30.7	21.3	71.5	37.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.9	21.6	1.6	30.1	23.3	30.7	21.3	71.5	37.4
Queue Length 50th (ft)	21	114	0	152	~426	111	127	142	89
Queue Length 95th (ft)	m48	156	m5	m154	m333	m122	m134	#238	134
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	114	1070	555	367	2254	344	958	270	769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.78	0.12	0.58	1.01	0.51	0.47	0.70	0.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
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m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	384	1224	221	18	2136	469	73	93	53	129
v/c Ratio	1.06	0.45	0.23	0.11	1.15	1.07	0.10	0.49	0.08	0.19
Control Delay	99.3	11.3	1.2	44.6	102.2	113.5	35.6	34.9	39.3	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.3	11.3	1.2	44.6	102.2	113.5	35.6	34.9	39.3	3.9
Queue Length 50th (ft)	~313	136	0	12	~705	~207	22	51	13	10
Queue Length 95th (ft)	#509	127	5	m14	m#780	#314	43	m98	m25	60
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	361	2869	992	165	1850	437	728	189	661	669
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.43	0.22	0.11	1.15	1.07	0.10	0.49	0.08	0.19

Intersection Summary

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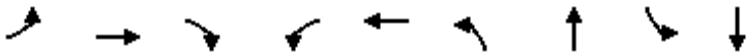
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	165	909	54	27	2471	213	445	40	234	280	203
v/c Ratio	0.93	0.37	0.06	0.11	1.05	0.90	0.71	0.11	0.95	0.43	0.43
Control Delay	95.0	9.9	1.4	35.0	54.3	69.7	28.6	0.6	97.9	46.2	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.0	9.9	1.4	35.0	54.3	69.7	28.6	0.6	97.9	46.2	28.3
Queue Length 50th (ft)	137	69	1	21	~784	170	115	1	182	102	94
Queue Length 95th (ft)	m#217	92	m3	m25	m#819	m#282	m154	m1	#341	146	163
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	177	2861	977	258	2345	236	625	373	246	646	475
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.32	0.06	0.10	1.05	0.90	0.71	0.11	0.95	0.43	0.43

Intersection Summary

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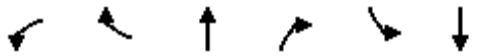
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	133	676	420	15	1182	839	565	71	372
v/c Ratio	0.82	0.47	0.35	0.09	0.96	0.93	0.42	0.50	0.59
Control Delay	112.4	45.0	10.8	29.1	26.2	61.5	30.1	61.9	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	112.4	45.0	10.8	29.1	26.2	61.5	30.1	61.9	19.6
Queue Length 50th (ft)	107	281	246	10	95	326	176	57	41
Queue Length 95th (ft)	#213	358	351	m14	#596	#444	229	105	60
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	165	1549	1198	173	1231	910	1337	153	634
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.44	0.35	0.09	0.96	0.92	0.42	0.46	0.59

Intersection Summary

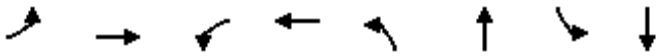
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	197	412	719	148	198	737
v/c Ratio	0.46	0.74	0.39	0.17	0.23	0.26
Control Delay	27.2	12.6	16.5	3.2	30.6	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	12.6	16.5	3.2	30.6	3.1
Queue Length 50th (ft)	60	111	137	0	52	44
Queue Length 95th (ft)	m61	m152	214	34	81	92
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	840	700	1836	883	875	2883
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.59	0.39	0.17	0.23	0.26

Intersection Summary

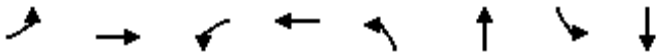
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	107	1054	91	2209	130	338	136	328
v/c Ratio	0.58	0.47	0.53	0.99	0.67	0.43	0.68	0.41
Control Delay	48.2	8.3	57.7	41.0	42.1	16.5	68.7	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	8.3	57.7	41.0	42.1	16.5	68.7	35.6
Queue Length 50th (ft)	89	71	72	463	82	18	102	95
Queue Length 95th (ft)	m138	m80	m72	m423	m#130	m50	#182	148
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	261	2266	315	2238	195	782	216	799
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.47	0.29	0.99	0.67	0.43	0.63	0.41

Intersection Summary

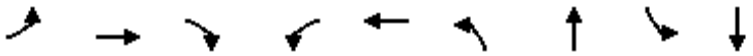
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	57	747	41	1126	152	560	110	460
v/c Ratio	0.40	0.62	0.19	0.87	0.64	0.46	0.60	0.42
Control Delay	50.5	8.0	33.1	29.6	61.2	34.0	62.7	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	8.0	33.1	29.6	61.2	34.0	62.7	32.6
Queue Length 50th (ft)	46	48	22	186	113	185	82	151
Queue Length 95th (ft)	94	45	m30	m224	180	257	141	220
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	204	1521	226	1354	285	1215	228	1107
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.49	0.18	0.83	0.53	0.46	0.48	0.42

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	76	277	82	29	955	53	332	301	403
v/c Ratio	0.29	0.28	0.15	0.07	0.86	0.34	0.34	0.71	0.25
Control Delay	38.4	20.7	0.8	35.6	33.5	48.2	32.0	44.7	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	20.7	0.8	35.6	33.5	48.2	32.0	44.7	19.9
Queue Length 50th (ft)	25	29	0	9	214	33	95	174	92
Queue Length 95th (ft)	50	77	0	20	#336	69	138	255	130
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	266	1194	619	450	1142	209	973	505	1590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.23	0.13	0.06	0.84	0.25	0.34	0.60	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



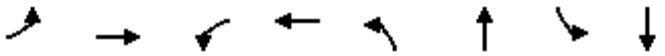
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	173	802	181	252	1826	501	1050	233	275	800	290
v/c Ratio	0.79	0.79	0.31	0.75	1.12	1.11	0.88	0.36	0.98	0.93	0.61
Control Delay	72.2	38.9	15.2	75.7	94.0	94.0	20.2	1.2	98.4	63.4	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.2	38.9	15.2	75.7	94.0	94.0	20.2	1.2	98.4	63.4	27.2
Queue Length 50th (ft)	70	310	79	90	~583	~426	197	0	214	321	105
Queue Length 95th (ft)	#128	387	145	m107	m#668	m#579	m#367	m1	#388	#442	202
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		100
Base Capacity (vph)	218	1020	575	347	1625	451	1194	656	282	857	478
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.79	0.31	0.73	1.12	1.11	0.88	0.36	0.98	0.93	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	94	812	174	978	299	1787	106	1221
v/c Ratio	0.77	0.92	0.79	0.91	0.88	0.84	0.71	0.77
Control Delay	89.6	33.0	54.0	35.2	74.0	35.8	59.4	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.6	33.0	54.0	35.2	74.0	35.8	59.4	29.3
Queue Length 50th (ft)	57	315	133	386	224	448	66	137
Queue Length 95th (ft)	#156	#405	m158	m424	#370	516	m88	m170
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	123	892	225	1092	361	2123	150	1595
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.91	0.77	0.90	0.83	0.84	0.71	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	72	569	426	733	252	1498	421	197	1128
v/c Ratio	0.50	0.94	0.94	0.59	0.91	0.89	0.63	0.89	0.74
Control Delay	64.2	70.1	74.2	32.9	57.5	12.7	4.4	89.3	41.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	70.1	74.2	32.9	57.5	12.7	4.4	89.3	41.5
Queue Length 50th (ft)	54	216	321	235	168	254	69	152	289
Queue Length 95th (ft)	102	#327	#512	306	m168	m247	m65	#290	345
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	171	607	466	1247	282	1689	664	222	1515
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.94	0.91	0.59	0.89	0.89	0.63	0.89	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	182	98	390	162	106	2322	84	1698
v/c Ratio	0.73	0.32	0.92	0.33	0.72	1.03	0.72	0.77
Control Delay	67.3	7.9	74.2	8.0	90.5	53.4	64.8	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	7.9	74.2	8.0	90.5	53.4	64.8	20.3
Queue Length 50th (ft)	136	0	300	0	88	~685	60	226
Queue Length 95th (ft)	213	34	#515	57	m#168	#781	m78	m279
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	290	344	423	489	154	2246	117	2192
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.28	0.92	0.33	0.69	1.03	0.72	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

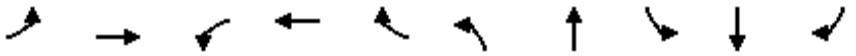
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	95	42	132	2486	1985
v/c Ratio	0.67	0.10	0.73	0.56	0.54
Control Delay	76.3	0.4	61.0	6.6	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	0.4	61.0	6.6	3.2
Queue Length 50th (ft)	72	0	89	279	70
Queue Length 95th (ft)	#145	0	m111	312	79
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	150	433	195	4431	3710
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.63	0.10	0.68	0.56	0.54

Intersection Summary

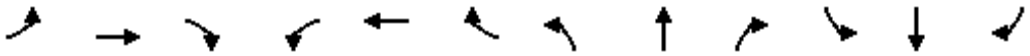
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	48	76	52	90	65	139	2644	136	1708	89
v/c Ratio	0.37	0.25	0.28	0.52	0.25	0.52	0.86	0.70	0.60	0.08
Control Delay	60.4	17.0	51.3	61.7	3.0	30.1	7.2	94.0	8.2	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	17.0	51.3	61.7	3.0	30.1	7.2	94.0	8.2	1.1
Queue Length 50th (ft)	36	2	38	68	0	92	207	113	84	0
Queue Length 95th (ft)	75	27	74	118	4	m84	m204	#219	101	4
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	134	541	191	294	350	269	3065	199	2865	1076
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.14	0.27	0.31	0.19	0.52	0.86	0.68	0.60	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

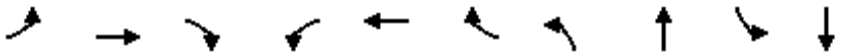


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	440	255	131	4	761	568	433	1830	38	246	1042	521
v/c Ratio	1.13	0.15	0.16	0.02	0.61	1.10	0.90	1.06	0.06	0.94	0.74	0.69
Control Delay	127.3	18.9	4.0	53.5	42.9	101.5	73.5	77.9	0.2	71.4	20.1	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	127.3	18.9	4.0	53.5	42.9	101.5	73.5	77.9	0.2	71.4	20.1	11.0
Queue Length 50th (ft)	~394	55	0	1	193	~397	172	~569	0	91	228	10
Queue Length 95th (ft)	#597	96	39	7	238	#622	#262	#667	0	#177	267	70
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	391	1708	833	218	1253	515	484	1729	617	262	1403	750
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.15	0.16	0.02	0.61	1.10	0.89	1.06	0.06	0.94	0.74	0.69

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	1133	95	27	1694	216	162	221	190	324
v/c Ratio	0.89	0.56	0.09	0.18	0.93	0.21	0.58	0.73	0.87	0.41
Control Delay	97.2	10.8	0.7	37.8	14.7	0.1	40.1	45.1	87.4	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.2	10.8	0.7	37.8	14.7	0.1	40.1	45.1	87.4	22.7
Queue Length 50th (ft)	101	144	1	19	397	0	64	171	147	57
Queue Length 95th (ft)	m#154	m245	m2	m14	m158	m0	m98	m#265	#280	102
Internal Link Dist (ft)		2564			562			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	147	2091	1025	153	1820	1048	297	303	218	785
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.54	0.09	0.18	0.93	0.21	0.55	0.73	0.87	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	101	873	30	912	211	468	64	267	108
v/c Ratio	0.60	0.75	0.27	0.98	0.75	0.33	0.27	0.39	0.17
Control Delay	40.2	18.9	38.8	40.7	65.1	27.1	43.5	28.0	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	18.9	38.8	40.7	65.1	27.1	43.5	28.0	3.2
Queue Length 50th (ft)	78	156	25	131	157	139	44	142	1
Queue Length 95th (ft)	m90	m200	m48	#485	235	186	84	204	24
Internal Link Dist (ft)		2608		2526		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	195	1161	114	927	345	1434	270	682	646
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.75	0.26	0.98	0.61	0.33	0.24	0.39	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	79	1060	760	1044	131	164	796	74	445
v/c Ratio	0.53	1.19	1.18	0.53	0.13	1.09	0.87	0.67	0.70
Control Delay	65.0	135.5	130.5	19.7	2.0	151.6	36.8	83.4	48.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	135.5	130.5	19.7	2.0	151.6	36.8	83.4	48.0
Queue Length 50th (ft)	59	~519	~704	277	0	~143	184	57	154
Queue Length 95th (ft)	110	#655	#941	348	24	#283	#288	#130	212
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	177	892	646	1961	1017	150	917	112	639
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	1.19	1.18	0.53	0.13	1.09	0.87	0.66	0.70

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	83	838	256	129	1421	51	272	549	172	67	434
v/c Ratio	0.74	0.94	0.31	0.82	1.52	0.06	1.39	1.07	0.27	0.60	1.14
Control Delay	88.2	29.7	2.5	91.2	266.7	0.9	230.5	82.4	1.5	77.7	130.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.2	29.7	2.5	91.2	266.7	0.9	230.5	82.4	1.5	77.7	130.7
Queue Length 50th (ft)	55	341	12	101	~1538	0	~285	~507	1	51	~379
Queue Length 95th (ft)	m#131	m#861	m21	#221	#1802	7	#442	#695	3	#114	#585
Internal Link Dist (ft)		1931			283			236			268
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	112	904	830	157	934	912	195	511	647	112	381
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.93	0.31	0.82	1.52	0.06	1.39	1.07	0.27	0.60	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

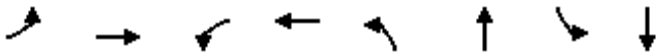
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	68	776	294	637	130	197	732	434	138	659
v/c Ratio	0.22	0.90	0.84	0.62	0.24	0.73	0.63	0.27	0.72	0.66
Control Delay	33.8	21.1	68.0	41.2	6.5	65.3	38.6	0.4	68.6	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	21.1	68.0	41.2	6.5	65.3	38.6	0.4	68.6	28.8
Queue Length 50th (ft)	54	206	217	241	0	147	266	0	101	189
Queue Length 95th (ft)	m77	#382	#334	281	45	#251	339	0	m132	m228
Internal Link Dist (ft)		2526		262			1585			2188
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	317	892	391	1388	692	270	1167	1593	212	1005
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.87	0.75	0.46	0.19	0.73	0.63	0.27	0.65	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	507	44	476	182	1056	247	916
v/c Ratio	0.94	0.68	0.47	0.59	0.47	0.41	0.77	0.36
Control Delay	114.4	38.6	52.6	27.7	12.0	6.8	30.0	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	114.4	38.6	52.6	27.7	12.0	6.8	30.0	6.1
Queue Length 50th (ft)	65	146	25	101	50	140	99	110
Queue Length 95th (ft)	#164	203	64	153	106	176	#283	141
Internal Link Dist (ft)		1075		284		1385		907
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	120	838	107	898	384	2558	321	2525
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.61	0.41	0.53	0.47	0.41	0.77	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	226	1447	767	1521	516	595	612	214	646
v/c Ratio	0.50	0.99	0.96	0.78	0.93	0.62	0.76	0.66	0.92
Control Delay	53.7	62.2	70.3	35.2	74.7	42.5	21.1	63.2	63.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	62.2	70.3	35.2	74.7	42.5	21.1	63.2	63.5
Queue Length 50th (ft)	87	391	304	359	205	215	226	83	247
Queue Length 95th (ft)	128	#504	#429	418	#308	278	328	125	#357
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	452	1460	796	2031	554	952	806	338	705
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.99	0.96	0.75	0.93	0.63	0.76	0.63	0.92

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



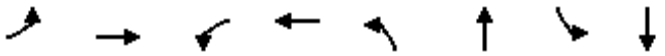
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	401	193	331	83	130	91	348	1384	206	112	1264
v/c Ratio	1.83	0.64	0.63	0.51	0.54	0.29	0.87	0.75	0.20	0.66	0.92
Control Delay	420.5	53.4	10.3	58.8	52.6	5.1	53.3	21.0	3.3	67.2	44.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	420.5	53.4	10.3	58.8	52.6	5.1	53.3	21.0	3.3	67.2	44.7
Queue Length 50th (ft)	~429	129	0	57	87	0	208	385	6	78	452
Queue Length 95th (ft)	#619	201	80	107	143	21	#427	626	m60	#156	#610
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	219	350	556	190	319	374	398	1847	1046	170	1369
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.83	0.55	0.60	0.44	0.41	0.24	0.87	0.75	0.20	0.66	0.92

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	5	21	40	4	1907	14	1487
v/c Ratio	0.30	0.02	0.19	0.10	0.04	0.67	0.07	0.48
Control Delay	54.8	0.2	51.0	0.5	46.8	12.1	25.3	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	0.2	51.0	0.5	46.8	12.1	25.3	1.7
Queue Length 50th (ft)	22	0	14	0	3	105	8	59
Queue Length 95th (ft)	53	0	39	0	m4	836	m10	m102
Internal Link Dist (ft)		96		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	237	400	243	535	124	2835	347	3092
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.01	0.09	0.07	0.03	0.67	0.04	0.48

Intersection Summary

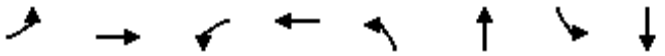
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	10	64	12	1877	21	1547
v/c Ratio	0.02	0.11	0.22	0.10	0.62	0.15	0.49
Control Delay	48.5	51.0	1.7	34.5	9.5	48.2	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	51.0	1.7	34.5	9.5	48.2	2.1
Queue Length 50th (ft)	1	7	0	8	204	16	77
Queue Length 95th (ft)	9	25	0	m12	487	m34	120
Internal Link Dist (ft)			321		1240		1452
Turn Bay Length (ft)		50		150		215	
Base Capacity (vph)	406	426	618	328	3013	180	3130
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.02	0.10	0.04	0.62	0.12	0.49

Intersection Summary

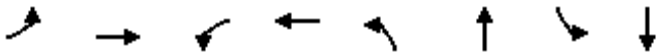
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	89	12	77	46	9	1813	33	1534
v/c Ratio	0.57	0.06	0.48	0.21	0.08	0.65	0.27	0.52
Control Delay	59.9	28.3	54.8	20.3	50.2	3.4	37.1	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.9	28.3	54.8	20.3	50.2	3.4	37.1	2.2
Queue Length 50th (ft)	61	3	52	7	7	114	23	20
Queue Length 95th (ft)	108	21	96	40	m10	115	m48	98
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	238	302	245	319	124	2798	127	2937
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.04	0.31	0.14	0.07	0.65	0.26	0.52

Intersection Summary

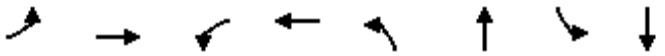
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	339	15	47	32	22	1496	20	1466
v/c Ratio	0.88	0.03	0.12	0.07	0.19	0.73	0.10	0.68
Control Delay	61.1	19.1	28.4	10.7	68.4	11.0	55.3	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	19.1	28.4	10.7	68.4	11.0	55.3	28.3
Queue Length 50th (ft)	223	4	24	1	15	33	15	482
Queue Length 95th (ft)	#353	19	52	24	m17	m#627	m26	655
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	443	561	448	534	124	2036	311	2162
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.03	0.10	0.06	0.18	0.73	0.06	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	122	124	150	232	65	1479	217	1210
v/c Ratio	0.59	0.59	0.63	0.73	0.28	0.98	0.67	0.70
Control Delay	56.9	51.1	56.7	20.4	45.4	50.8	51.3	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	51.1	56.7	20.4	45.4	50.8	51.3	17.5
Queue Length 50th (ft)	83	73	102	1	41	~584	97	92
Queue Length 95th (ft)	138	128	161	85	84	#731	#323	#544
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	303	313	308	347	262	1504	322	1740
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.40	0.49	0.67	0.25	0.98	0.67	0.70

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	315	815	239	76	1943	831	535	1158	506	651	463
v/c Ratio	1.20	0.38	0.15	0.51	1.35	1.01	1.07	1.18	1.24	0.73	0.91
Control Delay	168.4	26.2	0.2	64.3	191.6	58.4	108.3	128.6	171.2	46.9	53.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	168.4	26.2	0.2	64.3	191.6	58.4	108.3	128.6	171.2	46.9	53.0
Queue Length 50th (ft)	~152	165	0	57	~1035	~499	~236	~564	~250	244	251
Queue Length 95th (ft)	#246	207	0	108	#1174	#778	#347	#703	#360	312	#452
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	262	2128	1615	177	1444	821	501	985	408	896	510
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.20	0.38	0.15	0.43	1.35	1.01	1.07	1.18	1.24	0.73	0.91

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	105	1787	2299	15	147	2	80
v/c Ratio	0.54	0.50	0.82	0.04	0.45	0.00	0.18
Control Delay	56.1	8.3	23.3	30.8	41.2	33.5	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	8.3	23.3	30.8	41.2	33.5	8.6
Queue Length 50th (ft)	70	187	449	7	87	1	0
Queue Length 95th (ft)	125	217	571	25	158	8	38
Internal Link Dist (ft)		628	799	118		430	
Turn Bay Length (ft)	230				200		200
Base Capacity (vph)	402	3679	2800	386	330	441	433
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.49	0.82	0.04	0.45	0.00	0.18

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	100	1811	60	2019	281	212
v/c Ratio	0.52	0.63	0.38	0.75	0.89	0.53
Control Delay	53.3	16.8	52.1	21.8	62.3	30.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	16.8	52.1	21.8	62.3	30.6
Queue Length 50th (ft)	64	288	39	363	156	89
Queue Length 95th (ft)	118	363	81	461	#333	174
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	478	2884	478	2790	316	400
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.63	0.13	0.72	0.89	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1959	9	1965	115	34
v/c Ratio	0.61	0.08	0.59	0.22	0.07
Control Delay	15.1	73.1	4.5	33.7	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	73.1	4.5	33.7	10.7
Queue Length 50th (ft)	332	7	108	64	0
Queue Length 95th (ft)	406	m9	m77	123	26
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	3224	616	3501	521	490
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	0.01	0.56	0.22	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	7	37	258	272	19	52	134	307	464	35	478
v/c Ratio	0.07	0.28	0.54	0.73	0.04	0.07	0.63	0.17	0.34	0.30	0.32
Control Delay	42.0	45.2	12.6	44.8	22.2	0.2	50.2	26.0	0.9	47.7	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	45.2	12.6	44.8	22.2	0.2	50.2	26.0	0.9	47.7	21.4
Queue Length 50th (ft)	4	20	29	144	7	0	83	68	0	19	109
Queue Length 95th (ft)	18	51	95	218	25	0	141	107	8	50	160
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	100	135	500	461	580	723	240	1771	1384	115	1488
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.27	0.52	0.59	0.03	0.07	0.56	0.17	0.34	0.30	0.32

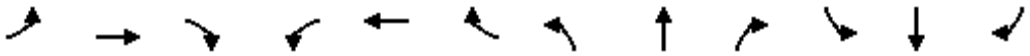
Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	44	439	435	954	81	925
v/c Ratio	0.10	0.91	0.90	0.52	0.60	0.41
Control Delay	26.4	46.5	45.4	16.1	58.6	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	46.5	45.4	16.1	58.6	8.9
Queue Length 50th (ft)	19	171	169	189	47	128
Queue Length 95th (ft)	46	#356	#351	247	m#96	134
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	461	503	502	1848	140	2259
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.87	0.87	0.52	0.58	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

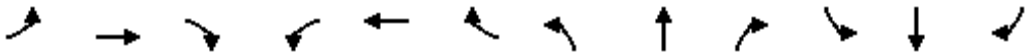


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	239	285	343	454	357	27	200	760	532	22	1345	119
v/c Ratio	0.77	0.58	0.91	0.97	0.44	0.06	1.03	0.47	0.56	0.20	1.03	0.19
Control Delay	63.8	52.9	46.8	80.7	43.2	0.2	130.9	12.5	3.6	58.0	70.3	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	52.9	46.8	80.7	43.2	0.2	130.9	12.5	3.6	58.0	70.3	5.5
Queue Length 50th (ft)	178	107	101	~380	126	0	~168	133	58	16	~585	1
Queue Length 95th (ft)	256	153	#269	#585	184	0	#325	184	47	44	#724	40
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	389	556	399	466	808	475	195	1612	948	112	1308	612
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.51	0.86	0.97	0.44	0.06	1.03	0.47	0.56	0.20	1.03	0.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

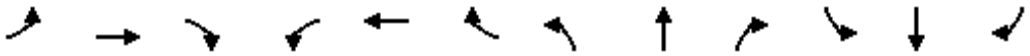
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	100	59	22	10	72	164	30	1123	14	56	1533	139
v/c Ratio	0.62	0.17	0.06	0.09	0.45	0.58	0.28	0.49	0.01	0.41	0.63	0.12
Control Delay	69.7	42.3	0.3	55.4	60.8	16.2	48.1	8.7	0.0	45.6	6.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.7	42.3	0.3	55.4	60.8	16.2	48.1	8.7	0.0	45.6	6.2	0.4
Queue Length 50th (ft)	75	37	0	8	54	0	23	125	0	44	214	0
Queue Length 95th (ft)	134	81	0	26	100	64	m35	156	m0	m45	m222	m0
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	180	387	394	112	292	384	112	2293	1048	157	2418	1127
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.15	0.06	0.09	0.25	0.43	0.27	0.49	0.01	0.36	0.63	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	172	463	327	160	864	199	258	761	54	101	1095	312
v/c Ratio	0.79	0.30	0.37	0.57	1.01	0.25	0.99	0.79	0.11	0.65	1.01	0.65
Control Delay	80.3	23.0	3.5	61.6	66.8	7.7	81.7	19.2	0.5	50.9	63.5	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.3	23.0	3.5	61.6	66.8	7.7	81.7	19.2	0.5	50.9	63.5	15.5
Queue Length 50th (ft)	69	121	0	62	~673	27	215	83	0	77	~289	59
Queue Length 95th (ft)	#125	162	53	98	#949	73	m#352	m172	m1	m#134	#410	93
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	218	1561	884	297	855	801	260	965	492	156	1089	482
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.30	0.37	0.54	1.01	0.25	0.99	0.79	0.11	0.65	1.01	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

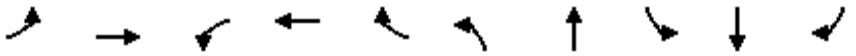


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	94	329	209	40	624	166	805	34	182	877	190
v/c Ratio	0.78	0.45	0.28	0.37	0.93	0.66	0.73	0.06	0.76	0.66	0.27
Control Delay	94.6	29.8	4.2	63.9	57.3	35.5	31.4	2.2	48.9	20.1	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.6	29.8	4.2	63.9	57.3	35.5	31.4	2.2	48.9	20.1	3.9
Queue Length 50th (ft)	73	187	0	30	435	56	347	3	135	334	37
Queue Length 95th (ft)	#166	271	48	68	#654	m71	m383	m7	m163	m370	m48
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	120	742	757	112	708	254	1097	548	240	1319	711
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.44	0.28	0.36	0.88	0.65	0.73	0.06	0.76	0.66	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



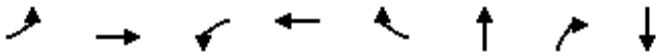
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	606	1297	10	1363	265	17	56	473	9	592
v/c Ratio	0.95	0.54	0.09	0.97	0.48	0.16	0.19	1.02	0.01	0.59
Control Delay	60.4	17.5	54.1	28.0	4.8	57.0	37.1	65.6	8.9	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	17.5	54.1	28.0	4.8	57.0	37.1	65.6	8.9	7.6
Queue Length 50th (ft)	242	101	6	412	48	13	29	~367	1	79
Queue Length 95th (ft)	#343	186	m7	m#425	m53	37	69	#593	m3	99
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	636	2410	112	1400	554	112	294	466	779	1003
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.54	0.09	0.97	0.48	0.15	0.19	1.02	0.01	0.59

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	24	488	115	282	22	334	104	70
v/c Ratio	0.15	0.65	0.54	0.59	0.05	0.77	0.21	0.12
Control Delay	40.0	21.4	46.0	33.5	0.2	45.4	2.6	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	21.4	46.0	33.5	0.2	45.4	2.6	21.9
Queue Length 50th (ft)	12	67	58	116	0	168	0	24
Queue Length 95th (ft)	38	117	117	226	0	#332	14	59
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	167	942	245	547	542	432	500	592
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.52	0.47	0.52	0.04	0.77	0.21	0.12

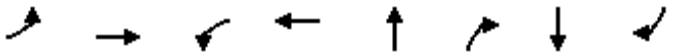
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	56	79	98	138	141
Average Queue (ft)	18	53	53	60	82
95th Queue (ft)	46	75	77	97	122
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	204	925	39	1371	142	22	23	205
v/c Ratio	0.72	0.48	0.12	0.77	0.43	0.06	0.07	0.47
Control Delay	59.5	30.6	37.2	36.2	46.8	0.3	42.8	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.5	30.6	37.2	36.2	46.8	0.3	42.8	9.9
Queue Length 50th (ft)	144	224	22	317	94	0	15	0
Queue Length 95th (ft)	226	263	54	402	166	0	40	68
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	385	2685	320	1943	334	387	319	440
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.34	0.12	0.71	0.43	0.06	0.07	0.47

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	912	58	1262	71	3	92	7	44
v/c Ratio	0.08	0.60	0.26	0.60	0.32	0.00	0.10	0.03	0.06
Control Delay	29.4	22.0	31.7	18.3	32.8	14.7	1.2	29.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	22.0	31.7	18.3	32.8	14.7	1.2	29.0	0.1
Queue Length 50th (ft)	6	125	24	142	29	1	0	3	0
Queue Length 95th (ft)	23	166	56	#272	66	6	10	14	0
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	225	1626	228	2130	228	760	904	225	797
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.56	0.25	0.59	0.31	0.00	0.10	0.03	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	265	7	464	496	155	541
v/c Ratio	1.07	0.01	0.75	0.45	0.27	0.40
Control Delay	112.9	5.4	33.4	2.4	21.9	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	112.9	5.4	33.4	2.4	21.9	5.7
Queue Length 50th (ft)	~149	0	205	0	57	89
Queue Length 95th (ft)	#293	6	#327	42	104	136
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	248	861	617	1097	575	1353
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.01	0.75	0.45	0.27	0.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	82	583	889	419	810
v/c Ratio	0.35	0.89	1.51	0.63	1.02
Control Delay	45.3	23.1	269.1	19.5	68.9
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	45.3	23.1	269.1	20.0	68.9
Queue Length 50th (ft)	55	45	~899	112	523
Queue Length 95th (ft)	87	168	#1098	201	#996
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	561	855	587	669	793
Starvation Cap Reductn	0	0	0	52	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.68	1.51	0.68	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	562	200	21	336	97	540	21	279	588	508
v/c Ratio	0.78	0.19	0.18	0.67	0.41	0.42	0.03	0.79	0.39	0.53
Control Delay	48.9	15.6	52.2	24.1	49.6	30.4	0.1	39.5	12.4	1.6
Queue Delay	0.9	0.0	0.0	0.1	0.0	0.6	0.0	0.0	0.0	0.5
Total Delay	49.8	15.6	52.2	24.2	49.6	30.9	0.1	39.5	12.4	2.1
Queue Length 50th (ft)	194	27	14	43	64	149	0	163	92	5
Queue Length 95th (ft)	240	55	40	86	117	244	0	m145	m127	m0
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	815	1164	123	726	237	1297	663	426	1524	966
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	163
Spillback Cap Reductn	79	0	0	38	0	383	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.17	0.17	0.49	0.41	0.59	0.03	0.65	0.39	0.63

Intersection Summary

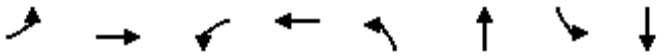
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	71	344	4	539	108	77	626
v/c Ratio	0.40	0.78	0.03	0.59	0.13	0.57	0.60
Control Delay	47.2	46.5	69.2	11.3	1.3	61.9	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.2	46.5	69.2	11.3	1.3	61.9	22.1
Queue Length 50th (ft)	42	193	2	89	1	48	260
Queue Length 95th (ft)	83	289	m2	m94	m1	#106	#576
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	348	452	135	906	821	137	1039
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.76	0.03	0.59	0.13	0.56	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	535	309	785	69	880	56	786
v/c Ratio	0.33	1.07	1.23	1.11	0.52	1.25	0.42	1.09
Control Delay	51.0	96.5	169.8	98.3	54.2	153.1	43.8	85.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	96.5	169.8	98.3	54.2	153.1	43.8	85.9
Queue Length 50th (ft)	26	~378	~244	~634	35	~748	35	~603
Queue Length 95th (ft)	62	#585	#410	#867	#78	#985	m51	#805
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	135	500	252	710	135	704	135	718
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	1.07	1.23	1.11	0.51	1.25	0.41	1.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	88	205	77	229	87	690	105	25	846
v/c Ratio	0.47	0.53	0.36	0.48	0.38	0.31	0.09	0.19	0.32
Control Delay	50.1	30.8	44.3	38.4	27.2	5.4	0.2	38.7	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	30.8	44.3	38.4	27.2	5.4	0.2	38.7	8.8
Queue Length 50th (ft)	54	40	46	63	52	41	0	14	90
Queue Length 95th (ft)	100	73	88	98	57	75	0	m12	m108
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	252	805	247	755	252	2234	1227	180	2677
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.25	0.31	0.30	0.35	0.31	0.09	0.14	0.32

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	106	87	551	76	95	47	575	365	74	818
v/c Ratio	0.17	0.46	0.88	0.42	0.34	0.36	0.32	0.30	0.43	0.41
Control Delay	22.3	40.3	47.0	48.8	5.5	52.1	28.5	1.5	37.3	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	40.3	47.0	48.8	5.5	52.1	28.5	1.5	37.3	6.5
Queue Length 50th (ft)	45	40	316	47	0	29	107	0	25	36
Queue Length 95th (ft)	80	85	#460	89	17	66	160	33	46	46
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	623	348	693	843	784	135	1793	1245	176	2000
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.25	0.80	0.09	0.12	0.35	0.32	0.29	0.42	0.41

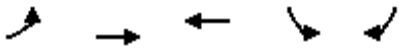
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	EB	EB	SB
Directions Served	T	T	R
Maximum Queue (ft)	337	127	93
Average Queue (ft)	70	6	46
95th Queue (ft)	256	49	78
Link Distance (ft)	1101	1101	255
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	760	1022	1601	105	70
v/c Ratio	1.01	0.26	0.99	0.35	0.22
Control Delay	75.6	6.3	60.2	48.0	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	75.6	6.3	60.2	48.0	11.7
Queue Length 50th (ft)	~596	115	446	73	0
Queue Length 95th (ft)	m#793	m104	#561	128	41
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	752	3976	1621	300	323
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.01	0.26	0.99	0.35	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queuing and Blocking Report

Intersection: 64: Iris Avenue & Project Driveway 3

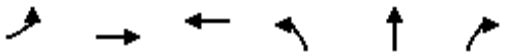
Movement	SB
Directions Served	R
Maximum Queue (ft)	53
Average Queue (ft)	33
95th Queue (ft)	60
Link Distance (ft)	351
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	3345	2809	264	256	237
v/c Ratio	0.92	0.76	0.79	0.80	0.76
Control Delay	17.8	1.0	60.0	59.6	56.2
Queue Delay	0.0	0.1	0.0	0.0	0.0
Total Delay	17.8	1.1	60.0	59.6	56.2
Queue Length 50th (ft)	617	4	188	180	157
Queue Length 95th (ft)	709	m4	#322	#325	#283
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3654	3718	335	319	311
Starvation Cap Reductn	0	110	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.92	0.78	0.79	0.80	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	256	2943	2601	271	270	242
v/c Ratio	0.90	0.77	0.94	0.87	0.78	0.74
Control Delay	58.6	5.8	32.4	70.6	49.9	46.2
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	58.6	6.1	32.4	70.6	49.9	46.2
Queue Length 50th (ft)	180	193	598	197	158	129
Queue Length 95th (ft)	m#205	243	#697	#350	#300	#247
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	283	3814	2754	313	346	329
Starvation Cap Reductn	0	266	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.83	0.94	0.87	0.78	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	1202	637	668	1115	95
v/c Ratio	0.81	0.79	0.96	0.36	0.36
Control Delay	29.7	23.9	25.7	3.9	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	23.9	25.7	3.9	3.7
Queue Length 50th (ft)	326	211	400	122	0
Queue Length 95th (ft)	#428	#422	m261	m81	0
Internal Link Dist (ft)	514			122	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1487	804	711	3112	267
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.81	0.79	0.94	0.36	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	1746	2532	60	313	922	371
v/c Ratio	0.92	0.95	1.40	0.23	0.46	2.96	0.63
Control Delay	101.8	35.1	205.3	23.0	24.7	909.4	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.8	35.1	205.3	23.0	24.7	909.4	29.0
Queue Length 50th (ft)	28	346	~1023	23	134	~761	169
Queue Length 95th (ft)	m#84	#629	#1163	55	209	#996	266
Internal Link Dist (ft)		233	592		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	84	1829	1812	263	686	311	593
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.95	1.40	0.23	0.46	2.96	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	958	1784	9	1368	421	13	160	8	697	1076
v/c Ratio	1.93	0.64	0.08	1.52	0.94	0.19	0.22	0.01	1.64	1.25
Control Delay	453.2	21.3	66.2	258.3	36.6	33.9	26.7	0.0	328.4	143.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	453.2	21.3	66.2	258.3	36.6	33.9	26.7	0.0	328.4	143.7
Queue Length 50th (ft)	~1144	325	8	~803	92	7	84	0	~781	~834
Queue Length 95th (ft)	#1394	464	m9	m#835	m#103	25	136	0	#1015	#1095
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	496	2794	112	902	446	68	712	646	424	862
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.93	0.64	0.08	1.52	0.94	0.19	0.22	0.01	1.64	1.25

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



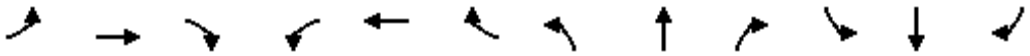
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	174	2328	144	1307	561	262	148	63	260	109
v/c Ratio	0.69	1.24	1.07	0.84	1.24	0.37	0.22	0.48	0.78	0.29
Control Delay	45.4	138.2	131.2	15.1	158.1	23.2	2.6	65.7	64.7	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	138.2	131.2	15.1	158.1	23.2	2.6	65.7	64.7	8.6
Queue Length 50th (ft)	135	~825	~117	218	~539	102	3	47	195	0
Queue Length 95th (ft)	m162	m#729	m#161	m249	m#693	m133	m7	95	#320	44
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	251	1871	135	1589	451	703	675	144	332	374
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	1.24	1.07	0.82	1.24	0.37	0.22	0.44	0.78	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



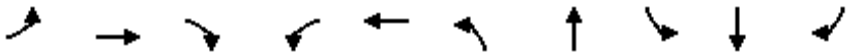
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	308	2422	368	109	1503	123	290	300	107	221	324	397
v/c Ratio	0.90	1.06	0.23	0.90	0.91	0.21	0.98	0.98	0.29	0.70	0.98	0.76
Control Delay	77.1	69.3	0.3	100.4	40.3	8.8	96.4	97.4	8.4	51.0	72.3	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.1	69.3	0.3	100.4	40.3	8.8	96.4	97.4	8.4	51.0	72.3	19.3
Queue Length 50th (ft)	235	~753	0	76	422	16	237	246	0	161	257	87
Queue Length 95th (ft)	#399	#846	0	m#129	#496	m34	#425	#436	42	m166	m260	m82
Internal Link Dist (ft)		1195			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	342	2290	1615	121	1655	595	297	305	373	315	331	520
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	1.06	0.23	0.90	0.91	0.21	0.98	0.98	0.29	0.70	0.98	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



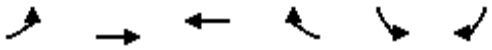
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	345	2100	126	90	1645	79	490	546	505	229
v/c Ratio	0.92	1.16	0.15	0.80	0.91	0.37	0.84	1.10	0.54	0.43
Control Delay	39.4	88.9	0.1	101.1	39.9	57.7	53.1	118.3	41.4	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	88.9	0.1	101.1	39.9	57.7	53.1	118.3	41.4	15.6
Queue Length 50th (ft)	255	~1035	0	75	253	31	192	~247	182	45
Queue Length 95th (ft)	m234	m#812	m0	m#104	m331	57	#270	#359	240	120
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	377	1805	853	112	1805	218	586	496	941	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	1.16	0.15	0.80	0.91	0.36	0.84	1.10	0.54	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

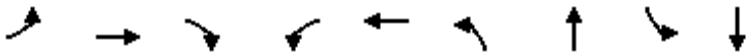
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	88	2835	1473	180	413	270
v/c Ratio	0.39	0.99	0.80	0.15	0.37	0.33
Control Delay	27.1	25.7	14.1	1.3	11.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	25.7	14.1	1.3	11.6	4.2
Queue Length 50th (ft)	33	426	179	5	101	31
Queue Length 95th (ft)	m36	m395	m140	m6	m109	m42
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	228	2852	1850	1241	1108	825
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.99	0.80	0.15	0.37	0.33

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



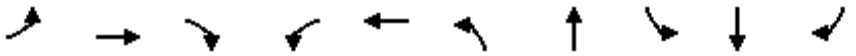
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	2304	269	381	1811	157	585	249	438
v/c Ratio	0.65	1.42	0.35	1.49	0.74	1.16	0.91	1.38	0.61
Control Delay	65.1	213.6	8.7	259.1	7.5	141.6	64.2	243.4	45.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	213.6	8.7	259.1	7.5	141.6	64.2	243.4	45.7
Queue Length 50th (ft)	103	~1258	42	~416	88	~148	236	~256	155
Queue Length 95th (ft)	m88	m#1018	m29	m#444	m180	m#134	m212	#422	212
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	243	1624	779	255	2450	135	643	180	716
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	1.42	0.35	1.49	0.74	1.16	0.91	1.38	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	646	2212	462	12	1611	163	150	232	236	238
v/c Ratio	1.16	0.75	0.44	0.11	1.17	0.54	0.24	1.10	0.32	0.27
Control Delay	124.5	21.9	6.3	44.0	111.0	59.9	41.2	117.0	19.1	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	124.5	21.9	6.3	44.0	111.0	59.9	41.2	117.0	19.1	8.4
Queue Length 50th (ft)	~612	413	37	8	~531	63	50	~211	65	77
Queue Length 95th (ft)	m#653	m528	m85	m10	#619	100	81	m#267	m74	m90
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	556	2956	1059	112	1376	300	628	210	743	870
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.75	0.44	0.11	1.17	0.54	0.24	1.10	0.32	0.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



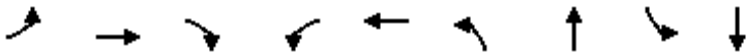
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	241	2332	178	88	1961	204	543	103	382	511	206
v/c Ratio	0.98	1.02	0.18	0.79	1.05	0.76	0.95	0.30	1.02	0.65	0.31
Control Delay	65.8	47.4	2.7	95.7	43.3	61.0	70.8	7.4	100.0	47.5	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	47.4	2.7	95.7	43.3	61.0	70.8	7.4	100.0	47.5	16.4
Queue Length 50th (ft)	195	~708	20	66	~593	159	228	19	~315	191	63
Queue Length 95th (ft)	m143	m505	m13	m77	m#655	m#256	m#335	m18	#509	252	123
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	246	2277	969	112	1863	267	571	348	373	782	674
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	1.02	0.18	0.79	1.05	0.76	0.95	0.30	1.02	0.65	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	178	1333	877	7	943	569	475	180	728
v/c Ratio	0.79	0.84	0.76	0.07	0.88	0.85	0.44	0.72	0.81
Control Delay	57.8	21.4	6.9	38.0	30.6	59.8	36.4	60.7	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.8	21.4	6.9	38.0	30.6	59.8	36.4	60.7	31.2
Queue Length 50th (ft)	123	384	50	5	283	221	160	86	122
Queue Length 95th (ft)	m167	m#673	m200	m11	431	#307	222	m128	#363
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	243	1580	1157	112	1112	671	1087	317	896
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.84	0.76	0.06	0.85	0.85	0.44	0.57	0.81

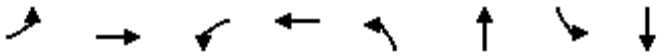
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	175	238	852	153	369	1193
v/c Ratio	0.42	0.59	0.62	0.22	0.30	0.42
Control Delay	24.9	12.2	23.0	5.0	19.7	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	12.2	23.0	5.0	19.7	3.6
Queue Length 50th (ft)	43	36	176	3	68	73
Queue Length 95th (ft)	67	101	257	41	101	128
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	875	582	1371	702	1225	2815
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.41	0.62	0.22	0.30	0.42

Intersection Summary



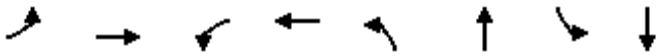
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	295	2342	159	1702	203	503	287	537
v/c Ratio	0.89	1.03	0.95	0.94	0.87	0.83	0.98	0.74
Control Delay	42.2	38.0	63.4	15.2	80.5	49.4	97.2	49.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	38.0	63.4	15.2	80.5	49.4	97.2	49.8
Queue Length 50th (ft)	233	~690	129	322	166	205	224	197
Queue Length 95th (ft)	m230	m#348	m126	m238	#300	#276	#401	261
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	330	2267	168	1808	233	609	294	722
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	1.03	0.95	0.94	0.87	0.83	0.98	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

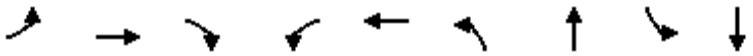


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	1375	46	750	127	510	75	694
v/c Ratio	0.54	0.91	0.41	0.52	0.71	0.44	0.46	0.66
Control Delay	84.2	18.1	76.5	12.8	73.3	35.6	29.3	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.2	18.1	76.5	12.8	73.3	35.6	29.3	14.8
Queue Length 50th (ft)	71	126	36	82	96	174	47	144
Queue Length 95th (ft)	m89	#86	m43	m175	#173	231	m52	m159
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	189	1540	117	1445	197	1147	177	1050
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.89	0.39	0.52	0.64	0.44	0.42	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	389	96	25	535	82	322	366	275
v/c Ratio	0.09	0.58	0.22	0.08	0.70	0.42	0.26	0.79	0.15
Control Delay	39.4	48.6	13.9	34.3	26.1	39.9	18.9	43.8	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	48.6	13.9	34.3	26.1	39.9	18.9	43.8	12.5
Queue Length 50th (ft)	7	108	1	6	91	39	53	159	31
Queue Length 95th (ft)	19	153	29	17	136	81	95	#358	73
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	328	839	511	328	908	216	1251	466	1882
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.46	0.19	0.08	0.59	0.38	0.26	0.79	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



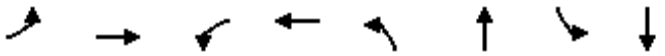
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	501	1655	477	493	1463	470	987	326	278	1288	241
v/c Ratio	0.99	1.45	0.71	1.30	1.02	1.57	0.95	0.53	1.01	1.30	0.47
Control Delay	53.7	226.8	9.2	195.5	57.6	291.0	34.9	5.1	106.9	178.2	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	226.8	9.2	195.5	57.6	291.0	34.9	5.1	106.9	178.2	21.3
Queue Length 50th (ft)	215	~951	149	~246	~371	~523	402	53	~219	~671	76
Queue Length 95th (ft)	m213	m#927	m146	m#326	#521	m#719	#533	m64	#398	#808	156
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		150
Base Capacity (vph)	504	1143	668	379	1438	300	1040	616	276	992	514
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	1.45	0.71	1.30	1.02	1.57	0.95	0.53	1.01	1.30	0.47

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	101	1167	136	777	254	1615	181	1973
v/c Ratio	0.71	1.16	1.01	0.78	1.06	0.80	0.88	1.02
Control Delay	69.2	101.4	102.1	12.6	124.1	35.5	70.0	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.2	101.4	102.1	12.6	124.1	35.5	70.0	35.1
Queue Length 50th (ft)	68	~551	~112	65	~215	398	137	~606
Queue Length 95th (ft)	m86	m#658	m#233	85	#383	460	m123	m246
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	150	1005	135	996	240	2021	209	1937
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	1.16	1.01	0.78	1.06	0.80	0.87	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	84	644	475	620	266	1580	471	386	1746
v/c Ratio	0.54	1.10	1.17	0.55	1.11	1.02	0.75	1.17	0.97
Control Delay	65.1	110.0	141.3	31.4	100.2	28.5	10.0	147.3	53.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	110.0	141.3	31.4	100.2	28.5	10.0	147.3	53.0
Queue Length 50th (ft)	63	~277	~438	181	~242	~486	201	~355	482
Queue Length 95th (ft)	116	#400	#646	247	m#215	m353	m156	#551	#594
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	185	586	406	1127	240	1556	629	330	1807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	1.10	1.17	0.55	1.11	1.02	0.75	1.17	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	171	131	404	134	107	2507	130	2316
v/c Ratio	0.71	0.43	0.98	0.29	0.96	1.10	1.08	1.00
Control Delay	65.8	14.8	87.1	8.4	126.8	77.1	101.3	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	14.8	87.1	8.4	126.8	77.1	101.3	20.0
Queue Length 50th (ft)	128	9	~318	0	79	~813	~115	208
Queue Length 95th (ft)	200	66	#555	53	m#184	m#884	m#114	m206
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	290	344	412	460	112	2271	120	2325
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.38	0.98	0.29	0.96	1.10	1.08	1.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



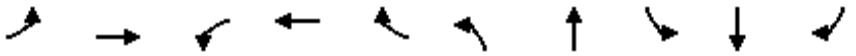
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	249	192	186	2282	2803
v/c Ratio	1.11	0.38	1.13	0.54	0.80
Control Delay	139.8	15.4	130.3	2.2	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	139.8	15.4	130.3	2.2	5.5
Queue Length 50th (ft)	~220	38	~167	42	120
Queue Length 95th (ft)	#386	103	m#256	159	m117
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	225	501	165	4192	3516
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.11	0.38	1.13	0.54	0.80

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

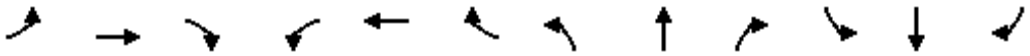
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	109	248	160	27	139	29	2346	125	2576	97
v/c Ratio	0.48	0.62	0.84	0.21	0.58	0.25	0.78	0.80	0.77	0.08
Control Delay	55.9	31.9	87.4	55.6	18.5	45.5	18.3	58.4	4.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	31.9	87.4	55.6	18.5	45.5	18.3	58.4	4.9	0.2
Queue Length 50th (ft)	79	48	123	20	0	18	574	95	39	0
Queue Length 95th (ft)	137	86	#241	49	61	m21	m621	m#125	394	m0
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	226	606	195	323	389	121	3011	157	3337	1284
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.41	0.82	0.08	0.36	0.24	0.78	0.80	0.77	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



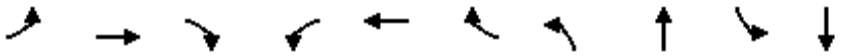
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	651	825	344	19	554	377	139	1270	20	561	1893	622
v/c Ratio	1.14	0.49	0.39	0.09	0.72	0.78	0.64	1.00	0.04	1.03	1.08	0.77
Control Delay	120.7	24.5	6.8	54.6	54.5	25.2	68.7	69.6	0.1	81.9	69.6	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.7	24.5	6.8	54.6	54.5	25.2	68.7	69.6	0.1	81.9	69.6	13.8
Queue Length 50th (ft)	~589	208	29	7	150	66	55	361	0	~244	~624	221
Queue Length 95th (ft)	#818	315	104	20	193	#197	#90	#469	0	m#357	#712	457
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	571	1667	890	218	799	489	218	1275	486	544	1757	809
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.49	0.39	0.09	0.69	0.77	0.64	1.00	0.04	1.03	1.08	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	188	1875	235	63	1469	239	147	329	163	469
v/c Ratio	0.83	0.99	0.23	0.43	0.88	0.26	0.67	0.96	0.94	0.60
Control Delay	42.2	20.5	0.1	63.3	12.2	0.2	53.7	70.0	107.6	41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	20.5	0.1	63.3	12.2	0.2	53.7	70.0	107.6	41.3
Queue Length 50th (ft)	147	~817	0	47	270	0	59	256	127	154
Queue Length 95th (ft)	m125	m570	m0	m38	m138	m0	#100	#403	#262	212
Internal Link Dist (ft)		2564			564			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	226	1892	1034	315	1705	933	221	343	174	783
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.99	0.23	0.20	0.86	0.26	0.67	0.96	0.94	0.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	42	1065	55	766	107	402	98	533	74
v/c Ratio	0.27	0.90	0.49	0.65	0.65	0.29	0.57	0.71	0.11
Control Delay	40.1	27.3	55.7	16.8	71.4	26.5	78.5	29.9	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	27.3	55.7	16.8	71.4	26.5	78.5	29.9	0.7
Queue Length 50th (ft)	30	387	26	321	81	113	78	408	0
Queue Length 95th (ft)	m28	m365	m65	m370	#157	161	m125	540	m2
Internal Link Dist (ft)		2608		1901		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	157	1211	114	1294	165	1403	216	755	703
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.88	0.48	0.59	0.65	0.29	0.45	0.71	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	176	1332	779	1096	211	101	1139	122	425
v/c Ratio	0.75	1.36	1.44	0.68	0.23	0.68	1.14dr	1.02	0.57
Control Delay	69.8	201.5	241.3	29.7	2.7	76.6	65.2	142.2	43.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.8	201.5	241.3	29.7	2.7	76.6	65.2	142.2	43.2
Queue Length 50th (ft)	132	~714	~819	356	1	77	~336	~98	147
Queue Length 95th (ft)	208	#855	#1058	442	38	#153	#474	#225	202
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	270	983	541	1605	914	156	1092	120	749
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	1.36	1.44	0.68	0.23	0.65	1.04	1.02	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	146	1601	267	158	1230	102	201	520	221	78	738
v/c Ratio	1.22	1.87	0.35	1.17	1.41	0.12	1.34	0.98	0.37	0.70	1.52
Control Delay	149.6	414.5	10.7	178.6	221.7	7.8	219.6	51.3	4.7	86.0	278.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	149.6	414.5	10.7	178.6	221.7	7.8	219.6	51.3	4.7	86.0	278.9
Queue Length 50th (ft)	~136	~1879	39	~146	~1281	20	~210	406	15	60	~802
Queue Length 95th (ft)	m#139	m#1912	m44	#284	#1540	46	#368	#636	38	#138	#1043
Internal Link Dist (ft)		1908			333			2560			507
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	120	855	760	135	870	840	150	530	590	112	484
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	1.87	0.35	1.17	1.41	0.12	1.34	0.98	0.37	0.70	1.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

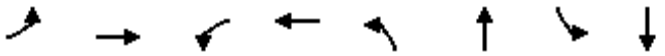


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	55	906	425	655	177	121	650	357	95	873
v/c Ratio	0.14	0.96	0.93	0.57	0.28	0.85	0.68	0.22	0.63	0.90
Control Delay	12.8	32.8	72.1	37.8	5.6	99.1	44.0	0.3	44.5	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	32.8	72.1	37.8	5.6	99.1	44.0	0.3	44.5	21.2
Queue Length 50th (ft)	18	346	319	244	0	94	240	0	79	276
Queue Length 95th (ft)	m34	m#464	#506	281	50	#204	307	0	m76	m181
Internal Link Dist (ft)		515		289			2569			2560
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	395	947	472	1676	833	142	956	1615	150	968
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.96	0.90	0.39	0.21	0.85	0.68	0.22	0.63	0.90

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	354	39	215	213	991	79	1333
v/c Ratio	0.90	0.52	0.31	0.32	0.89	0.37	0.21	0.51
Control Delay	85.5	25.4	42.8	20.6	50.3	5.1	5.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.5	25.4	42.8	20.6	50.3	5.1	5.8	6.0
Queue Length 50th (ft)	107	64	22	34	88	101	13	154
Queue Length 95th (ft)	#229	110	55	67	#269	128	31	193
Internal Link Dist (ft)		979		277		972		2569
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	200	707	132	706	240	2662	371	2636
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.50	0.30	0.30	0.89	0.37	0.21	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	373	1777	790	1699	353	627	749	425	944
v/c Ratio	0.87	1.13	1.13	0.86	1.10	0.78	1.04	0.90	1.00
Control Delay	72.3	102.4	119.0	39.1	129.8	51.5	74.1	74.3	73.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.3	102.4	119.0	39.1	129.8	51.5	74.1	74.3	73.0
Queue Length 50th (ft)	147	~568	~365	435	~159	242	~551	169	~378
Queue Length 95th (ft)	#228	#667	#489	502	#257	311	#832	#260	#526
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	434	1579	700	1973	321	806	719	472	941
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	1.13	1.13	0.86	1.10	0.78	1.04	0.90	1.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

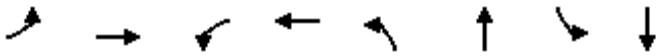
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	304	49	217	60	40	77	117	1279	85	121	1762
v/c Ratio	0.80	0.12	0.44	0.44	0.29	0.32	0.85	0.73	0.09	0.67	0.96
Control Delay	59.1	38.6	10.5	58.7	52.9	5.0	97.3	18.5	3.1	66.9	40.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	38.6	10.5	58.7	52.9	5.0	97.3	18.5	3.1	66.9	40.6
Queue Length 50th (ft)	209	29	11	41	27	0	89	205	6	84	604
Queue Length 95th (ft)	#391	64	79	85	61	10	#195	342	29	#166	#796
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	382	399	489	149	319	375	137	1762	943	180	1826
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.12	0.44	0.40	0.13	0.21	0.85	0.73	0.09	0.67	0.96

Intersection Summary

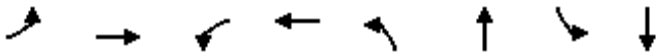
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	2	10	29	1	1341	30	1728
v/c Ratio	0.14	0.01	0.09	0.09	0.01	0.44	0.23	0.54
Control Delay	50.8	0.0	49.6	0.5	46.0	8.4	43.0	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	0.0	49.6	0.5	46.0	8.4	43.0	1.0
Queue Length 50th (ft)	10	0	7	0	1	174	22	25
Queue Length 95th (ft)	31	0	24	0	m1	378	m27	m62
Internal Link Dist (ft)		149		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	440	607	441	608	213	3043	278	3216
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.00	0.02	0.05	0.00	0.44	0.11	0.54

Intersection Summary

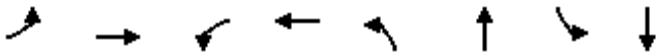
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	4	4	39	2	1335	68	1668
v/c Ratio	0.12	0.03	0.04	0.27	0.02	0.46	0.47	0.52
Control Delay	50.3	35.0	48.2	21.6	66.0	1.9	39.1	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	35.0	48.2	21.6	66.0	1.9	39.1	1.9
Queue Length 50th (ft)	9	1	3	1	1	47	44	28
Queue Length 95th (ft)	29	12	14	35	m3	137	m85	144
Internal Link Dist (ft)		78		321		1240		1452
Turn Bay Length (ft)			50		150		215	
Base Capacity (vph)	285	293	285	308	123	2920	164	3222
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.01	0.01	0.13	0.02	0.46	0.41	0.52

Intersection Summary

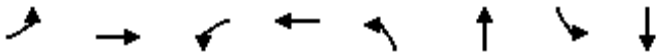
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	76	29	64	47	10	1276	76	1609
v/c Ratio	0.53	0.15	0.44	0.22	0.09	0.48	0.46	0.54
Control Delay	59.1	28.0	54.4	16.5	31.1	2.8	67.7	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	28.0	54.4	16.5	31.1	2.8	67.7	2.5
Queue Length 50th (ft)	52	9	43	2	7	14	56	32
Queue Length 95th (ft)	96	36	84	36	m14	116	106	206
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	250	330	254	333	131	2657	215	2979
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.09	0.25	0.14	0.08	0.48	0.35	0.54

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

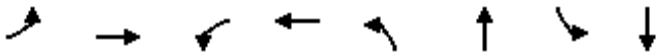


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	55	7	8	5	22	1248	9	1619
v/c Ratio	0.43	0.05	0.06	0.03	0.08	0.41	0.08	0.61
Control Delay	56.9	27.7	44.9	30.0	47.1	9.0	56.1	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	27.7	44.9	30.0	47.1	9.0	56.1	15.6
Queue Length 50th (ft)	38	1	5	1	17	329	7	42
Queue Length 95th (ft)	77	15	21	12	m30	515	m13	#436
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	246	287	247	288	508	3043	131	2647
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.02	0.03	0.02	0.04	0.41	0.07	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	25	71	116	64	1224	148	1526
v/c Ratio	0.10	0.19	0.44	0.45	0.52	0.55	0.73	0.61
Control Delay	48.1	27.0	55.2	15.5	64.3	14.3	75.8	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	27.0	55.2	15.5	64.3	14.3	75.8	12.4
Queue Length 50th (ft)	10	3	48	2	44	270	112	81
Queue Length 95th (ft)	29	31	92	56	90	374	#195	677
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	303	297	305	366	127	2236	216	2483
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.08	0.23	0.32	0.50	0.55	0.69	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

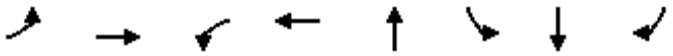


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	387	2014	552	113	1117	674	242	869	725	1163	381
v/c Ratio	1.01	1.08	0.34	0.94	0.98	0.89	0.92	0.97	1.08	0.88	0.54
Control Delay	102.4	84.8	0.6	123.9	63.2	32.7	94.4	67.8	104.3	44.5	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.4	84.8	0.6	123.9	63.2	32.7	94.4	67.8	104.3	44.5	17.9
Queue Length 50th (ft)	~159	~640	0	89	449	255	97	350	~323	439	115
Queue Length 95th (ft)	#263	#735	0	#206	#598	#498	#176	#485	#444	534	212
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	382	1858	1615	120	1140	759	262	897	671	1323	709
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	1.08	0.34	0.94	0.98	0.89	0.92	0.97	1.08	0.88	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	199	2292	6	2384	4	121	1	124
v/c Ratio	0.75	0.72	0.04	1.00	0.01	0.30	0.00	0.23
Control Delay	64.8	18.9	48.7	49.1	0.0	35.9	31.0	6.9
Queue Delay	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.8	19.5	48.7	49.1	0.0	35.9	31.0	6.9
Queue Length 50th (ft)	144	365	4	~647	0	72	1	0
Queue Length 95th (ft)	226	674	17	#817	0	129	5	46
Internal Link Dist (ft)		628		799	118		430	
Turn Bay Length (ft)	230		110			200		200
Base Capacity (vph)	325	3166	279	2392	513	407	539	539
Starvation Cap Reductn	0	428	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.84	0.02	1.00	0.01	0.30	0.00	0.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	118	2452	43	2236	245	243
v/c Ratio	0.59	0.89	0.25	0.87	0.64	0.63
Control Delay	60.0	29.8	50.8	29.9	38.7	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.0	29.8	50.8	29.9	38.7	38.0
Queue Length 50th (ft)	83	581	30	508	129	127
Queue Length 95th (ft)	143	#783	65	636	234	231
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	301	2740	269	2582	380	385
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.89	0.16	0.87	0.64	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2367	27	2439	56	25
v/c Ratio	0.89	0.16	0.77	0.10	0.05
Control Delay	32.4	34.0	9.7	28.9	10.3
Queue Delay	0.0	0.0	0.6	0.0	0.0
Total Delay	32.4	34.0	10.3	28.9	10.3
Queue Length 50th (ft)	~656	18	212	30	0
Queue Length 95th (ft)	#793	m18	m197	62	20
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2669	210	3155	588	543
Starvation Cap Reductn	0	0	318	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.13	0.86	0.10	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	17	38	212	292	49	61	242	597	897	33	304
v/c Ratio	0.17	0.25	0.35	0.87	0.11	0.09	0.72	0.34	0.65	0.24	0.24
Control Delay	44.6	42.0	5.0	63.1	27.4	0.2	41.2	25.5	6.4	42.6	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	42.0	5.0	63.1	27.4	0.2	41.2	25.5	6.4	42.6	22.1
Queue Length 50th (ft)	9	21	0	162	19	0	143	158	62	18	67
Queue Length 95th (ft)	31	50	46	#302	51	0	m#209	215	224	46	102
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	100	253	607	340	528	698	336	1758	1378	142	1276
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.15	0.35	0.86	0.09	0.09	0.72	0.34	0.65	0.23	0.24

Intersection Summary

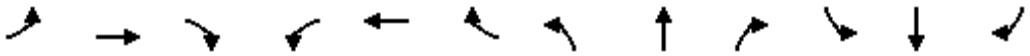
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	104	328	333	1822	39	751
v/c Ratio	0.43	0.75	0.77	0.77	0.34	0.28
Control Delay	40.1	20.1	21.2	15.7	44.3	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	20.1	21.2	15.7	44.3	9.9
Queue Length 50th (ft)	55	34	37	414	23	111
Queue Length 95th (ft)	100	125	132	551	m45	m153
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	320	491	489	2357	116	2641
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.67	0.68	0.77	0.34	0.28

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



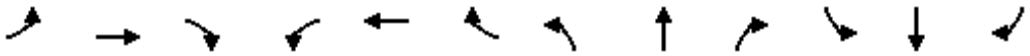
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	127	583	122	549	420	95	57	1401	642	43	1091	90
v/c Ratio	0.64	1.02	0.32	1.07	0.35	0.16	0.51	1.02	0.82	0.39	0.79	0.13
Control Delay	65.5	92.9	5.5	102.6	32.0	3.7	75.6	45.9	12.9	64.7	38.7	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.5	92.9	5.5	102.6	32.0	3.7	75.6	45.9	12.9	64.7	38.7	2.6
Queue Length 50th (ft)	95	~252	0	~473	130	0	42	~618	123	33	403	0
Queue Length 95th (ft)	158	#369	31	#690	181	26	m59	#761	#483	72	492	20
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	245	571	380	511	1197	599	112	1377	781	112	1377	668
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	1.02	0.32	1.07	0.35	0.16	0.51	1.02	0.82	0.38	0.79	0.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

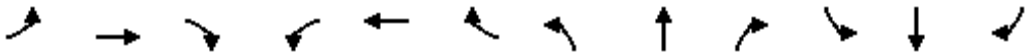
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	128	112	79	9	90	79	37	1630	36	111	1294	106
v/c Ratio	0.64	0.28	0.20	0.07	0.52	0.31	0.34	0.78	0.04	0.71	0.56	0.10
Control Delay	65.1	42.6	9.9	51.8	61.7	5.8	49.1	4.7	0.0	59.8	11.6	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	42.6	9.9	51.8	61.7	5.8	49.1	4.7	0.0	59.8	11.6	2.0
Queue Length 50th (ft)	95	70	0	7	68	0	31	47	0	86	197	1
Queue Length 95th (ft)	160	139	43	23	118	17	m35	m53	m0	m103	m221	m6
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	210	423	417	130	292	348	112	2079	955	165	2306	1055
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.26	0.19	0.07	0.31	0.23	0.33	0.78	0.04	0.67	0.56	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	398	1081	308	50	813	118	342	1102	144	84	991	250
v/c Ratio	1.05	0.65	0.37	0.24	1.09	0.17	1.09	1.00	0.25	0.75	1.00	0.50
Control Delay	111.3	28.1	10.8	67.8	71.7	0.3	104.5	46.1	1.1	70.0	57.5	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.3	28.1	10.8	67.8	71.7	0.3	104.5	46.1	1.1	70.0	57.5	12.2
Queue Length 50th (ft)	~173	344	63	18	~695	0	~283	~464	1	67	290	60
Queue Length 95th (ft)	#274	424	133	m21	m#434	m1	m#400	m#584	m3	m#149	#378	142
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	379	1654	824	218	744	696	315	1098	576	112	994	498
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.65	0.37	0.23	1.09	0.17	1.09	1.00	0.25	0.75	1.00	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

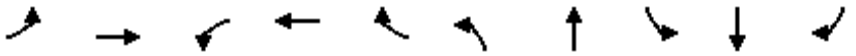


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	134	525	152	104	557	190	929	68	254	1004	124
v/c Ratio	0.88	0.84	0.24	0.83	0.96	0.73	0.83	0.12	0.89	0.71	0.18
Control Delay	100.3	50.9	6.4	99.1	68.6	76.9	58.4	9.6	46.7	12.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.3	50.9	6.4	99.1	68.6	76.9	58.4	9.6	46.7	12.2	0.5
Queue Length 50th (ft)	105	373	5	81	406	75	383	9	202	83	0
Queue Length 95th (ft)	#224	#550	51	#182	#632	m94	433	m14	m228	m94	m0
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	153	633	633	126	590	262	1114	569	287	1419	697
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.83	0.24	0.83	0.94	0.73	0.83	0.12	0.89	0.71	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



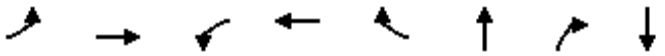
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	585	1736	29	1633	564	12	52	360	46	819
v/c Ratio	0.84	0.70	0.27	1.04	0.81	0.11	0.16	1.04	0.07	0.85
Control Delay	26.6	13.3	47.3	87.5	42.1	55.7	31.6	108.1	24.5	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	13.3	47.3	87.5	42.1	55.7	31.6	108.1	24.5	29.9
Queue Length 50th (ft)	180	122	22	~478	169	9	22	~311	33	629
Queue Length 95th (ft)	m220	135	m31	#582	#355	30	59	m#502	m49	#825
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	700	2471	112	1564	696	112	325	345	683	960
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.70	0.26	1.04	0.81	0.11	0.16	1.04	0.07	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	9	438	122	246	13	166	138	75
v/c Ratio	0.05	0.63	0.63	0.45	0.02	0.34	0.27	0.16
Control Delay	33.7	29.1	50.1	24.6	0.1	26.4	6.4	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	29.1	50.1	24.6	0.1	26.4	6.4	23.2
Queue Length 50th (ft)	4	90	56	85	0	64	0	25
Queue Length 95th (ft)	18	136	#137	178	0	124	42	62
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	186	920	199	608	600	484	520	478
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.48	0.61	0.40	0.02	0.34	0.27	0.16

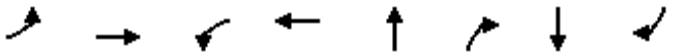
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	55	56	80	77	134
Average Queue (ft)	24	40	41	42	66
95th Queue (ft)	54	59	63	65	108
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	141	1870	40	1225	96	33	32	246
v/c Ratio	0.30	0.80	0.36	0.98	0.27	0.08	0.10	0.52
Control Delay	36.9	30.7	63.0	66.1	45.2	0.4	43.2	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	30.7	63.0	66.1	45.2	0.4	43.2	9.6
Queue Length 50th (ft)	98	491	30	346	66	0	21	0
Queue Length 95th (ft)	161	540	67	#449	118	0	51	72
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	511	2375	117	1252	361	405	317	474
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.79	0.34	0.98	0.27	0.08	0.10	0.52

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	35	1783	223	1191	56	2	131	13	25
v/c Ratio	0.28	0.78	0.74	0.39	0.44	0.00	0.18	0.11	0.07
Control Delay	59.0	29.8	59.5	13.4	64.0	39.0	4.2	54.8	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.0	29.8	59.5	13.4	64.0	39.0	4.2	54.8	19.2
Queue Length 50th (ft)	25	402	159	183	41	1	4	9	3
Queue Length 95th (ft)	61	500	245	216	87	9	35	31	28
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	127	2448	404	3288	134	457	765	127	344
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.73	0.55	0.36	0.42	0.00	0.17	0.10	0.07

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	303	32	629	636	128	400
v/c Ratio	0.71	0.04	0.75	0.47	0.53	0.34
Control Delay	36.7	3.4	31.1	2.8	39.5	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.7	3.4	31.1	2.8	39.5	9.5
Queue Length 50th (ft)	138	0	273	26	60	89
Queue Length 95th (ft)	206	11	#560	72	108	165
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	541	813	835	1379	327	1163
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.04	0.75	0.46	0.39	0.34

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	152	810	1107	577	701
v/c Ratio	0.36	0.93	1.89	0.84	1.25
Control Delay	35.7	26.0	429.3	30.3	161.9
Queue Delay	0.0	0.0	0.0	1.8	0.0
Total Delay	35.7	26.0	429.3	32.1	161.9
Queue Length 50th (ft)	86	118	~1228	168	~667
Queue Length 95th (ft)	135	#392	#1446	#346	#954
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	557	945	587	687	560
Starvation Cap Reductn	0	0	0	35	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.86	1.89	0.88	1.25

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	743	431	84	491	195	595	99	266	669	562
v/c Ratio	0.85	0.39	0.52	0.75	0.64	0.53	0.17	0.80	0.57	0.66
Control Delay	49.1	14.6	58.7	21.1	53.5	36.0	3.7	31.1	17.6	2.2
Queue Delay	24.1	0.0	0.0	0.5	0.0	1.3	0.0	0.0	0.0	0.7
Total Delay	73.2	14.6	58.7	21.7	53.5	37.3	3.7	31.1	17.6	2.9
Queue Length 50th (ft)	252	56	57	51	130	188	0	137	123	9
Queue Length 95th (ft)	325	93	107	101	208	275	26	m111	m163	m6
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	938	1225	193	829	303	1119	589	381	1178	850
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	85
Spillback Cap Reductn	216	0	0	97	0	314	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.35	0.44	0.67	0.64	0.74	0.17	0.70	0.57	0.73

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



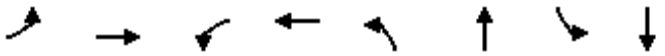
Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	152	449	12	960	333	116	994
v/c Ratio	0.67	0.98	0.11	1.18	0.43	0.97	1.07
Control Delay	62.1	81.1	71.2	97.8	1.4	129.9	79.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	81.1	71.2	97.8	1.4	129.9	79.5
Queue Length 50th (ft)	108	338	9	~885	14	91	732
Queue Length 95th (ft)	174	#602	m6	m161	m6	#212	#1200
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	290	459	112	815	766	120	932
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.98	0.11	1.18	0.43	0.97	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	169	938	328	742	121	1321	124	1105
v/c Ratio	1.25	1.71	1.68	1.23	1.08	1.80	1.03	1.45
Control Delay	187.6	350.8	361.6	152.3	163.7	392.3	82.3	227.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	187.6	350.8	361.6	152.3	163.7	392.3	82.3	227.0
Queue Length 50th (ft)	~165	~1083	~371	~707	~100	~1578	~105	~1175
Queue Length 95th (ft)	m#306	#1295	#555	#946	#235	#1846	m#101	m#1085
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	135	547	195	604	112	735	120	760
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.25	1.71	1.68	1.23	1.08	1.80	1.03	1.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	133	403	86	305	110	1052	132	155	1113
v/c Ratio	0.60	0.73	0.52	0.68	0.57	0.58	0.13	0.67	0.42
Control Delay	60.8	47.4	62.3	46.3	70.5	37.9	7.6	34.2	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.8	47.4	62.3	46.3	70.5	37.9	7.6	34.2	26.8
Queue Length 50th (ft)	99	130	65	92	50	270	2	105	319
Queue Length 95th (ft)	157	175	115	136	136	476	103	m75	m209
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	291	820	216	682	192	1808	1039	303	2673
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.49	0.40	0.45	0.57	0.58	0.13	0.51	0.42

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	104	94	527	78	73	50	1017	731	115	995
v/c Ratio	0.59	0.54	0.85	0.12	0.12	0.45	0.57	0.59	0.68	0.50
Control Delay	65.5	53.3	50.4	26.3	1.3	67.3	35.8	5.0	95.6	49.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.5	53.3	50.4	26.3	1.3	67.3	35.8	5.0	95.6	49.9
Queue Length 50th (ft)	78	58	369	41	0	38	241	64	93	257
Queue Length 95th (ft)	135	110	482	70	8	81	326	168	#163	330
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	219	290	677	758	706	114	1774	1259	180	2000
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.32	0.78	0.10	0.10	0.44	0.57	0.58	0.64	0.50

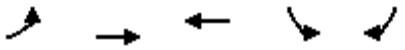
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	EB	EB	SB
Directions Served	T	T	R
Maximum Queue (ft)	416	346	270
Average Queue (ft)	80	42	264
95th Queue (ft)	309	211	308
Link Distance (ft)	1101	1101	255
Upstream Blk Time (%)			60
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	408	1702	1660	324	205
v/c Ratio	1.09	0.51	0.80	0.62	0.33
Control Delay	109.2	16.9	47.8	42.7	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	109.2	16.9	47.8	42.7	5.9
Queue Length 50th (ft)	~359	230	355	217	0
Queue Length 95th (ft)	m#521	m247	m379	316	56
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	374	3328	2105	526	616
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.09	0.51	0.79	0.62	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queuing and Blocking Report

Intersection: 64: Iris Avenue & Project Driveway 3

Movement	EB	WB	SB
Directions Served	T	TR	R
Maximum Queue (ft)	42	54	158
Average Queue (ft)	2	2	58
95th Queue (ft)	16	21	110
Link Distance (ft)	576	565	286
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			



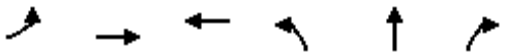
Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2190	3796	210	205	193
v/c Ratio	0.67	1.12	0.45	0.47	0.45
Control Delay	13.7	66.8	39.6	38.7	38.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.7	66.8	39.6	38.7	38.3
Queue Length 50th (ft)	347	~1230	142	138	124
Queue Length 95th (ft)	394	m#1156	221	223	201
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3291	3384	471	439	428
Starvation Cap Reductn	0	33	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	1.13	0.45	0.47	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	69	1922	3061	436	436	150
v/c Ratio	0.60	0.58	1.05	0.87	0.91	0.31
Control Delay	65.2	9.3	40.7	60.4	65.9	26.0
Queue Delay	0.0	0.0	19.6	0.0	0.0	0.0
Total Delay	65.2	9.3	60.3	60.4	65.9	26.0
Queue Length 50th (ft)	54	183	~965	347	367	67
Queue Length 95th (ft)	m86	200	m187	#556	#600	130
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	117	3427	2903	501	480	479
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	470	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.56	1.26	0.87	0.91	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	382	200	492	2166	442
v/c Ratio	0.33	0.30	1.12	0.98	0.87
Control Delay	27.8	5.0	94.8	30.9	48.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	5.0	94.8	30.9	48.4
Queue Length 50th (ft)	101	0	~394	772	238
Queue Length 95th (ft)	142	49	m244	m431	#418
Internal Link Dist (ft)	514			155	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1168	658	438	2200	510
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.30	1.12	0.98	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	1142	3194	330	510	112	317
v/c Ratio	0.34	0.52	1.47	1.82	0.99	1.56	0.71
Control Delay	20.4	7.7	233.8	417.6	76.6	337.3	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	7.7	233.8	417.6	76.6	337.3	44.0
Queue Length 50th (ft)	5	120	~1555	~336	341	~107	189
Queue Length 95th (ft)	17	146	#1683	#511	#557	#220	290
Internal Link Dist (ft)		233	628		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	73	2210	2180	181	515	72	447
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.52	1.47	1.82	0.99	1.56	0.71

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



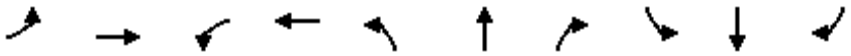
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	743	883	7	1821	403	23	337	17	299	921
v/c Ratio	1.70	0.29	0.07	1.51	0.68	0.33	0.55	0.03	1.53	1.14
Control Delay	358.0	4.9	68.7	254.0	10.6	46.7	37.3	0.1	291.6	99.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	358.0	4.9	68.7	254.0	10.6	46.7	37.3	0.1	291.6	99.7
Queue Length 50th (ft)	~861	32	5	~1010	38	13	213	0	~324	~600
Queue Length 95th (ft)	#1105	89	m6	#1154	m79	43	309	0	#503	#853
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	436	3049	112	1203	593	69	617	572	196	807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.70	0.29	0.06	1.51	0.68	0.33	0.55	0.03	1.53	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

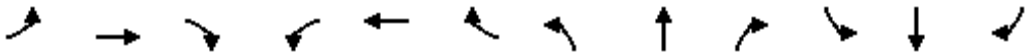
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	1166	86	1774	349	123	79	46	175	127
v/c Ratio	0.54	0.69	0.41	0.90	0.84	0.17	0.12	0.39	0.45	0.28
Control Delay	71.3	29.1	37.7	13.5	57.5	19.4	1.3	63.2	47.9	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.3	29.1	37.7	13.5	57.5	19.4	1.3	63.2	47.9	5.3
Queue Length 50th (ft)	49	223	69	349	270	51	0	35	125	0
Queue Length 95th (ft)	m81	m219	m76	m367	m#365	m76	m6	74	199	34
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	120	1793	227	1974	451	740	685	129	392	447
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.65	0.38	0.90	0.77	0.17	0.12	0.36	0.45	0.28

Intersection Summary

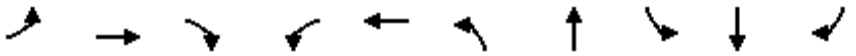
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	183	1134	339	95	2305	81	249	251	126	68	86	159
v/c Ratio	0.72	0.55	0.21	0.22	0.94	0.10	0.92	0.91	0.36	0.42	0.51	0.54
Control Delay	65.8	31.8	0.3	19.0	14.9	0.7	88.3	86.1	12.4	43.9	46.8	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	31.8	0.3	19.0	14.9	0.7	88.3	86.1	12.4	43.9	46.8	19.2
Queue Length 50th (ft)	134	283	0	25	198	0	202	204	5	47	60	36
Queue Length 95th (ft)	#246	302	0	m60	#766	m1	#368	#368	60	m77	m96	m83
Internal Link Dist (ft)		1185			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	257	2570	1615	443	2461	809	270	275	353	264	276	383
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.44	0.21	0.21	0.94	0.10	0.92	0.91	0.36	0.26	0.31	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



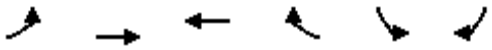
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	181	682	85	130	2365	74	393	186	274	158
v/c Ratio	0.72	0.39	0.10	0.65	1.01	0.34	0.56	0.71	0.34	0.33
Control Delay	55.3	7.7	0.5	75.9	22.6	53.1	32.0	69.6	42.4	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.3	7.7	0.5	75.9	22.6	53.1	32.0	69.6	42.4	8.6
Queue Length 50th (ft)	149	47	0	97	~150	31	137	73	97	0
Queue Length 95th (ft)	223	122	m0	m97	m141	m53	200	#120	145	59
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	311	1789	830	243	2351	221	696	265	810	480
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.38	0.10	0.53	1.01	0.33	0.56	0.70	0.34	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

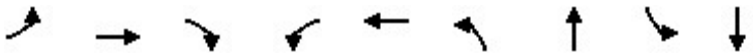
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	227	1117	2486	161	156	121
v/c Ratio	0.77	0.28	0.85	0.13	0.26	0.20
Control Delay	75.4	1.0	8.6	1.0	70.2	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.4	1.0	8.6	1.0	70.2	20.6
Queue Length 50th (ft)	133	8	174	5	67	45
Queue Length 95th (ft)	218	20	m155	m3	103	71
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	361	3976	2941	1280	592	651
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.28	0.85	0.13	0.26	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



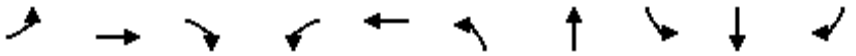
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	847	71	225	2331	186	473	199	291
v/c Ratio	0.24	0.84	0.13	0.68	1.03	0.54	0.50	0.80	0.38
Control Delay	50.9	22.2	1.7	29.0	27.8	30.1	21.2	72.9	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.9	22.2	1.7	29.0	27.8	30.1	21.2	72.9	38.0
Queue Length 50th (ft)	21	117	0	164	~692	123	145	148	92
Queue Length 95th (ft)	m48	160	m5	m160	m317	m125	m134	#254	138
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	114	1070	555	367	2264	344	942	272	763
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.79	0.13	0.61	1.03	0.54	0.50	0.73	0.38

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	413	1128	226	18	2127	498	75	93	54	132
v/c Ratio	1.14	0.43	0.24	0.10	1.15	1.14	0.10	0.49	0.08	0.20
Control Delay	124.7	12.4	1.5	42.3	99.9	134.0	35.7	35.0	40.3	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	124.7	12.4	1.5	42.3	99.9	134.0	35.7	35.0	40.3	4.2
Queue Length 50th (ft)	~367	131	0	12	~698	~231	22	51	13	12
Queue Length 95th (ft)	#558	141	6	m14	m#790	#340	44	m96	m25	65
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	361	2869	994	187	1850	437	728	189	661	669
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.39	0.23	0.10	1.15	1.14	0.10	0.49	0.08	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



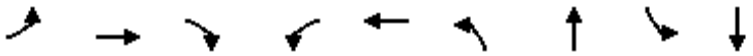
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	172	923	55	27	2561	214	447	40	245	281	206
v/c Ratio	0.97	0.38	0.06	0.11	1.09	0.91	0.72	0.11	1.00	0.43	0.43
Control Delay	102.8	9.5	1.3	35.4	69.4	70.5	28.9	0.7	108.5	46.3	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.8	9.5	1.3	35.4	69.4	70.5	28.9	0.7	108.5	46.3	28.6
Queue Length 50th (ft)	143	73	1	21	~841	172	116	1	192	103	96
Queue Length 95th (ft)	m#226	94	m3	m25	m#821	m#283	m153	m1	#361	147	166
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	177	2861	981	254	2345	236	625	373	246	646	475
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.32	0.06	0.11	1.09	0.91	0.72	0.11	1.00	0.43	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

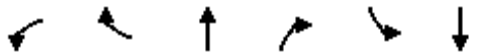
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	139	563	422	15	1138	856	571	71	376
v/c Ratio	0.85	0.37	0.34	0.10	0.94	0.95	0.42	0.50	0.59
Control Delay	117.1	43.7	11.6	29.9	23.0	63.5	30.0	61.8	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.1	43.7	11.6	29.9	23.0	63.5	30.0	61.8	19.4
Queue Length 50th (ft)	111	230	249	10	83	336	178	57	42
Queue Length 95th (ft)	#226	306	365	m13	#305	#459	232	107	61
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	165	1605	1234	151	1220	910	1350	153	641
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.35	0.34	0.10	0.93	0.94	0.42	0.46	0.59

Intersection Summary

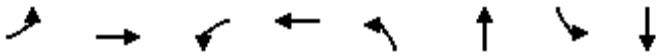
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	211	407	753	158	184	775
v/c Ratio	0.49	0.73	0.41	0.18	0.21	0.27
Control Delay	27.5	12.2	16.9	3.2	30.5	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.5	12.2	16.9	3.2	30.5	3.2
Queue Length 50th (ft)	64	109	147	0	47	47
Queue Length 95th (ft)	m65	m136	225	36	76	97
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	840	696	1826	883	875	2872
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.58	0.41	0.18	0.21	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



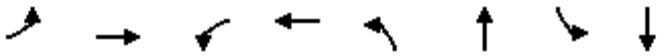
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	113	1065	94	2298	131	340	141	335
v/c Ratio	0.59	0.47	0.54	1.03	0.67	0.44	0.70	0.42
Control Delay	48.7	8.5	57.9	51.7	43.2	17.5	70.1	35.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	8.5	57.9	51.7	43.2	17.5	70.1	35.8
Queue Length 50th (ft)	94	72	75	~502	92	19	105	97
Queue Length 95th (ft)	m144	m82	m71	m427	m#137	m60	#196	151
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	261	2270	315	2238	195	769	215	792
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.47	0.30	1.03	0.67	0.44	0.66	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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Queue shown is maximum after two cycles.

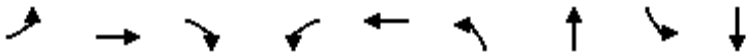
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	57	636	41	1086	155	573	111	473
v/c Ratio	0.40	0.58	0.16	0.85	0.65	0.46	0.61	0.42
Control Delay	52.5	8.4	31.3	30.0	61.6	33.6	62.7	32.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	8.4	31.3	30.0	61.6	33.6	62.7	32.4
Queue Length 50th (ft)	46	46	20	191	115	186	82	155
Queue Length 95th (ft)	93	46	m27	227	183	264	143	225
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	204	1506	263	1347	285	1241	228	1133
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.42	0.16	0.81	0.54	0.46	0.49	0.42

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	272	87	28	961	54	326	294	418
v/c Ratio	0.30	0.28	0.16	0.06	0.87	0.34	0.33	0.70	0.26
Control Delay	39.3	21.4	1.0	35.4	34.0	48.3	32.2	43.9	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	21.4	1.0	35.4	34.0	48.3	32.2	43.9	20.1
Queue Length 50th (ft)	25	31	0	8	217	33	93	169	96
Queue Length 95th (ft)	50	80	0	20	#341	70	137	249	135
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	266	1196	619	451	1139	209	976	505	1586
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.23	0.14	0.06	0.84	0.26	0.33	0.58	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



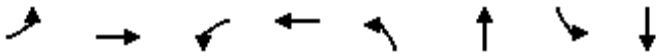
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	179	791	192	267	1886	524	1084	246	278	834	298
v/c Ratio	0.82	0.78	0.33	0.78	1.16	1.16	0.91	0.37	0.99	0.97	0.63
Control Delay	75.1	38.5	15.2	76.2	108.8	113.7	22.1	1.3	101.0	70.5	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.1	38.5	15.2	76.2	108.8	113.7	22.1	1.3	101.0	70.5	28.6
Queue Length 50th (ft)	72	305	84	97	~619	~464	197	0	217	338	113
Queue Length 95th (ft)	#134	383	151	m109	m#665	m#597	#527	m1	#393	#472	213
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		100
Base Capacity (vph)	218	1017	582	347	1627	451	1194	658	282	857	476
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.78	0.33	0.77	1.16	1.16	0.91	0.37	0.99	0.97	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	95	706	185	935	303	1866	100	1283
v/c Ratio	0.77	0.85	0.77	0.89	0.89	0.87	0.67	0.80
Control Delay	86.5	26.0	53.3	34.4	74.6	37.3	56.2	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.5	26.0	53.3	34.4	74.6	37.3	56.2	30.4
Queue Length 50th (ft)	56	257	140	365	228	479	62	153
Queue Length 95th (ft)	#159	231	m172	m416	#376	551	m80	m174
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	123	896	239	1091	361	2141	150	1607
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.79	0.77	0.86	0.84	0.87	0.67	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	75	553	432	731	257	1563	401	198	1200
v/c Ratio	0.51	0.92	0.95	0.59	0.92	0.92	0.62	0.89	0.79
Control Delay	64.9	66.3	75.4	32.9	50.2	12.4	3.4	90.1	43.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.9	66.3	75.4	32.9	50.2	12.4	3.4	90.1	43.3
Queue Length 50th (ft)	56	205	327	235	172	284	64	153	314
Queue Length 95th (ft)	106	#308	#522	306	m167	m259	m59	#293	372
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	171	611	466	1242	282	1692	652	222	1512
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.91	0.93	0.59	0.91	0.92	0.62	0.89	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	183	100	396	163	106	2378	85	1791
v/c Ratio	0.74	0.32	0.93	0.33	0.72	1.06	0.73	0.82
Control Delay	67.5	8.3	76.4	8.0	90.4	62.1	65.8	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.5	8.3	76.4	8.0	90.4	62.1	65.8	21.9
Queue Length 50th (ft)	137	0	306	0	88	~719	58	234
Queue Length 95th (ft)	214	36	#526	57	m#167	#814	m77	m306
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	290	344	424	490	154	2243	117	2188
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.29	0.93	0.33	0.69	1.06	0.73	0.82

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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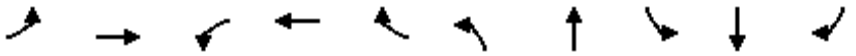
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	97	43	133	2553	2073
v/c Ratio	0.68	0.10	0.73	0.58	0.56
Control Delay	77.0	0.4	59.7	6.6	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	77.0	0.4	59.7	6.6	3.2
Queue Length 50th (ft)	74	0	90	285	72
Queue Length 95th (ft)	#148	0	m106	320	m80
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	151	432	195	4428	3707
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.10	0.68	0.58	0.56

Intersection Summary

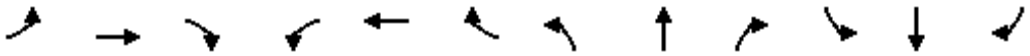
95th percentile volume exceeds capacity, queue may be longer.
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m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	50	79	56	98	70	147	2713	148	1774	95
v/c Ratio	0.38	0.25	0.29	0.54	0.27	0.55	0.90	0.73	0.62	0.09
Control Delay	61.3	17.1	51.3	62.0	3.9	30.9	8.3	94.3	8.7	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.3	17.1	51.3	62.0	3.9	30.9	8.3	94.3	8.7	1.0
Queue Length 50th (ft)	38	3	40	74	0	99	245	123	98	1
Queue Length 95th (ft)	79	28	79	126	9	m88	m214	#244	101	4
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	133	544	196	294	350	269	3019	205	2848	1072
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.15	0.29	0.33	0.20	0.55	0.90	0.72	0.62	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

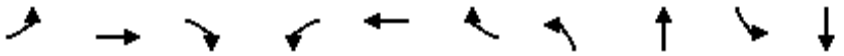


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	452	277	137	4	820	608	451	1851	41	267	1071	545
v/c Ratio	1.16	0.16	0.16	0.02	0.65	1.19	0.93	1.07	0.07	1.02	0.77	0.73
Control Delay	137.6	19.1	3.9	53.5	43.9	131.8	78.4	82.0	0.2	89.5	20.6	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	137.6	19.1	3.9	53.5	43.9	131.8	78.4	82.0	0.2	89.5	20.6	12.6
Queue Length 50th (ft)	~413	60	0	1	210	~465	180	~582	0	~103	238	35
Queue Length 95th (ft)	#620	103	39	7	257	#693	#278	#679	0	#197	261	90
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	391	1708	836	218	1253	513	484	1729	617	262	1400	747
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.16	0.16	0.02	0.65	1.19	0.93	1.07	0.07	1.02	0.77	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	132	1139	96	28	1765	229	163	224	203	328
v/c Ratio	0.90	0.61	0.10	0.15	0.97	0.22	0.58	0.75	0.93	0.42
Control Delay	98.2	13.5	0.8	34.4	16.7	0.1	40.0	46.2	98.1	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.2	13.5	0.8	34.4	16.7	0.1	40.0	46.2	98.1	23.3
Queue Length 50th (ft)	102	256	1	16	458	0	65	173	158	60
Queue Length 95th (ft)	m#156	m245	m2	m14	m155	m0	m99	m#269	#305	105
Internal Link Dist (ft)		2564			562			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	147	2027	970	191	1820	1049	297	300	218	777
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.56	0.10	0.15	0.97	0.22	0.55	0.75	0.93	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	103	755	31	876	212	480	57	270	108
v/c Ratio	0.61	0.67	0.25	0.94	0.76	0.33	0.24	0.40	0.17
Control Delay	46.1	18.7	37.2	32.7	65.2	27.1	42.7	27.8	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	18.7	37.2	32.7	65.2	27.1	42.7	27.8	3.2
Queue Length 50th (ft)	85	156	25	127	158	142	38	142	1
Queue Length 95th (ft)	m101	m196	m52	#462	236	191	77	206	24
Internal Link Dist (ft)		2608		2526		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	195	1160	127	927	345	1438	270	682	646
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.65	0.24	0.94	0.61	0.33	0.21	0.40	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	1019	815	1048	137	166	837	78	458
v/c Ratio	0.53	1.14	1.26	0.53	0.13	1.11	0.91	0.70	0.72
Control Delay	65.3	118.1	163.9	19.7	1.9	155.3	41.0	87.3	49.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	118.1	163.9	19.7	1.9	155.3	41.0	87.3	49.3
Queue Length 50th (ft)	60	~484	~792	278	0	~146	202	60	161
Queue Length 95th (ft)	112	#619	#1034	349	25	#288	#321	#138	221
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	177	892	646	1960	1019	150	923	112	637
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	1.14	1.26	0.53	0.13	1.11	0.91	0.70	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	90	835	263	133	1489	49	273	573	177	55	444
v/c Ratio	0.80	0.94	0.32	0.84	1.59	0.05	1.40	1.12	0.27	0.50	1.17
Control Delay	96.0	29.6	2.7	94.0	298.5	0.8	233.5	100.0	1.7	70.2	139.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.0	29.6	2.7	94.0	298.5	0.8	233.5	100.0	1.7	70.2	139.6
Queue Length 50th (ft)	61	696	14	104	~1647	0	~284	~546	1	42	~393
Queue Length 95th (ft)	m#144	m#838	m23	#229	#1912	6	#439	#732	3	87	#601
Internal Link Dist (ft)		1931			283			236			268
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	112	904	830	158	934	912	195	511	655	112	381
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.92	0.32	0.84	1.59	0.05	1.40	1.12	0.27	0.49	1.17

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

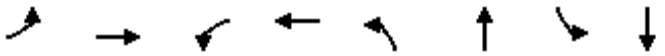
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	68	655	305	601	133	197	746	447	136	674
v/c Ratio	0.22	0.81	0.86	0.62	0.26	0.73	0.61	0.28	0.71	0.64
Control Delay	34.2	16.7	68.8	42.6	6.8	65.3	37.3	0.4	68.4	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	16.7	68.8	42.6	6.8	65.3	37.3	0.4	68.4	28.6
Queue Length 50th (ft)	55	173	225	227	0	147	269	0	98	194
Queue Length 95th (ft)	m86	205	#355	270	46	#251	347	0	m129	m237
Internal Link Dist (ft)		2526		262			1585			2188
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	321	897	391	1383	692	270	1224	1593	211	1057
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.73	0.78	0.43	0.19	0.73	0.61	0.28	0.64	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	489	44	478	178	1078	248	940
v/c Ratio	0.95	0.65	0.43	0.59	0.48	0.42	0.80	0.37
Control Delay	117.0	38.5	49.0	27.6	12.4	6.9	33.5	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.0	38.5	49.0	27.6	12.4	6.9	33.5	6.2
Queue Length 50th (ft)	66	143	25	101	49	144	104	114
Queue Length 95th (ft)	#169	198	63	154	106	181	#292	146
Internal Link Dist (ft)		1075		284		1385		907
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	120	833	115	897	371	2555	311	2519
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.59	0.38	0.53	0.48	0.42	0.80	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	235	1429	754	1560	531	596	538	190	654
v/c Ratio	0.53	0.98	0.95	0.79	0.96	0.62	0.67	0.61	0.93
Control Delay	54.7	59.2	67.3	35.5	79.6	42.3	16.8	61.0	64.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	59.2	67.3	35.5	79.6	42.3	16.8	61.0	64.8
Queue Length 50th (ft)	90	383	298	373	212	216	182	73	250
Queue Length 95th (ft)	133	#492	#417	433	#322	278	266	112	#363
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	440	1461	796	2032	554	960	809	338	706
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.98	0.95	0.77	0.96	0.62	0.67	0.56	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

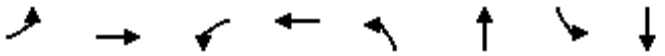


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	413	194	333	83	131	92	354	1331	207	116	1278
v/c Ratio	1.89	0.64	0.63	0.51	0.55	0.29	0.87	0.72	0.20	0.68	0.95
Control Delay	443.9	53.5	10.3	58.8	52.7	5.2	51.9	20.5	3.4	69.1	48.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	443.9	53.5	10.3	58.8	52.7	5.2	51.9	20.5	3.4	69.1	48.0
Queue Length 50th (ft)	~446	130	0	57	88	0	207	358	6	81	460
Queue Length 95th (ft)	#639	201	81	107	144	21	#433	604	60	#162	#621
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	219	350	558	190	319	374	406	1847	1049	170	1351
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.89	0.55	0.60	0.44	0.41	0.25	0.87	0.72	0.20	0.68	0.95

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	5	21	40	4	1864	14	1489
v/c Ratio	0.24	0.02	0.20	0.10	0.04	0.65	0.07	0.48
Control Delay	53.5	0.2	52.2	0.5	47.0	11.4	25.1	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	0.2	52.2	0.5	47.0	11.4	25.1	1.6
Queue Length 50th (ft)	16	0	14	0	3	101	8	59
Queue Length 95th (ft)	43	0	39	0	m4	818	m9	m99
Internal Link Dist (ft)		96		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	237	399	243	536	124	2850	347	3107
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.01	0.09	0.07	0.03	0.65	0.04	0.48

Intersection Summary

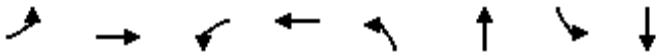
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	10	56	12	1842	18	1555
v/c Ratio	0.02	0.11	0.19	0.10	0.61	0.13	0.50
Control Delay	48.5	51.0	1.4	34.2	9.5	47.8	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	51.0	1.4	34.2	9.5	47.8	2.1
Queue Length 50th (ft)	1	7	0	8	203	14	72
Queue Length 95th (ft)	9	25	0	m13	474	m29	121
Internal Link Dist (ft)			321		1240		1452
Turn Bay Length (ft)		50		150		215	
Base Capacity (vph)	409	426	619	328	3013	180	3130
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.02	0.09	0.04	0.61	0.10	0.50

Intersection Summary

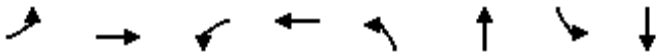
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	81	12	82	49	10	1787	35	1541
v/c Ratio	0.55	0.06	0.54	0.23	0.09	0.64	0.29	0.52
Control Delay	59.4	28.8	58.4	20.8	50.8	3.2	37.5	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	28.8	58.4	20.8	50.8	3.2	37.5	2.2
Queue Length 50th (ft)	55	3	56	8	7	109	24	18
Queue Length 95th (ft)	101	21	101	42	m11	107	m50	101
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	237	302	245	321	124	2812	127	2954
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.04	0.33	0.15	0.08	0.64	0.28	0.52

Intersection Summary

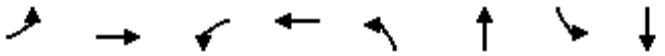
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	331	15	47	32	22	1480	20	1477
v/c Ratio	0.87	0.03	0.12	0.07	0.19	0.72	0.10	0.68
Control Delay	60.2	19.2	28.6	10.7	68.6	10.7	54.7	27.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	19.2	28.6	10.7	68.6	10.7	54.7	27.6
Queue Length 50th (ft)	218	4	24	2	15	33	15	480
Queue Length 95th (ft)	#330	19	52	24	m17	m#620	m25	661
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	443	561	448	534	124	2049	311	2174
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.03	0.10	0.06	0.18	0.72	0.06	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	115	125	150	233	65	1470	218	1223
v/c Ratio	0.57	0.60	0.63	0.73	0.28	0.98	0.67	0.70
Control Delay	56.9	51.0	56.7	19.8	45.4	49.8	51.5	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	51.0	56.7	19.8	45.4	49.8	51.5	17.9
Queue Length 50th (ft)	78	73	102	1	41	~578	102	93
Queue Length 95th (ft)	131	128	161	85	84	#724	#324	#556
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	303	313	308	349	262	1501	323	1742
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.40	0.49	0.67	0.25	0.98	0.67	0.70

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	309	845	243	81	2021	871	550	1193	533	672	462
v/c Ratio	1.18	0.40	0.15	0.54	1.40	1.06	1.10	1.21	1.31	0.75	0.91
Control Delay	160.7	26.5	0.2	65.6	214.7	73.0	117.1	142.6	196.4	47.8	52.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	160.7	26.5	0.2	65.6	214.7	73.0	117.1	142.6	196.4	47.8	52.6
Queue Length 50th (ft)	~147	173	0	61	~1102	~597	~248	~594	~273	254	250
Queue Length 95th (ft)	#239	215	0	113	#1239	#847	#360	#733	#384	324	#450
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	262	2123	1615	177	1444	821	501	985	408	896	510
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.18	0.40	0.15	0.46	1.40	1.06	1.10	1.21	1.31	0.75	0.91

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	105	1659	2323	15	140	2	80
v/c Ratio	0.54	0.46	0.83	0.04	0.42	0.00	0.18
Control Delay	56.1	7.9	23.7	30.8	40.7	33.5	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	7.9	23.7	30.8	40.7	33.5	8.6
Queue Length 50th (ft)	70	167	457	7	83	1	0
Queue Length 95th (ft)	125	195	582	25	151	8	38
Internal Link Dist (ft)		628	799	118		430	
Turn Bay Length (ft)	230				200		200
Base Capacity (vph)	402	3679	2800	386	330	441	433
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.45	0.83	0.04	0.42	0.00	0.18

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	107	1680	66	2034	296	224
v/c Ratio	0.54	0.58	0.40	0.76	0.95	0.57
Control Delay	53.7	16.2	52.5	22.3	73.4	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	16.2	52.5	22.3	73.4	32.8
Queue Length 50th (ft)	69	259	43	370	170	100
Queue Length 95th (ft)	125	328	87	472	#363	190
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	475	2874	475	2774	313	393
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.58	0.14	0.73	0.95	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1825	9	1993	115	34
v/c Ratio	0.69	0.08	0.72	0.16	0.05
Control Delay	24.2	77.8	13.9	23.9	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	77.8	13.9	23.9	7.4
Queue Length 50th (ft)	358	7	596	56	0
Queue Length 95th (ft)	505	m9	m584	98	21
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2651	391	2766	722	666
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.69	0.02	0.72	0.16	0.05

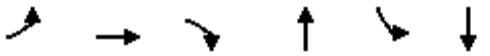
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	7	37	255	286	20	55	133	309	436	35	480
v/c Ratio	0.07	0.28	0.54	0.75	0.04	0.08	0.62	0.18	0.32	0.31	0.33
Control Delay	42.0	45.6	13.5	45.3	22.1	0.2	50.7	25.3	0.7	48.0	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	45.6	13.5	45.3	22.1	0.2	50.7	25.3	0.7	48.0	21.6
Queue Length 50th (ft)	4	20	31	151	7	0	82	67	0	19	111
Queue Length 95th (ft)	18	51	98	229	26	0	141	106	1	50	161
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	100	132	492	461	583	728	240	1759	1377	114	1475
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.28	0.52	0.62	0.03	0.08	0.55	0.18	0.32	0.31	0.33

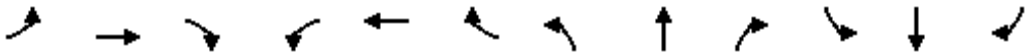
Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	45	409	405	922	83	936
v/c Ratio	0.11	0.88	0.87	0.49	0.59	0.41
Control Delay	26.6	42.5	41.5	15.5	57.3	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	42.5	41.5	15.5	57.3	8.7
Queue Length 50th (ft)	20	151	149	180	48	132
Queue Length 95th (ft)	47	#316	#311	236	m#99	139
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	461	500	499	1875	145	2297
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.82	0.81	0.49	0.57	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

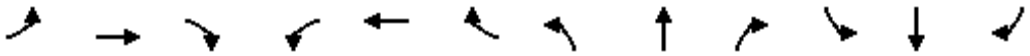


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	240	296	348	490	382	28	210	740	574	23	1286	120
v/c Ratio	0.77	0.59	0.92	1.06	0.47	0.06	1.08	0.46	0.59	0.21	0.98	0.20
Control Delay	63.9	53.0	49.8	102.9	43.8	0.2	142.1	12.3	3.9	58.3	59.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	53.0	49.8	102.9	43.8	0.2	142.1	12.3	3.9	58.3	59.4	5.6
Queue Length 50th (ft)	179	112	110	~438	136	0	~185	134	69	17	514	1
Queue Length 95th (ft)	258	160	#282	#648	196	0	#347	183	48	45	#673	41
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	389	556	396	461	807	474	195	1612	977	112	1308	612
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.53	0.88	1.06	0.47	0.06	1.08	0.46	0.59	0.21	0.98	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

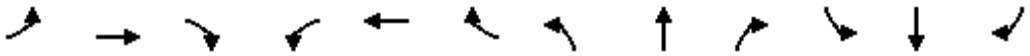
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	101	61	22	10	74	172	31	1132	15	60	1496	142
v/c Ratio	0.63	0.17	0.06	0.09	0.46	0.59	0.28	0.49	0.01	0.43	0.62	0.13
Control Delay	70.0	42.3	0.3	55.4	61.0	16.1	49.2	9.3	0.0	47.1	6.7	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.0	42.3	0.3	55.4	61.0	16.1	49.2	9.3	0.0	47.1	6.7	0.5
Queue Length 50th (ft)	76	39	0	8	56	0	23	134	0	47	224	1
Queue Length 95th (ft)	136	84	0	26	103	66	m35	167	m0	m48	m234	m1
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	180	388	395	112	292	390	112	2287	1045	157	2413	1126
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.16	0.06	0.09	0.25	0.44	0.28	0.49	0.01	0.38	0.62	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	184	497	250	163	920	207	236	749	56	106	1025	333
v/c Ratio	0.83	0.32	0.30	0.58	1.08	0.26	0.92	0.78	0.11	0.69	0.94	0.70
Control Delay	83.7	23.2	3.5	61.8	86.0	8.4	67.0	18.4	0.5	55.7	50.2	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.7	23.2	3.5	61.8	86.0	8.4	67.0	18.4	0.5	55.7	50.2	18.2
Queue Length 50th (ft)	74	132	0	63	~794	32	197	86	1	83	259	73
Queue Length 95th (ft)	#137	174	48	100	#1042	80	m#311	m146	m0	m#154	#368	113
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	223	1565	841	297	855	799	260	965	492	156	1089	477
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.32	0.30	0.55	1.08	0.26	0.91	0.78	0.11	0.68	0.94	0.70

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

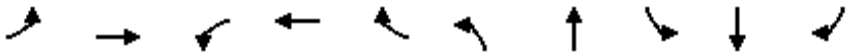
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	95	334	72	43	643	113	767	36	195	725	191
v/c Ratio	0.79	0.45	0.10	0.39	0.94	0.48	0.71	0.07	0.81	0.55	0.27
Control Delay	95.7	29.5	1.2	65.1	59.0	27.3	27.5	2.8	53.7	17.5	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.7	29.5	1.2	65.1	59.0	27.3	27.5	2.8	53.7	17.5	4.3
Queue Length 50th (ft)	74	190	0	33	456	32	330	4	144	273	44
Queue Length 95th (ft)	#169	276	7	72	#686	m40	m350	m8	m178	m318	m53
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	120	748	707	112	708	245	1075	538	240	1314	709
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.45	0.10	0.38	0.91	0.46	0.71	0.07	0.81	0.55	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



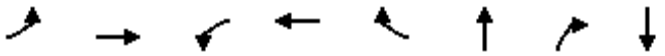
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	639	1128	7	1354	143	17	48	151	9	628
v/c Ratio	1.00	0.47	0.07	0.97	0.27	0.16	0.16	0.32	0.01	0.63
Control Delay	75.0	26.4	53.1	23.3	3.1	57.0	41.0	13.6	7.0	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.0	26.4	53.1	23.3	3.1	57.0	41.0	13.6	7.0	14.3
Queue Length 50th (ft)	~201	138	4	412	23	13	28	53	1	183
Queue Length 95th (ft)	#370	281	m4	m#466	m23	37	65	85	m2	270
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	636	2413	112	1400	522	112	294	466	779	1003
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.47	0.06	0.97	0.27	0.15	0.16	0.32	0.01	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	24	482	115	282	22	325	108	55
v/c Ratio	0.15	0.65	0.54	0.59	0.05	0.75	0.22	0.09
Control Delay	40.0	21.6	46.0	33.5	0.2	44.1	2.9	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	21.6	46.0	33.5	0.2	44.1	2.9	21.0
Queue Length 50th (ft)	12	67	58	116	0	163	0	18
Queue Length 95th (ft)	38	117	117	226	0	#320	17	48
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	167	938	245	547	542	431	500	591
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.51	0.47	0.52	0.04	0.75	0.22	0.09

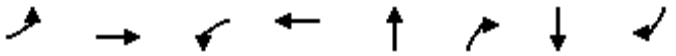
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	32	78	78	75	116
Average Queue (ft)	21	40	42	40	73
95th Queue (ft)	45	69	69	66	114
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	195	887	39	1276	129	22	23	169
v/c Ratio	0.70	0.48	0.12	0.74	0.38	0.06	0.07	0.41
Control Delay	57.6	31.0	36.2	35.2	44.9	0.3	42.1	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	31.0	36.2	35.2	44.9	0.3	42.1	9.8
Queue Length 50th (ft)	132	207	21	285	81	0	14	0
Queue Length 95th (ft)	216	255	54	367	153	0	40	62
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	395	2756	326	1991	343	394	328	417
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.32	0.12	0.64	0.38	0.06	0.07	0.41

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	881	62	1159	75	3	98	7	44
v/c Ratio	0.08	0.61	0.29	0.59	0.35	0.00	0.11	0.03	0.06
Control Delay	29.4	23.1	32.7	18.5	34.0	14.7	1.3	29.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	23.1	32.7	18.5	34.0	14.7	1.3	29.0	0.1
Queue Length 50th (ft)	6	120	25	127	31	1	0	3	0
Queue Length 95th (ft)	23	160	59	220	68	6	12	14	0
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	220	1589	222	2075	222	808	937	220	784
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.55	0.28	0.56	0.34	0.00	0.10	0.03	0.06

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	221	7	474	506	160	542
v/c Ratio	0.89	0.01	0.77	0.46	0.28	0.40
Control Delay	71.5	5.4	34.3	2.5	22.0	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.5	5.4	34.3	2.5	22.0	5.7
Queue Length 50th (ft)	110	0	211	0	59	89
Queue Length 95th (ft)	#235	6	#353	42	107	137
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	248	861	617	1102	575	1353
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.01	0.77	0.46	0.28	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

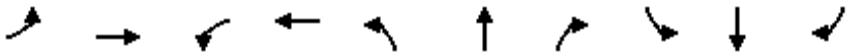


Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	84	607	908	422	767
v/c Ratio	0.35	0.91	1.55	0.63	0.98
Control Delay	44.5	25.9	282.7	20.0	58.7
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	44.5	25.9	282.7	20.4	58.7
Queue Length 50th (ft)	56	56	~927	120	476
Queue Length 95th (ft)	88	189	#1130	207	#941
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	561	860	587	666	784
Starvation Cap Reductn	0	0	0	48	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.71	1.55	0.68	0.98

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	597	210	22	363	102	511	21	295	515	546
v/c Ratio	0.80	0.19	0.19	0.69	0.46	0.41	0.03	0.81	0.34	0.55
Control Delay	49.6	15.5	52.4	24.3	52.3	31.5	0.1	38.7	12.7	2.0
Queue Delay	1.1	0.0	0.0	0.1	0.0	0.6	0.0	0.0	0.0	0.6
Total Delay	50.7	15.5	52.4	24.4	52.3	32.0	0.1	38.7	12.7	2.5
Queue Length 50th (ft)	206	28	15	47	68	145	0	170	88	11
Queue Length 95th (ft)	258	57	41	91	123	231	0	m168	m109	m3
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	817	1177	123	740	221	1237	638	426	1521	988
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	162
Spillback Cap Reductn	74	0	0	39	0	371	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.18	0.18	0.52	0.46	0.59	0.03	0.69	0.34	0.66

Intersection Summary

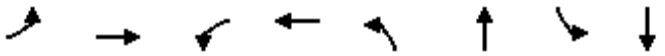
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	74	349	4	510	110	82	560
v/c Ratio	0.42	0.78	0.03	0.57	0.14	0.61	0.54
Control Delay	47.4	46.1	68.5	11.5	1.3	64.6	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	46.1	68.5	11.5	1.3	64.6	20.8
Queue Length 50th (ft)	44	195	2	85	1	52	224
Queue Length 95th (ft)	86	294	m2	m92	m1	#114	#455
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	348	458	135	898	814	137	1029
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.76	0.03	0.57	0.14	0.60	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	573	310	842	70	866	61	706
v/c Ratio	0.33	1.15	1.23	1.19	0.53	1.23	0.46	0.98
Control Delay	51.0	121.9	171.3	128.0	53.7	144.4	46.0	53.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	121.9	171.3	128.0	53.7	144.4	46.0	53.6
Queue Length 50th (ft)	26	~430	~245	~712	33	~728	39	~493
Queue Length 95th (ft)	62	#641	#413	#947	#81	#959	m62	#689
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	135	500	252	710	135	702	135	718
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	1.15	1.23	1.19	0.52	1.23	0.45	0.98

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	89	211	57	239	87	667	102	27	761
v/c Ratio	0.48	0.53	0.26	0.57	0.38	0.30	0.09	0.20	0.28
Control Delay	50.0	30.9	41.6	41.1	28.1	5.9	0.2	40.5	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	30.9	41.6	41.1	28.1	5.9	0.2	40.5	7.7
Queue Length 50th (ft)	55	42	33	66	52	53	0	15	73
Queue Length 95th (ft)	100	76	69	102	64	80	0	m14	m98
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	253	807	249	756	252	2214	1189	180	2758
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.26	0.23	0.32	0.35	0.30	0.09	0.15	0.28

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	110	92	564	79	97	50	538	372	75	705
v/c Ratio	0.20	0.48	0.89	0.30	0.28	0.38	0.31	0.31	0.43	0.38
Control Delay	23.2	40.9	47.8	44.3	4.5	52.5	28.8	1.5	36.9	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	40.9	47.8	44.3	4.5	52.5	28.8	1.5	36.9	6.6
Queue Length 50th (ft)	46	43	323	48	0	31	101	0	26	30
Queue Length 95th (ft)	83	90	#496	91	19	69	150	33	44	39
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	578	348	693	843	784	135	1759	1241	176	1846
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.26	0.81	0.09	0.12	0.37	0.31	0.30	0.43	0.38

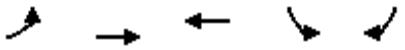
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	EB	SB
Directions Served	T	R
Maximum Queue (ft)	52	270
Average Queue (ft)	2	241
95th Queue (ft)	20	342
Link Distance (ft)	1101	255
Upstream Blk Time (%)		58
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	187	1096	1512	10	14
v/c Ratio	0.69	0.42	0.93	0.01	0.02
Control Delay	60.9	15.3	50.2	22.1	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	15.3	50.2	22.1	10.4
Queue Length 50th (ft)	155	160	412	4	0
Queue Length 95th (ft)	221	268	#506	17	14
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	752	3976	1634	781	697
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.28	0.93	0.01	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 64: Iris Avenue & Project Driveway 3

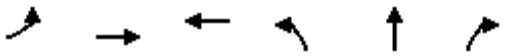
Movement	SB
Directions Served	R
Maximum Queue (ft)	96
Average Queue (ft)	56
95th Queue (ft)	89
Link Distance (ft)	286
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	3476	2934	272	260	245
v/c Ratio	0.95	0.79	0.81	0.81	0.79
Control Delay	21.4	1.0	62.2	60.6	58.5
Queue Delay	0.0	0.1	0.0	0.0	0.0
Total Delay	21.4	1.1	62.2	60.6	58.5
Queue Length 50th (ft)	694	4	194	183	164
Queue Length 95th (ft)	801	m3	#335	#331	#296
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3654	3718	335	320	311
Starvation Cap Reductn	0	108	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.95	0.81	0.81	0.81	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	257	3080	2728	275	274	248
v/c Ratio	0.91	0.81	0.99	0.88	0.79	0.75
Control Delay	57.1	6.3	40.4	72.4	51.0	47.7
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	57.1	6.7	40.4	72.4	51.0	47.7
Queue Length 50th (ft)	176	208	661	201	161	134
Queue Length 95th (ft)	m193	m254	#817	#358	#306	#257
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	283	3814	2754	313	346	329
Starvation Cap Reductn	0	260	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.87	0.99	0.88	0.79	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	1255	683	603	1159	95
v/c Ratio	0.81	0.81	0.91	0.37	0.37
Control Delay	29.2	24.1	23.9	3.9	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	24.1	23.9	3.9	4.1
Queue Length 50th (ft)	347	232	317	126	0
Queue Length 95th (ft)	#484	#463	m230	m86	1
Internal Link Dist (ft)	514			122	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1554	844	711	3112	255
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.81	0.81	0.85	0.37	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	83	1773	2481	61	336	992	396
v/c Ratio	0.99	0.97	1.37	0.25	0.49	3.40	0.67
Control Delay	119.7	36.8	193.2	23.7	25.3	1102.4	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.7	36.8	193.2	23.7	25.3	1102.4	30.3
Queue Length 50th (ft)	33	357	~988	24	146	~870	183
Queue Length 95th (ft)	m#93	#644	#1128	57	226	#1109	287
Internal Link Dist (ft)		233	592		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	84	1830	1811	243	686	292	594
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.97	1.37	0.25	0.49	3.40	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



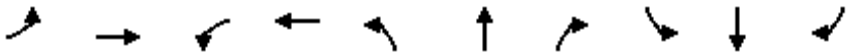
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1037	1827	9	1389	447	13	170	8	749	1169
v/c Ratio	2.09	0.65	0.08	1.54	1.00	0.19	0.24	0.01	1.80	1.35
Control Delay	522.6	21.7	66.6	268.3	46.6	33.9	26.9	0.0	398.0	187.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	522.6	21.7	66.6	268.3	46.6	33.9	26.9	0.0	398.0	187.4
Queue Length 50th (ft)	~1271	337	8	~822	~105	7	89	0	~873	~979
Queue Length 95th (ft)	#1524	481	m9	m#828	m#155	25	143	0	#1110	#1242
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	496	2794	112	902	446	68	712	646	415	866
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.09	0.65	0.08	1.54	1.00	0.19	0.24	0.01	1.80	1.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



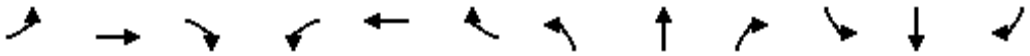
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	183	2416	150	1324	603	271	149	63	273	114
v/c Ratio	0.73	1.29	1.11	0.85	1.34	0.39	0.22	0.48	0.82	0.30
Control Delay	44.9	158.2	142.5	15.2	195.6	23.3	2.5	65.7	68.4	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	158.2	142.5	15.2	195.6	23.3	2.5	65.7	68.4	9.4
Queue Length 50th (ft)	143	~877	~126	219	~608	105	3	47	206	0
Queue Length 95th (ft)	m164	m#736	m#168	m248	m#739	m133	m6	95	#345	48
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	250	1872	135	1589	451	703	676	144	332	374
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	1.29	1.11	0.83	1.34	0.39	0.22	0.44	0.82	0.30

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



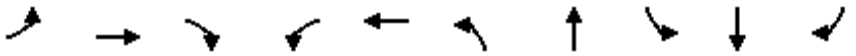
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	328	2438	402	118	1400	126	305	317	108	225	352	420
v/c Ratio	0.95	1.06	0.25	0.98	0.85	0.21	1.03	1.04	0.29	0.71	1.06	0.81
Control Delay	84.9	71.8	0.4	118.1	38.0	8.9	108.2	110.5	8.5	48.3	82.3	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.9	71.8	0.4	118.1	38.0	8.9	108.2	110.5	8.5	48.3	82.3	18.9
Queue Length 50th (ft)	254	~763	0	81	385	17	~265	~278	0	163	~313	96
Queue Length 95th (ft)	#436	#855	0	m#162	452	m35	#453	#469	43	m158	m#296	m85
Internal Link Dist (ft)		1195			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	347	2290	1615	121	1655	595	297	305	373	315	331	519
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	1.06	0.25	0.98	0.85	0.21	1.03	1.04	0.29	0.71	1.06	0.81

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



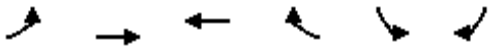
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	352	2166	128	94	1676	80	498	575	524	236
v/c Ratio	0.93	1.20	0.15	0.84	0.93	0.37	0.85	1.16	0.56	0.45
Control Delay	39.9	105.4	0.1	103.9	41.5	57.6	54.5	137.7	41.8	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	105.4	0.1	103.9	41.5	57.6	54.5	137.7	41.8	16.6
Queue Length 50th (ft)	265	~1093	0	78	264	31	194	~271	190	50
Queue Length 95th (ft)	m231	m#822	m0	m#109	m340	58	#277	#385	249	127
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	377	1805	853	112	1805	218	586	496	941	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	1.20	0.15	0.84	0.93	0.37	0.85	1.16	0.56	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

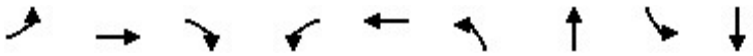
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	88	2857	1368	181	419	282
v/c Ratio	0.38	1.00	0.75	0.15	0.38	0.34
Control Delay	27.0	27.4	13.3	1.3	11.5	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	27.4	13.3	1.3	11.5	4.1
Queue Length 50th (ft)	33	~436	173	5	95	32
Queue Length 95th (ft)	m35	m396	m143	m6	m103	m44
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	233	2852	1850	1238	1108	831
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	1.00	0.74	0.15	0.38	0.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



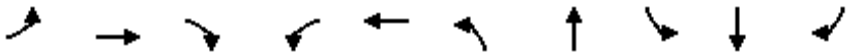
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	133	2385	281	404	1842	164	615	260	457
v/c Ratio	0.66	1.47	0.36	1.58	0.75	1.21	0.96	1.44	0.64
Control Delay	65.0	235.8	9.0	297.1	7.8	160.7	66.6	267.1	46.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	235.8	9.0	297.1	7.8	160.7	66.6	267.1	46.5
Queue Length 50th (ft)	104	~1327	48	~455	89	~161	250	~274	164
Queue Length 95th (ft)	m86	m#1019	m31	m#466	m180	m#137	m217	#443	221
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	243	1624	779	255	2445	135	643	180	716
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	1.47	0.36	1.58	0.75	1.21	0.96	1.44	0.64

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	702	2181	474	12	1518	164	157	242	248	254
v/c Ratio	1.26	0.74	0.45	0.11	1.10	0.55	0.25	1.15	0.33	0.29
Control Delay	164.4	21.6	6.2	46.2	85.1	60.0	41.4	129.7	19.1	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	164.4	21.6	6.2	46.2	85.1	60.0	41.4	129.7	19.1	8.8
Queue Length 50th (ft)	~705	408	37	9	~472	63	52	~228	68	84
Queue Length 95th (ft)	m#739	m517	m84	m11	#568	100	85	m#276	m76	m95
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	556	2956	1065	112	1377	300	628	210	743	870
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.26	0.74	0.45	0.11	1.10	0.55	0.25	1.15	0.33	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



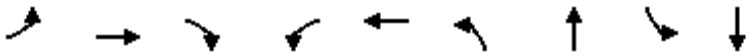
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	248	2425	181	91	2013	206	545	105	396	513	212
v/c Ratio	1.01	1.06	0.19	0.81	1.08	0.77	0.95	0.30	1.06	0.66	0.31
Control Delay	71.7	64.1	2.8	97.2	54.6	62.5	72.4	8.0	109.6	47.5	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.7	64.1	2.8	97.2	54.6	62.5	72.4	8.0	109.6	47.5	16.8
Queue Length 50th (ft)	~203	~763	21	68	~615	162	230	19	~338	192	66
Queue Length 95th (ft)	m142	m508	m12	m76	m#667	m#261	#340	m19	#534	252	128
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	246	2277	967	112	1862	267	571	348	373	782	674
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	1.06	0.19	0.81	1.08	0.77	0.95	0.30	1.06	0.66	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

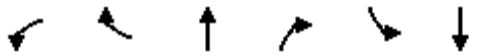
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	184	1298	883	7	826	579	477	187	755
v/c Ratio	0.81	0.85	0.78	0.07	0.81	0.86	0.42	0.73	0.80
Control Delay	58.8	22.5	7.6	38.3	28.7	61.1	35.5	64.5	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	22.5	7.6	38.3	28.7	61.1	35.5	64.5	30.9
Queue Length 50th (ft)	130	376	57	5	259	226	156	101	130
Queue Length 95th (ft)	m176	m#636	m214	m13	350	#315	224	m135	#388
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	243	1538	1138	112	1110	671	1125	317	942
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.84	0.78	0.06	0.74	0.86	0.42	0.59	0.80

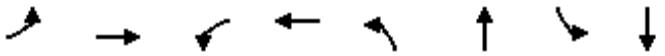
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	188	222	897	164	363	1259
v/c Ratio	0.44	0.57	0.66	0.23	0.30	0.45
Control Delay	25.5	11.9	23.8	5.4	19.7	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	11.9	23.8	5.4	19.7	3.8
Queue Length 50th (ft)	47	29	190	6	66	82
Queue Length 95th (ft)	74	92	271	45	99	134
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	875	570	1368	702	1225	2812
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.39	0.66	0.23	0.30	0.45

Intersection Summary



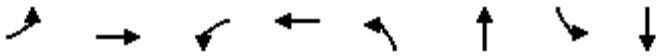
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	308	2434	163	1737	211	514	300	553
v/c Ratio	0.93	1.07	0.97	0.96	0.91	0.84	1.02	0.77
Control Delay	39.5	54.0	67.1	16.8	86.2	50.7	107.5	50.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.5	54.0	67.1	16.8	86.2	50.7	107.5	50.8
Queue Length 50th (ft)	248	~745	132	367	173	210	~241	204
Queue Length 95th (ft)	m231	m#210	m127	m257	#315	#286	#423	270
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	330	2267	168	1806	233	609	294	722
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	1.07	0.97	0.96	0.91	0.84	1.02	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

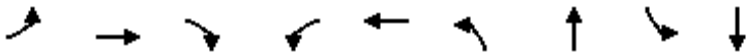
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	88	1334	47	627	132	532	76	725
v/c Ratio	0.56	0.89	0.42	0.46	0.73	0.46	0.47	0.68
Control Delay	84.7	16.8	79.7	9.9	74.9	35.5	30.1	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.7	16.8	79.7	9.9	74.9	35.5	30.1	15.7
Queue Length 50th (ft)	73	125	37	62	100	184	47	153
Queue Length 95th (ft)	m92	85	m49	m125	#183	241	m53	m170
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	189	1535	117	1428	197	1168	177	1068
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.87	0.40	0.44	0.67	0.46	0.43	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	391	98	18	524	88	340	373	282
v/c Ratio	0.09	0.51	0.20	0.06	0.70	0.44	0.28	0.78	0.15
Control Delay	38.8	44.5	13.4	34.1	26.2	40.4	19.4	42.9	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	44.5	13.4	34.1	26.2	40.4	19.4	42.9	12.6
Queue Length 50th (ft)	7	108	1	4	90	42	57	162	32
Queue Length 95th (ft)	19	153	28	14	133	86	101	#366	75
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	328	925	545	328	905	217	1233	479	1883
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.42	0.18	0.05	0.58	0.41	0.28	0.78	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



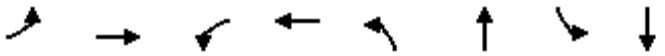
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	511	1719	501	523	1464	493	1024	347	287	1342	247
v/c Ratio	1.01	1.50	0.75	1.38	1.02	1.64	0.98	0.57	1.04	1.35	0.48
Control Delay	50.7	250.8	9.1	226.5	58.0	323.3	40.1	5.3	114.4	200.8	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	250.8	9.1	226.5	58.0	323.3	40.1	5.3	114.4	200.8	21.9
Queue Length 50th (ft)	~222	~1006	179	~272	~374	~561	422	56	~240	~717	80
Queue Length 95th (ft)	m209	m#931	m150	m#348	#522	m#712	#553	m62	#415	#855	162
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		150
Base Capacity (vph)	504	1143	670	379	1438	300	1040	614	276	992	514
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	1.50	0.75	1.38	1.02	1.64	0.98	0.57	1.04	1.35	0.48

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	1129	144	650	264	1698	182	2077
v/c Ratio	0.71	1.12	1.07	0.65	1.10	0.84	0.88	1.07
Control Delay	70.5	85.9	123.2	11.2	135.6	37.4	70.0	57.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.5	85.9	123.2	11.2	135.6	37.4	70.0	57.6
Queue Length 50th (ft)	69	~517	~126	65	~232	429	138	~671
Queue Length 95th (ft)	m91	#637	m#266	87	#401	494	m117	m259
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	150	1006	135	996	240	2021	209	1936
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	1.12	1.07	0.65	1.10	0.84	0.87	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	88	651	461	601	275	1671	473	402	1851
v/c Ratio	0.56	1.11	1.14	0.56	1.15	1.07	0.76	1.22	1.02
Control Delay	66.1	111.7	129.5	30.8	114.6	52.4	10.4	164.5	66.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.1	111.7	129.5	30.8	114.6	52.4	10.4	164.5	66.2
Queue Length 50th (ft)	66	~281	~416	166	~257	~541	208	~381	~558
Queue Length 95th (ft)	121	#403	#622	230	m#213	m364	m145	#580	#657
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	185	589	406	1075	240	1556	622	330	1807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	1.11	1.14	0.56	1.15	1.07	0.76	1.22	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	135	419	137	112	2625	132	2412
v/c Ratio	0.71	0.44	1.02	0.30	1.00	1.16	1.10	1.04
Control Delay	65.8	15.7	96.1	8.8	137.4	99.1	91.7	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	15.7	96.1	8.8	137.4	99.1	91.7	30.3
Queue Length 50th (ft)	129	12	~353	1	~85	~884	~115	~734
Queue Length 95th (ft)	201	70	#581	55	m#196	m#951	m#109	m198
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	290	344	411	460	112	2271	120	2325
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.39	1.02	0.30	1.00	1.16	1.10	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



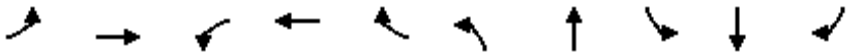
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	255	197	190	2396	2921
v/c Ratio	1.13	0.39	1.15	0.57	0.83
Control Delay	147.8	16.0	136.8	2.6	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	147.8	16.0	136.8	2.6	6.2
Queue Length 50th (ft)	~229	41	~171	52	125
Queue Length 95th (ft)	#397	108	m#244	183	m118
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	225	501	165	4192	3515
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.13	0.39	1.15	0.57	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

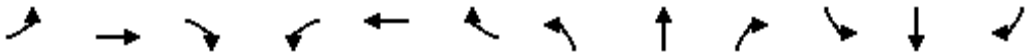
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	116	258	174	29	152	29	2453	135	2673	102
v/c Ratio	0.49	0.62	0.89	0.22	0.60	0.25	0.82	0.86	0.81	0.08
Control Delay	55.4	33.6	94.7	55.7	18.4	44.7	19.6	65.5	6.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.4	33.6	94.7	55.7	18.4	44.7	19.6	65.5	6.5	0.4
Queue Length 50th (ft)	84	53	135	22	0	19	618	100	41	0
Queue Length 95th (ft)	144	93	#268	51	63	m21	m647	m#138	#580	m1
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	237	603	195	323	400	118	2974	157	3308	1285
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.43	0.89	0.09	0.38	0.25	0.82	0.86	0.81	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



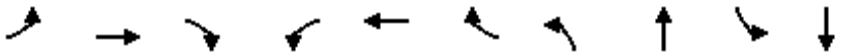
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	679	893	363	21	602	408	147	1311	22	604	1942	645
v/c Ratio	1.19	0.53	0.41	0.10	0.77	0.84	0.67	1.03	0.05	1.13	1.11	0.80
Control Delay	138.8	25.1	7.8	54.7	56.0	32.5	70.9	77.2	0.2	113.8	84.2	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	138.8	25.1	7.8	54.7	56.0	32.5	70.9	77.2	0.2	113.8	84.2	14.9
Queue Length 50th (ft)	~634	232	39	8	165	97	58	~397	0	~280	~650	227
Queue Length 95th (ft)	#866	348	123	21	210	#267	#100	#493	0	m#392	#742	m497
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	571	1677	892	218	799	486	218	1275	486	534	1742	808
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.19	0.53	0.41	0.10	0.75	0.84	0.67	1.03	0.05	1.13	1.11	0.80

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	193	1966	239	67	1490	256	148	337	175	482
v/c Ratio	0.87	1.04	0.23	0.45	0.89	0.27	0.67	0.98	1.01	0.62
Control Delay	43.9	38.1	0.1	63.1	12.4	0.2	53.7	75.4	124.0	42.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	38.1	0.1	63.1	12.4	0.2	53.7	75.4	124.0	42.0
Queue Length 50th (ft)	152	~898	0	49	287	0	60	106	~138	161
Queue Length 95th (ft)	m124	m582	m0	m40	m142	m0	#100	#409	#287	218
Internal Link Dist (ft)		2564			564			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	222	1886	1033	315	1705	933	221	343	174	782
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	1.04	0.23	0.21	0.87	0.27	0.67	0.98	1.01	0.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	42	1022	57	632	107	418	101	560	76
v/c Ratio	0.21	0.88	0.51	0.59	0.65	0.29	0.58	0.73	0.11
Control Delay	36.2	26.7	45.7	16.7	71.4	26.5	78.3	31.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	26.7	45.7	16.7	71.4	26.5	78.3	31.2	0.8
Queue Length 50th (ft)	29	368	23	267	81	118	80	433	0
Queue Length 95th (ft)	m29	m357	m60	m316	#157	167	m128	571	m2
Internal Link Dist (ft)		2608		1901		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	204	1210	114	1284	165	1417	216	764	710
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.84	0.50	0.49	0.65	0.29	0.47	0.73	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	176	1339	835	1049	222	105	1227	129	443
v/c Ratio	0.75	1.36	1.54	0.65	0.24	0.71	1.23dr	1.07	0.59
Control Delay	69.8	204.5	285.0	28.9	3.6	78.7	94.6	156.3	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.8	204.5	285.0	28.9	3.6	78.7	94.6	156.3	44.0
Queue Length 50th (ft)	132	~720	~910	334	9	80	~414	~111	155
Queue Length 95th (ft)	208	#861	#1153	417	48	#159	#553	#238	211
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	270	983	541	1605	909	156	1091	120	748
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	1.36	1.54	0.65	0.24	0.67	1.12	1.07	0.59

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	155	1687	272	166	1251	91	205	530	230	77	776
v/c Ratio	1.29	1.97	0.36	1.23	1.44	0.11	1.37	1.00	0.39	0.69	1.61
Control Delay	169.8	458.6	11.0	197.8	232.1	7.2	229.5	55.7	5.0	85.1	313.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	169.8	458.6	11.0	197.8	232.1	7.2	229.5	55.7	5.0	85.1	313.6
Queue Length 50th (ft)	~150	~2018	40	~159	~1315	16	~215	~417	15	59	~865
Queue Length 95th (ft)	m#140	m#1917	m42	#300	#1576	40	m#365	#650	m39	#135	#1108
Internal Link Dist (ft)		1908			333			2560			507
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	120	855	760	135	870	840	150	530	590	112	483
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.29	1.97	0.36	1.23	1.44	0.11	1.37	1.00	0.39	0.69	1.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

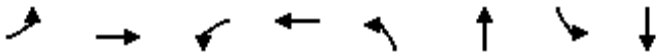
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	55	868	448	527	180	122	670	377	97	902
v/c Ratio	0.12	0.93	0.96	0.51	0.31	0.86	0.70	0.23	0.65	0.93
Control Delay	9.8	30.2	77.3	40.5	6.5	100.3	44.8	0.3	44.6	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	30.2	77.3	40.5	6.5	100.3	44.8	0.3	44.6	22.4
Queue Length 50th (ft)	12	325	342	200	0	95	249	0	81	296
Queue Length 95th (ft)	m27	#450	#546	241	55	#207	318	0	m75	m178
Internal Link Dist (ft)		515		289			2569			2560
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	461	942	472	1679	837	142	953	1615	150	965
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.92	0.95	0.31	0.22	0.86	0.70	0.23	0.65	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	179	352	39	218	197	1020	79	1379
v/c Ratio	0.93	0.51	0.30	0.32	0.88	0.38	0.22	0.53
Control Delay	90.1	26.2	42.2	20.6	51.0	5.2	6.0	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.1	26.2	42.2	20.6	51.0	5.2	6.0	6.3
Queue Length 50th (ft)	113	67	22	34	80	105	14	162
Queue Length 95th (ft)	#241	112	55	68	#254	134	31	204
Internal Link Dist (ft)		979		277		972		2569
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	198	697	134	705	224	2652	356	2626
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.51	0.29	0.31	0.88	0.38	0.22	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	392	1840	707	1667	366	629	730	429	957
v/c Ratio	0.90	1.17	1.01	0.85	1.14	0.78	1.02	0.91	1.02
Control Delay	76.8	118.1	84.3	38.5	142.2	51.6	66.8	75.5	76.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.8	118.1	84.3	38.5	142.2	51.6	66.8	75.5	76.1
Queue Length 50th (ft)	156	~606	~289	423	~170	243	~496	171	~403
Queue Length 95th (ft)	#245	#704	#417	489	#268	312	#799	#263	#537
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	434	1579	700	1969	321	806	719	472	941
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	1.17	1.01	0.85	1.14	0.78	1.02	0.91	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

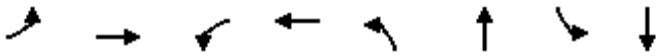
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	319	49	219	60	40	78	120	1281	85	123	1716
v/c Ratio	0.84	0.12	0.45	0.44	0.29	0.33	0.88	0.73	0.09	0.68	0.94
Control Delay	62.7	38.6	10.6	58.7	52.9	5.3	101.5	18.1	3.2	67.7	36.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.7	38.6	10.6	58.7	52.9	5.3	101.5	18.1	3.2	67.7	36.7
Queue Length 50th (ft)	222	29	12	41	27	0	91	199	6	85	573
Queue Length 95th (ft)	#416	64	80	85	61	11	#202	326	30	#168	#760
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	382	399	490	149	319	375	137	1762	943	180	1825
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.12	0.45	0.40	0.13	0.21	0.88	0.73	0.09	0.68	0.94

Intersection Summary

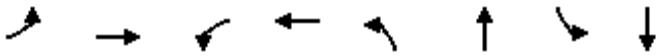
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	2	10	29	1	1346	30	1675
v/c Ratio	0.10	0.01	0.09	0.09	0.01	0.44	0.23	0.52
Control Delay	50.1	0.0	49.9	0.5	46.0	8.3	43.0	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	0.0	49.9	0.5	46.0	8.3	43.0	1.0
Queue Length 50th (ft)	7	0	7	0	1	182	22	26
Queue Length 95th (ft)	26	0	25	0	m1	377	m28	m62
Internal Link Dist (ft)		149		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	470	608	471	608	213	3050	278	3226
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.00	0.02	0.05	0.00	0.44	0.11	0.52

Intersection Summary

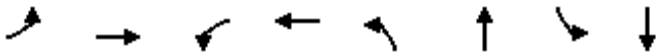
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	4	4	35	2	1343	60	1632
v/c Ratio	0.12	0.03	0.04	0.25	0.02	0.46	0.42	0.51
Control Delay	50.5	35.2	48.2	22.0	66.5	1.7	37.6	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	35.2	48.2	22.0	66.5	1.7	37.6	1.9
Queue Length 50th (ft)	9	1	3	1	1	39	39	29
Queue Length 95th (ft)	29	12	14	34	m3	135	m76	141
Internal Link Dist (ft)		78		321		1240		1452
Turn Bay Length (ft)			50		150		215	
Base Capacity (vph)	285	293	285	305	123	2927	164	3224
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.01	0.01	0.11	0.02	0.46	0.37	0.51

Intersection Summary

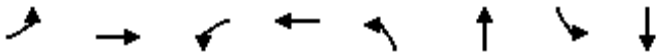
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	31	69	50	10	1285	82	1568
v/c Ratio	0.53	0.16	0.47	0.23	0.09	0.49	0.48	0.53
Control Delay	59.2	28.0	55.7	16.2	32.3	2.9	68.1	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.2	28.0	55.7	16.2	32.3	2.9	68.1	2.5
Queue Length 50th (ft)	52	10	47	2	7	15	61	34
Queue Length 95th (ft)	98	37	89	37	m13	117	113	204
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	250	332	254	335	131	2642	217	2979
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.09	0.27	0.15	0.08	0.49	0.38	0.53

Intersection Summary

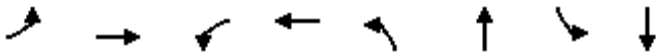
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	51	7	8	5	22	1262	9	1594
v/c Ratio	0.41	0.05	0.06	0.03	0.08	0.41	0.08	0.60
Control Delay	56.6	28.0	45.4	30.4	47.6	8.9	55.6	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.6	28.0	45.4	30.4	47.6	8.9	55.6	15.1
Queue Length 50th (ft)	35	1	5	1	17	336	7	37
Queue Length 95th (ft)	72	15	21	12	m29	525	m13	#367
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	246	287	247	288	508	3052	131	2656
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.02	0.03	0.02	0.04	0.41	0.07	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	10	25	71	116	64	1242	149	1509
v/c Ratio	0.08	0.19	0.44	0.39	0.52	0.56	0.73	0.61
Control Delay	48.6	27.0	55.2	13.0	64.3	14.4	76.6	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	27.0	55.2	13.0	64.3	14.4	76.6	12.4
Queue Length 50th (ft)	7	3	48	2	44	276	113	80
Queue Length 95th (ft)	24	31	92	56	90	382	#198	670
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	303	297	305	376	127	2236	216	2485
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.08	0.23	0.31	0.50	0.56	0.69	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

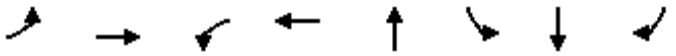


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	384	2106	572	123	1162	718	242	906	762	1203	375
v/c Ratio	1.01	1.13	0.35	1.02	1.02	0.95	0.92	1.01	1.14	0.91	0.53
Control Delay	100.7	103.6	0.6	144.0	72.4	42.1	94.4	77.1	122.4	47.3	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.7	103.6	0.6	144.0	72.4	42.1	94.4	77.1	122.4	47.3	17.6
Queue Length 50th (ft)	~156	~694	0	~101	~502	310	97	~375	~354	462	111
Queue Length 95th (ft)	#260	#789	0	#227	#637	#575	#176	#517	#477	#595	206
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	382	1858	1615	120	1140	759	262	897	671	1323	708
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	1.13	0.35	1.02	1.02	0.95	0.92	1.01	1.14	0.91	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	200	2323	6	2261	4	117	1	125
v/c Ratio	0.75	0.75	0.04	0.98	0.01	0.27	0.00	0.22
Control Delay	65.0	20.8	48.7	47.2	0.0	33.9	30.0	6.5
Queue Delay	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	21.5	48.7	47.2	0.0	33.9	30.0	6.5
Queue Length 50th (ft)	145	396	4	604	0	67	1	0
Queue Length 95th (ft)	227	#763	17	#770	0	122	5	45
Internal Link Dist (ft)		628		799	118		430	
Turn Bay Length (ft)	230		110			200		200
Base Capacity (vph)	325	3078	279	2303	541	431	571	565
Starvation Cap Reductn	0	379	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.86	0.02	0.98	0.01	0.27	0.00	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	125	2489	47	2106	264	262
v/c Ratio	0.60	0.92	0.26	0.82	0.69	0.69
Control Delay	60.0	31.7	50.8	28.2	41.8	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.0	31.7	50.8	28.2	41.8	41.2
Queue Length 50th (ft)	89	604	33	462	145	143
Queue Length 95th (ft)	151	#813	70	582	#268	#259
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	302	2717	270	2588	380	382
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.92	0.17	0.81	0.69	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2404	27	2320	57	25
v/c Ratio	0.92	0.16	0.75	0.09	0.04
Control Delay	35.9	36.7	10.1	28.2	10.0
Queue Delay	0.0	0.0	0.4	0.0	0.0
Total Delay	35.9	36.7	10.6	28.2	10.0
Queue Length 50th (ft)	~733	18	225	30	0
Queue Length 95th (ft)	#827	m20	238	62	20
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2605	210	3112	611	563
Starvation Cap Reductn	0	0	318	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.92	0.13	0.83	0.09	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	18	40	216	307	52	65	242	620	833	34	308
v/c Ratio	0.18	0.26	0.35	0.91	0.12	0.09	0.72	0.36	0.60	0.24	0.24
Control Delay	44.9	42.2	5.0	67.4	27.4	0.3	42.0	25.7	4.7	42.7	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	42.2	5.0	67.4	27.4	0.3	42.0	25.7	4.7	42.7	22.3
Queue Length 50th (ft)	10	22	0	172	20	0	143	164	35	19	68
Queue Length 95th (ft)	32	52	47	#322	53	0	m#217	223	160	47	103
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	100	253	610	340	528	703	335	1743	1371	143	1264
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.16	0.35	0.90	0.10	0.09	0.72	0.36	0.61	0.24	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

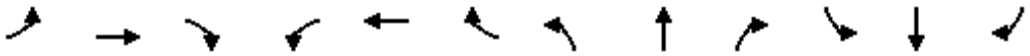
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	104	311	315	1784	39	775
v/c Ratio	0.43	0.73	0.74	0.76	0.34	0.29
Control Delay	40.1	19.1	20.0	15.1	44.0	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	19.1	20.0	15.1	44.0	10.1
Queue Length 50th (ft)	55	32	34	396	23	117
Queue Length 95th (ft)	100	120	124	529	m45	m157
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	320	481	479	2355	116	2641
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.65	0.66	0.76	0.34	0.29

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



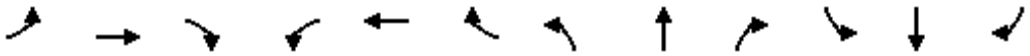
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	134	629	124	591	450	102	50	1348	688	46	1081	92
v/c Ratio	0.66	1.10	0.33	1.16	0.38	0.17	0.45	0.98	0.86	0.41	0.78	0.14
Control Delay	66.2	115.2	5.7	129.9	32.6	4.6	72.0	37.0	15.9	65.9	38.4	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.2	115.2	5.7	129.9	32.6	4.6	72.0	37.0	15.9	65.9	38.4	2.8
Queue Length 50th (ft)	100	~291	0	~540	141	0	37	~593	9	35	397	0
Queue Length 95th (ft)	165	#410	32	#763	194	31	m53	#716	#100	75	486	21
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	245	571	380	511	1187	595	112	1377	802	112	1378	668
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	1.10	0.33	1.16	0.38	0.17	0.45	0.98	0.86	0.41	0.78	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

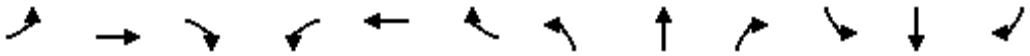
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	133	121	83	10	95	85	38	1589	39	120	1307	107
v/c Ratio	0.65	0.30	0.21	0.08	0.53	0.33	0.35	0.77	0.04	0.76	0.57	0.10
Control Delay	65.6	42.3	10.4	52.4	61.9	6.9	51.1	5.0	0.0	62.8	12.3	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.6	42.3	10.4	52.4	61.9	6.9	51.1	5.0	0.0	62.8	12.3	2.5
Queue Length 50th (ft)	99	76	1	8	71	0	31	51	0	93	210	3
Queue Length 95th (ft)	166	148	47	24	124	23	m37	m58	m0	m108	m228	m7
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	213	430	422	128	292	348	112	2060	947	165	2290	1049
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.28	0.20	0.08	0.33	0.24	0.34	0.77	0.04	0.73	0.57	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	426	1160	283	53	875	124	257	1023	149	88	982	268
v/c Ratio	1.12	0.70	0.35	0.25	1.18	0.18	0.87	0.93	0.25	0.79	0.94	0.51
Control Delay	132.6	29.5	11.5	67.6	104.8	0.2	54.3	36.2	1.3	75.0	45.8	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	132.6	29.5	11.5	67.6	104.8	0.2	54.3	36.2	1.3	75.0	45.8	12.7
Queue Length 50th (ft)	~196	382	63	20	~794	1	133	425	2	70	287	73
Queue Length 95th (ft)	#300	468	130	m22	m#629	m1	m#286	m#525	m4	m#155	#372	159
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	379	1653	810	218	744	696	315	1098	586	112	1047	522
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	0.70	0.35	0.24	1.18	0.18	0.82	0.93	0.25	0.79	0.94	0.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
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m Volume for 95th percentile queue is metered by upstream signal.

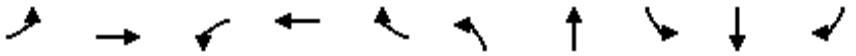


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	134	538	86	112	580	37	758	73	271	960	125
v/c Ratio	0.89	0.85	0.14	0.89	0.98	0.17	0.69	0.13	0.94	0.61	0.16
Control Delay	104.5	51.4	2.6	110.5	73.1	64.1	69.7	21.3	58.5	10.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.5	51.4	2.6	110.5	73.1	64.1	69.7	21.3	58.5	10.2	0.4
Queue Length 50th (ft)	105	386	0	88	432	14	311	26	216	76	0
Queue Length 95th (ft)	#224	#573	18	#198	#672	m22	m375	m38	m#281	m90	m1
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	150	633	617	126	589	262	1098	562	287	1585	765
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.85	0.14	0.89	0.98	0.14	0.69	0.13	0.94	0.61	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

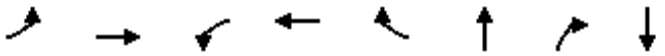
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	622	1735	21	1467	207	12	48	212	46	866
v/c Ratio	0.84	0.63	0.19	0.87	0.33	0.11	0.15	0.75	0.07	0.93
Control Delay	25.1	9.7	25.2	57.4	25.9	55.9	33.5	69.2	25.2	40.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	9.7	25.2	57.4	25.9	55.9	33.5	69.2	25.2	40.2
Queue Length 50th (ft)	197	12	13	295	77	9	22	176	33	681
Queue Length 95th (ft)	m226	m136	m17	#377	m109	30	58	m251	m54	m#902
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	740	2753	112	1687	630	112	324	345	618	927
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.63	0.19	0.87	0.33	0.11	0.15	0.61	0.07	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	9	436	127	247	13	141	141	69
v/c Ratio	0.05	0.64	0.68	0.41	0.02	0.30	0.28	0.15
Control Delay	33.8	30.2	53.8	23.8	0.1	26.0	6.4	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	30.2	53.8	23.8	0.1	26.0	6.4	22.7
Queue Length 50th (ft)	4	90	58	86	0	53	0	23
Queue Length 95th (ft)	18	135	#143	179	0	108	43	57
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	179	886	191	598	593	464	507	459
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.49	0.66	0.41	0.02	0.30	0.28	0.15

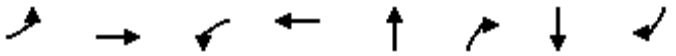
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	32	101	83	98	204
Average Queue (ft)	12	50	54	59	89
95th Queue (ft)	37	78	81	88	147
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)	100				
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	103	1767	40	1199	93	34	32	239
v/c Ratio	0.33	0.77	0.36	0.73	0.25	0.08	0.10	0.51
Control Delay	34.3	16.5	63.0	38.7	44.5	0.4	43.2	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	16.5	63.0	38.7	44.5	0.4	43.2	9.6
Queue Length 50th (ft)	59	29	30	299	64	0	21	0
Queue Length 95th (ft)	136	522	67	324	115	0	51	71
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	323	2368	117	1934	377	417	317	469
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.75	0.34	0.62	0.25	0.08	0.10	0.51

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	35	1695	241	1160	60	2	141	13	25
v/c Ratio	0.28	0.77	0.76	0.38	0.46	0.00	0.19	0.11	0.07
Control Delay	59.2	29.6	60.0	13.3	65.2	39.5	4.7	55.2	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.2	29.6	60.0	13.3	65.2	39.5	4.7	55.2	19.3
Queue Length 50th (ft)	26	380	174	176	44	1	7	9	3
Queue Length 95th (ft)	61	464	265	209	92	9	40	31	28
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	129	2466	407	3296	135	461	776	129	346
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.69	0.59	0.35	0.44	0.00	0.18	0.10	0.07

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	291	34	630	659	136	405
v/c Ratio	0.69	0.05	0.81	0.52	0.55	0.35
Control Delay	36.4	3.4	34.4	3.5	39.9	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	3.4	34.4	3.5	39.9	9.4
Queue Length 50th (ft)	133	0	273	34	64	89
Queue Length 95th (ft)	197	11	#561	91	114	167
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	541	807	779	1356	327	1172
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.04	0.81	0.49	0.42	0.35

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	158	843	1124	550	695
v/c Ratio	0.35	0.95	1.91	0.81	1.32
Control Delay	34.1	29.5	441.8	28.7	191.4
Queue Delay	0.0	0.0	0.0	1.2	0.0
Total Delay	34.1	29.5	441.8	29.9	191.4
Queue Length 50th (ft)	84	144	~1235	176	~719
Queue Length 95th (ft)	140	#443	#1474	m#304	#946
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	557	945	587	675	526
Starvation Cap Reductn	0	0	0	30	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.89	1.91	0.85	1.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	789	459	89	527	205	515	107	287	639	596
v/c Ratio	0.86	0.39	0.54	0.77	0.71	0.49	0.19	0.84	0.55	0.67
Control Delay	49.2	14.5	59.7	21.5	58.9	36.5	4.9	31.0	17.9	2.2
Queue Delay	46.7	0.0	0.0	0.7	0.0	0.9	0.0	0.0	0.0	0.8
Total Delay	95.9	14.5	59.7	22.2	58.9	37.3	4.9	31.0	17.9	3.0
Queue Length 50th (ft)	267	60	61	55	139	166	0	126	111	8
Queue Length 95th (ft)	#369	100	112	108	#239	236	32	m120	m142	m0
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	957	1233	193	849	287	1048	560	377	1161	886
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	94
Spillback Cap Reductn	235	0	0	104	0	274	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.37	0.46	0.71	0.71	0.67	0.19	0.76	0.55	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



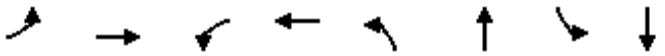
Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	162	473	12	898	342	122	987
v/c Ratio	0.69	1.05	0.11	1.10	0.44	1.02	1.06
Control Delay	63.0	98.2	69.7	64.3	1.6	142.2	77.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	98.2	69.7	64.3	1.6	142.2	77.1
Queue Length 50th (ft)	115	~395	9	~785	16	~98	722
Queue Length 95th (ft)	185	#645	m6	m173	m7	#225	#1188
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	291	452	112	815	773	120	932
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	1.05	0.11	1.10	0.44	1.02	1.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	174	1006	343	803	126	1251	134	1101
v/c Ratio	1.29	1.84	1.76	1.33	1.12	1.70	1.12	1.45
Control Delay	198.9	403.9	393.7	193.1	176.6	352.1	109.1	225.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	198.9	403.9	393.7	193.1	176.6	352.1	109.1	225.7
Queue Length 50th (ft)	~173	~1160	~395	~807	~106	~1459	~122	~1173
Queue Length 95th (ft)	m#294	#1408	#582	#1051	#246	#1729	m#114	m#1068
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	135	548	195	604	112	734	120	759
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.29	1.84	1.76	1.33	1.13	1.70	1.12	1.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	135	415	80	323	110	967	114	166	1102
v/c Ratio	0.62	0.73	0.50	0.69	0.57	0.55	0.12	0.68	0.41
Control Delay	61.9	47.5	61.9	46.3	71.8	38.0	8.3	34.6	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	47.5	61.9	46.3	71.8	38.0	8.3	34.6	27.3
Queue Length 50th (ft)	101	136	60	98	51	251	0	112	315
Queue Length 95th (ft)	161	182	109	142	136	435	87	m80	m204
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	289	818	215	685	192	1774	1017	306	2656
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.51	0.37	0.47	0.57	0.55	0.11	0.54	0.41

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	108	100	543	81	74	54	902	754	117	969
v/c Ratio	0.61	0.55	0.86	0.12	0.12	0.48	0.53	0.61	0.69	0.50
Control Delay	66.0	54.0	50.3	25.8	1.3	69.0	35.8	5.7	96.0	50.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.0	54.0	50.3	25.8	1.3	69.0	35.8	5.7	96.0	50.7
Queue Length 50th (ft)	81	62	380	42	0	41	212	82	95	251
Queue Length 95th (ft)	140	116	506	73	9	85	284	200	#168	319
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	219	290	681	758	706	114	1715	1249	180	1942
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.34	0.80	0.11	0.10	0.47	0.53	0.60	0.65	0.50

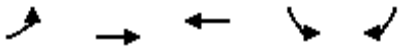
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	SB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	8
95th Queue (ft)	29
Link Distance (ft)	255
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	139	1816	1552	49	44
v/c Ratio	0.56	0.66	0.83	0.07	0.07
Control Delay	64.2	31.5	71.2	26.2	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	31.5	71.2	26.2	8.7
Queue Length 50th (ft)	113	479	461	23	0
Queue Length 95th (ft)	m124	340	514	59	28
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	511	3544	1898	722	672
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.51	0.82	0.07	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queuing and Blocking Report

Intersection: 64: Iris Avenue & Project Driveway 3

Movement	EB	EB	SB	SB
Directions Served	L	T	L	R
Maximum Queue (ft)	32	31	75	52
Average Queue (ft)	8	1	26	28
95th Queue (ft)	29	12	61	49
Link Distance (ft)		570		352
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250		70	
Storage Blk Time (%)			3	0
Queuing Penalty (veh)			2	0



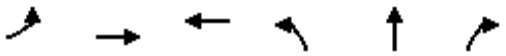
Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2213	3805	210	205	193
v/c Ratio	0.67	1.12	0.45	0.47	0.45
Control Delay	13.9	68.0	39.6	38.7	38.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	68.0	39.6	38.7	38.3
Queue Length 50th (ft)	353	~1235	142	138	124
Queue Length 95th (ft)	402	m#1156	221	223	201
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3291	3384	471	439	428
Starvation Cap Reductn	0	33	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	1.14	0.45	0.47	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	69	1945	3070	436	436	150
v/c Ratio	0.60	0.58	1.06	0.87	0.91	0.31
Control Delay	64.9	9.3	42.1	60.4	65.9	26.0
Queue Delay	0.0	0.0	18.4	0.0	0.0	0.0
Total Delay	64.9	9.3	60.5	60.4	65.9	26.0
Queue Length 50th (ft)	54	185	~971	347	367	67
Queue Length 95th (ft)	m85	202	m187	#556	#600	130
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	117	3427	2903	501	480	479
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	474	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.57	1.26	0.87	0.91	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	390	200	516	2169	442
v/c Ratio	0.33	0.30	1.18	0.99	0.87
Control Delay	27.9	5.0	117.5	31.2	48.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	5.0	117.5	31.2	48.4
Queue Length 50th (ft)	103	0	~429	774	238
Queue Length 95th (ft)	145	49	m254	m427	#418
Internal Link Dist (ft)	514			155	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1168	658	438	2200	510
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.30	1.18	0.99	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	1195	3239	330	510	112	317
v/c Ratio	0.34	0.54	1.49	1.82	0.99	1.56	0.71
Control Delay	20.5	8.1	242.7	417.6	76.6	337.3	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	8.1	242.7	417.6	76.6	337.3	44.0
Queue Length 50th (ft)	5	129	~1589	~336	341	~107	189
Queue Length 95th (ft)	18	157	#1716	#511	#557	#220	290
Internal Link Dist (ft)		233	628		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	73	2210	2181	181	515	72	447
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.54	1.49	1.82	0.99	1.56	0.71

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



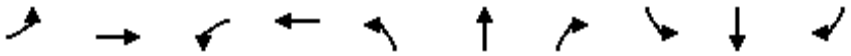
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	743	906	7	1830	403	23	337	17	299	921
v/c Ratio	1.70	0.30	0.07	1.52	0.68	0.33	0.55	0.03	1.53	1.14
Control Delay	358.0	4.9	68.4	257.4	10.7	46.7	37.3	0.1	291.6	99.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	358.0	4.9	68.4	257.4	10.7	46.7	37.3	0.1	291.6	99.7
Queue Length 50th (ft)	~861	33	5	~1017	37	13	213	0	~324	~600
Queue Length 95th (ft)	#1105	91	m6	#1163	m79	43	309	0	#503	#853
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	436	3049	112	1203	593	69	617	572	196	807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.70	0.30	0.06	1.52	0.68	0.33	0.55	0.03	1.53	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

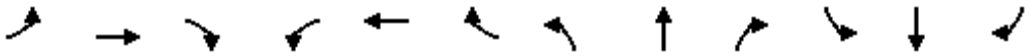
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	1189	86	1783	349	123	79	46	175	127
v/c Ratio	0.54	0.69	0.43	0.90	0.84	0.17	0.12	0.39	0.45	0.28
Control Delay	70.7	28.9	38.4	13.5	57.5	19.5	1.3	63.2	47.9	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.7	28.9	38.4	13.5	57.5	19.5	1.3	63.2	47.9	5.3
Queue Length 50th (ft)	49	226	71	355	270	51	0	35	125	0
Queue Length 95th (ft)	m82	m225	m76	m368	m#365	m76	m6	74	199	34
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	120	1796	217	1977	451	739	684	129	391	446
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.66	0.40	0.90	0.77	0.17	0.12	0.36	0.45	0.28

Intersection Summary

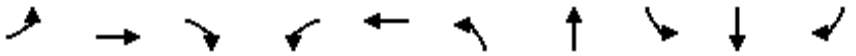
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	183	1248	339	95	2350	81	249	251	126	68	86	159
v/c Ratio	0.72	0.57	0.21	0.25	0.95	0.10	0.92	0.91	0.36	0.42	0.51	0.54
Control Delay	65.8	30.0	0.3	21.6	17.0	0.7	88.3	86.1	12.4	43.7	46.5	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	30.0	0.3	21.6	17.0	0.7	88.3	86.1	12.4	43.7	46.5	18.9
Queue Length 50th (ft)	134	304	0	32	211	1	202	204	5	47	60	35
Queue Length 95th (ft)	#246	321	0	m65	#792	m1	#368	#368	60	m77	m95	m81
Internal Link Dist (ft)		1185			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	257	2570	1615	398	2461	809	270	275	353	264	276	383
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.49	0.21	0.24	0.95	0.10	0.92	0.91	0.36	0.26	0.31	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



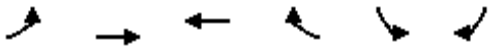
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	181	705	85	130	2374	74	393	186	274	158
v/c Ratio	0.72	0.40	0.10	0.65	1.01	0.34	0.56	0.71	0.34	0.33
Control Delay	54.8	7.7	0.5	76.1	23.7	53.3	32.1	69.6	42.4	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	7.7	0.5	76.1	23.7	53.3	32.1	69.6	42.4	8.6
Queue Length 50th (ft)	149	47	0	97	~152	31	138	73	97	0
Queue Length 95th (ft)	224	125	m0	m98	m141	m53	200	#120	145	59
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	311	1789	830	243	2351	221	696	265	810	480
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.39	0.10	0.53	1.01	0.33	0.56	0.70	0.34	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

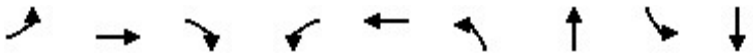
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	227	1231	2531	161	156	121
v/c Ratio	0.77	0.31	0.86	0.13	0.27	0.21
Control Delay	77.0	0.9	8.8	1.0	70.3	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.0	0.9	8.8	1.0	70.3	20.9
Queue Length 50th (ft)	137	8	175	4	66	46
Queue Length 95th (ft)	221	20	m153	m3	103	72
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	361	3976	2954	1280	583	646
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.31	0.86	0.13	0.27	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



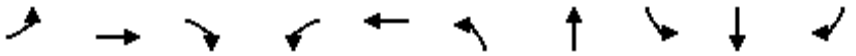
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	877	71	225	2343	186	473	199	291
v/c Ratio	0.24	0.86	0.13	0.69	1.03	0.54	0.51	0.80	0.38
Control Delay	50.3	23.9	1.7	29.3	28.5	30.1	21.3	72.9	38.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	23.9	1.7	29.3	28.5	30.1	21.3	72.9	38.1
Queue Length 50th (ft)	22	122	0	164	~699	123	145	148	92
Queue Length 95th (ft)	m49	172	m5	m160	m315	m126	m133	#254	138
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	114	1070	555	367	2272	344	936	272	757
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.82	0.13	0.61	1.03	0.54	0.51	0.73	0.38

Intersection Summary

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m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	413	1242	226	18	2172	498	75	93	54	132
v/c Ratio	1.14	0.45	0.24	0.12	1.17	1.14	0.10	0.49	0.08	0.20
Control Delay	125.6	11.6	1.2	45.4	110.6	134.0	35.7	34.6	40.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.6	11.6	1.2	45.4	110.6	134.0	35.7	34.6	40.6	4.2
Queue Length 50th (ft)	~359	146	0	12	~726	~231	22	51	13	12
Queue Length 95th (ft)	#560	138	5	m14	m#795	#340	44	m96	m25	65
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	361	2869	994	159	1850	437	728	189	661	669
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.43	0.23	0.11	1.17	1.14	0.10	0.49	0.08	0.20

Intersection Summary

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m Volume for 95th percentile queue is metered by upstream signal.



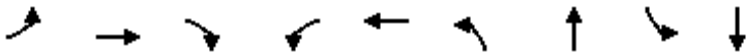
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	172	961	55	27	2576	214	447	40	245	281	206
v/c Ratio	0.97	0.39	0.06	0.11	1.10	0.91	0.72	0.11	1.00	0.43	0.43
Control Delay	101.6	9.0	1.2	36.5	71.9	70.2	28.6	0.6	108.5	46.3	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.6	9.0	1.2	36.5	71.9	70.2	28.6	0.6	108.5	46.3	28.6
Queue Length 50th (ft)	143	75	1	21	~851	171	116	1	192	103	96
Queue Length 95th (ft)	m#215	88	m2	m24	m#819	m#281	m153	m1	#361	147	166
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	177	2861	988	246	2345	236	625	373	246	646	475
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.34	0.06	0.11	1.10	0.91	0.72	0.11	1.00	0.43	0.43

Intersection Summary

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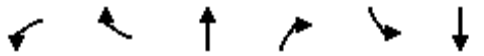
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	139	677	422	15	1183	856	571	71	376
v/c Ratio	0.85	0.47	0.35	0.09	0.96	0.95	0.43	0.50	0.60
Control Delay	115.5	44.9	10.7	29.3	27.0	63.5	30.2	61.9	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.5	44.9	10.7	29.3	27.0	63.5	30.2	61.9	19.8
Queue Length 50th (ft)	112	281	246	10	100	336	178	57	42
Queue Length 95th (ft)	#226	359	351	m13	#597	#459	232	107	61
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	165	1549	1198	173	1227	910	1337	153	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.44	0.35	0.09	0.96	0.94	0.43	0.46	0.60

Intersection Summary

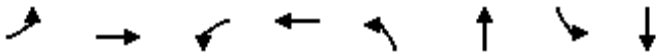
95th percentile volume exceeds capacity, queue may be longer.
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	211	413	753	158	199	775
v/c Ratio	0.49	0.73	0.41	0.18	0.23	0.27
Control Delay	27.2	12.2	17.0	3.2	30.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	12.2	17.0	3.2	30.7	3.2
Queue Length 50th (ft)	64	111	147	0	52	47
Queue Length 95th (ft)	m65	m139	226	36	82	98
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	840	701	1825	883	875	2872
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.59	0.41	0.18	0.23	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



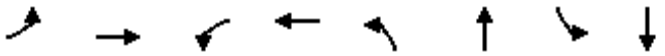
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	113	1111	94	2316	131	340	141	335
v/c Ratio	0.59	0.49	0.54	1.03	0.67	0.44	0.70	0.42
Control Delay	47.8	8.3	58.0	54.8	42.4	17.1	70.1	35.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	8.3	58.0	54.8	42.4	17.1	70.1	35.8
Queue Length 50th (ft)	94	74	75	~511	80	35	105	97
Queue Length 95th (ft)	m144	m82	m70	m426	m#134	m56	#196	151
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	261	2270	315	2238	195	769	215	792
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.49	0.30	1.03	0.67	0.44	0.66	0.42

Intersection Summary

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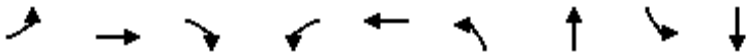
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	57	750	41	1131	155	573	111	473
v/c Ratio	0.40	0.62	0.19	0.86	0.65	0.47	0.61	0.43
Control Delay	50.6	8.0	33.3	29.2	61.6	34.4	62.8	33.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	8.0	33.3	29.2	61.6	34.4	62.8	33.1
Queue Length 50th (ft)	45	49	22	186	115	191	82	156
Queue Length 95th (ft)	93	46	m30	m226	183	264	144	225
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	204	1522	226	1356	285	1207	228	1099
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.49	0.18	0.83	0.54	0.47	0.49	0.43

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	287	87	31	970	54	334	302	418
v/c Ratio	0.30	0.29	0.16	0.07	0.87	0.34	0.35	0.72	0.26
Control Delay	38.7	20.8	0.9	35.9	34.4	48.3	32.1	44.7	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	20.8	0.9	35.9	34.4	48.3	32.1	44.7	20.2
Queue Length 50th (ft)	25	31	0	9	221	33	95	174	96
Queue Length 95th (ft)	50	80	0	21	#348	70	139	256	135
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	266	1199	620	445	1140	209	964	505	1580
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.24	0.14	0.07	0.85	0.26	0.35	0.60	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



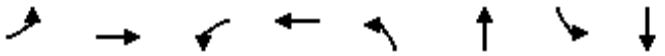
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	179	844	192	267	1910	524	1084	246	286	834	298
v/c Ratio	0.82	0.83	0.33	0.78	1.18	1.16	0.91	0.37	1.01	0.97	0.63
Control Delay	74.4	40.7	15.0	76.0	115.6	113.3	21.6	1.2	107.6	70.5	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	40.7	15.0	76.0	115.6	113.3	21.6	1.2	107.6	70.5	28.6
Queue Length 50th (ft)	72	327	84	97	~634	~465	199	0	~228	338	113
Queue Length 95th (ft)	#133	406	153	m108	m#668	m#586	m#431	m1	#407	#472	213
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		100
Base Capacity (vph)	218	1017	582	347	1625	451	1194	658	282	857	476
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.83	0.33	0.77	1.18	1.16	0.91	0.37	1.01	0.97	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	95	820	185	983	303	1866	108	1283
v/c Ratio	0.77	0.93	0.84	0.92	0.89	0.88	0.72	0.81
Control Delay	90.6	34.1	57.8	35.3	74.6	38.1	59.9	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.6	34.1	57.8	35.3	74.6	38.1	59.9	30.9
Queue Length 50th (ft)	59	323	142	391	228	479	68	154
Queue Length 95th (ft)	#160	#412	m166	m421	#376	551	m88	m175
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	123	891	225	1092	361	2119	150	1585
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.92	0.82	0.90	0.84	0.88	0.72	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	75	583	444	746	257	1563	431	206	1200
v/c Ratio	0.51	0.96	0.96	0.59	0.92	0.94	0.66	0.93	0.81
Control Delay	64.9	73.9	78.0	32.8	49.7	13.1	3.9	96.8	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.9	73.9	78.0	32.8	49.7	13.1	3.9	96.8	44.3
Queue Length 50th (ft)	56	222	340	241	171	284	76	160	314
Queue Length 95th (ft)	106	#339	#545	313	m166	m250	m65	#307	372
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	171	608	466	1261	282	1664	654	222	1484
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.96	0.95	0.59	0.91	0.94	0.66	0.93	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	183	100	396	163	106	2408	85	1803
v/c Ratio	0.74	0.32	0.93	0.33	0.72	1.07	0.73	0.82
Control Delay	67.5	8.3	76.4	8.0	90.1	67.1	64.9	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.5	8.3	76.4	8.0	90.1	67.1	64.9	21.9
Queue Length 50th (ft)	137	0	306	0	88	~738	58	238
Queue Length 95th (ft)	214	36	#526	57	m#169	#832	m76	m307
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	290	344	424	490	154	2243	117	2188
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.29	0.93	0.33	0.69	1.07	0.73	0.82

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

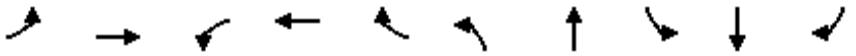
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	97	43	133	2583	2085
v/c Ratio	0.68	0.10	0.73	0.58	0.56
Control Delay	77.0	0.4	59.4	6.6	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	77.0	0.4	59.4	6.6	3.1
Queue Length 50th (ft)	74	0	91	292	72
Queue Length 95th (ft)	#148	0	m105	323	m80
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	151	432	195	4428	3707
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.10	0.68	0.58	0.56

Intersection Summary

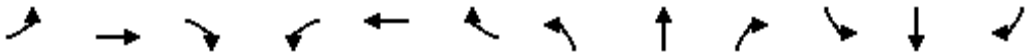
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	50	79	56	98	70	147	2743	148	1786	95
v/c Ratio	0.38	0.25	0.29	0.54	0.27	0.55	0.91	0.73	0.63	0.09
Control Delay	61.3	17.1	51.3	62.0	3.9	30.9	8.6	94.1	8.6	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.3	17.1	51.3	62.0	3.9	30.9	8.6	94.1	8.6	1.0
Queue Length 50th (ft)	38	3	40	74	0	99	248	123	98	1
Queue Length 95th (ft)	79	28	79	126	9	m87	m212	#244	101	4
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	133	544	196	294	350	269	3020	205	2848	1072
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.15	0.29	0.33	0.20	0.55	0.91	0.72	0.63	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

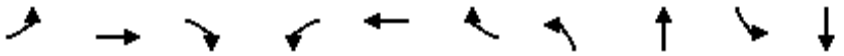


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	460	277	137	4	820	608	451	1874	41	267	1080	548
v/c Ratio	1.18	0.16	0.16	0.02	0.65	1.19	0.93	1.08	0.07	1.02	0.77	0.73
Control Delay	144.7	19.1	3.9	53.5	43.9	131.9	78.4	86.6	0.2	89.3	20.9	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	144.7	19.1	3.9	53.5	43.9	131.9	78.4	86.6	0.2	89.3	20.9	12.8
Queue Length 50th (ft)	~426	60	0	1	210	~467	180	~595	0	~103	241	35
Queue Length 95th (ft)	#633	103	39	7	257	#695	#278	#692	0	#197	262	92
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	391	1708	836	218	1253	513	484	1729	617	262	1400	747
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.18	0.16	0.16	0.02	0.65	1.19	0.93	1.08	0.07	1.02	0.77	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	132	1200	96	28	1789	229	163	224	203	328
v/c Ratio	0.90	0.63	0.10	0.17	0.98	0.22	0.58	0.75	0.93	0.42
Control Delay	96.2	12.3	0.6	35.8	18.0	0.1	40.0	46.2	98.1	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.2	12.3	0.6	35.8	18.0	0.1	40.0	46.2	98.1	23.3
Queue Length 50th (ft)	102	251	1	16	480	0	65	173	158	60
Queue Length 95th (ft)	m#148	m238	m2	m14	m153	m0	m98	m#267	#305	105
Internal Link Dist (ft)		2564			562			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	147	2027	986	171	1820	1049	297	300	218	777
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.59	0.10	0.16	0.98	0.22	0.55	0.75	0.93	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	103	876	31	927	212	480	65	270	108
v/c Ratio	0.61	0.75	0.28	1.00	0.76	0.33	0.27	0.40	0.17
Control Delay	39.9	18.9	39.0	44.9	65.2	27.2	43.4	27.9	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	18.9	39.0	44.9	65.2	27.2	43.4	27.9	3.1
Queue Length 50th (ft)	79	161	26	~134	158	143	45	144	1
Queue Length 95th (ft)	m88	m200	m49	#494	236	191	87	207	24
Internal Link Dist (ft)		2608		2526		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	195	1163	114	927	345	1433	270	680	644
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.75	0.27	1.00	0.61	0.33	0.24	0.40	0.17

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	1087	818	1075	137	166	845	78	458
v/c Ratio	0.53	1.22	1.27	0.55	0.13	1.11	0.91	0.70	0.72
Control Delay	65.3	147.3	165.8	20.0	1.9	155.3	41.4	87.3	49.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	147.3	165.8	20.0	1.9	155.3	41.4	87.3	49.3
Queue Length 50th (ft)	60	~543	~797	288	0	~146	204	60	161
Queue Length 95th (ft)	112	#680	#1039	361	25	#288	#324	#138	221
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	177	892	646	1960	1019	150	927	112	637
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	1.22	1.27	0.55	0.13	1.11	0.91	0.70	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	90	896	263	133	1513	55	273	573	177	70	444
v/c Ratio	0.80	0.99	0.32	0.94	1.62	0.06	1.40	1.12	0.28	0.63	1.17
Control Delay	95.8	38.2	2.5	117.4	309.7	1.1	232.2	98.6	1.8	80.0	139.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.8	38.2	2.5	117.4	309.7	1.1	232.2	98.6	1.8	80.0	139.6
Queue Length 50th (ft)	62	748	13	104	~1686	0	~284	~545	0	54	~393
Queue Length 95th (ft)	m#138	m#924	m22	#229	#1950	9	#441	#732	3	#120	#601
Internal Link Dist (ft)		1931			283			236			268
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	112	904	830	141	934	912	195	511	622	112	381
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.99	0.32	0.94	1.62	0.06	1.40	1.12	0.28	0.63	1.17

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

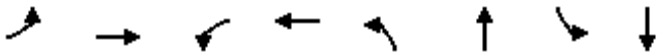
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	68	784	305	651	136	197	746	447	144	674
v/c Ratio	0.22	0.90	0.86	0.62	0.24	0.73	0.65	0.28	0.74	0.68
Control Delay	34.5	22.0	68.8	40.5	6.3	65.3	39.5	0.4	69.9	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	22.0	68.8	40.5	6.3	65.3	39.5	0.4	69.9	30.3
Queue Length 50th (ft)	55	214	225	244	0	147	274	0	106	207
Queue Length 95th (ft)	m77	#390	#355	285	46	#251	347	0	m134	m231
Internal Link Dist (ft)		2526		262			1585			2188
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	313	892	391	1396	699	270	1147	1593	210	986
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.88	0.78	0.47	0.19	0.73	0.65	0.28	0.69	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	512	44	478	187	1078	248	940
v/c Ratio	0.95	0.68	0.47	0.58	0.50	0.42	0.80	0.37
Control Delay	116.4	38.4	52.6	27.6	13.2	6.9	33.5	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.4	38.4	52.6	27.6	13.2	6.9	33.5	6.2
Queue Length 50th (ft)	66	147	25	101	53	144	104	114
Queue Length 95th (ft)	#169	204	64	154	116	181	#292	146
Internal Link Dist (ft)		1075		284		1385		907
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	120	837	106	897	371	2555	311	2519
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.61	0.42	0.53	0.50	0.42	0.80	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	235	1505	787	1602	531	596	621	220	654
v/c Ratio	0.55	1.03	0.99	0.80	0.96	0.63	0.77	0.68	0.93
Control Delay	55.6	71.8	75.7	35.8	79.6	42.6	21.8	63.9	64.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	71.8	75.7	35.8	79.6	42.6	21.8	63.9	64.8
Queue Length 50th (ft)	90	~441	314	388	212	216	231	86	250
Queue Length 95th (ft)	133	#539	#446	450	#322	278	335	128	#363
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	424	1461	796	2031	554	950	805	338	706
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	1.03	0.99	0.79	0.96	0.63	0.77	0.65	0.93

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



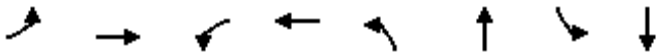
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	413	194	333	83	131	92	354	1414	207	116	1311
v/c Ratio	1.89	0.64	0.63	0.51	0.55	0.29	0.87	0.77	0.20	0.68	0.97
Control Delay	443.9	53.5	10.3	58.8	52.7	5.2	52.5	21.3	3.3	69.1	52.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	443.9	53.5	10.3	58.8	52.7	5.2	52.5	21.3	3.3	69.1	52.4
Queue Length 50th (ft)	~446	130	0	57	88	0	213	402	6	81	~491
Queue Length 95th (ft)	#639	201	81	107	144	21	#435	638	m59	#162	#648
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	219	350	558	190	319	374	406	1847	1045	170	1350
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.89	0.55	0.60	0.44	0.41	0.25	0.87	0.77	0.20	0.68	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	5	21	40	4	1940	14	1522
v/c Ratio	0.30	0.02	0.19	0.10	0.04	0.68	0.07	0.49
Control Delay	54.8	0.2	51.0	0.5	48.0	12.4	25.1	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	0.2	51.0	0.5	48.0	12.4	25.1	1.8
Queue Length 50th (ft)	22	0	14	0	3	111	8	60
Queue Length 95th (ft)	53	0	39	0	m4	850	m9	m98
Internal Link Dist (ft)		96		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	237	397	243	535	124	2835	347	3092
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.01	0.09	0.07	0.03	0.68	0.04	0.49

Intersection Summary

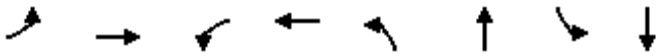
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	10	64	12	1910	21	1582
v/c Ratio	0.02	0.11	0.22	0.10	0.63	0.15	0.51
Control Delay	48.5	51.0	1.7	34.5	9.7	47.4	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	51.0	1.7	34.5	9.7	47.4	2.1
Queue Length 50th (ft)	1	7	0	8	216	16	78
Queue Length 95th (ft)	9	25	0	m12	507	m33	120
Internal Link Dist (ft)			321		1240		1452
Turn Bay Length (ft)		50		150		215	
Base Capacity (vph)	406	426	618	328	3013	180	3130
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.02	0.10	0.04	0.63	0.12	0.51

Intersection Summary

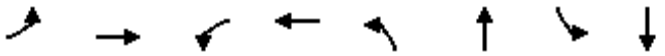
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	89	12	82	49	10	1848	35	1568
v/c Ratio	0.57	0.06	0.51	0.22	0.09	0.66	0.29	0.53
Control Delay	60.0	28.2	56.2	20.3	50.2	3.6	36.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.0	28.2	56.2	20.3	50.2	3.6	36.8	2.4
Queue Length 50th (ft)	61	3	55	8	7	115	24	19
Queue Length 95th (ft)	108	21	100	42	m11	115	m49	113
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	237	302	245	321	124	2797	127	2935
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.04	0.33	0.15	0.08	0.66	0.28	0.53

Intersection Summary

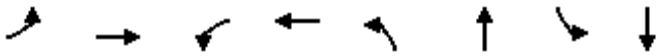
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	339	15	47	32	22	1533	20	1501
v/c Ratio	0.88	0.03	0.12	0.07	0.19	0.75	0.10	0.69
Control Delay	61.1	19.1	28.4	10.7	68.7	11.3	55.0	28.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	19.1	28.4	10.7	68.7	11.3	55.0	28.1
Queue Length 50th (ft)	223	4	24	1	15	33	15	497
Queue Length 95th (ft)	#353	19	52	24	m17	m#634	m25	671
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	443	561	448	534	124	2036	311	2162
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.03	0.10	0.06	0.18	0.75	0.06	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	123	125	150	233	65	1516	218	1244
v/c Ratio	0.59	0.60	0.63	0.74	0.28	1.01	0.67	0.71
Control Delay	57.0	51.0	56.7	20.5	45.4	56.9	51.0	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	51.0	56.7	20.5	45.4	56.9	51.0	18.1
Queue Length 50th (ft)	84	73	102	1	41	~614	95	93
Queue Length 95th (ft)	138	128	161	85	84	#760	m#314	#572
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	303	313	308	348	262	1503	323	1742
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.40	0.49	0.67	0.25	1.01	0.67	0.71

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	317	845	243	81	2021	879	550	1216	536	681	465
v/c Ratio	1.21	0.40	0.15	0.54	1.40	1.07	1.10	1.23	1.31	0.76	0.91
Control Delay	171.0	26.5	0.2	65.6	214.7	76.3	117.1	151.9	199.3	48.2	53.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	171.0	26.5	0.2	65.6	214.7	76.3	117.1	151.9	199.3	48.2	53.6
Queue Length 50th (ft)	~154	173	0	61	~1102	~611	~248	~614	~275	258	254
Queue Length 95th (ft)	#247	215	0	113	#1239	#860	#360	#753	#387	328	#455
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	262	2123	1615	177	1444	821	501	985	408	896	510
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.21	0.40	0.15	0.46	1.40	1.07	1.10	1.23	1.31	0.76	0.91

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	105	1849	2400	15	148	2	80
v/c Ratio	0.54	0.51	0.86	0.04	0.45	0.00	0.18
Control Delay	56.1	8.4	24.9	30.8	41.3	33.5	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	8.4	24.9	30.8	41.3	33.5	8.6
Queue Length 50th (ft)	70	197	486	7	88	1	0
Queue Length 95th (ft)	125	228	617	25	159	8	38
Internal Link Dist (ft)		628	799	118		430	
Turn Bay Length (ft)	230				200		200
Base Capacity (vph)	402	3679	2803	386	330	441	433
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.50	0.86	0.04	0.45	0.00	0.18

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	107	1877	66	2111	296	224
v/c Ratio	0.54	0.65	0.40	0.78	0.96	0.57
Control Delay	54.0	17.4	52.7	22.9	76.0	33.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.0	17.4	52.7	22.9	76.0	33.1
Queue Length 50th (ft)	69	308	43	394	170	100
Queue Length 95th (ft)	125	388	87	502	#363	190
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	470	2897	470	2741	309	390
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.65	0.14	0.77	0.96	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2030	9	2073	115	34
v/c Ratio	0.61	0.08	0.60	0.24	0.08
Control Delay	13.7	74.2	4.5	36.1	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.7	74.2	4.5	36.1	11.2
Queue Length 50th (ft)	295	7	105	69	0
Queue Length 95th (ft)	429	m8	m74	123	26
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	3346	616	3501	479	453
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	0.01	0.59	0.24	0.08

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	7	37	263	286	20	55	136	312	466	35	488
v/c Ratio	0.07	0.28	0.56	0.75	0.04	0.08	0.64	0.18	0.34	0.31	0.33
Control Delay	42.0	45.6	14.7	45.3	22.1	0.2	50.7	26.1	0.8	48.0	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	45.6	14.7	45.3	22.1	0.2	50.7	26.1	0.8	48.0	21.7
Queue Length 50th (ft)	4	20	36	151	7	0	84	69	0	19	113
Queue Length 95th (ft)	18	51	106	229	26	0	143	108	7	50	163
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	100	132	489	461	583	728	240	1759	1383	114	1473
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.28	0.54	0.62	0.03	0.08	0.57	0.18	0.34	0.31	0.33

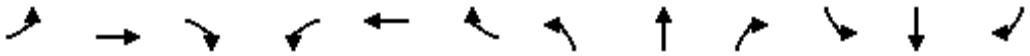
Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	45	447	443	958	83	951
v/c Ratio	0.10	0.93	0.92	0.52	0.61	0.42
Control Delay	26.4	50.9	49.4	16.3	59.5	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	50.9	49.4	16.3	59.5	9.1
Queue Length 50th (ft)	20	184	182	190	47	135
Queue Length 95th (ft)	47	#376	#371	248	m#96	140
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	461	496	496	1835	140	2246
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.90	0.89	0.52	0.59	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

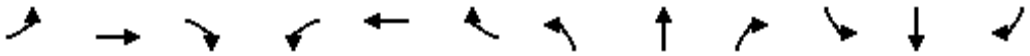


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	240	296	356	490	382	28	213	776	574	23	1377	120
v/c Ratio	0.77	0.58	0.94	1.07	0.47	0.06	1.09	0.48	0.60	0.21	1.05	0.20
Control Delay	63.9	52.6	53.8	105.1	43.8	0.2	146.2	12.9	4.0	58.3	77.5	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	52.6	53.8	105.1	43.8	0.2	146.2	12.9	4.0	58.3	77.5	5.6
Queue Length 50th (ft)	179	112	119	~438	136	0	~189	137	68	17	~613	1
Queue Length 95th (ft)	258	160	#299	#648	196	0	#352	191	47	45	#751	41
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	389	556	395	458	807	474	195	1612	963	112	1308	612
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.53	0.90	1.07	0.47	0.06	1.09	0.48	0.60	0.21	1.05	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

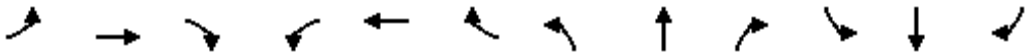
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	101	61	22	10	74	172	31	1171	15	60	1595	142
v/c Ratio	0.63	0.17	0.06	0.09	0.46	0.59	0.28	0.51	0.01	0.43	0.66	0.13
Control Delay	70.0	42.3	0.3	55.4	61.0	16.1	48.6	9.0	0.0	44.9	6.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.0	42.3	0.3	55.4	61.0	16.1	48.6	9.0	0.0	44.9	6.4	0.4
Queue Length 50th (ft)	76	39	0	8	56	0	23	134	0	48	231	0
Queue Length 95th (ft)	136	84	0	26	103	66	m34	166	m0	m46	m230	m0
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	180	388	395	112	292	390	112	2287	1045	157	2413	1126
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.16	0.06	0.09	0.25	0.44	0.28	0.51	0.01	0.38	0.66	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	184	497	341	163	920	207	272	788	56	106	1124	333
v/c Ratio	0.84	0.32	0.39	0.58	1.08	0.26	1.05	0.82	0.11	0.68	1.03	0.70
Control Delay	87.0	23.3	4.0	61.8	86.0	8.4	92.3	19.5	0.6	52.8	70.0	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.0	23.3	4.0	61.8	86.0	8.4	92.3	19.5	0.6	52.8	70.0	18.7
Queue Length 50th (ft)	74	132	5	63	~794	32	~236	85	0	81	~333	70
Queue Length 95th (ft)	#137	174	60	100	#1042	80	m#351	m197	m1	m#136	#428	113
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	218	1560	885	297	855	799	260	965	492	156	1089	473
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.32	0.39	0.55	1.08	0.26	1.05	0.82	0.11	0.68	1.03	0.70

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

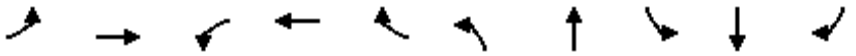


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	95	334	209	43	643	166	841	36	195	915	191
v/c Ratio	0.79	0.45	0.27	0.39	0.94	0.67	0.78	0.07	0.81	0.70	0.27
Control Delay	95.7	29.5	4.2	65.1	59.0	34.8	32.9	2.3	52.2	21.4	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.7	29.5	4.2	65.1	59.0	34.8	32.9	2.3	52.2	21.4	4.0
Queue Length 50th (ft)	74	190	0	33	456	55	363	3	145	351	37
Queue Length 95th (ft)	#169	276	48	72	#686	m68	m387	m7	m171	m380	m46
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	120	748	762	112	708	251	1075	538	240	1300	703
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.45	0.27	0.38	0.91	0.66	0.78	0.07	0.81	0.70	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



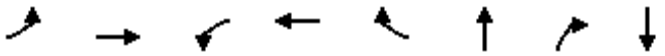
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	639	1333	10	1434	271	17	56	477	9	628
v/c Ratio	1.00	0.55	0.09	1.02	0.49	0.16	0.19	1.02	0.01	0.63
Control Delay	73.4	18.8	54.1	38.9	4.8	57.0	37.1	66.5	8.7	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	18.8	54.1	38.9	4.8	57.0	37.1	66.5	8.7	9.4
Queue Length 50th (ft)	~260	126	6	~446	50	13	29	~374	1	94
Queue Length 95th (ft)	#373	199	m7	m#434	m52	37	69	#602	m2	148
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	636	2410	112	1400	550	112	294	466	779	1003
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.55	0.09	1.02	0.49	0.15	0.19	1.02	0.01	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

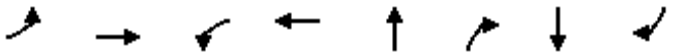
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	24	490	123	282	22	334	111	70
v/c Ratio	0.15	0.65	0.57	0.59	0.05	0.77	0.22	0.12
Control Delay	40.0	21.5	47.1	33.4	0.2	45.6	3.1	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	21.5	47.1	33.4	0.2	45.6	3.1	22.0
Queue Length 50th (ft)	12	67	62	116	0	169	0	25
Queue Length 95th (ft)	38	118	123	226	0	#332	19	59
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	166	941	245	549	544	431	499	591
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.52	0.50	0.51	0.04	0.77	0.22	0.12

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	210	958	39	1443	144	22	23	207
v/c Ratio	0.73	0.49	0.13	0.80	0.44	0.06	0.07	0.47
Control Delay	60.7	30.1	38.3	37.2	47.6	0.3	43.0	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.7	30.1	38.3	37.2	47.6	0.3	43.0	9.9
Queue Length 50th (ft)	149	232	22	343	96	0	15	0
Queue Length 95th (ft)	232	268	55	430	169	0	40	68
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	380	2665	310	1916	329	383	315	439
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.36	0.13	0.75	0.44	0.06	0.07	0.47

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	946	62	1326	75	3	98	7	44
v/c Ratio	0.08	0.62	0.30	0.65	0.36	0.00	0.11	0.04	0.06
Control Delay	29.5	23.1	33.0	19.9	34.4	14.7	1.3	29.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	23.1	33.0	19.9	34.4	14.7	1.3	29.0	0.1
Queue Length 50th (ft)	6	131	25	152	31	1	0	3	0
Queue Length 95th (ft)	23	173	59	#295	68	6	12	14	0
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	213	1544	216	2053	216	788	916	213	771
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.61	0.29	0.65	0.35	0.00	0.11	0.03	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	274	7	486	506	160	572
v/c Ratio	1.10	0.01	0.79	0.46	0.28	0.42
Control Delay	123.7	5.4	35.5	2.5	22.0	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.7	5.4	35.5	2.5	22.0	5.9
Queue Length 50th (ft)	~158	0	218	0	59	97
Queue Length 95th (ft)	#303	6	#367	42	107	147
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	248	861	617	1102	575	1353
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.01	0.79	0.46	0.28	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	84	607	920	443	850
v/c Ratio	0.35	0.93	1.57	0.66	1.08
Control Delay	44.5	29.4	291.3	20.3	88.0
Queue Delay	0.0	0.0	0.0	0.6	0.0
Total Delay	44.5	29.4	291.3	20.9	88.0
Queue Length 50th (ft)	56	66	~944	123	~619
Queue Length 95th (ft)	88	203	#1149	218	#1071
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	561	850	587	672	784
Starvation Cap Reductn	0	0	0	50	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.71	1.57	0.71	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	597	210	22	363	102	544	21	295	598	546
v/c Ratio	0.80	0.19	0.19	0.69	0.43	0.44	0.03	0.81	0.40	0.56
Control Delay	49.6	15.5	52.4	24.3	50.2	31.9	0.1	37.4	12.8	1.6
Queue Delay	1.2	0.0	0.0	0.1	0.0	0.7	0.0	0.0	0.0	0.6
Total Delay	50.8	15.5	52.4	24.4	50.2	32.6	0.1	37.4	12.8	2.3
Queue Length 50th (ft)	206	28	15	47	67	157	0	172	104	10
Queue Length 95th (ft)	258	57	41	91	122	246	0	m148	m121	m0
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	817	1177	123	740	237	1237	638	426	1488	978
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	164
Spillback Cap Reductn	78	0	0	40	0	369	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.18	0.18	0.52	0.43	0.63	0.03	0.69	0.40	0.67

Intersection Summary

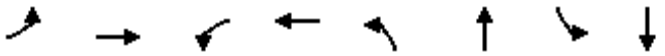
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	74	364	4	543	116	82	643
v/c Ratio	0.42	0.77	0.03	0.62	0.15	0.61	0.64
Control Delay	47.4	45.0	70.0	11.9	1.5	64.6	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	45.0	70.0	11.9	1.5	64.6	23.9
Queue Length 50th (ft)	44	202	3	113	1	52	284
Queue Length 95th (ft)	86	#312	m2	m91	m1	#114	#601
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	348	473	135	873	795	137	1005
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.77	0.03	0.62	0.15	0.60	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	573	333	842	70	914	61	805
v/c Ratio	0.33	1.15	1.32	1.19	0.53	1.30	0.46	1.12
Control Delay	51.0	121.9	205.6	128.0	54.4	173.3	44.1	94.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	121.9	205.6	128.0	54.4	173.3	44.1	94.0
Queue Length 50th (ft)	26	~430	~276	~712	30	~794	39	~629
Queue Length 95th (ft)	62	#641	#448	#947	#80	#1031	m54	#831
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	135	500	252	710	135	703	135	719
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	1.15	1.32	1.19	0.52	1.30	0.45	1.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	89	211	80	239	87	715	111	27	882
v/c Ratio	0.48	0.54	0.37	0.49	0.38	0.33	0.09	0.20	0.33
Control Delay	50.0	31.1	44.3	38.4	26.7	6.0	0.2	38.9	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	31.1	44.3	38.4	26.7	6.0	0.2	38.9	9.0
Queue Length 50th (ft)	55	42	48	66	52	53	0	15	95
Queue Length 95th (ft)	100	76	89	102	58	79	0	m12	m109
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	253	807	249	756	252	2141	1192	180	2662
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.26	0.32	0.32	0.35	0.33	0.09	0.15	0.33

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	110	92	587	79	97	50	594	381	75	849
v/c Ratio	0.19	0.48	0.91	0.29	0.28	0.38	0.35	0.31	0.43	0.47
Control Delay	22.9	40.9	49.4	44.2	4.5	52.5	29.6	1.5	38.7	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	40.9	49.4	44.2	4.5	52.5	29.6	1.5	38.7	7.3
Queue Length 50th (ft)	45	43	336	48	0	31	115	0	24	79
Queue Length 95th (ft)	83	90	#529	91	19	69	166	33	50	46
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	587	348	693	843	784	135	1718	1238	176	1811
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.26	0.85	0.09	0.12	0.37	0.35	0.31	0.43	0.47

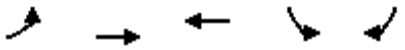
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	EB	SB
Directions Served	T	R
Maximum Queue (ft)	136	116
Average Queue (ft)	25	50
95th Queue (ft)	97	92
Link Distance (ft)	1101	255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	760	1062	1676	105	70
v/c Ratio	1.01	0.27	1.03	0.35	0.22
Control Delay	76.0	6.8	71.2	48.0	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	76.0	6.8	71.2	48.0	11.7
Queue Length 50th (ft)	~598	140	~507	73	0
Queue Length 95th (ft)	m#792	m107	#606	128	41
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	752	3976	1623	300	323
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.01	0.27	1.03	0.35	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queuing and Blocking Report

Intersection: 64: Iris Avenue & Project Driveway 3

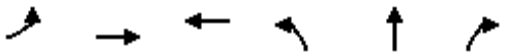
Movement	WB	SB
Directions Served	TR	R
Maximum Queue (ft)	80	74
Average Queue (ft)	7	33
95th Queue (ft)	40	63
Link Distance (ft)	565	351
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	3487	2959	272	260	245
v/c Ratio	0.95	0.80	0.81	0.81	0.79
Control Delay	21.8	1.1	62.2	60.6	58.5
Queue Delay	0.0	0.1	0.0	0.0	0.0
Total Delay	21.8	1.2	62.2	60.6	58.5
Queue Length 50th (ft)	701	4	194	183	164
Queue Length 95th (ft)	810	m3	#335	#331	#296
Internal Link Dist (ft)	691	708		719	
Turn Bay Length (ft)			525		525
Base Capacity (vph)	3654	3718	335	320	311
Starvation Cap Reductn	0	107	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.95	0.82	0.81	0.81	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	257	3091	2753	275	274	248
v/c Ratio	0.91	0.81	1.00	0.88	0.79	0.75
Control Delay	57.0	6.4	42.6	72.4	51.0	47.7
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	57.0	6.8	42.6	72.4	51.0	47.7
Queue Length 50th (ft)	176	211	675	201	161	134
Queue Length 95th (ft)	m193	m254	#831	#358	#306	#257
Internal Link Dist (ft)		708	182		577	
Turn Bay Length (ft)	205			375		375
Base Capacity (vph)	283	3814	2754	313	346	329
Starvation Cap Reductn	0	260	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.87	1.00	0.88	0.79	0.75

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBR
Lane Group Flow (vph)	1259	683	671	1167	95
v/c Ratio	0.85	0.85	0.96	0.38	0.38
Control Delay	31.9	28.7	26.2	4.1	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	28.7	26.2	4.1	4.5
Queue Length 50th (ft)	350	250	404	131	0
Queue Length 95th (ft)	#486	#483	m257	m83	3
Internal Link Dist (ft)	514			122	
Turn Bay Length (ft)		265			
Base Capacity (vph)	1483	802	711	3112	252
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.85	0.85	0.94	0.38	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	83	1799	2608	61	336	992	396
v/c Ratio	0.99	0.98	1.44	0.25	0.49	3.40	0.67
Control Delay	119.1	40.0	223.8	23.7	25.3	1102.4	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.1	40.0	223.8	23.7	25.3	1102.4	30.5
Queue Length 50th (ft)	32	366	~1071	24	146	~870	184
Queue Length 95th (ft)	m#88	#661	#1211	57	226	#1109	288
Internal Link Dist (ft)		233	592		1331		460
Turn Bay Length (ft)	150			130		90	
Base Capacity (vph)	84	1830	1812	243	686	292	593
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.98	1.44	0.25	0.49	3.40	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1037	1838	9	1414	447	13	170	8	749	1169
v/c Ratio	2.09	0.66	0.08	1.57	1.00	0.19	0.24	0.01	1.80	1.35
Control Delay	522.6	21.8	66.4	280.4	45.7	33.9	26.9	0.0	398.0	187.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	522.6	21.8	66.4	280.4	45.7	33.9	26.9	0.0	398.0	187.4
Queue Length 50th (ft)	~1271	340	8	~843	~103	7	89	0	~873	~979
Queue Length 95th (ft)	#1524	485	m9	m#850	m#135	25	143	0	#1110	#1242
Internal Link Dist (ft)		1276		1321			1187			795
Turn Bay Length (ft)	245		220		45	50		100	205	
Base Capacity (vph)	496	2794	112	902	446	68	712	646	415	866
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.09	0.66	0.08	1.57	1.00	0.19	0.24	0.01	1.80	1.35

Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
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m Volume for 95th percentile queue is metered by upstream signal.



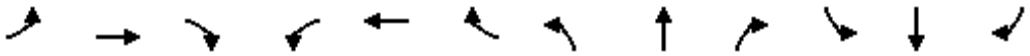
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	183	2427	150	1349	603	271	149	63	273	114
v/c Ratio	0.74	1.30	1.11	0.86	1.34	0.39	0.22	0.48	0.82	0.30
Control Delay	45.3	161.0	141.7	15.1	195.5	23.3	2.5	65.7	68.4	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	161.0	141.7	15.1	195.5	23.3	2.5	65.7	68.4	9.4
Queue Length 50th (ft)	142	~884	~126	223	~608	105	3	47	206	0
Queue Length 95th (ft)	m164	m#742	m#165	m251	m#737	m133	m6	95	#345	48
Internal Link Dist (ft)		1176		2604		2426			318	
Turn Bay Length (ft)	75		195		100			75		55
Base Capacity (vph)	246	1871	135	1589	451	703	676	144	332	374
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	1.30	1.11	0.85	1.34	0.39	0.22	0.44	0.82	0.30

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



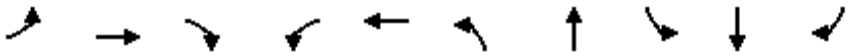
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	328	2493	402	118	1527	126	305	317	108	225	352	420
v/c Ratio	0.96	1.09	0.25	0.98	0.92	0.21	1.03	1.04	0.29	0.71	1.06	0.81
Control Delay	88.0	80.7	0.4	115.8	42.0	9.1	108.2	110.5	8.5	48.2	82.3	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.0	80.7	0.4	115.8	42.0	9.1	108.2	110.5	8.5	48.2	82.3	19.0
Queue Length 50th (ft)	254	~795	0	83	431	17	~265	~278	0	163	~314	97
Queue Length 95th (ft)	#436	#887	0	m#145	#517	m34	#453	#469	43	m158	m#294	m85
Internal Link Dist (ft)		1195			2672			163			2426	
Turn Bay Length (ft)	150		350	140		100			40	100		
Base Capacity (vph)	342	2290	1615	121	1655	595	297	305	373	315	331	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	1.09	0.25	0.98	0.92	0.21	1.03	1.04	0.29	0.71	1.06	0.81

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



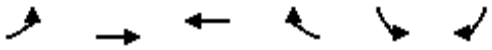
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	352	2177	128	94	1701	80	498	575	524	236
v/c Ratio	0.93	1.21	0.15	0.84	0.94	0.37	0.85	1.16	0.56	0.45
Control Delay	39.4	108.1	0.1	103.3	43.1	57.8	54.2	137.7	41.8	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	108.1	0.1	103.3	43.1	57.8	54.2	137.7	41.8	16.6
Queue Length 50th (ft)	264	~1102	0	78	272	31	194	~271	190	50
Queue Length 95th (ft)	m231	m#824	m0	m#106	m#353	58	#277	#385	249	127
Internal Link Dist (ft)		2604			2532		1539		641	
Turn Bay Length (ft)	250			130		135		120		90
Base Capacity (vph)	377	1805	853	112	1806	218	586	496	941	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	1.21	0.15	0.84	0.94	0.37	0.85	1.16	0.56	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

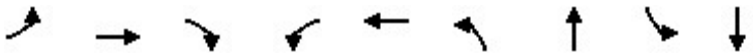
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	88	2912	1495	181	419	282
v/c Ratio	0.39	1.02	0.81	0.15	0.38	0.34
Control Delay	26.9	32.7	14.4	1.3	11.5	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	32.7	14.4	1.3	11.5	4.2
Queue Length 50th (ft)	33	~885	184	5	95	33
Queue Length 95th (ft)	m35	m398	m144	m5	m103	m44
Internal Link Dist (ft)		2672	2575		869	
Turn Bay Length (ft)	300			265	140	
Base Capacity (vph)	228	2852	1850	1242	1108	825
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	1.02	0.81	0.15	0.38	0.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



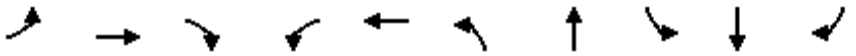
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	133	2400	281	404	1876	164	615	260	457
v/c Ratio	0.66	1.48	0.36	1.58	0.77	1.21	0.96	1.44	0.64
Control Delay	65.0	239.9	9.0	296.2	7.8	160.8	66.6	267.1	46.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	239.9	9.0	296.2	7.8	160.8	66.6	267.1	46.5
Queue Length 50th (ft)	104	~1341	47	~455	88	~161	250	~274	164
Queue Length 95th (ft)	m86	m#1023	m31	m#455	m172	m#131	m210	#443	221
Internal Link Dist (ft)		2532			2573		2515		728
Turn Bay Length (ft)	160		200	215		185		180	
Base Capacity (vph)	243	1624	779	255	2448	135	643	180	716
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	1.48	0.36	1.58	0.77	1.21	0.96	1.44	0.64

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	702	2236	474	12	1645	164	157	242	248	254
v/c Ratio	1.26	0.76	0.45	0.11	1.20	0.55	0.25	1.15	0.33	0.29
Control Delay	163.8	21.9	6.4	44.8	121.9	60.0	41.4	129.6	19.1	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	163.8	21.9	6.4	44.8	121.9	60.0	41.4	129.6	19.1	8.8
Queue Length 50th (ft)	~706	418	38	8	~318	63	52	~228	68	84
Queue Length 95th (ft)	m#720	m521	m82	m9	#639	100	85	m#276	m76	m96
Internal Link Dist (ft)		2575			2161		462		2515	
Turn Bay Length (ft)	230		205	140		80		195		90
Base Capacity (vph)	556	2956	1061	112	1375	300	628	210	743	870
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.26	0.76	0.45	0.11	1.20	0.55	0.25	1.15	0.33	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



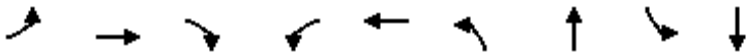
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	248	2443	181	91	2055	206	545	105	396	513	212
v/c Ratio	1.01	1.07	0.19	0.81	1.10	0.77	0.95	0.30	1.06	0.66	0.31
Control Delay	71.6	67.4	2.8	95.5	63.4	61.5	71.3	7.7	109.6	47.5	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.6	67.4	2.8	95.5	63.4	61.5	71.3	7.7	109.6	47.5	16.8
Queue Length 50th (ft)	~202	~774	21	69	~632	161	229	20	~338	192	66
Queue Length 95th (ft)	m142	m510	m12	m75	m#664	m#256	m#336	m18	#534	252	128
Internal Link Dist (ft)		2573			2550		2521			874	
Turn Bay Length (ft)	200		105	125		145		50	245		200
Base Capacity (vph)	246	2277	967	112	1863	267	571	348	373	782	674
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	1.07	0.19	0.81	1.10	0.77	0.95	0.30	1.06	0.66	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

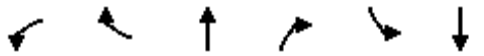
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	184	1353	883	7	953	579	477	187	755
v/c Ratio	0.81	0.85	0.76	0.07	0.89	0.86	0.45	0.73	0.85
Control Delay	58.7	21.5	6.7	38.3	30.5	61.1	36.9	60.5	34.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.7	21.5	6.7	38.3	30.5	61.1	36.9	60.5	34.7
Queue Length 50th (ft)	128	391	48	5	291	226	161	89	132
Queue Length 95th (ft)	m172	m#684	m175	m10	434	#315	224	m135	#388
Internal Link Dist (ft)		329			2525		787		2521
Turn Bay Length (ft)	145			155		220		105	
Base Capacity (vph)	243	1591	1160	112	1112	671	1067	317	886
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.85	0.76	0.06	0.86	0.86	0.45	0.59	0.85

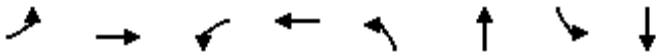
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	188	239	897	164	370	1259
v/c Ratio	0.44	0.59	0.66	0.23	0.30	0.45
Control Delay	25.0	12.1	23.9	5.4	19.8	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	12.1	23.9	5.4	19.8	3.8
Queue Length 50th (ft)	45	39	190	6	68	82
Queue Length 95th (ft)	70	103	273	46	101	138
Internal Link Dist (ft)	2534		840			817
Turn Bay Length (ft)	155			150	200	
Base Capacity (vph)	875	583	1364	701	1225	2808
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.41	0.66	0.23	0.30	0.45

Intersection Summary



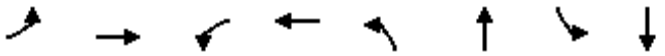
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	308	2456	163	1788	211	514	300	553
v/c Ratio	0.93	1.08	0.97	0.99	0.91	0.84	1.02	0.77
Control Delay	39.4	58.4	66.9	19.3	86.0	50.3	107.5	50.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	58.4	66.9	19.3	86.0	50.3	107.5	50.8
Queue Length 50th (ft)	247	~758	132	409	173	211	~241	204
Queue Length 95th (ft)	m228	m#212	m124	m244	#316	#286	#423	270
Internal Link Dist (ft)		2550		2544		2539		602
Turn Bay Length (ft)	265		235		280		100	
Base Capacity (vph)	330	2267	168	1808	233	609	294	722
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	1.08	0.97	0.99	0.91	0.84	1.02	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

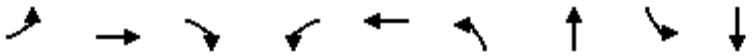
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	88	1389	47	754	132	532	76	725
v/c Ratio	0.56	0.92	0.42	0.55	0.73	0.46	0.47	0.69
Control Delay	83.8	18.8	76.7	13.8	74.9	36.0	30.0	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.8	18.8	76.7	13.8	74.9	36.0	30.0	16.1
Queue Length 50th (ft)	73	128	37	90	100	184	47	153
Queue Length 95th (ft)	m91	#92	m43	m176	#183	241	m53	m170
Internal Link Dist (ft)		2525		2554		728		2539
Turn Bay Length (ft)	90		90		90		90	
Base Capacity (vph)	189	1538	117	1438	197	1145	177	1044
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.90	0.40	0.52	0.67	0.46	0.43	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	398	98	26	549	88	344	377	282
v/c Ratio	0.09	0.58	0.22	0.08	0.72	0.44	0.29	0.78	0.15
Control Delay	39.0	48.1	13.7	34.3	27.1	40.4	19.6	43.2	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	48.1	13.7	34.3	27.1	40.4	19.6	43.2	12.8
Queue Length 50th (ft)	7	110	1	6	97	42	58	163	32
Queue Length 95th (ft)	19	155	29	18	143	86	102	#371	75
Internal Link Dist (ft)		2534			2565		968		844
Turn Bay Length (ft)	215		210	150		120		200	
Base Capacity (vph)	328	839	511	328	902	217	1206	482	1864
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.47	0.19	0.08	0.61	0.41	0.29	0.78	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



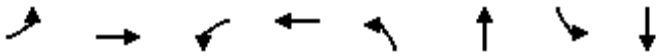
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	511	1745	501	523	1531	493	1024	347	291	1342	247
v/c Ratio	1.01	1.53	0.75	1.38	1.06	1.64	0.98	0.57	1.05	1.35	0.48
Control Delay	50.6	260.9	9.2	226.0	73.0	323.1	39.8	5.2	118.1	200.8	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	260.9	9.2	226.0	73.0	323.1	39.8	5.2	118.1	200.8	21.9
Queue Length 50th (ft)	~222	~1029	181	~273	~463	~560	422	55	~246	~717	80
Queue Length 95th (ft)	m208	m#941	m148	m#331	m#553	m#711	#553	m60	#423	#855	162
Internal Link Dist (ft)		2544			2564		2557			544	
Turn Bay Length (ft)	200			195		475			150		150
Base Capacity (vph)	504	1143	668	379	1438	300	1040	614	276	992	514
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	1.53	0.75	1.38	1.06	1.64	0.98	0.57	1.05	1.35	0.48

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	1184	144	785	264	1698	186	2077
v/c Ratio	0.71	1.18	1.07	0.79	1.10	0.84	0.89	1.07
Control Delay	69.9	108.6	118.6	13.1	135.6	37.5	70.4	57.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.9	108.6	118.6	13.1	135.6	37.5	70.4	57.6
Queue Length 50th (ft)	69	~565	~126	67	~232	429	140	~671
Queue Length 95th (ft)	m86	m#663	m#249	92	#401	494	m120	m258
Internal Link Dist (ft)		2554		2608		410		2557
Turn Bay Length (ft)	100		25		300		100	
Base Capacity (vph)	150	1005	135	996	240	2015	209	1936
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	1.18	1.07	0.79	1.10	0.84	0.89	1.07

Intersection Summary

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Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	88	666	495	643	275	1671	488	406	1851
v/c Ratio	0.56	1.13	1.22	0.60	1.15	1.07	0.78	1.23	1.02
Control Delay	66.1	121.9	159.2	33.0	114.5	52.4	11.0	168.9	66.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.1	121.9	159.2	33.0	114.5	52.4	11.0	168.9	66.2
Queue Length 50th (ft)	66	~296	~471	190	~257	~542	229	~388	~558
Queue Length 95th (ft)	121	#419	#682	256	m#208	m358	m153	#586	#657
Internal Link Dist (ft)		2565		2572		2577			791
Turn Bay Length (ft)	200		180		200		135	200	
Base Capacity (vph)	185	587	406	1068	240	1556	627	330	1807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	1.13	1.22	0.60	1.15	1.07	0.78	1.23	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	135	419	137	112	2640	132	2446
v/c Ratio	0.71	0.44	1.02	0.30	1.00	1.16	1.10	1.05
Control Delay	65.8	15.7	96.1	8.8	137.2	101.9	92.0	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	15.7	96.1	8.8	137.2	101.9	92.0	37.1
Queue Length 50th (ft)	129	12	~353	1	85	~894	~115	~754
Queue Length 95th (ft)	201	70	#581	55	m#196	m#960	m#108	m204
Internal Link Dist (ft)	760		573			3937		2577
Turn Bay Length (ft)		35			235		345	
Base Capacity (vph)	290	344	411	460	112	2271	120	2325
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.39	1.02	0.30	1.00	1.16	1.10	1.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



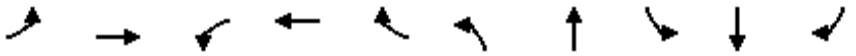
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	255	197	190	2411	2955
v/c Ratio	1.13	0.39	1.15	0.58	0.84
Control Delay	147.8	16.0	136.5	2.6	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	147.8	16.0	136.5	2.6	6.4
Queue Length 50th (ft)	~229	41	~170	52	125
Queue Length 95th (ft)	#397	108	m#243	184	m116
Internal Link Dist (ft)				1215	3937
Turn Bay Length (ft)	300		200		
Base Capacity (vph)	225	501	165	4192	3515
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.13	0.39	1.15	0.58	0.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

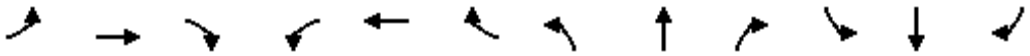
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	116	258	174	29	152	29	2468	135	2707	102
v/c Ratio	0.49	0.62	0.89	0.22	0.60	0.25	0.83	0.86	0.82	0.08
Control Delay	55.4	33.6	94.7	55.7	18.4	44.7	19.7	65.1	6.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.4	33.6	94.7	55.7	18.4	44.7	19.7	65.1	6.9	0.4
Queue Length 50th (ft)	84	53	135	22	0	19	626	100	41	0
Queue Length 95th (ft)	144	93	#268	51	63	m21	m647	m#136	#683	m2
Internal Link Dist (ft)		829		506			3301		1215	
Turn Bay Length (ft)	155		345		345	250		315		260
Base Capacity (vph)	237	603	195	323	400	118	2974	157	3308	1285
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.43	0.89	0.09	0.38	0.25	0.83	0.86	0.82	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



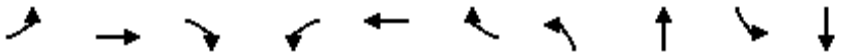
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	683	893	363	21	602	408	147	1322	22	604	1967	653
v/c Ratio	1.20	0.53	0.41	0.10	0.77	0.85	0.67	1.04	0.05	1.13	1.13	0.81
Control Delay	141.4	25.1	7.8	54.7	56.0	32.7	70.9	79.5	0.2	113.7	89.8	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	141.4	25.1	7.8	54.7	56.0	32.7	70.9	79.5	0.2	113.7	89.8	15.3
Queue Length 50th (ft)	~640	232	39	8	165	98	58	~404	0	~281	~661	229
Queue Length 95th (ft)	#871	348	123	21	210	#268	#100	#500	0	m#390	#757	m506
Internal Link Dist (ft)		1983			927			666			3301	
Turn Bay Length (ft)	300			335		230	320		230	215		220
Base Capacity (vph)	571	1677	892	218	799	485	218	1275	486	534	1742	807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.20	0.53	0.41	0.10	0.75	0.84	0.67	1.04	0.05	1.13	1.13	0.81

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	193	1995	239	67	1558	256	148	337	175	482
v/c Ratio	0.90	1.06	0.23	0.45	0.92	0.27	0.67	0.98	1.01	0.62
Control Delay	45.5	44.7	0.1	63.6	12.7	0.2	53.2	74.6	124.0	42.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	44.7	0.1	63.6	12.7	0.2	53.2	74.6	124.0	42.0
Queue Length 50th (ft)	151	~923	0	50	318	0	59	108	~138	161
Queue Length 95th (ft)	m123	m583	m0	m37	m135	m0	#100	#410	#287	218
Internal Link Dist (ft)		2564			564			2551		381
Turn Bay Length (ft)	100		550	220		200	265		80	
Base Capacity (vph)	214	1886	1033	315	1705	939	221	343	174	782
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	1.06	0.23	0.21	0.91	0.27	0.67	0.98	1.01	0.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	42	1081	57	776	107	418	105	560	76
v/c Ratio	0.28	0.91	0.51	0.65	0.65	0.30	0.59	0.74	0.11
Control Delay	40.6	27.7	57.6	16.7	71.4	26.9	78.6	32.0	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	27.7	57.6	16.7	71.4	26.9	78.6	32.0	0.8
Queue Length 50th (ft)	29	393	28	325	81	119	83	434	0
Queue Length 95th (ft)	m28	m366	m67	m372	#157	167	m132	569	m2
Internal Link Dist (ft)		2608		1901		404		2551	
Turn Bay Length (ft)	85		105		195		250		
Base Capacity (vph)	152	1211	114	1294	165	1390	216	753	702
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.89	0.50	0.60	0.65	0.30	0.49	0.74	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	176	1372	843	1125	222	105	1231	129	443
v/c Ratio	0.75	1.40	1.56	0.70	0.24	0.71	1.24dr	1.07	0.59
Control Delay	69.8	218.6	291.2	30.2	3.6	78.7	96.0	156.3	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.8	218.6	291.2	30.2	3.6	78.7	96.0	156.3	44.0
Queue Length 50th (ft)	132	~748	~922	370	9	80	~417	~111	155
Queue Length 95th (ft)	208	#890	#1167	458	48	#159	#556	#238	211
Internal Link Dist (ft)		2572		556			378		457
Turn Bay Length (ft)	135		120			185		195	
Base Capacity (vph)	270	983	541	1605	909	156	1091	120	748
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	1.40	1.56	0.70	0.24	0.67	1.13	1.07	0.59

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	155	1716	272	166	1319	108	205	530	230	84	776
v/c Ratio	1.29	2.01	0.36	1.23	1.52	0.13	1.37	1.00	0.39	0.75	1.61
Control Delay	169.8	473.7	11.0	197.8	265.8	8.0	228.8	55.0	4.8	92.4	313.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	169.8	473.7	11.0	197.8	265.8	8.0	228.8	55.0	4.8	92.4	313.6
Queue Length 50th (ft)	~150	~2065	40	~159	~1424	22	~215	~417	15	65	~865
Queue Length 95th (ft)	m#139	m#1924	m41	#300	#1685	49	m#358	#651	m38	#151	#1108
Internal Link Dist (ft)		1908			333			2560			507
Turn Bay Length (ft)	180		65	160		35	200		125	150	
Base Capacity (vph)	120	855	760	135	870	840	150	530	590	112	483
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.29	2.01	0.36	1.23	1.52	0.13	1.37	1.00	0.39	0.75	1.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

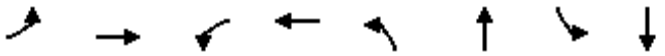
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	55	931	448	671	188	122	670	377	101	902
v/c Ratio	0.14	0.98	0.96	0.56	0.29	0.86	0.72	0.23	0.67	0.96
Control Delay	13.5	37.2	77.3	37.2	5.4	100.3	45.7	0.3	45.1	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	37.2	77.3	37.2	5.4	100.3	45.7	0.3	45.1	23.8
Queue Length 50th (ft)	19	355	342	250	0	95	249	0	84	297
Queue Length 95th (ft)	m34	m#479	#546	287	51	#207	318	0	m77	m178
Internal Link Dist (ft)		515		289			2569			2560
Turn Bay Length (ft)	185		200		160	205		410	200	
Base Capacity (vph)	388	951	472	1700	849	142	932	1615	150	944
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.98	0.95	0.39	0.22	0.86	0.72	0.23	0.67	0.96

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	179	363	39	218	222	1020	79	1379
v/c Ratio	0.93	0.53	0.31	0.32	0.99	0.38	0.22	0.53
Control Delay	90.1	26.9	42.9	20.6	76.2	5.2	6.0	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.1	26.9	42.9	20.6	76.2	5.2	6.0	6.3
Queue Length 50th (ft)	113	70	22	34	117	105	14	162
Queue Length 95th (ft)	#241	117	55	68	#150	134	31	204
Internal Link Dist (ft)		979		277		972		2569
Turn Bay Length (ft)	150		95		200		200	
Base Capacity (vph)	198	697	129	705	224	2652	356	2626
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.52	0.30	0.31	0.99	0.38	0.22	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	392	1877	800	1786	366	629	770	444	957
v/c Ratio	0.90	1.19	1.14	0.91	1.14	0.78	1.07	0.94	1.02
Control Delay	76.8	127.6	124.0	42.5	142.2	51.6	83.3	80.7	76.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.8	127.6	124.0	42.5	142.2	51.6	83.3	80.7	76.1
Queue Length 50th (ft)	156	~629	~373	470	~170	243	~625	177	~403
Queue Length 95th (ft)	#245	#727	#498	540	#268	312	#868	#277	#537
Internal Link Dist (ft)		1274		628		3312			1684
Turn Bay Length (ft)	200		220		200		200	200	
Base Capacity (vph)	434	1579	700	1967	321	806	719	472	941
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	1.19	1.14	0.91	1.14	0.78	1.07	0.94	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

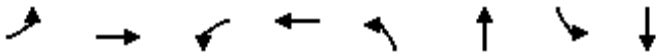
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	319	49	219	60	40	78	120	1321	85	123	1809
v/c Ratio	0.84	0.12	0.45	0.44	0.29	0.33	0.88	0.75	0.09	0.68	0.99
Control Delay	62.7	38.6	11.0	58.7	52.9	5.3	100.6	18.8	3.1	67.7	46.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.7	38.6	11.0	58.7	52.9	5.3	100.6	18.8	3.1	67.7	46.2
Queue Length 50th (ft)	222	29	14	41	27	0	91	219	6	85	638
Queue Length 95th (ft)	#416	64	82	85	61	11	#202	345	28	#168	#833
Internal Link Dist (ft)		959			825			1993			3312
Turn Bay Length (ft)	200			200		100	125		180	240	
Base Capacity (vph)	382	399	487	149	319	375	137	1762	943	180	1824
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.12	0.45	0.40	0.13	0.21	0.88	0.75	0.09	0.68	0.99

Intersection Summary

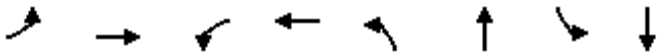
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	2	10	29	1	1383	30	1768
v/c Ratio	0.14	0.01	0.09	0.09	0.01	0.45	0.23	0.55
Control Delay	50.8	0.0	49.6	0.5	46.0	8.5	42.5	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	0.0	49.6	0.5	46.0	8.5	42.5	0.9
Queue Length 50th (ft)	10	0	7	0	1	198	22	26
Queue Length 95th (ft)	31	0	24	0	m1	381	m27	m61
Internal Link Dist (ft)		149		301		1452		1993
Turn Bay Length (ft)			75		140		150	
Base Capacity (vph)	440	607	441	606	213	3043	278	3219
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.00	0.02	0.05	0.00	0.45	0.11	0.55

Intersection Summary

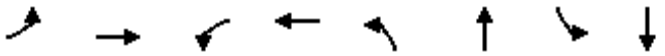
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	4	4	39	2	1376	68	1708
v/c Ratio	0.12	0.03	0.04	0.27	0.02	0.47	0.47	0.53
Control Delay	50.3	35.0	48.2	21.6	62.0	1.9	38.4	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	35.0	48.2	21.6	62.0	1.9	38.4	2.0
Queue Length 50th (ft)	9	1	3	1	1	47	42	28
Queue Length 95th (ft)	29	12	14	35	m3	152	m82	147
Internal Link Dist (ft)		78		321		1240		1452
Turn Bay Length (ft)			50		150		215	
Base Capacity (vph)	285	293	285	308	123	2920	164	3222
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.01	0.01	0.13	0.02	0.47	0.41	0.53

Intersection Summary

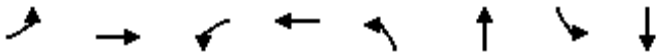
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	81	31	69	50	10	1314	82	1644
v/c Ratio	0.55	0.15	0.46	0.23	0.09	0.50	0.48	0.55
Control Delay	59.4	27.7	54.7	15.9	32.7	3.2	67.9	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	27.7	54.7	15.9	32.7	3.2	67.9	2.6
Queue Length 50th (ft)	55	10	46	2	7	14	61	33
Queue Length 95th (ft)	101	37	88	36	m13	134	113	211
Internal Link Dist (ft)		271		286		1273		1240
Turn Bay Length (ft)	85		110		225		155	
Base Capacity (vph)	250	332	254	335	131	2635	217	2967
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.09	0.27	0.15	0.08	0.50	0.38	0.55

Intersection Summary

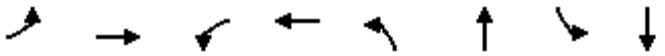
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	55	7	8	5	22	1288	9	1661
v/c Ratio	0.43	0.05	0.06	0.03	0.08	0.42	0.08	0.63
Control Delay	56.9	27.7	44.9	30.0	47.0	9.2	56.1	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	27.7	44.9	30.0	47.0	9.2	56.1	16.3
Queue Length 50th (ft)	38	1	5	1	17	346	7	66
Queue Length 95th (ft)	77	15	21	12	m29	542	m12	#733
Internal Link Dist (ft)		65		139		1593		1273
Turn Bay Length (ft)			110		135		145	
Base Capacity (vph)	246	287	247	288	508	3043	131	2647
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.02	0.03	0.02	0.04	0.42	0.07	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	25	71	116	64	1264	149	1568
v/c Ratio	0.10	0.19	0.44	0.45	0.52	0.57	0.73	0.63
Control Delay	48.1	27.0	55.2	15.5	64.3	14.6	75.8	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	27.0	55.2	15.5	64.3	14.6	75.8	12.7
Queue Length 50th (ft)	10	3	48	2	44	283	113	83
Queue Length 95th (ft)	29	31	92	56	90	393	m#198	694
Internal Link Dist (ft)		101		120		3696		1593
Turn Bay Length (ft)	55				130		270	
Base Capacity (vph)	303	297	305	366	127	2237	216	2483
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.08	0.23	0.32	0.50	0.57	0.69	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

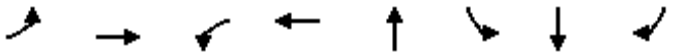


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	388	2106	572	123	1162	722	242	917	770	1228	383
v/c Ratio	1.02	1.13	0.35	1.02	1.02	0.95	0.92	1.02	1.15	0.93	0.54
Control Delay	103.0	103.6	0.6	144.0	72.4	43.4	94.4	80.0	126.6	49.5	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.0	103.6	0.6	144.0	72.4	43.4	94.4	80.0	126.6	49.5	18.1
Queue Length 50th (ft)	~160	~694	0	~101	~502	316	97	~395	~360	476	117
Queue Length 95th (ft)	#263	#789	0	#227	#637	#584	#176	#528	#484	#617	214
Internal Link Dist (ft)		1239			1411			945		2295	
Turn Bay Length (ft)	325		325	310		205	200		215		215
Base Capacity (vph)	382	1858	1615	120	1140	758	262	897	671	1323	708
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	1.13	0.35	1.02	1.02	0.95	0.92	1.02	1.15	0.93	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	200	2415	6	2481	4	121	1	125
v/c Ratio	0.75	0.76	0.04	1.04	0.01	0.30	0.00	0.23
Control Delay	65.0	19.9	48.7	60.3	0.0	35.9	31.0	6.9
Queue Delay	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	20.7	48.7	60.3	0.0	35.9	31.0	6.9
Queue Length 50th (ft)	145	402	4	~744	0	72	1	0
Queue Length 95th (ft)	227	#791	17	#874	0	129	5	46
Internal Link Dist (ft)		628		799	118		430	
Turn Bay Length (ft)	230		110			200		200
Base Capacity (vph)	325	3167	279	2391	512	407	539	540
Starvation Cap Reductn	0	412	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.88	0.02	1.04	0.01	0.30	0.00	0.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	125	2585	47	2326	264	262
v/c Ratio	0.60	0.95	0.26	0.90	0.70	0.69
Control Delay	60.3	34.9	50.8	32.6	42.1	41.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.3	34.9	50.8	32.6	42.1	41.5
Queue Length 50th (ft)	89	653	33	550	145	143
Queue Length 95th (ft)	151	#871	70	#707	#268	#258
Internal Link Dist (ft)		799		1082	145	112
Turn Bay Length (ft)	215		210			
Base Capacity (vph)	300	2729	268	2572	378	380
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.95	0.18	0.90	0.70	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2503	27	2549	57	25
v/c Ratio	0.94	0.16	0.81	0.10	0.05
Control Delay	36.3	33.4	10.1	28.9	10.3
Queue Delay	0.0	0.0	0.9	0.0	0.0
Total Delay	36.3	33.4	11.0	28.9	10.3
Queue Length 50th (ft)	~779	18	219	31	0
Queue Length 95th (ft)	#873	m17	m206	63	20
Internal Link Dist (ft)	966		758	664	
Turn Bay Length (ft)		295		105	
Base Capacity (vph)	2676	210	3155	586	541
Starvation Cap Reductn	0	0	318	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.94	0.13	0.90	0.10	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	18	40	220	307	52	65	250	628	918	34	312
v/c Ratio	0.18	0.26	0.35	0.91	0.12	0.09	0.72	0.36	0.66	0.24	0.25
Control Delay	44.9	42.2	4.9	67.4	27.4	0.3	40.6	25.8	7.0	42.7	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	44.9	42.2	4.9	67.4	27.4	0.3	40.6	25.8	7.1	42.7	22.5
Queue Length 50th (ft)	10	22	0	172	20	0	148	172	88	19	69
Queue Length 95th (ft)	32	52	47	#322	53	0	m#208	m221	243	47	104
Internal Link Dist (ft)		413			439			759			672
Turn Bay Length (ft)	120		120			165	360		150	95	
Base Capacity (vph)	100	253	622	340	528	703	347	1743	1371	143	1240
Starvation Cap Reductn	0	0	0	0	0	0	0	0	51	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.16	0.35	0.90	0.10	0.09	0.72	0.36	0.70	0.24	0.25

Intersection Summary

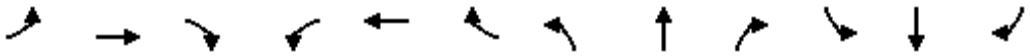
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	104	329	334	1886	39	782
v/c Ratio	0.42	0.78	0.79	0.80	0.34	0.30
Control Delay	39.7	23.2	24.5	16.9	44.1	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	23.2	24.5	16.9	44.1	10.1
Queue Length 50th (ft)	54	44	47	457	23	118
Queue Length 95th (ft)	100	140	145	#625	m45	m157
Internal Link Dist (ft)		1363		2381		759
Turn Bay Length (ft)			250		245	
Base Capacity (vph)	320	477	476	2350	116	2634
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.69	0.70	0.80	0.34	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



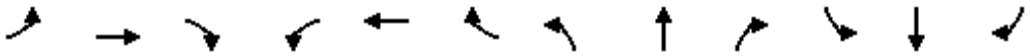
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	134	629	128	591	450	102	58	1450	688	46	1125	92
v/c Ratio	0.66	1.10	0.34	1.16	0.38	0.17	0.52	1.05	0.87	0.41	0.82	0.14
Control Delay	66.2	115.2	6.4	129.9	32.6	4.6	75.2	57.5	16.5	65.9	39.9	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.2	115.2	6.4	129.9	32.6	4.6	75.2	57.5	16.5	65.9	39.9	2.8
Queue Length 50th (ft)	100	~291	0	~540	141	0	43	~660	8	35	421	0
Queue Length 95th (ft)	165	#410	36	#763	194	31	m57	#804	#119	75	513	21
Internal Link Dist (ft)		701			531			2568			2381	
Turn Bay Length (ft)	200		220	200		100	275		155	250		205
Base Capacity (vph)	245	571	380	511	1187	595	112	1377	788	112	1377	668
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	1.10	0.34	1.16	0.38	0.17	0.52	1.05	0.87	0.41	0.82	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

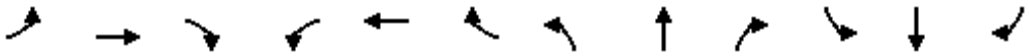
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	133	121	83	10	95	85	38	1699	39	120	1355	107
v/c Ratio	0.65	0.30	0.21	0.08	0.53	0.33	0.35	0.82	0.04	0.76	0.59	0.10
Control Delay	65.6	42.3	10.4	52.4	61.9	6.9	49.2	5.9	0.0	61.4	12.1	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.6	42.3	10.4	52.4	61.9	6.9	49.2	5.9	0.0	61.4	12.1	2.3
Queue Length 50th (ft)	99	76	1	8	71	0	31	51	0	93	213	2
Queue Length 95th (ft)	166	148	47	24	124	23	m34	m54	m0	m106	m232	m5
Internal Link Dist (ft)		345			1080			2030			2568	
Turn Bay Length (ft)	90		55	300		100	200		100	240		295
Base Capacity (vph)	213	430	422	128	292	348	112	2060	947	165	2290	1049
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.28	0.20	0.08	0.33	0.24	0.34	0.82	0.04	0.73	0.59	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	426	1160	327	53	875	124	359	1133	149	88	1030	268
v/c Ratio	1.12	0.70	0.40	0.25	1.18	0.18	1.14	1.03	0.26	0.79	1.04	0.55
Control Delay	132.6	29.5	11.9	67.6	104.7	0.2	121.9	52.6	1.1	73.9	67.3	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	132.6	29.5	11.9	67.6	104.7	0.2	121.9	52.6	1.1	73.9	67.3	14.0
Queue Length 50th (ft)	~196	382	75	20	~794	1	~313	~501	1	70	~318	80
Queue Length 95th (ft)	#300	468	150	m22	m#624	m1	m#406	m#600	m2	m#148	#401	170
Internal Link Dist (ft)		2557			412			1915			457	
Turn Bay Length (ft)	250		125	245		245	285		285	255		320
Base Capacity (vph)	379	1653	823	218	744	696	315	1098	577	112	994	490
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	0.70	0.40	0.24	1.18	0.18	1.14	1.03	0.26	0.79	1.04	0.55

Intersection Summary

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m Volume for 95th percentile queue is metered by upstream signal.

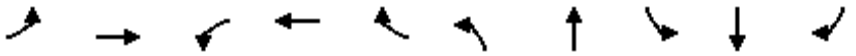


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	134	538	152	112	580	190	970	73	271	1052	125
v/c Ratio	0.89	0.85	0.24	0.89	0.98	0.73	0.88	0.13	0.94	0.75	0.18
Control Delay	104.5	51.4	6.8	110.5	73.1	76.1	60.7	10.8	55.1	13.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.5	51.4	6.8	110.5	73.1	76.1	60.7	10.8	55.1	13.2	0.5
Queue Length 50th (ft)	105	386	6	88	432	75	402	11	215	91	1
Queue Length 95th (ft)	#224	#573	53	#198	#672	m90	m#457	m16	m#250	m98	m0
Internal Link Dist (ft)		2562			1934		1252			570	
Turn Bay Length (ft)	205			95		240		325	275		340
Base Capacity (vph)	150	633	631	126	589	262	1098	562	287	1402	691
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.85	0.24	0.89	0.98	0.73	0.88	0.13	0.94	0.75	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



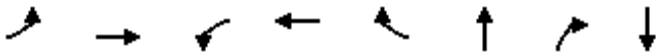
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	622	1834	29	1696	572	12	52	370	46	866
v/c Ratio	0.89	0.74	0.27	1.08	0.83	0.11	0.16	1.07	0.07	0.90
Control Delay	28.5	13.4	46.7	100.3	44.1	55.7	31.6	114.2	24.1	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	13.4	46.7	100.3	44.1	55.7	31.6	114.2	24.1	33.9
Queue Length 50th (ft)	199	128	22	~517	219	9	22	~329	33	671
Queue Length 95th (ft)	m223	m139	m31	#619	m#365	30	59	m#515	m44	m#903
Internal Link Dist (ft)		758		1082			104		4103	
Turn Bay Length (ft)	260		170		160			210		
Base Capacity (vph)	700	2471	112	1564	691	112	325	345	683	960
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.74	0.26	1.08	0.83	0.11	0.16	1.07	0.07	0.90

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	9	440	131	247	13	166	149	76
v/c Ratio	0.05	0.65	0.70	0.41	0.02	0.36	0.29	0.17
Control Delay	33.8	30.1	55.2	23.8	0.1	26.8	6.4	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	30.1	55.2	23.8	0.1	26.8	6.4	23.3
Queue Length 50th (ft)	4	91	60	86	0	64	0	26
Queue Length 95th (ft)	18	136	#149	179	0	124	44	62
Internal Link Dist (ft)		548		1768		2335		2588
Turn Bay Length (ft)	100		150					
Base Capacity (vph)	179	886	191	599	593	465	513	459
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.50	0.69	0.41	0.02	0.36	0.29	0.17

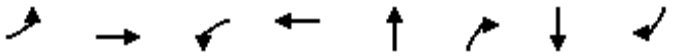
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 52: Oliver Street & John F Kennedy Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	TR	LT
Maximum Queue (ft)	32	78	78	75	116
Average Queue (ft)	21	40	42	40	73
95th Queue (ft)	45	69	69	66	114
Link Distance (ft)		2550	1286	1286	202
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)					
Queuing Penalty (veh)					



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	145	1971	40	1280	100	34	32	257
v/c Ratio	0.31	0.83	0.36	1.02	0.28	0.09	0.10	0.53
Control Delay	36.3	31.3	63.0	76.1	45.6	0.4	43.2	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	31.3	63.0	76.1	45.6	0.4	43.2	9.7
Queue Length 50th (ft)	98	519	30	~386	69	0	21	0
Queue Length 95th (ft)	160	580	67	#483	122	0	51	74
Internal Link Dist (ft)		554		1086	294		1272	
Turn Bay Length (ft)	235		250			50		
Base Capacity (vph)	511	2375	117	1252	351	397	317	483
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.83	0.34	1.02	0.28	0.09	0.10	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	35	1882	241	1241	60	2	141	13	25
v/c Ratio	0.29	0.83	0.77	0.40	0.48	0.00	0.19	0.11	0.07
Control Delay	59.8	32.0	61.3	13.5	66.3	39.5	4.9	55.3	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	32.0	61.3	13.5	66.3	39.5	4.9	55.3	19.3
Queue Length 50th (ft)	26	447	174	193	44	1	8	9	3
Queue Length 95th (ft)	61	542	265	227	92	9	41	31	28
Internal Link Dist (ft)		1086		3409		464			110
Turn Bay Length (ft)	110		310		95			50	
Base Capacity (vph)	125	2394	395	3229	131	448	760	125	336
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.79	0.61	0.38	0.46	0.00	0.19	0.10	0.07

Intersection Summary



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	317	34	664	659	136	420
v/c Ratio	0.72	0.05	0.87	0.52	0.55	0.36
Control Delay	37.2	3.3	40.4	3.5	39.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.2	3.3	40.4	3.5	39.9	9.9
Queue Length 50th (ft)	144	0	304	34	64	97
Queue Length 95th (ft)	216	11	#600	91	114	175
Internal Link Dist (ft)	292		800			533
Turn Bay Length (ft)	160			205	210	
Base Capacity (vph)	541	823	760	1344	327	1153
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.04	0.87	0.49	0.42	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	158	843	1158	609	735
v/c Ratio	0.35	0.95	1.97	0.89	1.40
Control Delay	34.1	29.8	467.0	33.6	223.3
Queue Delay	0.0	0.0	0.0	3.1	0.0
Total Delay	34.1	29.8	467.0	36.7	223.3
Queue Length 50th (ft)	84	146	~1253	184	~778
Queue Length 95th (ft)	140	#445	#1522	m#383	#1007
Internal Link Dist (ft)	1087		456		800
Turn Bay Length (ft)		595			
Base Capacity (vph)	557	944	587	688	526
Starvation Cap Reductn	0	0	0	33	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.89	1.97	0.93	1.40

Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	789	459	89	527	205	608	107	287	679	596
v/c Ratio	0.86	0.39	0.54	0.77	0.68	0.58	0.19	0.84	0.60	0.70
Control Delay	49.3	14.5	59.7	21.8	55.2	38.2	4.9	30.7	18.3	3.0
Queue Delay	49.6	0.0	0.0	0.7	0.0	1.8	0.0	0.0	0.0	0.9
Total Delay	98.9	14.5	59.7	22.5	55.2	40.0	4.9	30.7	18.3	3.9
Queue Length 50th (ft)	267	60	61	56	137	203	0	122	117	10
Queue Length 95th (ft)	#369	100	112	110	#221	281	32	m112	m147	m0
Internal Link Dist (ft)		579		709		3025			456	
Turn Bay Length (ft)	225		110		240		95	110		150
Base Capacity (vph)	956	1233	193	847	303	1047	559	377	1126	849
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	84
Spillback Cap Reductn	248	0	0	104	0	273	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.11	0.37	0.46	0.71	0.68	0.79	0.19	0.76	0.60	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
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m Volume for 95th percentile queue is metered by upstream signal.



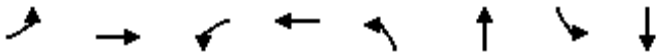
Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	162	480	12	991	359	122	1027
v/c Ratio	0.69	1.06	0.11	1.22	0.47	1.02	1.10
Control Delay	63.0	102.6	71.0	115.2	1.6	142.2	91.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	102.6	71.0	115.2	1.6	142.2	91.7
Queue Length 50th (ft)	115	~407	9	~937	15	~98	~847
Queue Length 95th (ft)	185	#657	m6	m158	m6	#225	#1255
Internal Link Dist (ft)	972	1133		2539			2095
Turn Bay Length (ft)			150		150	215	
Base Capacity (vph)	291	451	112	815	769	120	932
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	1.06	0.11	1.22	0.47	1.02	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	174	1006	354	803	126	1386	134	1149
v/c Ratio	1.29	1.84	1.82	1.33	1.12	1.89	1.12	1.51
Control Delay	199.1	404.0	417.5	193.1	175.4	430.8	108.8	252.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	199.1	404.0	417.5	193.1	175.4	430.8	108.8	252.8
Queue Length 50th (ft)	~173	~1162	~413	~807	~106	~1684	~122	~1240
Queue Length 95th (ft)	m#297	#1412	#603	#1051	m#241	#1957	m#106	m#1084
Internal Link Dist (ft)		1881		1215		1035		2539
Turn Bay Length (ft)	100		185		125		290	
Base Capacity (vph)	135	548	195	604	112	735	120	760
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.29	1.84	1.82	1.33	1.13	1.89	1.12	1.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	135	415	91	323	110	1103	139	166	1161
v/c Ratio	0.59	0.73	0.53	0.69	0.57	0.63	0.14	0.68	0.44
Control Delay	59.6	47.5	62.5	46.3	74.7	43.3	8.5	34.7	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	47.5	62.5	46.3	74.7	43.3	8.5	34.7	28.6
Queue Length 50th (ft)	100	136	68	98	58	323	17	112	333
Queue Length 95th (ft)	159	182	119	142	m132	501	m107	m79	m208
Internal Link Dist (ft)		720		1321		2607			287
Turn Bay Length (ft)	150		150		195			210	
Base Capacity (vph)	292	818	218	685	192	1756	1022	306	2633
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.51	0.42	0.47	0.57	0.63	0.14	0.54	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	108	100	554	81	74	54	1063	779	117	1039
v/c Ratio	0.61	0.55	0.86	0.12	0.12	0.48	0.63	0.63	0.69	0.54
Control Delay	66.0	54.0	50.0	25.3	1.3	69.0	38.3	6.2	95.5	51.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.0	54.0	50.0	25.3	1.3	69.0	38.3	6.2	95.5	51.8
Queue Length 50th (ft)	81	62	387	42	0	41	262	94	94	272
Queue Length 95th (ft)	140	116	519	73	9	85	343	221	#167	346
Internal Link Dist (ft)		2576		603			3409			2607
Turn Bay Length (ft)	105		330			285		255	350	
Base Capacity (vph)	219	290	686	758	706	114	1684	1248	180	1913
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.34	0.81	0.11	0.10	0.47	0.63	0.62	0.65	0.54

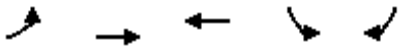
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 62: Iris Avenue & Project Driveway 1

Movement	EB	SB
Directions Served	T	R
Maximum Queue (ft)	52	270
Average Queue (ft)	2	241
95th Queue (ft)	20	342
Link Distance (ft)	1101	255
Upstream Blk Time (%)		58
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	408	1808	1730	324	205
v/c Ratio	1.11	0.54	0.83	0.62	0.33
Control Delay	113.5	17.4	48.5	42.7	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	113.5	17.4	48.5	42.7	5.9
Queue Length 50th (ft)	~359	246	377	217	0
Queue Length 95th (ft)	m#515	m262	m384	316	56
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	195			110	
Base Capacity (vph)	369	3328	2107	526	616
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.11	0.54	0.82	0.62	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

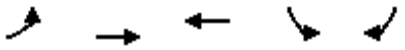
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queuing and Blocking Report

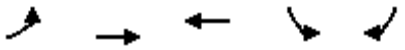
Intersection: 64: Iris Avenue & Project Driveway 3

Movement	SB
Directions Served	R
Maximum Queue (ft)	96
Average Queue (ft)	56
95th Queue (ft)	89
Link Distance (ft)	286
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



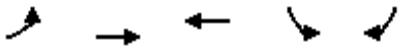
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	844	697	944	117	78
v/c Ratio	0.79	0.22	0.73	0.21	0.14
Control Delay	20.7	0.6	32.5	26.6	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	0.6	32.5	26.6	7.5
Queue Length 50th (ft)	214	1	165	50	0
Queue Length 95th (ft)	283	2	212	102	34
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	375			200	
Base Capacity (vph)	1284	3515	1381	563	550
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.66	0.20	0.68	0.21	0.14

Intersection Summary



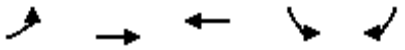
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	434	678	1017	345	218
v/c Ratio	0.70	0.26	0.72	0.46	0.27
Control Delay	40.8	12.9	32.1	23.0	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	12.9	32.1	23.0	3.9
Queue Length 50th (ft)	120	73	182	145	0
Queue Length 95th (ft)	163	90	231	234	45
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	375			200	
Base Capacity (vph)	739	2824	1506	747	796
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	0.24	0.68	0.46	0.27

Intersection Summary



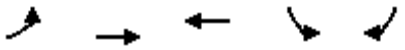
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	272	807	979	28	20
v/c Ratio	0.74	0.29	0.66	0.04	0.03
Control Delay	46.0	11.4	29.9	22.5	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	11.4	29.9	22.5	10.7
Queue Length 50th (ft)	145	86	176	10	0
Queue Length 95th (ft)	217	78	200	33	17
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	225			110	
Base Capacity (vph)	418	3400	2001	682	614
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.65	0.24	0.49	0.04	0.03

Intersection Summary



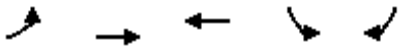
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	170	961	1023	95	54
v/c Ratio	0.69	0.38	0.66	0.12	0.07
Control Delay	51.4	14.7	29.0	18.6	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	14.7	29.0	18.6	6.2
Queue Length 50th (ft)	92	117	183	33	0
Queue Length 95th (ft)	158	123	205	72	24
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	225			110	
Base Capacity (vph)	280	3169	2127	772	721
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	0.30	0.48	0.12	0.07

Intersection Summary



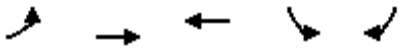
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	509	904	1300	68	46
v/c Ratio	0.76	0.30	0.72	0.10	0.08
Control Delay	58.3	13.9	28.5	30.3	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	13.9	28.5	30.3	9.9
Queue Length 50th (ft)	180	146	378	35	0
Queue Length 95th (ft)	239	153	397	80	30
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	375			200	
Base Capacity (vph)	1079	3933	2139	648	601
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.23	0.61	0.10	0.08

Intersection Summary



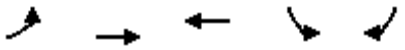
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	289	1382	1366	209	130
v/c Ratio	0.65	0.51	0.72	0.29	0.18
Control Delay	51.9	10.8	14.0	27.7	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	10.8	14.0	27.7	5.5
Queue Length 50th (ft)	103	128	81	107	0
Queue Length 95th (ft)	138	260	91	197	45
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	375			200	
Base Capacity (vph)	642	3285	2171	732	733
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.42	0.63	0.29	0.18

Intersection Summary



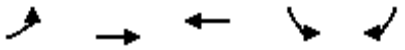
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	760	1022	1601	105	70
v/c Ratio	0.83	0.28	0.78	0.25	0.16
Control Delay	52.1	6.3	27.2	41.8	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	6.3	27.2	41.8	10.7
Queue Length 50th (ft)	284	117	469	68	0
Queue Length 95th (ft)	373	132	509	127	41
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	375			200	
Base Capacity (vph)	1079	3933	2134	425	429
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.70	0.26	0.75	0.25	0.16

Intersection Summary



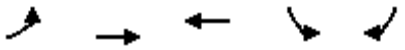
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	408	1702	1660	324	205
v/c Ratio	0.75	0.54	0.78	0.54	0.31
Control Delay	50.1	11.3	10.1	38.2	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	11.3	10.1	38.2	5.5
Queue Length 50th (ft)	144	323	94	214	0
Queue Length 95th (ft)	179	405	121	312	55
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	375			200	
Base Capacity (vph)	642	3285	2181	595	670
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.52	0.76	0.54	0.31

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	760	1062	1676	105	70
v/c Ratio	0.83	0.29	0.80	0.25	0.17
Control Delay	52.3	6.2	27.4	42.2	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	6.2	27.4	42.2	10.7
Queue Length 50th (ft)	284	119	493	68	0
Queue Length 95th (ft)	374	134	538	127	41
Internal Link Dist (ft)		570	557	153	
Turn Bay Length (ft)	375			200	
Base Capacity (vph)	1079	3933	2136	414	419
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.70	0.27	0.78	0.25	0.17

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	408	1808	1730	324	205
v/c Ratio	0.75	0.57	0.80	0.56	0.31
Control Delay	49.8	11.8	10.3	38.9	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	49.8	11.8	10.3	38.9	5.5
Queue Length 50th (ft)	146	350	98	214	0
Queue Length 95th (ft)	175	461	126	312	55
Internal Link Dist (ft)		570	557	182	
Turn Bay Length (ft)	375			200	
Base Capacity (vph)	642	3285	2200	583	661
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.55	0.79	0.56	0.31

Intersection Summary