Appendix K

Peak Hour Intersection Calculation Worksheets & Queuing Reports

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1050	20	190	340	210	0	0	180	50
Future Volume (veh/h)	0	0	0	1050	20	190	340	210	0	0	180	50
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1863	1900	1863	0	0	1863	1900
Adj Flow Rate, veh/h				1120	0	116	358	221	0	0	189	53
Adj No. of Lanes				2	0	1	0	1	0	0	1	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				1179	0	526	429	265	0	0	202	57
Arrive On Green				0.33	0.00	0.33	0.13	0.13	0.00	0.00	0.14	0.14
Sat Flow, veh/h				3548	0	1583	1117	690	0	0	1401	393
Grp Volume(v), veh/h				1120	0	116	579	0	0	0	0	242
Grp Sat Flow(s),veh/h/ln				1774	0	1583	1807	0	0	0	0	1793
Q Serve(g_s), s				33.9	0.0	5.8	34.4	0.0	0.0	0.0	0.0	14.7
Cycle Q Clear(g_c), s				33.9	0.0	5.8	34.4	0.0	0.0	0.0	0.0	14.7
Prop In Lane				1.00		1.00	0.62		0.00	0.00		0.22
Lane Grp Cap(c), veh/h				1179	0	526	694	0	0	0	0	259
V/C Ratio(X)				0.95	0.00	0.22	0.83	0.00	0.00	0.00	0.00	0.93
Avail Cap(c_a), veh/h				1290	0	576	694	0	0	0	0	259
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.28	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				35.8	0.0	26.5	44.6	0.0	0.0	0.0	0.0	46.5
Incr Delay (d2), s/veh				13.7	0.0	0.1	3.5	0.0	0.0	0.0	0.0	37.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				18.7	0.0	2.6	17.9	0.0	0.0	0.0	0.0	10.0
LnGrp Delay(d),s/veh				49.5	0.0	26.5	48.1	0.0	0.0	0.0	0.0	84.3
LnGrp LOS				D		C	D					F
Approach Vol, veh/h					1236			579			242	
Approach Delay, s/veh					47.3			48.1			84.3	
Approach LOS					D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		47.3				21.0		41.7
Change Period (Y+Rc), s		5.1				5.1		5.1
Max Green Setting (Gmax), s		38.8				15.9		40.0
Max Q Clear Time (g_c+I1), s		36.4				16.7		35.9
Green Ext Time (p_c), s		0.7				0.0		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	51.9
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	10	540	0	0	0	0	290	390	90	1150	0
Future Volume (veh/h)	250	10	540	0	0	0	0	290	390	90	1150	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				0	1666	1863	1900	1639	0
Adj Flow Rate, veh/h	263	11	389				0	305	200	95	1211	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	17	2	17	17	0
Cap, veh/h	304	13	282				0	427	398	94	1264	0
Arrive On Green	0.18	0.18	0.18				0.00	0.26	0.26	0.43	0.43	0.00
Sat Flow, veh/h	1706	71	1583				0	1666	1552	221	3046	0
Grp Volume(v), veh/h	274	0	389				0	305	200	699	607	0
Grp Sat Flow(s),veh/h/ln	1777	0	1583				0	1666	1552	1628	1557	0
Q Serve(g_s), s	16.5	0.0	19.6				0.0	18.3	12.1	46.9	40.4	0.0
Cycle Q Clear(g_c), s	16.5	0.0	19.6				0.0	18.3	12.1	46.9	40.4	0.0
Prop In Lane	0.96		1.00				0.00		1.00	0.14		0.00
Lane Grp Cap(c), veh/h	317	0	282				0	427	398	694	664	0
V/C Ratio(X)	0.87	0.00	1.38				0.00	0.71	0.50	1.01	0.91	0.00
Avail Cap(c_a), veh/h	317	0	282				0	427	398	694	664	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.97	0.97	0.22	0.22	0.00
Uniform Delay (d), s/veh	43.9	0.0	45.2				0.0	37.2	34.9	31.6	29.7	0.0
Incr Delay (d2), s/veh	20.5	0.0	191.2				0.0	9.5	4.4	17.7	4.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	0.0	23.5				0.0	9.5	5.6	24.4	18.1	0.0
LnGrp Delay(d),s/veh	64.4	0.0	236.4				0.0	46.8	39.3	49.3	34.6	0.0
LnGrp LOS	E		F					D	D	F	C	
Approach Vol, veh/h		663						505			1306	
Approach Delay, s/veh		165.3						43.8			42.4	
Approach LOS		F						D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		33.3		24.7		52.0		
Change Period (Y+Rc), s		5.1		5.1		5.1		
Max Green Setting (Gmax), s		28.2		19.6		46.9		
Max Q Clear Time (g_c+I1), s		20.3		21.6		48.9		
Green Ext Time (p_c), s		0.6		0.0		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	75.6
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	230	680	140	650	650	110
Future Volume (veh/h)	230	680	140	650	650	110
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	242	211	147	684	684	58
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	268	392	171	2670	2049	174
Arrive On Green	0.15	0.15	0.19	1.00	0.62	0.62
Sat Flow, veh/h	1774	1583	1774	3632	3389	279
Grp Volume(v), veh/h	242	211	147	684	367	375
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1806
Q Serve(g_s), s	17.4	15.0	10.4	0.0	12.9	12.9
Cycle Q Clear(g_c), s	17.4	15.0	10.4	0.0	12.9	12.9
Prop In Lane	1.00	1.00	1.00			0.15
Lane Grp Cap(c), veh/h	268	392	171	2670	1100	1123
V/C Ratio(X)	0.90	0.54	0.86	0.26	0.33	0.33
Avail Cap(c_a), veh/h	367	481	645	2670	1100	1123
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.82	0.82	1.00	1.00
Uniform Delay (d), s/veh	54.3	42.5	51.6	0.0	11.7	11.7
Incr Delay (d2), s/veh	16.9	0.4	3.9	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	13.3	5.2	0.1	6.5	6.6
LnGrp Delay(d),s/veh	71.2	42.9	55.5	0.2	12.6	12.5
LnGrp LOS	E	D	E	A	B	B
Approach Vol, veh/h	453			831	742	
Approach Delay, s/veh	58.0			10.0	12.5	
Approach LOS	E			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		105.3		24.7	17.3	88.0		
Change Period (Y+Rc), s		7.2		5.1	* 4.7	7.2		
Max Green Setting (Gmax), s		90.8		26.9	* 47	38.8		
Max Q Clear Time (g_c+I1), s		2.0		19.4	12.4	14.9		
Green Ext Time (p_c), s		3.5		0.2	0.2	3.1		

Intersection Summary	
HCM 2010 Ctrl Delay	21.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	10	960	0	0	0	0	630	120	150	1180	0
Future Volume (veh/h)	160	10	960	0	0	0	0	630	120	150	1180	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				0	1792	1863	1863	1845	0
Adj Flow Rate, veh/h	168	11	-42				0	663	126	158	1242	0
Adj No. of Lanes	0	1	2				0	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	6	2	2	3	0
Cap, veh/h	194	13	324				0	2164	981	181	2739	0
Arrive On Green	0.12	0.12	0.00				0.00	0.21	0.21	0.20	1.00	0.00
Sat Flow, veh/h	1670	109	2787				0	3495	1543	1774	3597	0
Grp Volume(v), veh/h	179	0	-42				0	663	126	158	1242	0
Grp Sat Flow(s),veh/h/ln	1779	0	1393				0	1703	1543	1774	1752	0
Q Serve(g_s), s	12.8	0.0	0.0				0.0	21.4	8.6	11.2	0.0	0.0
Cycle Q Clear(g_c), s	12.8	0.0	0.0				0.0	21.4	8.6	11.2	0.0	0.0
Prop In Lane	0.94		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	207	0	324				0	2164	981	181	2739	0
V/C Ratio(X)	0.86	0.00	-0.13				0.00	0.31	0.13	0.87	0.45	0.00
Avail Cap(c_a), veh/h	751	0	1177				0	2164	981	263	2739	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	0.90	0.90	0.63	0.63	0.00
Uniform Delay (d), s/veh	56.4	0.0	0.0				0.0	27.2	22.1	50.9	0.0	0.0
Incr Delay (d2), s/veh	4.2	0.0	0.0				0.0	0.3	0.2	9.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	0.0				0.0	10.2	3.8	5.9	0.1	0.0
LnGrp Delay(d),s/veh	60.6	0.0	0.0				0.0	27.5	22.4	60.6	0.3	0.0
LnGrp LOS	E							C	C	E	A	
Approach Vol, veh/h		137						789			1400	
Approach Delay, s/veh		79.2						26.7			7.2	
Approach LOS		E						C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.0	89.8		21.2		108.8		
Change Period (Y+Rc), s	5.7	7.2		6.1		7.2		
Max Green Setting (Gmax), s	13.3	36.8		54.9		61.8		
Max Q Clear Time (g_c+I1), s	13.2	23.4		14.8		2.0		
Green Ext Time (p_c), s	0.1	2.9		0.4		8.0		

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	34.4
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	10	10	260	10	510	10	410	150	60	40	30
Future Vol, veh/h	10	10	10	260	10	510	10	410	150	60	40	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	11	11	274	11	537	11	432	158	63	42	32
Number of Lanes	0	1	0	0	1	1	0	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	2	1
HCM Control Delay	12.7	45.1	25.8	12.8
HCM LOS	B	E	D	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	5%	0%	33%	96%	0%	100%	45%	0%
Vol Thru, %	95%	58%	33%	4%	0%	0%	55%	40%
Vol Right, %	0%	42%	33%	0%	100%	0%	0%	60%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	355	30	270	510	44	36	50
LT Vol	10	0	10	260	0	44	16	0
Through Vol	205	205	10	10	0	0	20	20
RT Vol	0	150	10	0	510	0	0	30
Lane Flow Rate	226	374	32	284	537	46	38	53
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.487	0.769	0.08	0.61	0.974	0.12	0.096	0.123
Departure Headway (Hd)	7.74	7.412	9.154	7.723	6.531	9.371	9.085	8.42
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	466	490	391	469	558	383	394	426
Service Time	5.481	5.153	6.92	5.458	4.265	7.126	6.84	6.175
HCM Lane V/C Ratio	0.485	0.763	0.082	0.606	0.962	0.12	0.096	0.124
HCM Control Delay	17.6	30.8	12.7	21.9	57.4	13.4	12.8	12.4
HCM Lane LOS	C	D	B	C	F	B	B	B
HCM 95th-tile Q	2.6	6.7	0.3	4	13.3	0.4	0.3	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	140	60	250	540	1010	660
Future Volume (veh/h)	140	60	250	540	1010	660
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1624	1624	1863
Adj Flow Rate, veh/h	147	63	263	568	1063	695
Adj No. of Lanes	2	1	2	2	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	17	17	2
Cap, veh/h	349	331	370	2270	1700	1818
Arrive On Green	0.10	0.10	0.11	0.74	0.55	0.55
Sat Flow, veh/h	3442	1583	3442	3167	3167	2787
Grp Volume(v), veh/h	147	63	263	568	1063	695
Grp Sat Flow(s),veh/h/ln	1721	1583	1721	1543	1543	1393
Q Serve(g_s), s	2.3	1.9	4.2	3.4	13.5	6.6
Cycle Q Clear(g_c), s	2.3	1.9	4.2	3.4	13.5	6.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	349	331	370	2270	1700	1818
V/C Ratio(X)	0.42	0.19	0.71	0.25	0.63	0.38
Avail Cap(c_a), veh/h	1568	892	398	2417	1822	1928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	18.6	24.6	2.4	8.8	4.6
Incr Delay (d2), s/veh	0.3	0.1	4.3	0.1	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.8	2.2	1.5	5.9	3.3
LnGrp Delay(d),s/veh	24.4	18.7	28.9	2.6	10.0	5.0
LnGrp LOS	C	B	C	A	B	A
Approach Vol, veh/h	210			831	1758	
Approach Delay, s/veh	22.7			10.9	8.0	
Approach LOS	C			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		46.9		10.2	10.5	36.3		
Change Period (Y+Rc), s		4.9		4.4	4.4	4.9		
Max Green Setting (Gmax), s		44.7		26.0	6.6	33.7		
Max Q Clear Time (g_c+I1), s		5.4		4.3	6.2	15.5		
Green Ext Time (p_c), s		9.3		0.3	0.0	16.0		

Intersection Summary		
HCM 2010 Ctrl Delay		10.0
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	140	170	20	20	90	170	510	150	210	1490	450
Future Volume (veh/h)	160	140	170	20	20	90	170	510	150	210	1490	450
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1808	1900	1863	1845	1863
Adj Flow Rate, veh/h	158	162	179	21	21	32	179	537	158	221	1568	474
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	6	2	3	2
Cap, veh/h	256	269	227	61	23	35	132	1386	406	274	1877	830
Arrive On Green	0.14	0.14	0.14	0.03	0.03	0.03	0.07	0.53	0.53	0.03	0.18	0.18
Sat Flow, veh/h	1774	1863	1573	1774	667	1016	1774	2612	765	3442	3505	1549
Grp Volume(v), veh/h	158	162	179	21	0	53	179	352	343	221	1568	474
Grp Sat Flow(s),veh/h/ln	1774	1863	1573	1774	0	1683	1774	1718	1659	1721	1752	1549
Q Serve(g_s), s	10.9	10.6	14.3	1.5	0.0	4.1	9.7	15.7	15.9	8.3	56.2	36.4
Cycle Q Clear(g_c), s	10.9	10.6	14.3	1.5	0.0	4.1	9.7	15.7	15.9	8.3	56.2	36.4
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	256	269	227	61	0	58	132	911	880	274	1877	830
V/C Ratio(X)	0.62	0.60	0.79	0.34	0.00	0.91	1.35	0.39	0.39	0.81	0.84	0.57
Avail Cap(c_a), veh/h	409	430	363	61	0	58	132	911	880	294	1877	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.79	0.79	0.79	0.52	0.52	0.52
Uniform Delay (d), s/veh	52.2	52.1	53.7	61.3	0.0	62.5	60.2	18.0	18.1	62.3	48.0	39.9
Incr Delay (d2), s/veh	2.6	2.3	6.4	1.2	0.0	84.3	192.3	1.0	1.0	7.2	2.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	5.6	6.6	0.8	0.0	3.3	11.8	7.7	7.5	4.2	28.0	16.0
LnGrp Delay(d),s/veh	54.8	54.4	60.1	62.5	0.0	146.9	252.5	19.0	19.1	69.5	50.4	41.4
LnGrp LOS	D	D	E	E		F	F	B	B	E	D	D
Approach Vol, veh/h		499			74			874			2263	
Approach Delay, s/veh		56.6			122.9			66.8			50.4	
Approach LOS		E			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.7	78.7		24.2	17.1	79.3		9.4
Change Period (Y+Rc), s	7.4	* 9.7		5.4	7.4	9.7		4.9
Max Green Setting (Gmax), s	11.1	* 58		30.0	9.7	58.4		4.5
Max Q Clear Time (g_c+I1), s	10.3	17.9		16.3	11.7	58.2		6.1
Green Ext Time (p_c), s	0.0	6.0		1.9	0.0	0.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	56.6
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	100	80	70	120	190	130	420	130	420	1120	410
Future Volume (veh/h)	90	100	80	70	120	190	130	420	130	420	1120	410
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1809	1900	1863	1849	1900
Adj Flow Rate, veh/h	95	105	63	74	126	147	137	442	32	442	1179	348
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	6	2	3	3
Cap, veh/h	111	144	86	95	230	620	154	937	68	478	1260	365
Arrive On Green	0.06	0.13	0.13	0.05	0.12	0.12	0.09	0.29	0.29	0.27	0.47	0.47
Sat Flow, veh/h	1774	1088	653	1774	1863	1568	1774	3250	235	1774	2674	775
Grp Volume(v), veh/h	95	0	168	74	126	147	137	233	241	442	767	760
Grp Sat Flow(s),veh/h/ln	1774	0	1741	1774	1863	1568	1774	1718	1767	1774	1757	1692
Q Serve(g_s), s	4.3	0.0	7.6	3.4	5.2	5.1	6.3	9.1	9.2	19.8	33.5	35.3
Cycle Q Clear(g_c), s	4.3	0.0	7.6	3.4	5.2	5.1	6.3	9.1	9.2	19.8	33.5	35.3
Prop In Lane	1.00		0.38	1.00		1.00	1.00		0.13	1.00		0.46
Lane Grp Cap(c), veh/h	111	0	230	95	230	620	154	495	509	478	828	797
V/C Ratio(X)	0.86	0.00	0.73	0.78	0.55	0.24	0.89	0.47	0.47	0.92	0.93	0.95
Avail Cap(c_a), veh/h	111	0	385	108	410	772	154	495	509	501	833	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	34.1	38.3	33.7	16.6	37.0	24.0	24.0	29.1	20.3	20.8
Incr Delay (d2), s/veh	45.2	0.0	4.4	26.7	2.0	0.2	42.2	0.7	0.7	22.6	16.2	21.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	3.9	2.3	2.8	2.3	4.9	4.4	4.6	12.7	19.9	20.9
LnGrp Delay(d),s/veh	83.2	0.0	38.5	65.0	35.8	16.8	79.2	24.7	24.7	51.6	36.5	41.8
LnGrp LOS	F		D	E	D	B	E	C	C	D	D	D
Approach Vol, veh/h		263			347			611			1969	
Approach Delay, s/veh		54.7			34.0			36.9			42.0	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	28.1	8.9	15.3	14.6	43.0	9.6	14.6
Change Period (Y+Rc), s	7.5	4.5	4.5	4.5	7.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	23.1	22.8	5.0	18.1	7.1	38.8	5.1	18.0
Max Q Clear Time (g_c+I1), s	11.8	11.2	5.4	9.6	8.3	37.3	6.3	7.2
Green Ext Time (p_c), s	0.2	2.2	0.0	0.5	0.0	1.3	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	41.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	80	90	80	70	90	150	440	190	270	540	260
Future Volume (veh/h)	110	80	90	80	70	90	150	440	190	270	540	260
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1689	1900	1863	1695	1900
Adj Flow Rate, veh/h	116	84	74	84	74	74	158	463	137	284	568	211
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	17	17	2	17	17
Cap, veh/h	150	124	109	109	97	97	197	798	234	234	799	296
Arrive On Green	0.08	0.14	0.14	0.06	0.11	0.11	0.11	0.33	0.33	0.13	0.35	0.35
Sat Flow, veh/h	1774	915	806	1774	856	856	1774	2443	718	1774	2301	853
Grp Volume(v), veh/h	116	0	158	84	0	148	158	303	297	284	397	382
Grp Sat Flow(s),veh/h/ln	1774	0	1721	1774	0	1712	1774	1605	1556	1774	1610	1544
Q Serve(g_s), s	4.7	0.0	6.4	3.4	0.0	6.1	6.3	11.4	11.6	9.6	15.6	15.7
Cycle Q Clear(g_c), s	4.7	0.0	6.4	3.4	0.0	6.1	6.3	11.4	11.6	9.6	15.6	15.7
Prop In Lane	1.00		0.47	1.00		0.50	1.00		0.46	1.00		0.55
Lane Grp Cap(c), veh/h	150	0	234	109	0	193	197	524	508	234	559	536
V/C Ratio(X)	0.77	0.00	0.68	0.77	0.00	0.77	0.80	0.58	0.58	1.22	0.71	0.71
Avail Cap(c_a), veh/h	852	0	897	754	0	798	380	1019	988	234	890	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	30.0	33.7	0.0	31.4	31.6	20.4	20.4	31.7	20.6	20.7
Incr Delay (d2), s/veh	3.2	0.0	1.3	4.2	0.0	2.4	2.9	1.5	1.6	129.7	2.5	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	3.1	1.8	0.0	3.0	3.3	5.3	5.2	13.1	7.2	7.1
LnGrp Delay(d),s/veh	35.9	0.0	31.3	37.9	0.0	33.8	34.5	21.9	22.0	161.3	23.1	23.3
LnGrp LOS	D		C	D		C	C	C	C	F	C	C
Approach Vol, veh/h		274			232			758			1063	
Approach Delay, s/veh		33.2			35.3			24.5			60.1	
Approach LOS		C			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	28.7	12.4	14.8	15.5	30.2	14.1	13.1
Change Period (Y+Rc), s	7.4	4.9	7.9	4.9	7.4	4.9	7.9	4.9
Max Green Setting (Gmax), s	9.6	46.3	31.0	38.0	15.6	40.3	35.0	34.0
Max Q Clear Time (g_c+I1), s	11.6	13.6	5.4	8.4	8.3	17.7	6.7	8.1
Green Ext Time (p_c), s	0.0	6.3	0.1	0.6	0.1	7.7	0.1	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	42.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	265.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	600	200	0	750	670	0
Future Vol, veh/h	600	200	0	750	670	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	400	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	5	21	2
Mvmt Flow	632	211	0	789	705	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1100	353	-	0	-	0
Stage 1	705	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	~ 206	643	0	-	-	0
Stage 1	~ 451	-	0	-	-	0
Stage 2	650	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	~ 206	643	-	-	-	-
Mov Cap-2 Maneuver	~ 206	-	-	-	-	-
Stage 1	~ 451	-	-	-	-	-
Stage 2	650	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 736.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	206	643	-
HCM Lane V/C Ratio	-	3.066	0.327	-
HCM Control Delay (s)	-	$ 977.4	13.3	-
HCM Lane LOS	-	F	B	-
HCM 95th %tile Q(veh)	-	57.3	1.4	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	110	150	10	10	10	280	290	40	60	680	340
Future Volume (veh/h)	190	110	150	10	10	10	280	290	40	60	680	340
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1801	1900	1863	1851	1900
Adj Flow Rate, veh/h	200	116	32	11	11	11	295	305	42	63	716	21
Adj No. of Lanes	1	1	0	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	6	2	3	3
Cap, veh/h	273	216	60	28	28	28	399	1154	157	79	1087	32
Arrive On Green	0.15	0.15	0.15	0.05	0.05	0.05	0.12	0.38	0.38	0.04	0.31	0.31
Sat Flow, veh/h	1774	1406	388	577	577	577	3442	3013	410	1774	3487	102
Grp Volume(v), veh/h	200	0	148	33	0	0	295	172	175	63	361	376
Grp Sat Flow(s),veh/h/ln	1774	0	1793	1732	0	0	1721	1711	1713	1774	1758	1831
Q Serve(g_s), s	6.7	0.0	4.7	1.1	0.0	0.0	5.2	4.3	4.4	2.2	11.1	11.1
Cycle Q Clear(g_c), s	6.7	0.0	4.7	1.1	0.0	0.0	5.2	4.3	4.4	2.2	11.1	11.1
Prop In Lane	1.00		0.22	0.33		0.33	1.00		0.24	1.00		0.06
Lane Grp Cap(c), veh/h	273	0	276	85	0	0	399	655	656	79	548	571
V/C Ratio(X)	0.73	0.00	0.54	0.39	0.00	0.00	0.74	0.26	0.27	0.79	0.66	0.66
Avail Cap(c_a), veh/h	742	0	750	501	0	0	476	721	721	208	690	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	24.3	28.7	0.0	0.0	26.6	13.2	13.2	29.4	18.5	18.5
Incr Delay (d2), s/veh	1.4	0.0	0.6	1.1	0.0	0.0	3.7	0.6	0.7	6.5	4.2	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	2.4	0.6	0.0	0.0	2.7	2.1	2.2	1.2	6.0	6.2
LnGrp Delay(d),s/veh	26.5	0.0	24.9	29.8	0.0	0.0	30.3	13.8	13.9	35.9	22.7	22.6
LnGrp LOS	C		C	C			C	B	B	D	C	C
Approach Vol, veh/h		348			33			642			800	
Approach Delay, s/veh		25.8			29.8			21.4			23.7	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	32.6		14.5	11.6	28.2		7.9
Change Period (Y+Rc), s	4.4	* 8.8		4.9	4.4	8.8		4.9
Max Green Setting (Gmax), s	7.3	* 26		26.0	8.6	24.4		18.0
Max Q Clear Time (g_c+I1), s	4.2	6.4		8.7	7.2	13.1		3.1
Green Ext Time (p_c), s	0.0	4.2		0.7	0.1	6.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1510	400	0	0	0	0	1	820	0	0	480
Future Volume (veh/h)	0	1510	400	0	0	0	0	1	820	0	0	480
Number	5	2	12				3	8	18			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1638	1863				0	1863	1863			
Adj Flow Rate, veh/h	0	1589	0				0	1	863			
Adj No. of Lanes	0	3	1				0	1	2			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	0	16	2				0	2	2			
Cap, veh/h	0	2345	830				0	594	886			
Arrive On Green	0.00	0.52	0.00				0.00	0.32	0.32			
Sat Flow, veh/h	0	4619	1583				0	1863	2778			
Grp Volume(v), veh/h	0	1589	0				0	1	863			
Grp Sat Flow(s),veh/h/ln	0	1491	1583				0	1863	1389			
Q Serve(g_s), s	0.0	23.6	0.0				0.0	0.0	27.6			
Cycle Q Clear(g_c), s	0.0	23.6	0.0				0.0	0.0	27.6			
Prop In Lane	0.00		1.00				0.00		1.00			
Lane Grp Cap(c), veh/h	0	2345	830				0	594	886			
V/C Ratio(X)	0.00	0.68	0.00				0.00	0.00	0.97			
Avail Cap(c_a), veh/h	0	2345	830				0	594	886			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	0.0	15.8	0.0				0.0	20.9	30.3			
Incr Delay (d2), s/veh	0.0	1.6	0.0				0.0	0.0	23.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	9.9	0.0				0.0	0.0	13.5			
LnGrp Delay(d),s/veh	0.0	17.4	0.0				0.0	20.9	54.2			
LnGrp LOS		B						C	D			
Approach Vol, veh/h		1589						864				
Approach Delay, s/veh		17.4						54.1				
Approach LOS		B						D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		56.2						33.8
Change Period (Y+Rc), s		9.0						5.1
Max Green Setting (Gmax), s		47.2						28.7
Max Q Clear Time (g_c+I1), s		25.6						29.6
Green Ext Time (p_c), s		9.2						0.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	730	820	570	280	980	190	390	130	200	120	70	280
Future Volume (veh/h)	730	820	570	280	980	190	390	130	200	120	70	280
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1638	1863	1863	1638	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	753	845	124	289	1010	-113	461	52	206	124	72	134
Adj No. of Lanes	2	2	1	1	2	1	2	1	0	1	1	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	16	2	2	16	2	2	2	2	2	2	2
Cap, veh/h	725	1253	617	311	1142	581	649	60	237	119	125	188
Arrive On Green	0.21	0.40	0.40	0.23	0.49	0.00	0.18	0.18	0.18	0.07	0.07	0.07
Sat Flow, veh/h	3442	3112	1533	1774	3112	1583	3548	326	1293	1774	1863	2787
Grp Volume(v), veh/h	753	845	124	289	1010	-113	461	0	258	124	72	134
Grp Sat Flow(s),veh/h/ln	1721	1556	1533	1774	1556	1583	1774	0	1619	1774	1863	1393
Q Serve(g_s), s	31.6	33.4	7.9	23.9	43.8	0.0	18.3	0.0	23.2	10.1	5.6	7.1
Cycle Q Clear(g_c), s	31.6	33.4	7.9	23.9	43.8	0.0	18.3	0.0	23.2	10.1	5.6	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	725	1253	617	311	1142	581	649	0	296	119	125	188
V/C Ratio(X)	1.04	0.67	0.20	0.93	0.88	-0.19	0.71	0.00	0.87	1.04	0.57	0.71
Avail Cap(c_a), veh/h	725	1253	617	486	1142	581	828	0	378	119	125	188
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	0.09	0.09	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.2	36.8	29.1	56.6	35.5	0.0	57.6	0.0	59.6	69.9	67.9	68.5
Incr Delay (d2), s/veh	35.3	1.6	0.4	1.7	1.1	0.0	1.2	0.0	13.8	92.9	4.1	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.6	14.6	3.4	11.9	19.0	0.0	9.1	0.0	11.5	8.0	3.0	3.0
LnGrp Delay(d),s/veh	94.5	38.4	29.5	58.3	36.6	0.0	58.8	0.0	73.4	163.4	72.0	79.0
LnGrp LOS	F	D	C	E	D		E		E	F	E	E
Approach Vol, veh/h		1722			1186			719			330	
Approach Delay, s/veh		62.3			45.3			64.0			109.2	
Approach LOS		E			D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.7	66.0		18.0	39.0	60.7		32.3
Change Period (Y+Rc), s	7.4	* 5.6		7.9	7.4	5.6		4.9
Max Green Setting (Gmax), s	4.1	* 38		10.1	31.6	47.5		35.0
Max Q Clear Time (g_c+I1), s	25.9	35.4		12.1	33.6	45.8		25.2
Green Ext Time (p_c), s	0.4	2.2		0.0	0.0	1.3		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	61.4
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	470	230	250	960	350	220	140	140	170	80	310
Future Volume (veh/h)	200	470	230	250	960	350	220	140	140	170	80	310
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1706	1900	1863	1692	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	211	495	163	263	1011	210	232	147	94	179	84	115
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	16	16	2	16	16	2	2	2	2	2	2
Cap, veh/h	173	991	324	281	1255	260	183	172	110	171	110	151
Arrive On Green	0.19	0.83	0.83	0.32	0.95	0.95	0.10	0.16	0.16	0.10	0.16	0.16
Sat Flow, veh/h	1774	2391	782	1774	2638	547	1774	1051	672	1774	703	962
Grp Volume(v), veh/h	211	334	324	263	615	606	232	0	241	179	0	199
Grp Sat Flow(s),veh/h/ln	1774	1620	1552	1774	1608	1577	1774	0	1723	1774	0	1664
Q Serve(g_s), s	14.6	9.0	9.1	21.6	12.0	12.2	15.5	0.0	20.4	14.5	0.0	17.2
Cycle Q Clear(g_c), s	14.6	9.0	9.1	21.6	12.0	12.2	15.5	0.0	20.4	14.5	0.0	17.2
Prop In Lane	1.00		0.50	1.00		0.35	1.00		0.39	1.00		0.58
Lane Grp Cap(c), veh/h	173	672	644	281	765	750	183	0	282	171	0	262
V/C Ratio(X)	1.22	0.50	0.50	0.94	0.80	0.81	1.27	0.00	0.85	1.04	0.00	0.76
Avail Cap(c_a), veh/h	173	672	644	309	765	750	183	0	414	171	0	388
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	0.18	0.18	0.18	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.4	8.3	8.3	50.6	2.2	2.2	67.3	0.0	61.0	67.8	0.0	60.5
Incr Delay (d2), s/veh	125.6	1.5	1.6	9.6	1.7	1.8	155.5	0.0	7.7	80.8	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	4.2	4.1	11.3	4.5	4.4	15.5	0.0	10.3	10.9	0.0	8.1
LnGrp Delay(d),s/veh	186.0	9.7	9.8	60.1	4.0	4.0	222.7	0.0	68.7	148.6	0.0	62.7
LnGrp LOS	F	A	A	E	A	A	F		E	F		E
Approach Vol, veh/h		869			1484			473			378	
Approach Delay, s/veh		52.6			13.9			144.2			103.4	
Approach LOS		D			B			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.1	67.4	22.0	29.5	22.0	76.5	23.0	28.5
Change Period (Y+Rc), s	7.4	5.2	7.5	4.9	7.4	5.2	7.5	4.9
Max Green Setting (Gmax), s	26.1	48.4	14.5	36.0	14.6	59.9	15.5	35.0
Max Q Clear Time (g_c+I1), s	23.6	11.1	16.5	22.4	16.6	14.2	17.5	19.2
Green Ext Time (p_c), s	0.1	6.8	0.0	0.8	0.0	17.1	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	54.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	580	210	420	920	370	350	360	160	210	310	160
Future Volume (veh/h)	220	580	210	420	920	370	350	360	160	210	310	160
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1638	1863	1863	1764	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	232	611	168	442	968	231	368	379	136	221	326	126
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	16	2	2	10	10	2	2	2	2	2	2
Cap, veh/h	271	1251	627	494	1251	298	381	533	189	267	438	166
Arrive On Green	0.03	0.13	0.13	0.05	0.15	0.15	0.11	0.21	0.21	0.08	0.18	0.18
Sat Flow, veh/h	3442	3112	1559	3442	2678	638	3442	2562	907	3442	2504	949
Grp Volume(v), veh/h	232	611	168	442	605	594	368	260	255	221	228	224
Grp Sat Flow(s),veh/h/ln	1721	1556	1559	1721	1676	1640	1721	1770	1700	1721	1770	1684
Q Serve(g_s), s	10.1	27.3	14.5	19.2	52.0	52.2	16.0	20.5	21.0	9.5	18.3	18.9
Cycle Q Clear(g_c), s	10.1	27.3	14.5	19.2	52.0	52.2	16.0	20.5	21.0	9.5	18.3	18.9
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.53	1.00		0.56
Lane Grp Cap(c), veh/h	271	1251	627	494	783	766	381	368	354	267	310	295
V/C Ratio(X)	0.86	0.49	0.27	0.89	0.77	0.78	0.97	0.71	0.72	0.83	0.74	0.76
Avail Cap(c_a), veh/h	271	1251	627	564	783	766	381	451	433	349	437	415
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	0.09	0.09	0.09	0.40	0.40	0.40	0.50	0.50	0.50
Uniform Delay (d), s/veh	72.2	50.7	45.2	70.3	55.8	55.9	66.4	55.1	55.3	68.2	58.6	58.9
Incr Delay (d2), s/veh	14.5	0.8	0.6	1.6	0.7	0.7	21.2	4.5	5.0	5.0	3.2	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	11.9	6.4	9.3	24.3	23.9	8.7	10.5	10.3	4.7	9.3	9.1
LnGrp Delay(d),s/veh	86.7	51.6	45.8	71.9	56.5	56.6	87.6	59.7	60.4	73.1	61.8	62.7
LnGrp LOS	F	D	D	E	E	E	F	E	E	E	E	E
Approach Vol, veh/h		1011			1641			883			673	
Approach Delay, s/veh		58.7			60.7			71.5			65.8	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.9	65.7	24.0	31.4	19.2	75.4	19.0	36.3
Change Period (Y+Rc), s	7.4	5.4	7.4	* 5.1	7.4	* 5.4	7.4	5.1
Max Green Setting (Gmax), s	24.6	46.7	16.6	* 37	11.8	* 60	15.2	38.2
Max Q Clear Time (g_c+I1), s	21.2	29.3	18.0	20.9	12.1	54.2	11.5	23.0
Green Ext Time (p_c), s	0.4	11.7	0.0	3.9	0.0	5.0	0.1	6.5

Intersection Summary	
HCM 2010 Ctrl Delay	63.3
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	700	350	360	1530	60	210	50	490	120	30	160
Future Volume (veh/h)	50	700	350	360	1530	60	210	50	490	120	30	160
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1707	1900	1863	1732	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	53	737	252	379	1611	-53	221	53	305	126	32	94
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	16	16	2	10	10	2	2	2	2	2	2
Cap, veh/h	68	877	300	255	1564	0	162	56	324	148	95	279
Arrive On Green	0.03	0.25	0.25	0.19	0.63	0.00	0.09	0.23	0.23	0.08	0.23	0.23
Sat Flow, veh/h	1774	2371	811	1774	3377	0	1774	240	1380	1774	418	1228
Grp Volume(v), veh/h	53	504	485	379	1558	0	221	0	358	126	0	126
Grp Sat Flow(s),veh/h/ln	1774	1621	1561	1774	1645	0	1774	0	1619	1774	0	1646
Q Serve(g_s), s	4.5	44.3	44.3	21.6	70.5	0.0	13.7	0.0	32.6	10.5	0.0	9.6
Cycle Q Clear(g_c), s	4.5	44.3	44.3	21.6	70.5	0.0	13.7	0.0	32.6	10.5	0.0	9.6
Prop In Lane	1.00		0.52	1.00		0.00	1.00		0.85	1.00		0.75
Lane Grp Cap(c), veh/h	68	599	577	255	1564	0	162	0	380	148	0	374
V/C Ratio(X)	0.78	0.84	0.84	1.48	1.00	0.00	1.36	0.00	0.94	0.85	0.00	0.34
Avail Cap(c_a), veh/h	102	599	577	255	1564	0	162	0	422	171	0	438
HCM Platoon Ratio	0.67	0.67	0.67	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.09	0.09	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.4	52.2	52.2	60.6	27.4	0.0	68.2	0.0	56.4	67.8	0.0	48.5
Incr Delay (d2), s/veh	8.0	10.8	11.1	219.5	6.0	0.0	198.2	0.0	27.0	28.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	21.7	20.9	26.1	32.9	0.0	15.6	0.0	17.5	6.3	0.0	4.4
LnGrp Delay(d),s/veh	80.5	63.0	63.3	280.2	33.4	0.0	266.3	0.0	83.3	96.5	0.0	48.7
LnGrp LOS	F	E	E	F	C		F		F	F		D
Approach Vol, veh/h		1042			1937			579			252	
Approach Delay, s/veh		64.0			81.7			153.2			72.6	
Approach LOS		E			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	60.9	20.0	40.1	13.2	76.7	21.2	38.9
Change Period (Y+Rc), s	7.4	* 5.4	7.5	4.9	7.4	5.4	7.5	4.9
Max Green Setting (Gmax), s	21.6	* 50	14.5	39.1	8.6	62.6	13.7	39.9
Max Q Clear Time (g_c+I2), s	23.6	46.3	12.5	34.6	6.5	72.5	15.7	11.6
Green Ext Time (p_c), s	0.0	2.8	0.1	0.7	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	87.1
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	830	170	250	1800	120	50	20	60	160	40	240
Future Volume (veh/h)	90	830	170	250	1800	120	50	20	60	160	40	240
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1672	1900	1863	1735	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	95	874	84	263	1895	52	53	21	42	168	42	169
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	16	16	2	10	10	2	2	2	2	2	2
Cap, veh/h	66	1461	140	189	1865	51	177	74	123	211	45	178
Arrive On Green	0.07	1.00	1.00	0.21	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1774	2922	281	1774	3276	89	517	269	446	641	165	649
Grp Volume(v), veh/h	95	475	483	263	949	998	116	0	0	379	0	0
Grp Sat Flow(s),veh/h/ln	1774	1589	1614	1774	1648	1717	1232	0	0	1455	0	0
Q Serve(g_s), s	5.6	0.0	0.0	16.0	85.4	85.4	0.0	0.0	0.0	27.8	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	16.0	85.4	85.4	10.5	0.0	0.0	38.4	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.05	0.46		0.36	0.44		0.45
Lane Grp Cap(c), veh/h	66	794	807	189	938	977	374	0	0	434	0	0
V/C Ratio(X)	1.43	0.60	0.60	1.39	1.01	1.02	0.31	0.00	0.00	0.87	0.00	0.00
Avail Cap(c_a), veh/h	66	794	807	189	938	977	400	0	0	463	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	69.4	0.0	0.0	59.0	0.0	0.0	43.0	0.0	0.0	53.6	0.0	0.0
Incr Delay (d2), s/veh	203.2	0.3	0.3	178.4	11.6	14.8	0.5	0.0	0.0	15.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.1	0.1	17.2	3.0	4.0	3.9	0.0	0.0	17.3	0.0	0.0
LnGrp Delay(d),s/veh	272.6	0.3	0.3	237.4	11.6	14.8	43.4	0.0	0.0	69.5	0.0	0.0
LnGrp LOS	F	A	A	F	F	F	D			E		
Approach Vol, veh/h		1053			2210			116			379	
Approach Delay, s/veh		24.9			39.9			43.4			69.5	
Approach LOS		C			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	23.4	80.5		46.1	13.0	90.9		46.1
Change Period (Y+Rc), s	7.4	* 5.5		4.9	7.4	5.5		4.9
Max Green Setting (Gmax), s	16.0	* 72		44.1	5.6	82.5		44.1
Max Q Clear Time (g_c+I1), s	18.0	2.0		12.5	7.6	87.4		40.4
Green Ext Time (p_c), s	0.0	21.7		0.7	0.0	0.0		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	38.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	810	250	410	1780	370	270	80	240	180	90	170
Future Volume (veh/h)	180	810	250	410	1780	370	270	80	240	180	90	170
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1686	1900	1863	1727	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	184	827	194	418	1816	-71	276	166	138	184	92	122
Adj No. of Lanes	1	2	0	2	2	1	1	1	1	2	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	16	16	2	10	2	2	2	2	2	2	2
Cap, veh/h	125	1225	287	453	1762	850	208	287	452	230	183	162
Arrive On Green	0.14	0.95	0.95	0.26	1.00	0.00	0.12	0.15	0.15	0.07	0.10	0.10
Sat Flow, veh/h	1774	2575	604	3442	3282	1583	1774	1863	1583	3442	1770	1565
Grp Volume(v), veh/h	184	514	507	418	1816	-71	276	166	138	184	92	122
Grp Sat Flow(s),veh/h/ln	1774	1602	1577	1721	1641	1583	1774	1863	1583	1721	1770	1565
Q Serve(g_s), s	10.6	6.5	6.5	17.7	80.5	0.0	17.6	12.4	10.2	7.9	7.4	11.4
Cycle Q Clear(g_c), s	10.6	6.5	6.5	17.7	80.5	0.0	17.6	12.4	10.2	7.9	7.4	11.4
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	762	750	453	1762	850	208	287	452	230	183	162
V/C Ratio(X)	1.47	0.67	0.68	0.92	1.03	-0.08	1.33	0.58	0.31	0.80	0.50	0.76
Avail Cap(c_a), veh/h	125	762	750	454	1762	850	208	436	579	303	366	323
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.24	0.24	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.4	2.1	2.1	54.5	0.0	0.0	66.2	58.9	41.9	69.0	63.6	65.4
Incr Delay (d2), s/veh	236.3	3.1	3.1	8.0	19.7	0.0	176.0	0.7	0.1	8.1	0.8	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	2.9	2.9	8.9	4.8	0.0	18.8	6.5	4.5	4.0	3.6	5.0
LnGrp Delay(d),s/veh	300.7	5.2	5.2	62.6	19.7	0.0	242.2	59.6	42.1	77.1	64.4	68.1
LnGrp LOS	F	A	A	E	F		F	E	D	E	E	E
Approach Vol, veh/h		1205			2163			580			398	
Approach Delay, s/veh		50.3			28.7			142.3			71.4	
Approach LOS		D			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.1	77.2	25.0	20.7	18.0	86.3	17.4	28.3
Change Period (Y+Rc), s	7.4	* 5.8	7.4	* 5.2	7.4	5.8	7.4	5.2
Max Green Setting (Gmax), s	19.8	* 57	17.6	* 31	10.6	65.3	13.2	35.1
Max Q Clear Time (g_c+I1), s	19.7	8.5	19.6	13.4	12.6	82.5	9.9	14.4
Green Ext Time (p_c), s	0.0	12.1	0.0	0.7	0.0	0.0	0.1	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	53.8
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	960	250	0	1960	570	0	0	0	910	20	640
Future Volume (veh/h)	0	960	250	0	1960	570	0	0	0	910	20	640
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1638	1863	0	1727	1863				1863	1863	1863
Adj Flow Rate, veh/h	0	990	155	0	2021	-31				953	0	402
Adj No. of Lanes	0	2	1	0	2	1				2	0	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	16	2	0	10	2				2	2	2
Cap, veh/h	0	2023	1025	0	2133	1029				920	0	821
Arrive On Green	0.00	1.00	1.00	0.00	0.86	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	3194	1577	0	3368	1583				3548	0	3167
Grp Volume(v), veh/h	0	990	155	0	2021	-31				953	0	402
Grp Sat Flow(s),veh/h/ln	0	1556	1577	0	1641	1583				1774	0	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	69.2	0.0				38.9	0.0	16.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	69.2	0.0				38.9	0.0	16.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2023	1025	0	2133	1029				920	0	821
V/C Ratio(X)	0.00	0.49	0.15	0.00	0.95	-0.03				1.04	0.00	0.49
Avail Cap(c_a), veh/h	0	2023	1025	0	2133	1029				920	0	821
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.63	0.63	0.00	0.48	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	8.2	0.0				55.5	0.0	47.1
Incr Delay (d2), s/veh	0.0	0.5	0.2	0.0	5.8	0.0				39.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.1	0.0	31.5	0.0				24.1	0.0	7.1
LnGrp Delay(d),s/veh	0.0	0.5	0.2	0.0	14.1	0.0				94.8	0.0	47.3
LnGrp LOS		A	A		B					F		D
Approach Vol, veh/h		1145			1990						1355	
Approach Delay, s/veh		0.5			14.3						80.7	
Approach LOS		A			B						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		103.0		47.0		103.0		
Change Period (Y+Rc), s		5.5		* 8.1		5.5		
Max Green Setting (Gmax), s		97.5		* 39		97.5		
Max Q Clear Time (g_c+I1), s		2.0		40.9		71.2		
Green Ext Time (p_c), s		6.2		0.0		14.8		

Intersection Summary	
HCM 2010 Ctrl Delay	30.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1290	570	0	1040	490	1330	10	960	0	0	0
Future Volume (veh/h)	0	1290	570	0	1040	490	1330	10	960	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1638	1863	0	1727	1863	1863	1863	1863			
Adj Flow Rate, veh/h	0	1358	389	0	1095	358	1408	0	1011			
Adj No. of Lanes	0	2	1	0	2	1	2	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	16	2	0	10	2	2	2	2			
Cap, veh/h	0	1486	1425	0	1567	738	1504	0	1342			
Arrive On Green	0.00	0.16	0.16	0.00	0.95	0.95	0.42	0.00	0.42			
Sat Flow, veh/h	0	3194	1578	0	3368	1546	3548	0	3167			
Grp Volume(v), veh/h	0	1358	389	0	1095	358	1408	0	1011			
Grp Sat Flow(s),veh/h/ln	0	1556	1578	0	1641	1546	1774	0	1583			
Q Serve(g_s), s	0.0	64.4	6.4	0.0	6.8	2.9	56.9	0.0	40.5			
Cycle Q Clear(g_c), s	0.0	64.4	6.4	0.0	6.8	2.9	56.9	0.0	40.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1486	1425	0	1567	738	1504	0	1342			
V/C Ratio(X)	0.00	0.91	0.27	0.00	0.70	0.49	0.94	0.00	0.75			
Avail Cap(c_a), veh/h	0	1486	1425	0	1567	738	1608	0	1436			
HCM Platoon Ratio	1.00	0.33	0.33	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.67	0.67	0.00	0.48	0.48	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	60.2	1.7	0.0	1.9	1.8	41.3	0.0	36.6			
Incr Delay (d2), s/veh	0.0	7.2	0.3	0.0	1.3	1.1	10.0	0.0	1.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	29.3	15.0	0.0	2.7	1.2	29.9	0.0	18.0			
LnGrp Delay(d),s/veh	0.0	67.4	2.0	0.0	3.2	2.9	51.3	0.0	38.4			
LnGrp LOS		E	A		A	A	D		D			
Approach Vol, veh/h		1747			1453			2419				
Approach Delay, s/veh		52.8			3.1			45.9				
Approach LOS		D			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		78.4				78.4		71.6
Change Period (Y+Rc), s		6.8				6.8		8.0
Max Green Setting (Gmax), s		67.2				67.2		68.0
Max Q Clear Time (g_c+I1), s		66.4				8.8		58.9
Green Ext Time (p_c), s		0.6				7.7		4.7

Intersection Summary	
HCM 2010 Ctrl Delay	37.0
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	500	1210	680	280	940	330	290	330	230	200	220	310
Future Volume (veh/h)	500	1210	680	280	940	330	290	330	230	200	220	310
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1638	1863	1863	1727	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	521	1260	0	292	979	188	302	344	125	208	229	167
Adj No. of Lanes	2	2	1	1	2	1	2	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	16	2	2	10	2	2	2	2	2	2	2
Cap, veh/h	496	1131	576	255	1193	567	350	390	325	201	411	344
Arrive On Green	0.29	0.73	0.00	0.05	0.12	0.12	0.10	0.21	0.21	0.11	0.22	0.22
Sat Flow, veh/h	3442	3112	1583	1774	3282	1561	3442	1863	1555	1774	1863	1560
Grp Volume(v), veh/h	521	1260	0	292	979	188	302	344	125	208	229	167
Grp Sat Flow(s),veh/h/ln	1721	1556	1583	1774	1641	1561	1721	1863	1555	1774	1863	1560
Q Serve(g_s), s	21.6	54.5	0.0	21.6	43.7	16.6	13.0	26.9	10.4	17.0	16.4	14.0
Cycle Q Clear(g_c), s	21.6	54.5	0.0	21.6	43.7	16.6	13.0	26.9	10.4	17.0	16.4	14.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	496	1131	576	255	1193	567	350	390	325	201	411	344
V/C Ratio(X)	1.05	1.11	0.00	1.14	0.82	0.33	0.86	0.88	0.38	1.03	0.56	0.48
Avail Cap(c_a), veh/h	496	1131	576	255	1193	567	454	459	384	201	427	358
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.32	0.00	0.40	0.40	0.40	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	20.5	0.0	71.4	61.2	49.3	66.4	57.5	51.0	66.5	51.9	51.0
Incr Delay (d2), s/veh	37.7	55.8	0.0	82.0	2.7	0.6	10.7	17.4	1.1	72.8	2.4	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	31.4	0.0	16.4	20.3	7.3	6.7	15.7	4.6	12.4	8.7	6.2
LnGrp Delay(d),s/veh	91.1	76.2	0.0	153.4	63.9	49.9	77.0	74.9	52.1	139.4	54.3	53.0
LnGrp LOS	F	F		F	E	D	E	E	D	F	D	D
Approach Vol, veh/h		1781			1459			771			604	
Approach Delay, s/veh		80.6			80.0			72.1			83.2	
Approach LOS		F			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	59.8	22.6	38.5	29.0	59.8	24.4	36.8
Change Period (Y+Rc), s	7.4	5.3	7.4	* 5.4	7.4	* 5.3	7.4	5.4
Max Green Setting (Gmax), s	21.6	48.9	19.8	* 34	21.6	* 49	17.0	37.0
Max Q Clear Time (g_c+I1), s	23.6	56.5	15.0	18.4	23.6	45.7	19.0	28.9
Green Ext Time (p_c), s	0.0	0.0	0.3	3.0	0.0	2.5	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	79.3
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	1010	190	120	740	230	160	100	170	200	100	200
Future Volume (veh/h)	280	1010	190	120	740	230	160	100	170	200	100	200
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1848	1900	1863	1835	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	295	1063	126	126	779	137	168	105	116	211	105	-105
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	3	2	4	4	2	2	2	2	2	2
Cap, veh/h	272	1441	171	144	1139	200	188	140	155	207	348	296
Arrive On Green	0.20	0.61	0.61	0.03	0.13	0.13	0.11	0.18	0.18	0.12	0.19	0.00
Sat Flow, veh/h	1774	3144	372	1774	2947	518	1774	796	879	1774	1863	1583
Grp Volume(v), veh/h	295	593	596	126	461	455	168	0	221	211	105	-105
Grp Sat Flow(s),veh/h/ln	1774	1755	1761	1774	1744	1722	1774	0	1675	1774	1863	1583
Q Serve(g_s), s	23.0	35.9	36.1	10.6	37.9	37.9	14.0	0.0	18.8	17.5	7.3	0.0
Cycle Q Clear(g_c), s	23.0	35.9	36.1	10.6	37.9	37.9	14.0	0.0	18.8	17.5	7.3	0.0
Prop In Lane	1.00		0.21	1.00		0.30	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	272	804	807	144	674	665	188	0	295	207	348	296
V/C Ratio(X)	1.08	0.74	0.74	0.87	0.68	0.68	0.89	0.00	0.75	1.02	0.30	-0.35
Avail Cap(c_a), veh/h	272	804	807	144	674	665	188	0	413	207	479	407
HCM Platoon Ratio	1.33	1.33	1.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.79	0.79	0.79	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	59.7	22.9	22.9	72.2	56.7	56.7	66.2	0.0	58.6	66.3	52.5	0.0
Incr Delay (d2), s/veh	44.5	0.6	0.6	33.1	4.5	4.5	37.5	0.0	2.6	67.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	17.4	17.5	6.6	19.2	18.9	8.9	0.0	8.9	12.5	3.8	0.0
LnGrp Delay(d),s/veh	104.2	23.4	23.5	105.4	61.2	61.2	103.7	0.0	61.2	134.1	52.7	0.0
LnGrp LOS	F	C	C	F	E	E	F		E	F	D	
Approach Vol, veh/h		1484			1042			389			211	
Approach Delay, s/veh		39.5			66.5			79.5			160.3	
Approach LOS		D			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	74.0	23.4	33.0	30.4	63.2	25.0	31.4
Change Period (Y+Rc), s	7.4	5.3	7.5	4.9	7.4	* 5.3	7.5	4.9
Max Green Setting (Gmax), s	12.3	58.2	15.9	38.6	23.0	* 48	17.5	37.0
Max Q Clear Time (g_c+I1), s	12.6	38.1	16.0	9.3	25.0	39.9	19.5	20.8
Green Ext Time (p_c), s	0.0	10.3	0.0	0.3	0.0	3.1	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	61.7
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	540	220	170	650	350	210	200	230	60	90	150
Future Volume (veh/h)	480	540	220	170	650	350	210	200	230	60	90	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1850	1900	1863	1827	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	505	568	179	179	684	210	221	211	179	63	95	95
Adj No. of Lanes	2	2	0	2	2	1	1	2	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	3	2	4	2	2	2	2	2	2	2
Cap, veh/h	556	1358	426	226	1466	660	243	376	300	80	209	172
Arrive On Green	0.05	0.17	0.17	0.02	0.14	0.14	0.14	0.20	0.20	0.05	0.11	0.11
Sat Flow, veh/h	3442	2620	823	3442	3471	1563	1774	1840	1466	1774	1863	1533
Grp Volume(v), veh/h	505	380	367	179	684	210	221	202	188	63	95	95
Grp Sat Flow(s),veh/h/ln	1721	1757	1685	1721	1736	1563	1774	1770	1537	1774	1863	1533
Q Serve(g_s), s	21.9	29.0	29.1	7.8	27.2	18.2	18.4	15.4	16.6	5.3	7.2	8.8
Cycle Q Clear(g_c), s	21.9	29.0	29.1	7.8	27.2	18.2	18.4	15.4	16.6	5.3	7.2	8.8
Prop In Lane	1.00		0.49	1.00		1.00	1.00		0.95	1.00		1.00
Lane Grp Cap(c), veh/h	556	911	873	226	1466	660	243	361	314	80	209	172
V/C Ratio(X)	0.91	0.42	0.42	0.79	0.47	0.32	0.91	0.56	0.60	0.79	0.45	0.55
Avail Cap(c_a), veh/h	610	911	873	303	1466	660	303	588	510	140	447	368
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	0.09	0.09	0.09	0.66	0.66	0.66	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.9	42.0	42.0	72.3	49.0	45.1	63.8	53.6	54.1	70.9	62.3	63.0
Incr Delay (d2), s/veh	6.4	0.5	0.5	0.7	0.1	0.1	17.1	2.5	3.3	6.3	0.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	14.3	13.8	3.7	13.1	7.9	10.2	7.8	7.3	2.7	3.7	3.8
LnGrp Delay(d),s/veh	76.3	42.5	42.5	73.0	49.1	45.2	80.9	56.1	57.4	77.2	62.9	64.0
LnGrp LOS	E	D	D	E	D	D	F	E	E	E	E	E
Approach Vol, veh/h		1252			1073			611			253	
Approach Delay, s/veh		56.1			52.3			65.5			66.9	
Approach LOS		E			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	83.0	28.0	21.7	31.7	68.6	14.2	35.5
Change Period (Y+Rc), s	7.4	5.3	7.4	4.9	7.4	* 5.3	7.4	4.9
Max Green Setting (Gmax), s	13.3	50.2	25.6	36.0	26.6	* 37	11.8	49.8
Max Q Clear Time (g_c+I1), s	9.8	31.1	20.4	10.8	23.9	29.2	7.3	18.6
Green Ext Time (p_c), s	0.1	8.0	0.2	0.5	0.4	4.7	0.0	5.6

Intersection Summary	
HCM 2010 Ctrl Delay	57.5
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	160	90	160	190	60	440	600	230	200	620	420
Future Volume (veh/h)	200	160	90	160	190	60	440	600	230	200	620	420
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1811	1900	1863	1852	1900
Adj Flow Rate, veh/h	211	168	32	168	200	52	463	632	226	211	653	284
Adj No. of Lanes	1	1	0	1	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	6	2	3	3
Cap, veh/h	241	296	56	198	243	63	525	987	353	147	779	339
Arrive On Green	0.14	0.19	0.19	0.11	0.17	0.17	0.15	0.40	0.40	0.08	0.33	0.33
Sat Flow, veh/h	1774	1521	290	1774	1425	371	3442	2484	888	1774	2375	1033
Grp Volume(v), veh/h	211	0	200	168	0	252	463	438	420	211	484	453
Grp Sat Flow(s),veh/h/ln	1774	0	1811	1774	0	1796	1721	1721	1651	1774	1759	1648
Q Serve(g_s), s	12.1	0.0	10.4	9.6	0.0	14.0	13.6	21.3	21.3	8.6	26.4	26.4
Cycle Q Clear(g_c), s	12.1	0.0	10.4	9.6	0.0	14.0	13.6	21.3	21.3	8.6	26.4	26.4
Prop In Lane	1.00		0.16	1.00		0.21	1.00		0.54	1.00		0.63
Lane Grp Cap(c), veh/h	241	0	352	198	0	306	525	684	656	147	577	540
V/C Ratio(X)	0.88	0.00	0.57	0.85	0.00	0.82	0.88	0.64	0.64	1.43	0.84	0.84
Avail Cap(c_a), veh/h	242	0	567	218	0	538	559	735	705	147	612	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	0.0	37.8	45.1	0.0	41.4	42.9	25.2	25.2	47.5	32.2	32.2
Incr Delay (d2), s/veh	28.2	0.0	0.5	24.0	0.0	2.1	13.9	3.3	3.5	228.6	12.0	12.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	5.2	6.0	0.0	7.1	7.5	10.7	10.3	13.5	14.7	13.9
LnGrp Delay(d),s/veh	72.1	0.0	38.3	69.1	0.0	43.6	56.9	28.6	28.7	276.0	44.2	44.9
LnGrp LOS	E		D	E		D	E	C	C	F	D	D
Approach Vol, veh/h		411			420			1321			1148	
Approach Delay, s/veh		55.6			53.8			38.5			87.1	
Approach LOS		E			D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	46.4	16.1	25.0	23.2	39.2	18.5	22.5
Change Period (Y+Rc), s	7.4	5.3	4.5	4.9	7.4	5.3	4.5	4.9
Max Green Setting (Gmax), s	8.6	44.2	12.7	32.4	16.8	36.0	14.1	31.0
Max Q Clear Time (g_c+I1), s	10.6	23.3	11.6	12.4	15.6	28.4	14.1	16.0
Green Ext Time (p_c), s	0.0	11.4	0.0	0.7	0.2	5.5	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	59.5
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	450	260	510	940	690	240	320	420	330	460	230
Future Volume (veh/h)	300	450	260	510	940	690	240	320	420	330	460	230
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1851	1900	1863	1822	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	309	464	144	526	969	453	247	330	330	340	474	165
Adj No. of Lanes	2	2	0	2	2	0	2	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	3	2	6	6	2	2	2	2	2	2
Cap, veh/h	289	974	300	581	1038	476	262	805	359	220	763	325
Arrive On Green	0.03	0.12	0.12	0.11	0.30	0.30	0.08	0.23	0.23	0.06	0.22	0.22
Sat Flow, veh/h	3442	2648	816	3442	2294	1053	3442	3539	1577	3442	3539	1506
Grp Volume(v), veh/h	309	307	301	526	727	695	247	330	330	340	474	165
Grp Sat Flow(s),veh/h/ln	1721	1759	1706	1721	1730	1616	1721	1770	1577	1721	1770	1506
Q Serve(g_s), s	12.6	24.4	24.7	22.7	61.1	63.2	10.7	11.9	30.7	9.6	18.2	14.5
Cycle Q Clear(g_c), s	12.6	24.4	24.7	22.7	61.1	63.2	10.7	11.9	30.7	9.6	18.2	14.5
Prop In Lane	1.00		0.48	1.00		0.65	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	647	627	581	783	731	262	805	359	220	763	325
V/C Ratio(X)	1.07	0.47	0.48	0.91	0.93	0.95	0.94	0.41	0.92	1.54	0.62	0.51
Avail Cap(c_a), veh/h	289	647	627	707	783	731	262	849	378	220	816	347
HCM Platoon Ratio	0.33	0.33	0.33	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.09	0.09	0.09	0.60	0.60	0.60	0.28	0.28	0.28
Uniform Delay (d), s/veh	72.9	52.4	52.5	65.3	49.9	50.6	69.0	49.4	56.6	70.2	53.3	51.8
Incr Delay (d2), s/veh	68.1	2.1	2.2	1.4	2.5	3.7	29.2	0.3	18.8	251.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	12.3	12.1	10.9	29.7	29.1	6.2	5.9	15.2	12.2	8.9	6.1
LnGrp Delay(d),s/veh	141.0	54.5	54.7	66.7	52.4	54.3	98.1	49.7	75.4	321.2	53.8	52.3
LnGrp LOS	F	D	D	E	D	D	F	D	E	F	D	D
Approach Vol, veh/h		917			1948			907			979	
Approach Delay, s/veh		83.7			56.9			72.2			146.4	
Approach LOS		F			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	60.5	18.8	38.0	20.0	73.2	17.0	39.8
Change Period (Y+Rc), s	7.4	5.3	7.4	* 5.7	7.4	* 5.3	7.4	5.7
Max Green Setting (Gmax), s	30.3	47.8	11.4	* 35	12.6	* 66	9.6	36.0
Max Q Clear Time (g_c+I1), s	14.7	26.7	12.7	20.2	14.6	65.2	11.6	32.7
Green Ext Time (p_c), s	0.7	5.0	0.0	4.5	0.0	0.8	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	83.5
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	640	440	500	2260	0	390	0	380	0	0	0
Future Volume (veh/h)	10	640	440	500	2260	0	390	0	380	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1624	1863	1863	1792	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	11	674	42	526	2379	0	411	0	242	0	0	0
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	17	2	2	6	6	2	2	2	2	2	2
Cap, veh/h	17	1018	521	532	2111	0	484	0	388	0	457	0
Arrive On Green	0.02	0.66	0.66	0.60	1.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00
Sat Flow, veh/h	1774	3085	1581	1774	3495	0	1774	0	1581	0	1863	0
Grp Volume(v), veh/h	11	674	42	526	2379	0	411	0	242	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1543	1581	1774	1703	0	1774	0	1581	0	1863	0
Q Serve(g_s), s	0.9	19.8	1.4	43.7	93.0	0.0	34.1	0.0	20.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	19.8	1.4	43.7	93.0	0.0	34.1	0.0	20.4	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	17	1018	521	532	2111	0	484	0	388	0	457	0
V/C Ratio(X)	0.63	0.66	0.08	0.99	1.13	0.00	0.85	0.00	0.62	0.00	0.00	0.00
Avail Cap(c_a), veh/h	47	1018	521	532	2111	0	519	0	420	0	494	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.17	0.17	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	73.3	20.5	17.4	29.7	0.0	0.0	55.6	0.0	50.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	6.5	1.6	0.1	13.3	58.3	0.0	11.2	0.0	1.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.5	0.6	23.0	17.1	0.0	18.3	0.0	9.1	0.0	0.0	0.0
LnGrp Delay(d),s/veh	79.7	22.1	17.5	43.0	58.3	0.0	66.7	0.0	52.1	0.0	0.0	0.0
LnGrp LOS	E	C	B	D	F		E		D			
Approach Vol, veh/h		727			2905			653			0	
Approach Delay, s/veh		22.7			55.5			61.3			0.0	
Approach LOS		C			E			E				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	52.4	55.6		42.0	8.9	99.1		42.0
Change Period (Y+Rc), s	7.4	6.1		5.2	7.4	* 6.1		5.2
Max Green Setting (Gmax), s	45.0	46.5		39.8	4.0	* 88		39.8
Max Q Clear Time (g_c+I1), s	45.7	21.8		0.0	2.9	95.0		36.1
Green Ext Time (p_c), s	0.0	11.8		0.0	0.0	0.0		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	50.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	660	370	380	1790	0	0	0	0	170	10	940
Future Volume (veh/h)	0	660	370	380	1790	0	0	0	0	170	10	940
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1624	1863	1863	1792	0				1863	1863	1863
Adj Flow Rate, veh/h	0	695	231	400	1884	0				123	0	870
Adj No. of Lanes	0	2	2	2	2	0				1	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	17	2	2	6	0				2	2	2
Cap, veh/h	0	1502	1349	335	2339	0				187	0	334
Arrive On Green	0.00	0.97	0.97	0.19	1.00	0.00				0.11	0.00	0.11
Sat Flow, veh/h	0	3167	2772	3442	3495	0				1774	0	3167
Grp Volume(v), veh/h	0	695	231	400	1884	0				123	0	870
Grp Sat Flow(s),veh/h/ln	0	1543	1386	1721	1703	0				1774	0	1583
Q Serve(g_s), s	0.0	0.8	0.2	7.3	0.0	0.0				5.0	0.0	7.9
Cycle Q Clear(g_c), s	0.0	0.8	0.2	7.3	0.0	0.0				5.0	0.0	7.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1502	1349	335	2339	0				187	0	334
V/C Ratio(X)	0.00	0.46	0.17	1.19	0.81	0.00				0.66	0.00	2.61
Avail Cap(c_a), veh/h	0	1502	1349	335	2339	0				187	0	334
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.64	0.64	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.5	0.5	30.2	0.0	0.0				32.3	0.0	33.5
Incr Delay (d2), s/veh	0.0	0.7	0.2	90.2	0.3	0.0				6.6	0.0	732.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.1	7.6	0.1	0.0				2.8	0.0	37.4
LnGrp Delay(d),s/veh	0.0	1.2	0.7	120.4	0.3	0.0				38.9	0.0	765.9
LnGrp LOS		A	A	F	A					D		F
Approach Vol, veh/h		926			2284						993	
Approach Delay, s/veh		1.1			21.3						675.9	
Approach LOS		A			C						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.0	44.0		16.0		59.0		
Change Period (Y+Rc), s	* 7.7	7.5		* 8.1		7.5		
Max Green Setting (Gmax), s	* 7.3	36.5		* 7.9		51.5		
Max Q Clear Time (g_c+I1), s	9.3	2.8		9.9		2.0		
Green Ext Time (p_c), s	0.0	4.2		0.0		17.0		

Intersection Summary	
HCM 2010 Ctrl Delay	171.5
HCM 2010 LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	610	0	0	880	270	1280	0	320	0	0	0
Future Volume (veh/h)	210	610	0	0	880	270	1280	0	320	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	0	1863			
Adj Flow Rate, veh/h	221	642	0	0	926	147	1347	0	211			
Adj No. of Lanes	2	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	229	1770	0	0	1008	160	1051	0	483			
Arrive On Green	0.13	1.00	0.00	0.00	0.33	0.33	0.31	0.00	0.31			
Sat Flow, veh/h	3442	3632	0	0	3142	484	3442	0	1583			
Grp Volume(v), veh/h	221	642	0	0	537	536	1347	0	211			
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1763	1721	0	1583			
Q Serve(g_s), s	4.8	0.0	0.0	0.0	21.9	21.9	22.9	0.0	8.0			
Cycle Q Clear(g_c), s	4.8	0.0	0.0	0.0	21.9	21.9	22.9	0.0	8.0			
Prop In Lane	1.00		0.00	0.00		0.27	1.00		1.00			
Lane Grp Cap(c), veh/h	229	1770	0	0	585	583	1051	0	483			
V/C Ratio(X)	0.96	0.36	0.00	0.00	0.92	0.92	1.28	0.00	0.44			
Avail Cap(c_a), veh/h	229	1770	0	0	585	583	1051	0	483			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.83	0.83	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.4	0.0	0.0	0.0	24.1	24.1	26.0	0.0	20.9			
Incr Delay (d2), s/veh	43.6	0.5	0.0	0.0	21.7	21.9	134.2	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.6	0.1	0.0	0.0	14.1	14.1	30.4	0.0	7.4			
LnGrp Delay(d),s/veh	76.0	0.5	0.0	0.0	45.9	46.0	160.2	0.0	21.1			
LnGrp LOS	E	A			D	D	F		C			
Approach Vol, veh/h		863			1073			1558				
Approach Delay, s/veh		19.8			45.9			141.4				
Approach LOS		B			D			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		44.0		31.0	12.7	31.3		
Change Period (Y+Rc), s		6.5		* 8.1	* 7.7	6.5		
Max Green Setting (Gmax), s		37.5		* 23	* 5	24.8		
Max Q Clear Time (g_c+I1), s		2.0		24.9	6.8	23.9		
Green Ext Time (p_c), s		3.2		0.0	0.0	0.5		

Intersection Summary	
HCM 2010 Ctrl Delay	82.0
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	90	150	110	160	140	110	650	170	160	510	130
Future Volume (veh/h)	50	90	150	110	160	140	110	650	170	160	510	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1680	1900	1863	1633	1900
Adj Flow Rate, veh/h	53	95	158	116	168	147	116	684	179	168	537	137
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	16	16	2	20	20
Cap, veh/h	126	195	270	186	224	174	149	817	214	209	881	224
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.08	0.33	0.33	0.12	0.36	0.36
Sat Flow, veh/h	178	602	833	345	691	537	1774	2502	654	1774	2443	621
Grp Volume(v), veh/h	306	0	0	431	0	0	116	436	427	168	340	334
Grp Sat Flow(s),veh/h/ln	1614	0	0	1573	0	0	1774	1596	1561	1774	1551	1512
Q Serve(g_s), s	0.0	0.0	0.0	6.1	0.0	0.0	4.0	15.6	15.6	5.7	11.1	11.2
Cycle Q Clear(g_c), s	9.3	0.0	0.0	15.4	0.0	0.0	4.0	15.6	15.6	5.7	11.1	11.2
Prop In Lane	0.17		0.52	0.27		0.34	1.00		0.42	1.00		0.41
Lane Grp Cap(c), veh/h	591	0	0	584	0	0	149	521	510	209	559	545
V/C Ratio(X)	0.52	0.00	0.00	0.74	0.00	0.00	0.78	0.84	0.84	0.80	0.61	0.61
Avail Cap(c_a), veh/h	837	0	0	826	0	0	276	584	572	233	559	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	0.0	19.1	0.0	0.0	27.7	19.3	19.3	26.5	16.2	16.2
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.0	0.0	0.0	3.3	9.6	9.8	14.7	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	6.9	0.0	0.0	2.1	8.2	8.0	3.7	5.0	5.0
LnGrp Delay(d),s/veh	17.5	0.0	0.0	20.1	0.0	0.0	31.0	28.8	29.1	41.3	18.1	18.3
LnGrp LOS	B			C			C	C	C	D	B	B
Approach Vol, veh/h		306			431			979			842	
Approach Delay, s/veh		17.5			20.1			29.2			22.8	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.7	25.2		24.9	9.6	27.3		24.9
Change Period (Y+Rc), s	4.4	5.0		4.9	4.4	* 5		4.9
Max Green Setting (Gmax), s	8.1	22.6		30.0	9.6	* 21		30.0
Max Q Clear Time (g_c+I1), s	17.3	17.6		11.3	6.0	13.2		17.4
Green Ext Time (p_c), s	0.0	2.5		1.3	0.0	2.8		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.2
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	340	260	540	500	540	590
Future Volume (veh/h)	340	260	540	500	540	590
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1827	1863	1863	1792
Adj Flow Rate, veh/h	358	274	568	526	568	621
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	4	2	2	6
Cap, veh/h	498	743	959	651	576	2323
Arrive On Green	0.14	0.14	0.28	0.28	0.32	0.68
Sat Flow, veh/h	3442	1583	3563	1526	1774	3495
Grp Volume(v), veh/h	358	274	568	526	568	621
Grp Sat Flow(s),veh/h/ln	1721	1583	1736	1526	1774	1703
Q Serve(g_s), s	9.1	10.1	12.9	25.2	29.0	6.5
Cycle Q Clear(g_c), s	9.1	10.1	12.9	25.2	29.0	6.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	498	743	959	651	576	2323
V/C Ratio(X)	0.72	0.37	0.59	0.81	0.99	0.27
Avail Cap(c_a), veh/h	943	948	959	651	576	2323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	15.5	28.6	22.6	30.6	5.6
Incr Delay (d2), s/veh	0.7	0.1	1.2	7.9	33.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	4.4	6.3	14.6	19.6	3.0
LnGrp Delay(d),s/veh	38.0	15.6	29.8	30.5	64.5	5.7
LnGrp LOS	D	B	C	C	E	A
Approach Vol, veh/h	632		1094			1189
Approach Delay, s/veh	28.3		30.1			33.8
Approach LOS	C		C			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	37.0	33.6				70.6		20.6
Change Period (Y+Rc), s	7.4	* 8.4				* 8.4		7.4
Max Green Setting (Gmax), s	29.6	* 25				* 59		25.0
Max Q Clear Time (g_c+I1), s	31.0	27.2				8.5		12.1
Green Ext Time (p_c), s	0.0	0.0				7.8		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	170	70	110	220	240	30	70	20	170	140	210
Future Volume (veh/h)	150	170	70	110	220	240	30	70	20	170	140	210
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	158	179	63	116	232	221	32	74	16	179	147	179
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	654	222	138	426	373	51	408	85	193	391	346
Arrive On Green	0.09	0.25	0.25	0.08	0.24	0.24	0.03	0.14	0.14	0.11	0.22	0.22
Sat Flow, veh/h	1774	2589	880	1774	1770	1547	1774	2898	605	1774	1770	1566
Grp Volume(v), veh/h	158	120	122	116	232	221	32	44	46	179	147	179
Grp Sat Flow(s),veh/h/ln	1774	1770	1699	1774	1770	1547	1774	1770	1733	1774	1770	1566
Q Serve(g_s), s	4.6	2.8	3.0	3.3	5.9	6.5	0.9	1.1	1.2	5.1	3.6	5.2
Cycle Q Clear(g_c), s	4.6	2.8	3.0	3.3	5.9	6.5	0.9	1.1	1.2	5.1	3.6	5.2
Prop In Lane	1.00		0.52	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	159	447	429	138	426	373	51	249	244	193	391	346
V/C Ratio(X)	1.00	0.27	0.28	0.84	0.54	0.59	0.63	0.18	0.19	0.93	0.38	0.52
Avail Cap(c_a), veh/h	159	957	919	138	936	819	176	895	876	193	912	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	15.4	15.5	23.4	17.0	17.3	24.7	19.5	19.5	22.7	17.0	17.6
Incr Delay (d2), s/veh	70.0	0.4	0.4	33.2	1.2	1.7	4.8	0.4	0.4	43.7	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	1.4	1.4	2.9	3.0	2.9	0.5	0.6	0.6	4.8	1.8	2.4
LnGrp Delay(d),s/veh	93.4	15.8	15.9	56.6	18.3	19.0	29.5	19.9	19.9	66.4	17.7	19.0
LnGrp LOS	F	B	B	E	B	B	C	B	B	E	B	B
Approach Vol, veh/h		400			569			122			505	
Approach Delay, s/veh		46.5			26.4			22.4			35.4	
Approach LOS		D			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	17.9	5.9	16.3	12.0	17.3	10.0	12.1
Change Period (Y+Rc), s	7.4	4.9	4.4	4.9	7.4	4.9	4.4	4.9
Max Green Setting (Gmax), s	4.0	27.8	5.1	26.5	4.6	27.2	5.6	26.0
Max Q Clear Time (g_c+I1), s	5.3	5.0	2.9	7.2	6.6	8.5	7.1	3.2
Green Ext Time (p_c), s	0.0	1.5	0.0	2.1	0.0	3.0	0.0	0.4

Intersection Summary		
HCM 2010 Ctrl Delay		34.0
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	140	180	90	60	160	260	410	130	300	660	310
Future Volume (veh/h)	140	140	180	90	60	160	260	410	130	300	660	310
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1809	1900	1863	1810	1863
Adj Flow Rate, veh/h	147	147	178	95	63	126	274	432	84	316	695	168
Adj No. of Lanes	2	1	1	1	1	0	2	2	0	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	6	2	5	2
Cap, veh/h	225	324	437	121	120	241	363	595	115	359	1184	639
Arrive On Green	0.07	0.17	0.17	0.07	0.22	0.22	0.11	0.21	0.21	0.20	0.34	0.34
Sat Flow, veh/h	3442	1863	1551	1774	555	1110	3442	2862	552	1774	3438	1556
Grp Volume(v), veh/h	147	147	178	95	0	189	274	258	258	316	695	168
Grp Sat Flow(s),veh/h/ln	1721	1863	1551	1774	0	1665	1721	1718	1696	1774	1719	1556
Q Serve(g_s), s	3.1	5.3	7.0	4.0	0.0	7.6	5.8	10.5	10.7	13.0	12.5	5.4
Cycle Q Clear(g_c), s	3.1	5.3	7.0	4.0	0.0	7.6	5.8	10.5	10.7	13.0	12.5	5.4
Prop In Lane	1.00		1.00	1.00		0.67	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	225	324	437	121	0	361	363	357	352	359	1184	639
V/C Ratio(X)	0.65	0.45	0.41	0.78	0.00	0.52	0.75	0.72	0.73	0.88	0.59	0.26
Avail Cap(c_a), veh/h	283	766	805	132	0	755	475	515	508	461	1605	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	27.9	22.1	34.6	0.0	26.1	32.8	27.8	27.9	29.2	20.3	14.7
Incr Delay (d2), s/veh	1.7	1.2	0.7	21.4	0.0	0.4	3.3	3.9	4.3	12.6	0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.8	3.1	2.7	0.0	3.5	2.9	5.4	5.4	7.7	6.0	2.4
LnGrp Delay(d),s/veh	36.1	29.1	22.8	55.9	0.0	26.5	36.1	31.8	32.2	41.8	21.0	15.0
LnGrp LOS	D	C	C	E		C	D	C	C	D	C	B
Approach Vol, veh/h		472			284			790			1179	
Approach Delay, s/veh		28.9			36.4			33.4			25.7	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	21.4	12.6	18.8	12.4	31.7	9.3	22.1
Change Period (Y+Rc), s	7.4	5.7	7.4	5.7	4.4	* 5.7	4.4	* 5.7
Max Green Setting (Gmax), s	19.6	22.6	5.6	31.0	10.4	* 35	6.2	* 34
Max Q Clear Time (g_c+I1), s	15.0	12.7	6.0	9.0	7.8	14.5	5.1	9.6
Green Ext Time (p_c), s	0.2	2.9	0.0	1.7	0.1	7.5	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	29.6
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	40	120	80	110	110	110	680	120	150	470	110
Future Volume (veh/h)	70	40	120	80	110	110	110	680	120	150	470	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1668	1900	1863	1630	1900
Adj Flow Rate, veh/h	74	42	126	84	116	116	116	716	126	158	495	116
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	16	16	2	20	20
Cap, veh/h	95	74	223	107	161	161	316	791	139	258	780	182
Arrive On Green	0.05	0.18	0.18	0.06	0.19	0.19	0.06	0.29	0.29	0.08	0.31	0.31
Sat Flow, veh/h	1774	408	1223	1774	851	851	1774	2683	472	1774	2492	581
Grp Volume(v), veh/h	74	0	168	84	0	232	116	423	419	158	307	304
Grp Sat Flow(s),veh/h/ln	1774	0	1630	1774	0	1701	1774	1585	1570	1774	1548	1524
Q Serve(g_s), s	3.0	0.0	6.7	3.4	0.0	9.2	3.3	18.4	18.4	4.4	12.2	12.3
Cycle Q Clear(g_c), s	3.0	0.0	6.7	3.4	0.0	9.2	3.3	18.4	18.4	4.4	12.2	12.3
Prop In Lane	1.00		0.75	1.00		0.50	1.00		0.30	1.00		0.38
Lane Grp Cap(c), veh/h	95	0	297	107	0	322	316	467	463	258	484	477
V/C Ratio(X)	0.78	0.00	0.57	0.78	0.00	0.72	0.37	0.91	0.91	0.61	0.63	0.64
Avail Cap(c_a), veh/h	124	0	681	126	0	713	316	479	475	258	498	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	0.0	26.8	33.2	0.0	27.3	17.1	24.3	24.4	18.5	21.1	21.2
Incr Delay (d2), s/veh	20.3	0.0	0.6	23.1	0.0	3.1	0.3	20.4	20.7	3.1	2.7	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	3.1	2.3	0.0	4.6	1.6	10.6	10.6	2.3	5.6	5.5
LnGrp Delay(d),s/veh	53.8	0.0	27.4	56.4	0.0	30.4	17.4	44.7	45.0	21.6	23.8	24.0
LnGrp LOS	D		C	E		C	B	D	D	C	C	C
Approach Vol, veh/h		242			316			958			769	
Approach Delay, s/veh		35.5			37.3			41.6			23.4	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	29.2	11.8	18.0	11.5	30.5	11.4	18.5
Change Period (Y+Rc), s	7.4	8.0	7.5	4.9	7.4	* 8	7.5	4.9
Max Green Setting (Gmax), s	5.4	21.7	5.1	30.0	4.1	* 23	5.0	30.1
Max Q Clear Time (g_c+I1), s	10.4	20.4	5.4	8.7	5.3	14.3	5.0	11.2
Green Ext Time (p_c), s	0.0	0.7	0.0	0.6	0.0	2.9	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	34.2
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	820	440	580	640	380	510
Future Volume (veh/h)	820	440	580	640	380	510
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1827	1863	1863	1792
Adj Flow Rate, veh/h	863	463	611	674	400	537
Adj No. of Lanes	2	1	2	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	4	2	2	6
Cap, veh/h	1084	499	1095	982	476	1834
Arrive On Green	0.32	0.32	0.32	0.32	0.14	0.54
Sat Flow, veh/h	3442	1583	3563	1531	3442	3495
Grp Volume(v), veh/h	863	463	611	674	400	537
Grp Sat Flow(s),veh/h/ln	1721	1583	1736	1531	1721	1703
Q Serve(g_s), s	20.0	24.7	12.8	25.4	9.9	7.5
Cycle Q Clear(g_c), s	20.0	24.7	12.8	25.4	9.9	7.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1084	499	1095	982	476	1834
V/C Ratio(X)	0.80	0.93	0.56	0.69	0.84	0.29
Avail Cap(c_a), veh/h	1127	518	1097	983	536	1895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	29.0	24.8	10.7	36.7	11.0
Incr Delay (d2), s/veh	3.6	22.2	0.8	2.3	9.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	13.9	6.2	16.7	5.3	3.5
LnGrp Delay(d),s/veh	30.9	51.2	25.7	12.9	46.1	11.2
LnGrp LOS	C	D	C	B	D	B
Approach Vol, veh/h	1326		1285			937
Approach Delay, s/veh	38.0		19.0			26.1
Approach LOS	D		B			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	19.5	33.0				52.4		34.9
Change Period (Y+Rc), s	7.4	5.4				5.4		7.4
Max Green Setting (Gmax), s	13.6	27.6				48.6		28.6
Max Q Clear Time (g_c+I1), s	11.9	27.4				9.5		26.7
Green Ext Time (p_c), s	0.2	0.2				6.3		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	28.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	160	80	380	450	200	60	60	90	70	80	40
Future Volume (veh/h)	70	160	80	380	450	200	60	60	90	70	80	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	73	167	78	396	469	156	62	62	84	73	83	32
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	427	189	374	883	292	87	239	214	96	262	222
Arrive On Green	0.05	0.18	0.18	0.21	0.34	0.34	0.05	0.13	0.13	0.05	0.14	0.14
Sat Flow, veh/h	1774	2360	1046	1774	2615	864	1774	1770	1583	1774	1863	1580
Grp Volume(v), veh/h	73	123	122	396	316	309	62	62	84	73	83	32
Grp Sat Flow(s),veh/h/ln	1774	1770	1636	1774	1770	1709	1774	1770	1583	1774	1863	1580
Q Serve(g_s), s	1.7	2.6	2.8	9.0	6.2	6.2	1.5	1.3	2.1	1.7	1.7	0.8
Cycle Q Clear(g_c), s	1.7	2.6	2.8	9.0	6.2	6.2	1.5	1.3	2.1	1.7	1.7	0.8
Prop In Lane	1.00		0.64	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	320	296	374	597	577	87	239	214	96	262	222
V/C Ratio(X)	0.76	0.38	0.41	1.06	0.53	0.54	0.72	0.26	0.39	0.76	0.32	0.14
Avail Cap(c_a), veh/h	228	1061	981	374	1206	1165	228	1119	1001	228	1177	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	15.4	15.5	16.9	11.4	11.4	20.0	16.6	16.9	19.9	16.5	16.1
Incr Delay (d2), s/veh	4.5	1.2	1.5	63.1	1.2	1.3	4.1	0.6	1.3	4.5	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.4	1.4	10.8	3.2	3.1	0.8	0.7	1.0	1.0	0.9	0.3
LnGrp Delay(d),s/veh	24.4	16.6	17.0	80.0	12.6	12.7	24.1	17.2	18.2	24.4	17.3	16.4
LnGrp LOS	C	B	B	F	B	B	C	B	B	C	B	B
Approach Vol, veh/h		318			1021			208			188	
Approach Delay, s/veh		18.6			38.8			19.7			19.9	
Approach LOS		B			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	13.0	6.1	10.6	6.3	19.7	6.3	10.4
Change Period (Y+Rc), s	4.0	5.3	4.0	4.6	4.0	5.3	4.0	4.6
Max Green Setting (Gmax), s	9.0	25.6	5.5	27.0	5.5	29.1	5.5	27.0
Max Q Clear Time (g_c+I1), s	11.0	4.8	3.5	3.7	3.7	8.2	3.7	4.1
Green Ext Time (p_c), s	0.0	2.1	0.0	0.5	0.0	6.1	0.0	0.9

Intersection Summary		
HCM 2010 Ctrl Delay		30.7
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	60	170	10	10	10	570	720	270	80	550	250
Future Volume (veh/h)	110	60	170	10	10	10	570	720	270	80	550	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1811	1900	1863	1810	1863
Adj Flow Rate, veh/h	116	63	126	11	11	11	600	758	252	84	579	105
Adj No. of Lanes	2	1	1	0	1	1	2	2	0	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	6	2	5	2
Cap, veh/h	468	253	214	61	61	107	702	1031	343	108	871	392
Arrive On Green	0.14	0.14	0.14	0.07	0.07	0.07	0.20	0.41	0.41	0.06	0.25	0.25
Sat Flow, veh/h	3442	1863	1576	909	909	1583	3442	2520	838	1774	3438	1546
Grp Volume(v), veh/h	116	63	126	22	0	11	600	517	493	84	579	105
Grp Sat Flow(s),veh/h/ln	1721	1863	1576	1817	0	1583	1721	1721	1637	1774	1719	1546
Q Serve(g_s), s	2.1	2.2	5.4	0.8	0.0	0.5	12.0	18.1	18.1	3.3	10.8	3.9
Cycle Q Clear(g_c), s	2.1	2.2	5.4	0.8	0.0	0.5	12.0	18.1	18.1	3.3	10.8	3.9
Prop In Lane	1.00		1.00	0.50		1.00	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	468	253	214	122	0	107	702	704	670	108	871	392
V/C Ratio(X)	0.25	0.25	0.59	0.18	0.00	0.10	0.85	0.74	0.74	0.78	0.66	0.27
Avail Cap(c_a), veh/h	1400	757	641	459	0	400	854	895	852	189	1321	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	27.5	28.9	31.4	0.0	31.2	27.4	17.8	17.8	33.0	23.9	21.3
Incr Delay (d2), s/veh	0.5	0.8	4.2	0.3	0.0	0.2	6.2	2.9	3.0	4.5	1.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	2.6	0.4	0.0	0.2	6.3	9.0	8.6	1.8	5.2	1.7
LnGrp Delay(d),s/veh	28.0	28.4	33.1	31.7	0.0	31.4	33.6	20.7	20.8	37.5	25.2	21.8
LnGrp LOS	C	C	C	C		C	C	C	C	D	C	C
Approach Vol, veh/h		305			33			1610			768	
Approach Delay, s/veh		30.2			31.6			25.5			26.1	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.7	34.9		14.6	22.9	23.8		10.1
Change Period (Y+Rc), s	7.4	5.7		4.9	8.3	* 5.7		5.3
Max Green Setting (Gmax), s	7.6	37.1		29.0	17.7	* 27		18.0
Max Q Clear Time (g_c+I1), s	5.3	20.1		7.4	14.0	12.8		2.8
Green Ext Time (p_c), s	0.0	8.5		2.0	0.6	5.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.3
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	40	60	130	90	110	380	1200	330	270	450	290
Future Volume (veh/h)	90	40	60	130	90	110	380	1200	330	270	450	290
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	95	42	63	137	95	84	400	1263	189	284	474	200
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	127	190	221	172	152	421	1098	930	186	593	250
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.24	0.59	0.59	0.10	0.48	0.48
Sat Flow, veh/h	1198	672	1009	1281	911	805	1774	1863	1577	1774	1243	524
Grp Volume(v), veh/h	95	0	105	137	0	179	400	1263	189	284	0	674
Grp Sat Flow(s),veh/h/ln	1198	0	1681	1281	0	1716	1774	1863	1577	1774	0	1767
Q Serve(g_s), s	11.5	0.0	8.0	15.3	0.0	14.0	32.8	87.2	8.3	15.5	0.0	47.7
Cycle Q Clear(g_c), s	25.5	0.0	8.0	23.3	0.0	14.0	32.8	87.2	8.3	15.5	0.0	47.7
Prop In Lane	1.00		0.60	1.00		0.47	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	161	0	317	221	0	324	421	1098	930	186	0	843
V/C Ratio(X)	0.59	0.00	0.33	0.62	0.00	0.55	0.95	1.15	0.20	1.53	0.00	0.80
Avail Cap(c_a), veh/h	178	0	341	239	0	348	440	1098	930	186	0	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	65.9	0.0	51.9	62.0	0.0	54.4	55.5	30.3	14.2	66.2	0.0	32.7
Incr Delay (d2), s/veh	4.0	0.0	0.6	4.2	0.0	1.6	29.8	78.3	0.1	262.7	0.0	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	3.8	5.7	0.0	6.8	19.6	68.4	3.6	21.1	0.0	24.5
LnGrp Delay(d),s/veh	69.9	0.0	52.5	66.2	0.0	55.9	85.4	108.7	14.2	328.9	0.0	38.0
LnGrp LOS	E		D	E		E	F	F	B	F		D
Approach Vol, veh/h		200			316			1852			958	
Approach Delay, s/veh		60.8			60.4			94.0			124.2	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	23.0	92.1		32.8	39.6	75.5		32.8
Change Period (Y+Rc), s	7.5	4.9		4.9	4.5	4.9		4.9
Max Green Setting (Gmax), s	15.5	87.2		30.0	36.7	69.0		30.0
Max Q Clear Time (g_c+I1), s	17.5	89.2		27.5	34.8	49.7		25.3
Green Ext Time (p_c), s	0.0	0.0		0.2	0.3	4.0		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	97.5
HCM 2010 LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	220	150	1110	760	290	1080
Future Volume (veh/h)	220	150	1110	760	290	1080
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1827	1863	1863	1792
Adj Flow Rate, veh/h	232	116	1168	568	305	1137
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	4	2	2	6
Cap, veh/h	344	158	1635	882	299	2461
Arrive On Green	0.10	0.10	0.47	0.47	0.17	0.72
Sat Flow, veh/h	3442	1583	3563	1538	1774	3495
Grp Volume(v), veh/h	232	116	1168	568	305	1137
Grp Sat Flow(s),veh/h/ln	1721	1583	1736	1538	1774	1703
Q Serve(g_s), s	5.8	6.3	23.9	22.4	15.0	12.4
Cycle Q Clear(g_c), s	5.8	6.3	23.9	22.4	15.0	12.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	344	158	1635	882	299	2461
V/C Ratio(X)	0.67	0.73	0.71	0.64	1.02	0.46
Avail Cap(c_a), veh/h	893	411	1899	999	299	2720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	38.9	18.8	13.0	37.0	5.1
Incr Delay (d2), s/veh	0.9	2.5	1.3	1.5	57.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.1	0.0
%ile BackOfQ(50%),veh/ln	2.8	2.9	11.6	12.0	12.1	5.8
LnGrp Delay(d),s/veh	39.5	41.4	20.1	14.5	94.4	5.3
LnGrp LOS	D	D	C	B	F	A
Approach Vol, veh/h	348		1736			1442
Approach Delay, s/veh	40.1		18.2			24.2
Approach LOS	D		B			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	22.4	50.3				72.7		16.3
Change Period (Y+Rc), s	7.4	* 8.4				* 8.4		7.4
Max Green Setting (Gmax), s	15.0	* 49				* 71		23.1
Max Q Clear Time (g_c+I1), s	17.0	25.9				14.4		8.3
Green Ext Time (p_c), s	0.0	16.0				18.1		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	22.8
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	840	750	1170	70	210	490
Future Volume (veh/h)	840	750	1170	70	210	490
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	731	742	1232	74	221	516
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	732	666	1217	545	185	1767
Arrive On Green	0.41	0.41	0.34	0.34	0.10	0.50
Sat Flow, veh/h	1774	1615	3632	1583	1774	3632
Grp Volume(v), veh/h	731	742	1232	74	221	516
Grp Sat Flow(s),veh/h/ln	1774	1615	1770	1583	1774	1770
Q Serve(g_s), s	61.7	61.9	51.6	4.8	15.6	12.8
Cycle Q Clear(g_c), s	61.7	61.9	51.6	4.8	15.6	12.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	732	666	1217	545	185	1767
V/C Ratio(X)	1.00	1.11	1.01	0.14	1.20	0.29
Avail Cap(c_a), veh/h	732	666	1217	545	185	1767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	44.0	49.2	33.9	67.2	22.0
Incr Delay (d2), s/veh	32.9	70.3	28.8	0.0	129.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	36.9	40.6	30.1	2.1	14.3	6.2
LnGrp Delay(d),s/veh	76.9	114.3	78.0	33.9	196.8	22.0
LnGrp LOS	E	F	F	C	F	C
Approach Vol, veh/h	1473		1306			737
Approach Delay, s/veh	95.7		75.5			74.4
Approach LOS	F		E			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	23.3	56.7		70.0		80.0		
Change Period (Y+Rc), s	* 7.7	5.1		* 8.1		5.1		
Max Green Setting (Gmax), s	* 16	51.6		* 62		74.9		
Max Q Clear Time (g_c+I1), s	17.6	53.6		63.9		14.8		
Green Ext Time (p_c), s	0.0	0.0		0.0		2.5		

Intersection Summary	
HCM 2010 Ctrl Delay	83.7
HCM 2010 LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	720	210	710	20	10	20	80	1110	180	270	890	160
Future Volume (veh/h)	720	210	710	20	10	20	80	1110	180	270	890	160
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.94	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1832	1900	1863	1792	1863
Adj Flow Rate, veh/h	758	458	379	21	11	16	84	1168	168	284	937	0
Adj No. of Lanes	2	1	1	2	1	0	1	3	0	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	6	2
Cap, veh/h	1004	527	443	463	91	132	105	1323	190	190	1700	550
Arrive On Green	0.28	0.28	0.28	0.13	0.13	0.13	0.06	0.30	0.30	0.11	0.35	0.00
Sat Flow, veh/h	3548	1863	1567	3442	676	984	1774	4378	629	1774	4893	1583
Grp Volume(v), veh/h	758	458	379	21	0	27	84	889	447	284	937	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1567	1721	0	1660	1774	1667	1674	1774	1631	1583
Q Serve(g_s), s	26.7	32.1	31.4	0.7	0.0	2.0	6.4	34.8	34.9	14.7	21.2	0.0
Cycle Q Clear(g_c), s	26.7	32.1	31.4	0.7	0.0	2.0	6.4	34.8	34.9	14.7	21.2	0.0
Prop In Lane	1.00		1.00	1.00		0.59	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	1004	527	443	463	0	223	105	1007	506	190	1700	550
V/C Ratio(X)	0.76	0.87	0.86	0.05	0.00	0.12	0.80	0.88	0.88	1.49	0.55	0.00
Avail Cap(c_a), veh/h	1212	636	535	1078	0	520	146	1132	568	190	1797	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.9	46.8	46.6	51.7	0.0	52.3	63.8	45.6	45.6	61.3	36.2	0.0
Incr Delay (d2), s/veh	1.7	9.5	9.7	0.0	0.0	0.1	13.3	7.2	13.1	248.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	17.9	14.8	0.3	0.0	0.9	3.5	17.1	18.0	20.3	9.6	0.0
LnGrp Delay(d),s/veh	46.6	56.2	56.2	51.8	0.0	52.4	77.1	52.8	58.7	309.7	36.3	0.0
LnGrp LOS	D	E	E	D		D	E	D	E	F	D	
Approach Vol, veh/h		1595			48			1420			1221	
Approach Delay, s/veh		51.6			52.1			56.1			99.9	
Approach LOS		D			D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	22.4	47.0		43.9	16.2	53.2		24.0
Change Period (Y+Rc), s	* 7.7	5.5		5.1	* 8.1	* 5.5		5.5
Max Green Setting (Gmax), s	* 15	46.6		46.9	* 11	* 50		43.0
Max Q Clear Time (g_c+I1), s	16.7	36.9		34.1	8.4	23.2		4.0
Green Ext Time (p_c), s	0.0	4.6		3.9	0.0	5.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	66.9
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2410	380	0	0	610	0	1	330
Future Volume (veh/h)	0	0	0	0	2410	380	0	0	610	0	1	330
Number				1	6	16				7	4	14
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				0	1863	1863				0	1863	1863
Adj Flow Rate, veh/h				0	2459	0				0	1	337
Adj No. of Lanes				0	3	1				0	1	2
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				0	2	2				0	2	2
Cap, veh/h				0	2959	921				0	307	459
Arrive On Green				0.00	0.58	0.00				0.00	0.16	0.16
Sat Flow, veh/h				0	5253	1583				0	1863	2787
Grp Volume(v), veh/h				0	2459	0				0	1	337
Grp Sat Flow(s),veh/h/ln				0	1695	1583				0	1863	1393
Q Serve(g_s), s				0.0	16.8	0.0				0.0	0.0	4.9
Cycle Q Clear(g_c), s				0.0	16.8	0.0				0.0	0.0	4.9
Prop In Lane				0.00		1.00				0.00		1.00
Lane Grp Cap(c), veh/h				0	2959	921				0	307	459
V/C Ratio(X)				0.00	0.83	0.00				0.00	0.00	0.73
Avail Cap(c_a), veh/h				0	3086	961				0	779	1166
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				0.0	7.3	0.0				0.0	15.0	17.1
Incr Delay (d2), s/veh				0.0	1.8	0.0				0.0	0.0	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	8.0	0.0				0.0	0.0	1.9
LnGrp Delay(d),s/veh				0.0	9.1	0.0				0.0	15.0	17.9
LnGrp LOS					A						B	B
Approach Vol, veh/h					2459						338	
Approach Delay, s/veh					9.1						17.9	
Approach LOS					A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		
Phs Duration (G+Y+Rc), s				12.2		30.8		
Change Period (Y+Rc), s				5.1		5.8		
Max Green Setting (Gmax), s				18.0		26.1		
Max Q Clear Time (g_c+I1), s				6.9		18.8		
Green Ext Time (p_c), s				0.3		6.2		

Intersection Summary	
HCM 2010 Ctrl Delay	10.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2160	480	0	0	0	0	1	580	0	0	960
Future Volume (veh/h)	0	2160	480	0	0	0	0	1	580	0	0	960
Number	5	2	12				3	8	18			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1743	1863				0	1863	1863			
Adj Flow Rate, veh/h	0	2227	0				0	1	598			
Adj No. of Lanes	0	3	1				0	1	2			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	0	9	2				0	2	2			
Cap, veh/h	0	2594	863				0	474	710			
Arrive On Green	0.00	0.55	0.00				0.00	0.25	0.25			
Sat Flow, veh/h	0	4916	1583				0	1863	2787			
Grp Volume(v), veh/h	0	2227	0				0	1	598			
Grp Sat Flow(s),veh/h/ln	0	1586	1583				0	1863	1393			
Q Serve(g_s), s	0.0	21.8	0.0				0.0	0.0	11.1			
Cycle Q Clear(g_c), s	0.0	21.8	0.0				0.0	0.0	11.1			
Prop In Lane	0.00		1.00				0.00		1.00			
Lane Grp Cap(c), veh/h	0	2594	863				0	474	710			
V/C Ratio(X)	0.00	0.86	0.00				0.00	0.00	0.84			
Avail Cap(c_a), veh/h	0	2717	904				0	616	921			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	0.0	10.6	0.0				0.0	15.1	19.3			
Incr Delay (d2), s/veh	0.0	2.7	0.0				0.0	0.0	4.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	9.9	0.0				0.0	0.0	4.7			
LnGrp Delay(d),s/veh	0.0	13.3	0.0				0.0	15.1	23.8			
LnGrp LOS		B						B	C			
Approach Vol, veh/h		2227						599				
Approach Delay, s/veh		13.3						23.8				
Approach LOS		B						C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		35.5						19.0
Change Period (Y+Rc), s		5.8						5.1
Max Green Setting (Gmax), s		31.1						18.0
Max Q Clear Time (g_c+I1), s		23.8						13.1
Green Ext Time (p_c), s		5.9						0.8

Intersection Summary		
HCM 2010 Ctrl Delay		15.5
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	1660	140	80	1250	220	90	140	90	60	140	290
Future Volume (veh/h)	290	1660	140	80	1250	220	90	140	90	60	140	290
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1752	1900	1863	1743	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	302	1729	52	83	1302	135	94	146	52	62	146	177
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	9	9	2	9	2	2	2	2	2	2	2
Cap, veh/h	315	1818	54	103	1361	637	103	290	103	79	159	193
Arrive On Green	0.18	0.55	0.55	0.06	0.41	0.41	0.06	0.22	0.22	0.04	0.21	0.21
Sat Flow, veh/h	1774	3297	99	1774	3312	1550	1774	1313	468	1774	768	931
Grp Volume(v), veh/h	302	869	912	83	1302	135	94	0	198	62	0	323
Grp Sat Flow(s),veh/h/ln	1774	1664	1731	1774	1656	1550	1774	0	1780	1774	0	1698
Q Serve(g_s), s	24.2	70.5	71.7	6.6	54.8	8.1	7.6	0.0	14.0	5.0	0.0	26.7
Cycle Q Clear(g_c), s	24.2	70.5	71.7	6.6	54.8	8.1	7.6	0.0	14.0	5.0	0.0	26.7
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.26	1.00		0.55
Lane Grp Cap(c), veh/h	315	918	955	103	1361	637	103	0	393	79	0	352
V/C Ratio(X)	0.96	0.95	0.95	0.81	0.96	0.21	0.92	0.00	0.50	0.79	0.00	0.92
Avail Cap(c_a), veh/h	315	921	958	107	1376	644	103	0	439	104	0	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.6	30.3	30.5	66.9	41.1	27.3	67.3	0.0	49.1	67.9	0.0	55.7
Incr Delay (d2), s/veh	39.7	18.2	19.0	33.9	15.0	0.2	62.9	0.0	1.0	24.5	0.0	22.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.4	36.7	39.2	4.2	27.8	3.5	5.5	0.0	7.0	3.0	0.0	14.8
LnGrp Delay(d),s/veh	98.3	48.4	49.6	100.7	56.1	27.5	130.2	0.0	50.1	92.5	0.0	78.1
LnGrp LOS	F	D	D	F	E	C	F		D	F		E
Approach Vol, veh/h		2083			1520			292			385	
Approach Delay, s/veh		56.1			56.0			75.9			80.4	
Approach LOS		E			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	36.2	12.8	83.7	12.8	34.3	33.0	63.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	7.5	4.5
Max Green Setting (Gmax), s	8.4	35.4	8.7	79.5	8.3	35.5	25.5	59.7
Max Q Clear Time (g_c+I1), s	7.0	16.0	8.6	73.7	9.6	28.7	26.2	56.8
Green Ext Time (p_c), s	0.0	1.0	0.0	4.9	0.0	1.1	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	59.6
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	1100	450	220	940	190	550	460	200	240	380	330
Future Volume (veh/h)	310	1100	450	220	940	190	550	460	200	240	380	330
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1743	1863	1863	1827	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	323	1146	354	229	979	146	573	479	166	250	396	209
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	9	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	360	1408	954	202	1316	592	610	684	235	295	617	274
Arrive On Green	0.10	0.43	0.43	0.06	0.38	0.38	0.18	0.27	0.27	0.09	0.17	0.17
Sat Flow, veh/h	3442	3312	1583	3442	3471	1562	3442	2575	886	3442	3539	1572
Grp Volume(v), veh/h	323	1146	354	229	979	146	573	328	317	250	396	209
Grp Sat Flow(s),veh/h/ln	1721	1656	1583	1721	1736	1562	1721	1770	1691	1721	1770	1572
Q Serve(g_s), s	13.9	45.6	17.2	8.8	36.6	9.6	24.6	25.1	25.4	10.7	15.6	19.0
Cycle Q Clear(g_c), s	13.9	45.6	17.2	8.8	36.6	9.6	24.6	25.1	25.4	10.7	15.6	19.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	360	1408	954	202	1316	592	610	470	449	295	617	274
V/C Ratio(X)	0.90	0.81	0.37	1.13	0.74	0.25	0.94	0.70	0.71	0.85	0.64	0.76
Avail Cap(c_a), veh/h	360	1408	954	202	1316	592	610	546	522	349	826	367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.60	0.60	0.60	0.13	0.13	0.13	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.3	37.9	15.3	70.6	40.3	31.9	60.9	49.6	49.8	67.6	57.6	59.0
Incr Delay (d2), s/veh	3.0	0.5	0.1	90.6	2.3	0.6	4.4	0.5	0.6	13.5	1.8	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	20.9	7.5	6.7	18.0	4.2	12.1	12.4	12.0	5.7	7.8	8.9
LnGrp Delay(d),s/veh	69.3	38.4	15.4	161.2	42.6	32.5	65.3	50.2	50.3	81.1	59.4	67.7
LnGrp LOS	E	D	B	F	D	C	E	D	D	F	E	E
Approach Vol, veh/h		1823			1354			1218			855	
Approach Delay, s/veh		39.4			61.6			57.3			67.8	
Approach LOS		D			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	68.7	34.0	31.1	23.1	61.8	20.3	44.9
Change Period (Y+Rc), s	7.4	4.9	7.4	* 5	7.4	4.9	7.4	5.0
Max Green Setting (Gmax), s	8.8	55.0	26.6	* 35	15.7	48.1	15.2	46.3
Max Q Clear Time (g_c+I1), s	10.8	47.6	26.6	21.0	15.9	38.6	12.7	27.4
Green Ext Time (p_c), s	0.0	6.3	0.0	4.4	0.0	6.9	0.1	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	53.9
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	980	150	190	800	730	90	220	550	310	150	510
Future Volume (veh/h)	140	980	150	190	800	730	90	220	550	310	150	510
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1827	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	147	1032	74	200	842	347	95	232	242	326	158	274
Adj No. of Lanes	1	2	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	173	1152	83	121	1205	861	118	661	403	351	1126	657
Arrive On Green	0.10	0.34	0.34	0.07	0.35	0.35	0.07	0.19	0.19	0.20	0.32	0.32
Sat Flow, veh/h	1774	3346	240	1774	3471	1578	1774	3539	1578	1774	3539	1579
Grp Volume(v), veh/h	147	546	560	200	842	347	95	232	242	326	158	274
Grp Sat Flow(s),veh/h/ln	1774	1770	1816	1774	1736	1578	1774	1770	1578	1774	1770	1579
Q Serve(g_s), s	10.3	36.8	36.8	8.6	26.3	16.1	6.7	7.2	17.0	22.7	4.0	15.5
Cycle Q Clear(g_c), s	10.3	36.8	36.8	8.6	26.3	16.1	6.7	7.2	17.0	22.7	4.0	15.5
Prop In Lane	1.00		0.13	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	609	625	121	1205	861	118	661	403	351	1126	657
V/C Ratio(X)	0.85	0.90	0.90	1.65	0.70	0.40	0.80	0.35	0.60	0.93	0.14	0.42
Avail Cap(c_a), veh/h	225	631	647	121	1205	861	217	1208	647	403	1579	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	39.1	39.1	58.7	35.4	16.7	58.0	44.6	41.3	49.6	30.6	26.0
Incr Delay (d2), s/veh	17.1	15.9	15.6	326.7	2.2	0.6	4.8	0.5	2.3	24.4	0.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	20.6	21.2	15.2	13.0	7.1	3.4	3.6	7.6	13.5	2.0	6.9
LnGrp Delay(d),s/veh	73.0	55.0	54.7	385.4	37.7	17.3	62.7	45.1	43.5	74.0	30.7	26.7
LnGrp LOS	E	E	D	F	D	B	E	D	D	E	C	C
Approach Vol, veh/h		1253			1389			569			758	
Approach Delay, s/veh		57.0			82.6			47.4			47.9	
Approach LOS		E			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	49.2	15.8	45.0	15.7	49.5	32.3	28.4
Change Period (Y+Rc), s	7.4	* 5.8	7.4	4.9	3.4	5.8	7.4	4.9
Max Green Setting (Gmax), s	8.6	* 45	15.4	56.2	16.0	40.9	28.6	43.0
Max Q Clear Time (g_c+I1), s	10.6	38.8	8.7	17.5	12.3	28.3	24.7	19.0
Green Ext Time (p_c), s	0.0	4.5	0.1	3.6	0.1	8.4	0.2	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	62.9
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

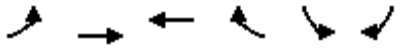
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	960	240	230	930	370	290	430	840	140	180	900
Future Volume (veh/h)	290	960	240	230	930	370	290	430	840	140	180	900
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	305	1011	158	242	979	294	305	453	673	147	189	0
Adj No. of Lanes	2	2	1	1	3	1	1	1	2	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	1006	450	180	1560	484	206	622	1033	171	1112	498
Arrive On Green	0.08	0.28	0.28	0.10	0.31	0.31	0.12	0.33	0.33	0.10	0.31	0.00
Sat Flow, veh/h	3442	3539	1583	1774	5085	1579	1774	1863	3093	1774	3539	1583
Grp Volume(v), veh/h	305	1011	158	242	979	294	305	453	673	147	189	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1774	1695	1579	1774	1863	1546	1774	1770	1583
Q Serve(g_s), s	10.6	38.1	10.6	13.6	22.2	21.3	15.6	28.7	24.8	10.9	5.2	0.0
Cycle Q Clear(g_c), s	10.6	38.1	10.6	13.6	22.2	21.3	15.6	28.7	24.8	10.9	5.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	272	1006	450	180	1560	484	206	622	1033	171	1112	498
V/C Ratio(X)	1.12	1.00	0.35	1.34	0.63	0.61	1.48	0.73	0.65	0.86	0.17	0.00
Avail Cap(c_a), veh/h	272	1006	450	180	1560	484	206	794	1318	220	1534	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	61.7	48.0	38.1	60.2	39.9	39.6	59.2	39.3	38.0	59.6	33.3	0.0
Incr Delay (d2), s/veh	90.9	29.5	0.7	187.2	0.9	2.5	238.9	4.7	1.8	19.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	22.7	4.7	16.0	10.5	9.6	21.3	15.5	10.9	6.3	2.6	0.0
LnGrp Delay(d),s/veh	152.6	77.5	38.8	247.4	40.8	42.0	298.1	43.9	39.8	78.7	33.4	0.0
LnGrp LOS	F	F	D	F	D	D	F	D	D	E	C	
Approach Vol, veh/h		1474			1515			1431			336	
Approach Delay, s/veh		88.9			74.0			96.2			53.2	
Approach LOS		F			E			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	43.0	23.0	47.0	18.0	46.0	20.3	49.7
Change Period (Y+Rc), s	7.4	4.9	7.4	4.9	7.4	4.9	7.4	4.9
Max Green Setting (Gmax), s	13.6	38.1	15.6	58.1	10.6	41.1	16.6	57.1
Max Q Clear Time (g_c+I1), s	15.6	40.1	17.6	7.2	12.6	24.2	12.9	30.7
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3	0.0	9.1	0.1	14.1

Intersection Summary	
HCM 2010 Ctrl Delay	83.8
HCM 2010 LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	210	1330	1200	160	60	50
Future Volume (veh/h)	210	1330	1200	160	60	50
Number	5	2	6	16	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1792	1863	1900	1863	1863
Adj Flow Rate, veh/h	221	1400	1263	147	63	32
Adj No. of Lanes	1	2	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	2	2	2	2
Cap, veh/h	265	2562	1585	184	97	87
Arrive On Green	0.15	0.75	0.50	0.50	0.05	0.05
Sat Flow, veh/h	1774	3495	3290	371	1774	1583
Grp Volume(v), veh/h	221	1400	697	713	63	32
Grp Sat Flow(s),veh/h/ln	1774	1703	1770	1797	1774	1583
Q Serve(g_s), s	8.4	11.9	22.6	22.9	2.4	1.3
Cycle Q Clear(g_c), s	8.4	11.9	22.6	22.9	2.4	1.3
Prop In Lane	1.00			0.21	1.00	1.00
Lane Grp Cap(c), veh/h	265	2562	877	891	97	87
V/C Ratio(X)	0.84	0.55	0.79	0.80	0.65	0.37
Avail Cap(c_a), veh/h	332	2943	1013	1029	697	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	3.6	14.5	14.5	31.9	31.4
Incr Delay (d2), s/veh	11.5	0.2	4.0	4.2	2.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	5.5	11.8	12.3	1.2	0.6
LnGrp Delay(d),s/veh	40.0	3.8	18.5	18.7	34.6	32.4
LnGrp LOS	D	A	B	B	C	C
Approach Vol, veh/h		1621	1410		95	
Approach Delay, s/veh		8.7	18.6		33.9	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		57.3			17.7	39.6		11.7
Change Period (Y+Rc), s		5.4			7.4	* 5.4		7.9
Max Green Setting (Gmax), s		59.6			12.9	* 40		27.1
Max Q Clear Time (g_c+I1), s		13.9			10.4	24.9		4.4
Green Ext Time (p_c), s		15.8			0.1	9.3		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1160	390	250	1120	30	110	10	100	0	0	0
Future Volume (veh/h)	20	1160	390	250	1120	30	110	10	100	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1810	1900	1863	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	21	1221	148	263	1179	32	116	11	105			
Adj No. of Lanes	1	2	0	1	2	0	1	1	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	6	6	2	2	2	2	2	2			
Cap, veh/h	32	1623	196	302	2388	65	176	15	145			
Arrive On Green	0.02	0.53	0.53	0.17	0.68	0.68	0.10	0.10	0.10			
Sat Flow, veh/h	1774	3082	372	1774	3520	96	1774	152	1454			
Grp Volume(v), veh/h	21	679	690	263	593	618	116	0	116			
Grp Sat Flow(s),veh/h/ln	1774	1719	1734	1774	1770	1846	1774	0	1606			
Q Serve(g_s), s	1.0	26.8	27.1	12.5	14.1	14.1	5.5	0.0	6.1			
Cycle Q Clear(g_c), s	1.0	26.8	27.1	12.5	14.1	14.1	5.5	0.0	6.1			
Prop In Lane	1.00		0.21	1.00		0.05	1.00		0.91			
Lane Grp Cap(c), veh/h	32	906	914	302	1200	1252	176	0	160			
V/C Ratio(X)	0.65	0.75	0.76	0.87	0.49	0.49	0.66	0.00	0.73			
Avail Cap(c_a), veh/h	123	1374	1386	445	1741	1816	635	0	575			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.3	16.1	16.1	35.1	6.8	6.8	37.7	0.0	37.9			
Incr Delay (d2), s/veh	7.8	1.5	1.6	8.7	0.1	0.1	1.6	0.0	2.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.6	13.0	13.2	6.9	6.8	7.1	2.8	0.0	2.8			
LnGrp Delay(d),s/veh	50.1	17.6	17.7	43.8	6.9	6.9	39.2	0.0	40.3			
LnGrp LOS	D	B	B	D	A	A	D		D			
Approach Vol, veh/h		1390			1474			232				
Approach Delay, s/veh		18.1			13.5			39.8				
Approach LOS		B			B			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	12.2	51.1			9.0	64.3		13.5
Change Period (Y+Rc), s	7.4	5.4			7.4	* 5.4		4.9
Max Green Setting (Gmax), s	21.8	69.4			6.0	* 85		31.1
Max Q Clear Time (g_c+I1), s	14.5	29.1			3.0	16.1		8.1
Green Ext Time (p_c), s	0.2	16.6			0.0	6.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	420	640	860	1510	780	250	410	320	160	300	120
Future Volume (veh/h)	210	420	640	860	1510	780	250	410	320	160	300	120
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1792	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	221	442	358	905	1589	610	263	432	211	168	316	73
Adj No. of Lanes	1	2	1	1	3	2	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	875	407	537	2624	1560	317	658	290	151	488	215
Arrive On Green	0.04	0.26	0.26	0.30	0.52	0.52	0.09	0.19	0.19	0.04	0.14	0.14
Sat Flow, veh/h	1774	3406	1583	1774	5085	2787	3442	3539	1562	3442	3539	1559
Grp Volume(v), veh/h	221	442	358	905	1589	610	263	432	211	168	316	73
Grp Sat Flow(s),veh/h/ln	1774	1703	1583	1774	1695	1393	1721	1770	1562	1721	1770	1559
Q Serve(g_s), s	5.6	14.1	27.7	38.6	28.0	15.7	9.6	14.4	16.2	5.6	10.8	5.4
Cycle Q Clear(g_c), s	5.6	14.1	27.7	38.6	28.0	15.7	9.6	14.4	16.2	5.6	10.8	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	875	407	537	2624	1560	317	658	290	151	488	215
V/C Ratio(X)	2.83	0.51	0.88	1.68	0.61	0.39	0.83	0.66	0.73	1.11	0.65	0.34
Avail Cap(c_a), veh/h	78	1042	485	537	2873	1697	389	1111	490	151	878	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	40.4	45.5	44.4	21.7	15.8	56.9	48.1	48.8	60.9	52.0	49.7
Incr Delay (d2), s/veh	859.9	0.5	15.1	315.9	0.3	0.2	10.0	1.7	5.2	106.0	2.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.4	6.7	13.8	66.0	13.2	6.1	5.0	7.2	7.4	4.9	5.4	2.4
LnGrp Delay(d),s/veh	920.8	40.9	60.5	360.3	22.1	16.0	66.8	49.8	54.0	166.9	54.4	51.2
LnGrp LOS	F	D	E	F	C	B	E	D	D	F	D	D
Approach Vol, veh/h		1021			3104			906			557	
Approach Delay, s/veh		238.2			119.5			55.7			87.9	
Approach LOS		F			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	46.0	39.0	19.1	23.3	13.0	72.0	13.0	29.4
Change Period (Y+Rc), s	7.4	6.3	7.4	* 5.7	7.4	6.3	7.4	5.7
Max Green Setting (Gmax), s	38.6	39.0	14.4	* 32	5.6	72.0	5.6	40.0
Max Q Clear Time (g_c+I1), s	40.6	29.7	11.6	12.8	7.6	30.0	7.6	18.2
Green Ext Time (p_c), s	0.0	3.1	0.2	3.3	0.0	26.2	0.0	5.5

Intersection Summary	
HCM 2010 Ctrl Delay	127.7
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

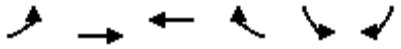
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	490	160	660	2990	660	40	90	100	180	190	150
Future Volume (veh/h)	250	490	160	660	2990	660	40	90	100	180	190	150
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1809	1900	1863	1848	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	263	516	136	695	3147	327	42	95	84	189	200	84
Adj No. of Lanes	1	3	0	1	4	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	6	2	3	3	2	2	2	2	2	2
Cap, veh/h	223	1026	263	653	2991	302	175	236	208	255	322	135
Arrive On Green	0.13	0.26	0.26	0.37	0.51	0.51	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1774	3901	999	1774	5913	597	1091	913	807	1200	1247	524
Grp Volume(v), veh/h	263	433	219	695	2520	954	42	0	179	189	0	284
Grp Sat Flow(s),veh/h/ln	1774	1646	1607	1774	1589	1743	1091	0	1720	1200	0	1770
Q Serve(g_s), s	18.6	16.5	17.2	54.6	75.0	75.0	5.2	0.0	12.8	22.9	0.0	21.0
Cycle Q Clear(g_c), s	18.6	16.5	17.2	54.6	75.0	75.0	26.3	0.0	12.8	35.7	0.0	21.0
Prop In Lane	1.00		0.62	1.00		0.34	1.00		0.47	1.00		0.30
Lane Grp Cap(c), veh/h	223	866	423	653	2412	881	175	0	444	255	0	457
V/C Ratio(X)	1.18	0.50	0.52	1.06	1.04	1.08	0.24	0.00	0.40	0.74	0.00	0.62
Avail Cap(c_a), veh/h	223	866	423	653	2412	881	196	0	476	277	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.8	46.4	46.6	46.8	36.6	36.6	60.2	0.0	45.5	60.3	0.0	48.6
Incr Delay (d2), s/veh	118.2	0.5	1.2	53.4	31.3	55.3	0.3	0.0	0.2	7.9	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.4	7.6	7.8	36.4	39.8	49.5	1.6	0.0	6.1	8.2	0.0	10.4
LnGrp Delay(d),s/veh	183.0	46.8	47.8	100.3	68.0	91.9	60.5	0.0	45.8	68.2	0.0	50.1
LnGrp LOS	F	D	D	F	F	F	E		D	E		D
Approach Vol, veh/h		915			4169			221			473	
Approach Delay, s/veh		86.2			78.8			48.6			57.3	
Approach LOS		F			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	59.0	46.1		43.2	23.0	82.1		43.2
Change Period (Y+Rc), s	4.4	7.1		4.9	4.4	* 7.1		4.9
Max Green Setting (Gmax), s	54.6	38.0		41.0	18.6	* 75		41.0
Max Q Clear Time (g_c+I1), s	56.6	19.2		28.3	20.6	77.0		37.7
Green Ext Time (p_c), s	0.0	4.3		0.6	0.0	0.0		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	77.1
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	780	710	990	250	1290
Future Volume (veh/h)	0	780	710	990	250	1290
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1792	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	821	747	0	263	253
Adj No. of Lanes	1	2	2	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	2	2	2	2
Cap, veh/h	4	1236	1284	574	1116	337
Arrive On Green	0.00	0.36	0.36	0.00	0.32	0.32
Sat Flow, veh/h	1774	3495	3632	1583	3442	1583
Grp Volume(v), veh/h	0	821	747	0	263	253
Grp Sat Flow(s),veh/h/ln	1774	1703	1770	1583	1721	1583
Q Serve(g_s), s	0.0	8.2	6.9	0.0	2.3	10.5
Cycle Q Clear(g_c), s	0.0	8.2	6.9	0.0	2.3	10.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	4	1236	1284	574	1116	337
V/C Ratio(X)	0.00	0.66	0.58	0.00	0.24	0.75
Avail Cap(c_a), veh/h	3502	10096	3111	1392	1538	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.8	10.4	0.0	10.0	38.4
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	3.3	0.0	1.1	4.0
LnGrp Delay(d),s/veh	0.0	11.0	10.5	0.0	10.0	39.6
LnGrp LOS		B	B		A	D
Approach Vol, veh/h		821	747		516	
Approach Delay, s/veh		11.0	10.5		24.5	
Approach LOS		B	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		22.1		18.2	0.0	22.1		
Change Period (Y+Rc), s		7.5		5.1	4.5	7.5		
Max Green Setting (Gmax), s		119.4		18.0	79.5	35.4		
Max Q Clear Time (g_c+I1), s		10.2		12.5	0.0	8.9		
Green Ext Time (p_c), s		4.5		0.6	0.0	3.7		

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	10	40	90	20	10
Future Vol, veh/h	90	10	40	90	20	10
Conflicting Peds, #/hr	0	3	3	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	11	42	95	21	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	283	105
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1481	-	707	949
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1477	-	684	945
Mov Cap-2 Maneuver	-	-	-	-	684	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	753	-	-	1477	-
HCM Lane V/C Ratio	0.042	-	-	0.029	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	10	40	10	180	10	1270	250	210	1080	10
Future Volume (veh/h)	20	10	10	40	10	180	10	1270	250	210	1080	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1762	1900	1863	1760	1900
Adj Flow Rate, veh/h	21	11	11	26	33	136	11	1337	137	221	1137	11
Adj No. of Lanes	0	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	9	9	2	8	8
Cap, veh/h	27	14	14	204	214	312	19	1519	155	148	1929	19
Arrive On Green	0.03	0.03	0.03	0.12	0.12	0.12	0.01	0.50	0.50	0.08	0.57	0.57
Sat Flow, veh/h	851	446	446	1774	1863	1559	1774	3066	313	1774	3394	33
Grp Volume(v), veh/h	43	0	0	26	33	136	11	727	747	221	560	588
Grp Sat Flow(s),veh/h/ln	1742	0	0	1774	1863	1559	1774	1674	1705	1774	1672	1754
Q Serve(g_s), s	2.5	0.0	0.0	1.4	1.6	7.9	0.6	39.9	40.5	8.6	22.4	22.4
Cycle Q Clear(g_c), s	2.5	0.0	0.0	1.4	1.6	7.9	0.6	39.9	40.5	8.6	22.4	22.4
Prop In Lane	0.49		0.26	1.00		1.00	1.00		0.18	1.00		0.02
Lane Grp Cap(c), veh/h	55	0	0	204	214	312	19	829	845	148	951	997
V/C Ratio(X)	0.78	0.00	0.00	0.13	0.15	0.44	0.59	0.88	0.88	1.49	0.59	0.59
Avail Cap(c_a), veh/h	508	0	0	517	543	587	129	865	882	148	951	997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	0.0	40.9	41.0	36.2	50.7	23.2	23.3	47.1	14.4	14.4
Incr Delay (d2), s/veh	8.3	0.0	0.0	0.1	0.1	0.4	10.6	10.2	10.7	252.8	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.7	0.9	3.4	0.4	20.7	21.4	14.6	10.6	11.1
LnGrp Delay(d),s/veh	57.8	0.0	0.0	41.0	41.1	36.5	61.3	33.4	34.0	299.9	15.6	15.6
LnGrp LOS	E			D	D	D	E	C	C	F	B	B
Approach Vol, veh/h		43			195			1485			1369	
Approach Delay, s/veh		57.8			37.9			33.9			61.5	
Approach LOS		E			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	56.0		11.2	8.5	63.5		19.7
Change Period (Y+Rc), s	7.4	5.0		7.9	7.4	* 5		7.9
Max Green Setting (Gmax), s	8.6	53.2		30.0	7.5	* 54		30.0
Max Q Clear Time (g_c+I1), s	10.6	42.5		4.5	2.6	24.4		9.9
Green Ext Time (p_c), s	0.0	8.5		0.1	0.0	14.4		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	46.7
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	70	20	450	90	450	60	320	150	100	380	100
Future Volume (veh/h)	180	70	20	450	90	450	60	320	150	100	380	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	189	74	21	474	95	211	63	337	63	105	400	31
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	82	23	504	101	536	153	370	307	127	613	47
Arrive On Green	0.18	0.18	0.18	0.34	0.34	0.34	0.09	0.20	0.20	0.07	0.18	0.18
Sat Flow, veh/h	1185	464	132	1490	299	1583	1774	1863	1543	1774	3325	257
Grp Volume(v), veh/h	284	0	0	569	0	211	63	337	63	105	212	219
Grp Sat Flow(s),veh/h/ln	1780	0	0	1788	0	1583	1774	1863	1543	1774	1770	1812
Q Serve(g_s), s	21.5	0.0	0.0	42.4	0.0	14.0	4.6	24.3	4.7	8.0	15.3	15.4
Cycle Q Clear(g_c), s	21.5	0.0	0.0	42.4	0.0	14.0	4.6	24.3	4.7	8.0	15.3	15.4
Prop In Lane	0.67		0.07	0.83		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	315	0	0	605	0	536	153	370	307	127	326	334
V/C Ratio(X)	0.90	0.00	0.00	0.94	0.00	0.39	0.41	0.91	0.21	0.83	0.65	0.66
Avail Cap(c_a), veh/h	467	0	0	689	0	610	194	480	398	146	408	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	0.0	0.0	44.1	0.0	34.7	59.5	53.8	46.0	62.9	51.9	52.0
Incr Delay (d2), s/veh	11.5	0.0	0.0	18.8	0.0	0.2	0.7	16.0	0.1	24.6	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	0.0	0.0	24.0	0.0	6.1	2.3	14.2	2.0	4.8	7.6	7.8
LnGrp Delay(d),s/veh	66.9	0.0	0.0	62.9	0.0	34.9	60.1	69.8	46.1	87.5	53.1	53.2
LnGrp LOS	E			E		C	E	E	D	F	D	D
Approach Vol, veh/h		284			780			463			536	
Approach Delay, s/veh		66.9			55.3			65.3			59.9	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.6	35.8		32.4	19.5	33.8		51.6
Change Period (Y+Rc), s	* 7.7	8.5		* 8.1	* 7.7	8.5		5.1
Max Green Setting (Gmax), s	* 11	35.4		* 36	* 15	31.7		52.9
Max Q Clear Time (g_c+I1), s	10.0	26.3		23.5	6.6	17.4		44.4
Green Ext Time (p_c), s	0.0	1.0		0.9	0.0	1.4		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	60.3
HCM 2010 LOS	E

Notes

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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	930	300	630	660	410	210
Future Volume (veh/h)	930	300	630	660	410	210
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1845	1863	1900
Adj Flow Rate, veh/h	979	0	663	695	432	116
Adj No. of Lanes	2	1	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	983	452	679	2157	489	130
Arrive On Green	0.29	0.00	0.38	0.62	0.18	0.18
Sat Flow, veh/h	3442	1583	1774	3597	2843	731
Grp Volume(v), veh/h	979	0	663	695	276	272
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1752	1770	1712
Q Serve(g_s), s	39.9	0.0	51.7	13.4	21.4	21.8
Cycle Q Clear(g_c), s	39.9	0.0	51.7	13.4	21.4	21.8
Prop In Lane	1.00	1.00	1.00			0.43
Lane Grp Cap(c), veh/h	983	452	679	2157	315	304
V/C Ratio(X)	1.00	0.00	0.98	0.32	0.88	0.89
Avail Cap(c_a), veh/h	983	452	679	2272	373	361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	0.0	42.7	13.0	56.2	56.4
Incr Delay (d2), s/veh	27.6	0.0	28.6	0.0	16.6	19.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.7	0.0	30.6	6.5	11.9	11.9
LnGrp Delay(d),s/veh	77.6	0.0	71.3	13.0	72.8	75.5
LnGrp LOS	E		E	B	E	E
Approach Vol, veh/h	979			1358	548	
Approach Delay, s/veh	77.6			41.5	74.1	
Approach LOS	E			D	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		92.2		48.2	61.4	30.8		
Change Period (Y+Rc), s		5.8		* 8.1	* 7.7	5.8		
Max Green Setting (Gmax), s		91.0		* 40	* 54	29.6		
Max Q Clear Time (g_c+I1), s		15.4		41.9	53.7	23.8		
Green Ext Time (p_c), s		3.6		0.0	0.0	1.2		

Intersection Summary	
HCM 2010 Ctrl Delay	59.9
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	40	30	100	80	150	150	940	90	110	1170	480
Future Volume (veh/h)	70	40	30	100	80	150	150	940	90	110	1170	480
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1738	1900	1863	1730	1900
Adj Flow Rate, veh/h	74	42	21	105	84	105	158	989	53	116	1232	189
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	10	10	2	13	13
Cap, veh/h	94	142	71	129	106	132	127	1705	91	143	1551	236
Arrive On Green	0.05	0.12	0.12	0.07	0.14	0.14	0.07	0.54	0.54	0.08	0.54	0.54
Sat Flow, veh/h	1774	1170	585	1774	751	939	1774	3184	171	1774	2848	434
Grp Volume(v), veh/h	74	0	63	105	0	189	158	513	529	116	708	713
Grp Sat Flow(s),veh/h/ln	1774	0	1754	1774	0	1690	1774	1651	1703	1774	1644	1639
Q Serve(g_s), s	4.9	0.0	3.9	6.9	0.0	12.9	8.5	24.9	24.9	7.7	41.0	41.8
Cycle Q Clear(g_c), s	4.9	0.0	3.9	6.9	0.0	12.9	8.5	24.9	24.9	7.7	41.0	41.8
Prop In Lane	1.00		0.33	1.00		0.56	1.00		0.10	1.00		0.26
Lane Grp Cap(c), veh/h	94	0	213	129	0	238	127	884	912	143	895	892
V/C Ratio(X)	0.78	0.00	0.30	0.81	0.00	0.79	1.25	0.58	0.58	0.81	0.79	0.80
Avail Cap(c_a), veh/h	127	0	429	142	0	428	127	1004	1035	246	1110	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	0.0	47.6	54.3	0.0	49.4	55.2	18.6	18.6	53.8	21.7	21.9
Incr Delay (d2), s/veh	20.1	0.0	0.3	27.1	0.0	2.3	160.5	1.0	0.9	10.5	3.8	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	1.9	4.4	0.0	6.1	9.8	11.5	11.8	4.2	19.4	19.8
LnGrp Delay(d),s/veh	75.7	0.0	47.9	81.4	0.0	51.7	215.8	19.6	19.6	64.3	25.4	25.9
LnGrp LOS	E		D	F		D	F	B	B	E	C	C
Approach Vol, veh/h		137			294			1200			1537	
Approach Delay, s/veh		62.9			62.3			45.4			28.6	
Approach LOS		E			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	69.4	10.8	21.7	16.0	70.5	13.2	19.3
Change Period (Y+Rc), s	7.5	5.7	4.5	4.9	7.5	5.7	4.5	4.9
Max Green Setting (Gmax), s	16.5	72.3	8.5	30.1	8.5	80.3	9.5	29.1
Max Q Clear Time (g_c+I1), s	10.7	26.9	6.9	14.9	10.5	43.8	8.9	5.9
Green Ext Time (p_c), s	0.1	14.4	0.0	0.6	0.0	21.0	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	39.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	50	30	50	30	100	150	910	190	190	830	120
Future Volume (veh/h)	50	50	30	50	30	100	150	910	190	190	830	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1763	1900	1863	1772	1900
Adj Flow Rate, veh/h	53	53	32	53	32	105	158	958	200	200	874	126
Adj No. of Lanes	0	1	0	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	9	9	2	8	8
Cap, veh/h	148	130	62	121	63	146	243	1119	233	242	1394	201
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.07	0.41	0.41	0.14	0.47	0.47
Sat Flow, veh/h	468	799	382	338	386	894	3442	2755	574	1774	2953	426
Grp Volume(v), veh/h	138	0	0	190	0	0	158	582	576	200	498	502
Grp Sat Flow(s),veh/h/ln	1649	0	0	1619	0	0	1721	1675	1655	1774	1683	1696
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	0.0	3.1	22.0	22.1	7.6	15.5	15.5
Cycle Q Clear(g_c), s	5.0	0.0	0.0	7.5	0.0	0.0	3.1	22.0	22.1	7.6	15.5	15.5
Prop In Lane	0.38		0.23	0.28		0.55	1.00		0.35	1.00		0.25
Lane Grp Cap(c), veh/h	341	0	0	330	0	0	243	680	672	242	794	800
V/C Ratio(X)	0.41	0.00	0.00	0.58	0.00	0.00	0.65	0.86	0.86	0.83	0.63	0.63
Avail Cap(c_a), veh/h	721	0	0	714	0	0	321	705	696	285	822	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	27.4	0.0	0.0	31.5	18.8	18.8	29.3	13.8	13.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.6	0.0	0.0	1.1	10.9	11.2	13.7	2.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	3.5	0.0	0.0	1.5	12.1	12.0	4.6	7.5	7.6
LnGrp Delay(d),s/veh	26.7	0.0	0.0	28.0	0.0	0.0	32.6	29.7	30.0	42.9	16.0	15.9
LnGrp LOS	C			C			C	C	C	D	B	B
Approach Vol, veh/h		138			190			1316			1200	
Approach Delay, s/veh		26.7			28.0			30.2			20.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.9	36.3		16.5	12.3	40.9		16.5
Change Period (Y+Rc), s	7.4	8.0		5.1	7.4	8.0		5.1
Max Green Setting (Gmax), s	11.3	29.3		29.0	6.5	34.0		29.0
Max Q Clear Time (g_c+I1), s	9.6	24.1		7.0	5.1	17.5		9.5
Green Ext Time (p_c), s	0.0	4.2		0.5	0.0	9.9		0.7

Intersection Summary		
HCM 2010 Ctrl Delay	25.8	
HCM 2010 LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	10	30	60	10	100	300	880	100	150	730	410
Future Volume (veh/h)	100	10	30	60	10	100	300	880	100	150	730	410
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1740	1900	1863	1742	1900
Adj Flow Rate, veh/h	105	11	32	63	11	105	316	926	105	158	768	432
Adj No. of Lanes	0	1	1	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	10	10	2	13	13
Cap, veh/h	267	24	522	114	41	130	401	1313	149	194	881	493
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.12	0.44	0.44	0.11	0.43	0.43
Sat Flow, veh/h	825	110	1572	234	192	605	3442	2986	339	1774	2035	1138
Grp Volume(v), veh/h	116	0	32	179	0	0	316	513	518	158	624	576
Grp Sat Flow(s),veh/h/ln	935	0	1572	1032	0	0	1721	1653	1672	1774	1655	1518
Q Serve(g_s), s	0.0	0.0	1.1	4.8	0.0	0.0	6.8	19.2	19.2	6.6	26.2	26.5
Cycle Q Clear(g_c), s	9.1	0.0	1.1	13.9	0.0	0.0	6.8	19.2	19.2	6.6	26.2	26.5
Prop In Lane	0.91		1.00	0.35		0.59	1.00		0.20	1.00		0.75
Lane Grp Cap(c), veh/h	291	0	522	286	0	0	401	727	735	194	716	657
V/C Ratio(X)	0.40	0.00	0.06	0.63	0.00	0.00	0.79	0.71	0.71	0.81	0.87	0.88
Avail Cap(c_a), veh/h	474	0	743	496	0	0	442	765	774	223	762	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	0.0	17.4	29.1	0.0	0.0	32.8	17.4	17.4	33.2	19.7	19.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.8	0.0	0.0	7.4	3.0	2.9	15.7	10.5	11.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.5	3.7	0.0	0.0	3.7	9.3	9.4	4.1	13.9	13.2
LnGrp Delay(d),s/veh	27.3	0.0	17.4	29.9	0.0	0.0	40.2	20.3	20.3	48.9	30.2	31.7
LnGrp LOS	C		B	C			D	C	C	D	C	C
Approach Vol, veh/h		148			179			1347			1358	
Approach Delay, s/veh		25.2			29.9			25.0			33.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.8	39.2		21.3	16.3	38.7		21.3
Change Period (Y+Rc), s	7.4	5.7		4.9	7.4	5.7		4.9
Max Green Setting (Gmax), s	9.6	35.3		27.1	9.8	35.1		27.1
Max Q Clear Time (g_c+I1), s	13.6	21.2		11.1	8.8	28.5		15.9
Green Ext Time (p_c), s	0.0	6.8		0.4	0.1	4.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	28.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	30	40	590	200	290	190	920	380	170	500	80
Future Volume (veh/h)	20	30	40	590	200	290	190	920	380	170	500	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1776	1900	1863	1773	1900
Adj Flow Rate, veh/h	21	32	31	621	211	73	200	968	189	179	526	52
Adj No. of Lanes	1	1	1	2	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	9	9	2	8	8
Cap, veh/h	31	118	96	696	328	114	235	1166	227	118	1084	107
Arrive On Green	0.02	0.06	0.06	0.20	0.25	0.25	0.13	0.42	0.42	0.07	0.35	0.35
Sat Flow, veh/h	1774	1863	1523	3442	1324	458	1774	2804	547	1774	3098	305
Grp Volume(v), veh/h	21	32	31	621	0	284	200	582	575	179	285	293
Grp Sat Flow(s),veh/h/ln	1774	1863	1523	1721	0	1782	1774	1688	1663	1774	1684	1719
Q Serve(g_s), s	1.2	1.6	1.9	17.4	0.0	14.1	10.9	30.5	30.6	6.6	13.1	13.2
Cycle Q Clear(g_c), s	1.2	1.6	1.9	17.4	0.0	14.1	10.9	30.5	30.6	6.6	13.1	13.2
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.33	1.00		0.18
Lane Grp Cap(c), veh/h	31	118	96	696	0	442	235	702	691	118	590	602
V/C Ratio(X)	0.67	0.27	0.32	0.89	0.00	0.64	0.85	0.83	0.83	1.52	0.48	0.49
Avail Cap(c_a), veh/h	73	582	476	819	0	907	485	1086	1070	118	741	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	44.3	44.4	38.5	0.0	33.4	42.1	25.8	25.9	46.3	25.2	25.2
Incr Delay (d2), s/veh	8.7	0.5	0.7	9.9	0.0	0.6	3.4	2.9	3.0	270.6	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	0.8	9.2	0.0	7.0	5.6	14.8	14.6	12.1	6.2	6.3
LnGrp Delay(d),s/veh	57.2	44.7	45.1	48.4	0.0	33.9	45.5	28.8	28.9	316.9	25.7	25.8
LnGrp LOS	E	D	D	D		C	D	C	C	F	C	C
Approach Vol, veh/h		84			905			1357			757	
Approach Delay, s/veh		48.0			43.8			31.3			94.6	
Approach LOS		D			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	46.5	27.5	11.2	20.5	40.0	9.2	29.5
Change Period (Y+Rc), s	7.4	5.3	7.4	4.9	7.4	* 5.3	7.4	4.9
Max Green Setting (Gmax), s	6.6	63.8	23.6	31.0	27.1	* 44	4.1	50.5
Max Q Clear Time (g_c+I1), s	19.6	32.6	19.4	3.9	12.9	15.2	3.2	16.1
Green Ext Time (p_c), s	0.0	8.6	0.6	0.1	0.2	3.4	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	50.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	10	10	450	170	610	0	630	430	480	400	140
Future Volume (veh/h)	20	10	10	450	170	610	0	630	430	480	400	140
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1834	1863	0	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	11	11	342	393	242	0	663	32	505	421	42
Adj No. of Lanes	0	1	0	1	1	1	0	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	6	2	0	2	2	2	2	2
Cap, veh/h	62	32	32	407	421	358	0	1410	68	404	1876	186
Arrive On Green	0.07	0.07	0.07	0.23	0.23	0.23	0.00	0.41	0.41	0.12	0.58	0.58
Sat Flow, veh/h	832	436	436	1774	1834	1561	0	3530	166	3442	3252	323
Grp Volume(v), veh/h	43	0	0	342	393	242	0	341	354	505	228	235
Grp Sat Flow(s),veh/h/ln	1703	0	0	1774	1834	1561	0	1770	1833	1721	1770	1805
Q Serve(g_s), s	3.6	0.0	0.0	27.6	31.5	21.2	0.0	21.1	21.2	17.6	9.4	9.5
Cycle Q Clear(g_c), s	3.6	0.0	0.0	27.6	31.5	21.2	0.0	21.1	21.2	17.6	9.4	9.5
Prop In Lane	0.49		0.26	1.00		1.00	0.00		0.09	1.00		0.18
Lane Grp Cap(c), veh/h	126	0	0	407	421	358	0	726	752	404	1021	1041
V/C Ratio(X)	0.34	0.00	0.00	0.84	0.93	0.68	0.00	0.47	0.47	1.25	0.22	0.23
Avail Cap(c_a), veh/h	318	0	0	427	441	376	0	726	752	404	1021	1041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.09	0.09	0.09	0.00	1.00	1.00	0.61	0.61	0.61
Uniform Delay (d), s/veh	66.0	0.0	0.0	55.2	56.7	52.7	0.0	32.3	32.3	66.2	15.4	15.4
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.3	3.9	0.3	0.0	2.2	2.1	125.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	13.7	16.4	9.2	0.0	10.8	11.2	15.4	4.7	4.8
LnGrp Delay(d),s/veh	66.6	0.0	0.0	56.5	60.6	53.0	0.0	34.5	34.5	191.2	15.7	15.8
LnGrp LOS	E			E	E	D		C	C	F	B	B
Approach Vol, veh/h		43			977			695			968	
Approach Delay, s/veh		66.6			57.3			34.5			107.3	
Approach LOS		E			E			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	25.0	66.7		16.0		91.7		42.3
Change Period (Y+Rc), s	7.4	5.2		4.9		* 5.2		7.9
Max Green Setting (Gmax), s	17.6	42.9		28.0		* 68		36.1
Max Q Clear Time (g_c+I1), s	19.6	23.2		5.6		11.5		33.5
Green Ext Time (p_c), s	0.0	6.9		0.1		7.1		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	69.6
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	470	170	350	730	600	380	330	630	540	270	190
Future Volume (veh/h)	240	470	170	350	730	600	380	330	630	540	270	190
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1823	1900	1863	1824	1900	1863	1792	1863	1863	1831	1900
Adj Flow Rate, veh/h	253	495	74	368	768	495	400	347	400	568	284	126
Adj No. of Lanes	1	2	0	2	2	0	2	2	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	6	6	2	6	2	2	5	5
Cap, veh/h	181	1010	150	422	714	455	452	846	580	422	567	245
Arrive On Green	0.10	0.33	0.33	0.12	0.35	0.35	0.13	0.25	0.25	0.12	0.24	0.24
Sat Flow, veh/h	1774	3023	450	3442	2015	1285	3442	3406	1554	3442	2363	1022
Grp Volume(v), veh/h	253	283	286	368	659	604	400	347	400	568	207	203
Grp Sat Flow(s),veh/h/ln	1774	1732	1740	1721	1732	1568	1721	1703	1554	1721	1740	1646
Q Serve(g_s), s	15.0	19.1	19.2	15.4	52.0	52.0	16.8	12.5	32.0	18.0	15.1	15.7
Cycle Q Clear(g_c), s	15.0	19.1	19.2	15.4	52.0	52.0	16.8	12.5	32.0	18.0	15.1	15.7
Prop In Lane	1.00		0.26	1.00		0.82	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	181	579	581	422	614	555	452	846	580	422	417	395
V/C Ratio(X)	1.40	0.49	0.49	0.87	1.07	1.09	0.88	0.41	0.69	1.35	0.50	0.51
Avail Cap(c_a), veh/h	181	579	581	657	614	555	610	928	617	422	417	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	38.9	39.0	63.3	47.4	47.4	62.7	46.1	39.1	64.4	48.1	48.4
Incr Delay (d2), s/veh	207.9	0.4	0.4	5.2	57.8	64.1	9.5	0.3	3.1	170.7	0.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	9.2	9.3	7.7	34.6	32.3	8.6	5.9	14.2	18.5	7.3	7.3
LnGrp Delay(d),s/veh	273.8	39.3	39.4	68.4	105.1	111.5	72.1	46.5	42.2	235.1	48.9	49.3
LnGrp LOS	F	D	D	E	F	F	E	D	D	F	D	D
Approach Vol, veh/h		822			1631			1147			978	
Approach Delay, s/veh		111.5			99.2			53.9			157.1	
Approach LOS		F			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	54.3	26.3	41.2	22.0	57.3	25.0	42.5
Change Period (Y+Rc), s	7.0	5.3	7.0	6.0	7.0	5.3	7.0	* 6
Max Green Setting (Gmax), s	18.0	39.0	26.0	31.7	15.0	52.0	18.0	* 40
Max Q Clear Time (g_c+I1), s	17.4	21.2	18.8	17.7	17.0	54.0	20.0	34.0
Green Ext Time (p_c), s	0.6	2.5	0.5	1.8	0.0	0.0	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	102.4
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	960	510	240	1370	120	220	10	200	20	10	30
Future Volume (veh/h)	220	960	510	240	1370	120	220	10	200	20	10	30
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1828	1900	1863	1798	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	232	1011	411	253	1442	115	232	11	116	21	11	32
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	6	6	2	2	2	2	2	2
Cap, veh/h	170	1113	444	275	1672	133	273	33	351	203	98	380
Arrive On Green	0.10	0.46	0.46	0.15	0.52	0.52	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1774	2398	958	1774	3197	253	1358	138	1460	674	409	1583
Grp Volume(v), veh/h	232	727	695	253	766	791	232	0	127	32	0	32
Grp Sat Flow(s),veh/h/ln	1774	1736	1619	1774	1708	1742	1358	0	1599	1083	0	1583
Q Serve(g_s), s	14.0	56.4	58.9	20.6	56.7	57.9	24.1	0.0	9.6	1.4	0.0	2.3
Cycle Q Clear(g_c), s	14.0	56.4	58.9	20.6	56.7	57.9	35.1	0.0	9.6	11.0	0.0	2.3
Prop In Lane	1.00		0.59	1.00		0.15	1.00		0.91	0.66		1.00
Lane Grp Cap(c), veh/h	170	806	752	275	894	911	273	0	384	301	0	380
V/C Ratio(X)	1.37	0.90	0.92	0.92	0.86	0.87	0.85	0.00	0.33	0.11	0.00	0.08
Avail Cap(c_a), veh/h	170	828	772	299	938	957	273	0	384	301	0	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.1	36.1	36.8	60.9	30.1	30.4	61.4	0.0	45.8	46.3	0.0	43.1
Incr Delay (d2), s/veh	197.5	13.2	16.9	29.9	8.0	8.5	20.5	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.2	30.0	29.8	12.3	28.6	29.8	10.9	0.0	4.3	1.1	0.0	1.0
LnGrp Delay(d),s/veh	263.5	49.3	53.7	90.7	38.1	38.9	81.9	0.0	46.0	46.4	0.0	43.1
LnGrp LOS	F	D	D	F	D	D	F		D	D		D
Approach Vol, veh/h		1654			1810			359			64	
Approach Delay, s/veh		81.2			45.8			69.2			44.7	
Approach LOS		F			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	30.0	76.1		40.0	21.4	84.8		40.0
Change Period (Y+Rc), s	7.4	8.3		4.9	7.4	8.3		4.9
Max Green Setting (Gmax), s	24.6	69.7		35.1	14.0	80.3		35.1
Max Q Clear Time (g_c+I2), s	22.6	60.9		13.0	16.0	59.9		37.1
Green Ext Time (p_c), s	0.1	7.0		0.1	0.0	14.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	63.0
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	910	190	140	1490	50	230	40	210	10	10	20
Future Volume (veh/h)	160	910	190	140	1490	50	230	40	210	10	10	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1818	1900	1863	1795	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	168	958	42	147	1568	32	242	42	63	11	11	21
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	6	6	2	2	2	2	2	2
Cap, veh/h	184	1542	68	175	1546	32	321	46	69	128	133	211
Arrive On Green	0.10	0.46	0.46	0.10	0.45	0.45	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1774	3367	148	1774	3415	70	1031	179	268	340	514	815
Grp Volume(v), veh/h	168	491	509	147	781	819	347	0	0	43	0	0
Grp Sat Flow(s),veh/h/ln	1774	1728	1787	1774	1705	1780	1478	0	0	1668	0	0
Q Serve(g_s), s	10.5	24.1	24.1	9.1	50.7	50.7	23.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.5	24.1	24.1	9.1	50.7	50.7	25.4	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.04	0.70		0.18	0.26		0.49
Lane Grp Cap(c), veh/h	184	791	819	175	772	806	437	0	0	472	0	0
V/C Ratio(X)	0.91	0.62	0.62	0.84	1.01	1.02	0.79	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	184	791	819	184	772	806	931	0	0	1000	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	49.7	23.0	23.0	49.6	30.6	30.6	40.0	0.0	0.0	31.6	0.0	0.0
Incr Delay (d2), s/veh	42.0	1.7	1.7	25.6	35.5	35.7	1.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	11.8	12.2	5.7	31.4	32.8	10.6	0.0	0.0	1.0	0.0	0.0
LnGrp Delay(d),s/veh	91.7	24.7	24.7	75.2	66.1	66.3	41.2	0.0	0.0	31.6	0.0	0.0
LnGrp LOS	F	C	C	E	F	F	D			C		
Approach Vol, veh/h		1168			1747			347			43	
Approach Delay, s/veh		34.3			67.0			41.2			31.6	
Approach LOS		C			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.4	59.7		33.9	19.0	59.1		33.9
Change Period (Y+Rc), s	7.4	* 8.4		4.9	7.4	* 8.4		4.9
Max Green Setting (Gmax), s	11.6	* 51		67.1	11.6	* 51		67.1
Max Q Clear Time (g_c+I1), s	11.1	26.1		4.1	12.5	52.7		27.4
Green Ext Time (p_c), s	0.0	9.8		0.2	0.0	0.0		1.5

Intersection Summary		
HCM 2010 Ctrl Delay	52.3	
HCM 2010 LOS	D	

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1060	200	90	1530	0	90	0	40	0	0	0
Future Volume (veh/h)	10	1060	200	90	1530	0	90	0	40	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1810	1863	1863	1792	0	1900	1863	1900			
Adj Flow Rate, veh/h	11	1116	211	95	1611	0	95	0	42			
Adj No. of Lanes	1	2	1	1	2	0	0	1	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	5	2	2	6	0	0	2	0			
Cap, veh/h	19	1924	862	122	2103	0	127	0	56			
Arrive On Green	0.01	0.56	0.56	0.07	0.62	0.00	0.11	0.00	0.11			
Sat Flow, veh/h	1774	3438	1541	1774	3495	0	1185	0	524			
Grp Volume(v), veh/h	11	1116	211	95	1611	0	137	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1719	1541	1774	1703	0	1709	0	0			
Q Serve(g_s), s	0.5	16.4	5.4	4.1	26.6	0.0	6.0	0.0	0.0			
Cycle Q Clear(g_c), s	0.5	16.4	5.4	4.1	26.6	0.0	6.0	0.0	0.0			
Prop In Lane	1.00		1.00	1.00		0.00	0.69		0.31			
Lane Grp Cap(c), veh/h	19	1924	862	122	2103	0	183	0	0			
V/C Ratio(X)	0.57	0.58	0.24	0.78	0.77	0.00	0.75	0.00	0.00			
Avail Cap(c_a), veh/h	137	2172	973	220	2309	0	684	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	38.1	11.1	8.7	35.5	10.7	0.0	33.6	0.0	0.0			
Incr Delay (d2), s/veh	9.4	0.5	0.3	4.0	1.8	0.0	2.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.3	7.9	2.4	2.1	12.8	0.0	3.0	0.0	0.0			
LnGrp Delay(d),s/veh	47.6	11.7	9.0	39.5	12.5	0.0	35.9	0.0	0.0			
LnGrp LOS	D	B	A	D	B		D					
Approach Vol, veh/h		1338			1706			137				
Approach Delay, s/veh		11.5			14.0			35.9				
Approach LOS		B			B			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	12.7	51.5			8.2	56.0		13.2
Change Period (Y+Rc), s	7.4	8.2			7.4	8.2		4.9
Max Green Setting (Gmax), s	5.6	48.9			6.0	52.5		31.0
Max Q Clear Time (g_c+I1), s	6.1	18.4			2.5	28.6		8.0
Green Ext Time (p_c), s	0.0	18.0			0.0	19.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	770	210	250	960	150	650	100	270	30	20	20
Future Volume (veh/h)	120	770	210	250	960	150	650	100	270	30	20	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1810	1863	1863	1832	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	126	811	105	263	1011	84	759	0	147	32	21	10
Adj No. of Lanes	1	2	1	1	2	0	2	0	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	2	2	4	4	2	2	2	2	2	2
Cap, veh/h	153	1004	826	292	1202	100	847	0	376	95	63	30
Arrive On Green	0.09	0.29	0.29	0.16	0.37	0.37	0.24	0.00	0.24	0.05	0.05	0.05
Sat Flow, veh/h	1774	3438	1536	1774	3246	270	3548	0	1575	1774	1179	561
Grp Volume(v), veh/h	126	811	105	263	542	553	759	0	147	32	0	31
Grp Sat Flow(s),veh/h/ln	1774	1719	1536	1774	1740	1776	1774	0	1575	1774	0	1741
Q Serve(g_s), s	7.9	24.8	3.9	16.5	32.3	32.3	23.5	0.0	8.9	2.0	0.0	1.9
Cycle Q Clear(g_c), s	7.9	24.8	3.9	16.5	32.3	32.3	23.5	0.0	8.9	2.0	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	153	1004	826	292	644	657	847	0	376	95	0	93
V/C Ratio(X)	0.83	0.81	0.13	0.90	0.84	0.84	0.90	0.00	0.39	0.34	0.00	0.33
Avail Cap(c_a), veh/h	178	1138	886	344	739	754	971	0	431	485	0	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.9	37.2	13.4	46.4	32.6	32.6	41.8	0.0	36.2	51.7	0.0	51.7
Incr Delay (d2), s/veh	20.3	4.7	0.1	21.6	8.0	7.9	9.7	0.0	0.5	0.8	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	12.4	2.5	9.9	16.9	17.3	12.6	0.0	3.9	1.0	0.0	1.0
LnGrp Delay(d),s/veh	71.3	41.9	13.5	68.0	40.6	40.5	51.4	0.0	36.7	52.5	0.0	52.5
LnGrp LOS	E	D	B	E	D	D	D		D	D		D
Approach Vol, veh/h		1042			1358			906			63	
Approach Delay, s/veh		42.6			45.9			49.0			52.5	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	26.0	41.3		13.9	17.2	50.1		32.1
Change Period (Y+Rc), s	7.4	8.2		7.9	7.4	8.2		5.0
Max Green Setting (Gmax), s	22.6	37.5		31.0	11.4	48.1		31.0
Max Q Clear Time (g_c+I1), s	18.5	26.8		4.0	9.9	34.3		25.5
Green Ext Time (p_c), s	0.1	6.3		0.1	0.0	6.9		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	45.8
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	890	200	350	700	660	760
Future Volume (veh/h)	890	200	350	700	660	760
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1810	1863	1827	1863	1863
Adj Flow Rate, veh/h	937	95	368	737	695	589
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	2	4	2	2
Cap, veh/h	1118	1081	425	1729	1359	625
Arrive On Green	0.32	0.32	0.12	0.50	0.39	0.39
Sat Flow, veh/h	3632	1501	3442	3563	3442	1583
Grp Volume(v), veh/h	937	95	368	737	695	589
Grp Sat Flow(s),veh/h/ln	1770	1501	1721	1736	1721	1583
Q Serve(g_s), s	31.0	2.5	13.2	17.1	19.3	45.2
Cycle Q Clear(g_c), s	31.0	2.5	13.2	17.1	19.3	45.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1118	1081	425	1729	1359	625
V/C Ratio(X)	0.84	0.09	0.87	0.43	0.51	0.94
Avail Cap(c_a), veh/h	1306	1161	535	2024	1720	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	5.6	54.2	20.2	28.9	36.7
Incr Delay (d2), s/veh	4.6	0.0	10.0	0.2	0.1	15.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.9	2.4	6.9	8.2	9.2	22.4
LnGrp Delay(d),s/veh	44.7	5.7	64.2	20.4	29.0	52.3
LnGrp LOS	D	A	E	C	C	D
Approach Vol, veh/h	1032			1105	1284	
Approach Delay, s/veh	41.1			35.0	39.7	
Approach LOS	D			C	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	23.0	45.3				68.3		57.8
Change Period (Y+Rc), s	7.4	5.5				5.5		8.0
Max Green Setting (Gmax), s	19.6	46.5				73.5		63.0
Max Q Clear Time (g_c+I1), s	15.2	33.0				19.1		47.2
Green Ext Time (p_c), s	0.3	6.8				7.9		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	38.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1290	250	240	930	50	150	0	300	0	0	0
Future Volume (veh/h)	10	1290	250	240	930	50	150	0	300	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1818	1900	1863	1829	1900	1863	0	1863			
Adj Flow Rate, veh/h	11	1358	179	253	979	53	158	0	190			
Adj No. of Lanes	1	2	0	2	2	0	2	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	5	5	2	4	4	2	0	2			
Cap, veh/h	18	2137	279	298	2594	140	296	0	240			
Arrive On Green	0.01	0.70	0.70	0.17	1.00	1.00	0.09	0.00	0.09			
Sat Flow, veh/h	1774	3060	400	3442	3348	181	3442	0	2787			
Grp Volume(v), veh/h	11	761	776	253	508	524	158	0	190			
Grp Sat Flow(s),veh/h/ln	1774	1727	1732	1721	1737	1792	1721	0	1393			
Q Serve(g_s), s	0.9	33.3	34.3	10.0	0.0	0.0	6.2	0.0	9.4			
Cycle Q Clear(g_c), s	0.9	33.3	34.3	10.0	0.0	0.0	6.2	0.0	9.4			
Prop In Lane	1.00		0.23	1.00		0.10	1.00		1.00			
Lane Grp Cap(c), veh/h	18	1206	1210	298	1346	1389	296	0	240			
V/C Ratio(X)	0.62	0.63	0.64	0.85	0.38	0.38	0.53	0.00	0.79			
Avail Cap(c_a), veh/h	79	1206	1210	359	1346	1389	742	0	601			
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.28	0.28	0.28	0.55	0.55	0.55	1.00	0.00	1.00			
Uniform Delay (d), s/veh	69.0	11.4	11.5	57.0	0.0	0.0	61.3	0.0	62.8			
Incr Delay (d2), s/veh	3.7	0.7	0.7	7.8	0.4	0.4	0.6	0.0	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	15.9	16.4	5.0	0.2	0.2	3.0	0.0	3.7			
LnGrp Delay(d),s/veh	72.8	12.1	12.3	64.8	0.4	0.4	61.9	0.0	65.0			
LnGrp LOS	E	B	B	E	A	A	E		E			
Approach Vol, veh/h		1548			1285			348				
Approach Delay, s/veh		12.6			13.1			63.6				
Approach LOS		B			B			E				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	19.5	104.1			8.8	114.8		16.4
Change Period (Y+Rc), s	7.4	6.3			7.4	* 6.3		4.4
Max Green Setting (Gmax), s	14.6	77.1			6.2	* 86		30.2
Max Q Clear Time (g_c+I1), s	12.0	36.3			2.9	2.0		11.4
Green Ext Time (p_c), s	0.1	22.2			0.0	13.1		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	18.4
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	630	890	200	450	890	630	40	70	90	170	90	120
Future Volume (veh/h)	630	890	200	450	890	630	40	70	90	170	90	120
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1819	1900	1863	1776	1863	1863	1845	1863	1863	1736	1863
Adj Flow Rate, veh/h	663	937	148	474	937	452	42	74	74	137	154	111
Adj No. of Lanes	2	3	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	7	2	2	3	2	2	13	2
Cap, veh/h	669	1526	240	451	1392	653	89	92	482	212	208	186
Arrive On Green	0.06	0.12	0.12	0.34	0.55	0.55	0.05	0.05	0.05	0.12	0.12	0.12
Sat Flow, veh/h	3442	4328	681	1774	3374	1582	1774	1845	1583	1774	1736	1555
Grp Volume(v), veh/h	663	716	369	474	937	452	42	74	74	137	154	111
Grp Sat Flow(s),veh/h/ln	1721	1655	1699	1774	1687	1582	1774	1845	1583	1774	1736	1555
Q Serve(g_s), s	27.0	28.8	28.9	35.6	27.8	29.1	3.2	5.6	4.8	10.3	12.0	9.5
Cycle Q Clear(g_c), s	27.0	28.8	28.9	35.6	27.8	29.1	3.2	5.6	4.8	10.3	12.0	9.5
Prop In Lane	1.00		0.40	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	669	1167	599	451	1392	653	89	92	482	212	208	186
V/C Ratio(X)	0.99	0.61	0.62	1.05	0.67	0.69	0.47	0.80	0.15	0.65	0.74	0.60
Avail Cap(c_a), veh/h	669	1167	599	451	1392	653	89	92	482	431	422	378
HCM Platoon Ratio	0.33	0.33	0.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	0.60	0.46	0.46	0.46	0.98	0.98	0.98	0.40	0.40	0.40
Uniform Delay (d), s/veh	65.4	52.8	52.8	46.3	24.8	25.1	64.7	65.8	35.5	58.8	59.5	58.4
Incr Delay (d2), s/veh	24.9	1.5	2.9	43.0	1.2	2.8	6.2	39.9	0.2	1.9	3.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.2	13.5	14.1	22.8	13.1	13.1	1.7	3.9	2.1	5.2	5.9	4.2
LnGrp Delay(d),s/veh	90.3	54.2	55.7	89.3	26.0	27.9	70.9	105.7	35.8	60.7	62.6	60.2
LnGrp LOS	F	D	E	F	C	C	E	F	D	E	E	E
Approach Vol, veh/h		1748			1863			190			402	
Approach Delay, s/veh		68.2			42.6			70.8			61.3	
Approach LOS		E			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	58.5		26.2	34.6	66.9		12.3
Change Period (Y+Rc), s	7.4	* 9.1		9.5	7.4	* 9.1		5.3
Max Green Setting (Gmax), s	35.6	* 32		34.0	27.2	* 41		7.0
Max Q Clear Time (g_c+I1), s	37.6	30.9		14.0	29.0	31.1		7.6
Green Ext Time (p_c), s	0.0	0.9		2.4	0.0	6.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	56.3
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	800	130	550	1490	390	250	130	220	340	140	240
Future Volume (veh/h)	220	800	130	550	1490	390	250	130	220	340	140	240
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1832	1900	1863	1776	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	232	842	137	579	1568	411	263	137	232	358	147	253
Adj No. of Lanes	2	4	0	2	3	1	2	1	1	2	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	4	2	7	2	2	2	2	2	2	2
Cap, veh/h	243	1311	209	617	1684	550	442	239	487	872	155	266
Arrive On Green	0.14	0.47	0.47	0.36	0.69	0.69	0.13	0.13	0.13	0.25	0.25	0.25
Sat Flow, veh/h	3442	5520	882	3442	4848	1583	3442	1863	1583	3442	610	1050
Grp Volume(v), veh/h	232	719	260	579	1568	411	263	137	232	358	0	400
Grp Sat Flow(s),veh/h/ln	1721	1575	1676	1721	1616	1583	1721	1863	1583	1721	0	1660
Q Serve(g_s), s	9.4	16.1	16.6	22.8	39.2	23.1	10.1	9.7	16.6	12.1	0.0	33.2
Cycle Q Clear(g_c), s	9.4	16.1	16.6	22.8	39.2	23.1	10.1	9.7	16.6	12.1	0.0	33.2
Prop In Lane	1.00		0.53	1.00		1.00	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	243	1122	398	617	1684	550	442	239	487	872	0	421
V/C Ratio(X)	0.95	0.64	0.65	0.94	0.93	0.75	0.59	0.57	0.48	0.41	0.00	0.95
Avail Cap(c_a), veh/h	243	1122	398	654	1711	559	442	239	487	885	0	427
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	0.53	0.53	0.53	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.9	32.2	32.4	44.2	19.9	17.5	57.6	57.4	39.3	43.6	0.0	51.4
Incr Delay (d2), s/veh	24.9	1.1	3.3	12.7	6.3	4.9	2.2	3.3	0.8	0.1	0.0	30.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	7.0	7.9	11.9	17.8	10.6	5.0	5.2	7.4	5.8	0.0	18.8
LnGrp Delay(d),s/veh	84.8	33.4	35.7	56.9	26.3	22.4	59.7	60.7	40.1	43.7	0.0	82.1
LnGrp LOS	F	C	D	E	C	C	E	E	D	D		F
Approach Vol, veh/h		1211			2558			632			758	
Approach Delay, s/veh		43.7			32.6			52.7			64.0	
Approach LOS		D			C			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.7	40.2		44.2	17.3	55.6		22.9
Change Period (Y+Rc), s	7.6	7.0		8.7	7.4	* 7		4.9
Max Green Setting (Gmax), s	26.6	31.2		36.0	9.9	* 49		18.0
Max Q Clear Time (g_c+I1), s	24.8	18.6		35.2	11.4	41.2		18.6
Green Ext Time (p_c), s	0.3	6.4		0.3	0.0	7.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.3
HCM 2010 LOS	D

Notes

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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	920	440	250	1530	0	0	0	0	70	10	910
Future Volume (veh/h)	0	920	440	250	1530	0	0	0	0	70	10	910
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1827	1863	1863	1776	0				1900	1863	1863
Adj Flow Rate, veh/h	0	968	252	263	1611	0				74	11	537
Adj No. of Lanes	1	2	2	1	3	0				0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	2	7	0				2	2	2
Cap, veh/h	3	1235	991	299	2832	0				400	59	549
Arrive On Green	0.00	0.12	0.12	0.11	0.39	0.00				0.26	0.26	0.26
Sat Flow, veh/h	1774	3471	2787	1774	5007	0				1554	231	2787
Grp Volume(v), veh/h	0	968	252	263	1611	0				85	0	537
Grp Sat Flow(s),veh/h/ln	1774	1736	1393	1774	1616	0				1785	0	1393
Q Serve(g_s), s	0.0	19.0	5.8	10.2	18.2	0.0				2.6	0.0	17.6
Cycle Q Clear(g_c), s	0.0	19.0	5.8	10.2	18.2	0.0				2.6	0.0	17.6
Prop In Lane	1.00		1.00	1.00		0.00				0.87		1.00
Lane Grp Cap(c), veh/h	3	1235	991	299	2832	0				459	0	549
V/C Ratio(X)	0.00	0.78	0.25	0.88	0.57	0.00				0.19	0.00	0.98
Avail Cap(c_a), veh/h	228	1235	991	299	2832	0				459	0	549
HCM Platoon Ratio	0.33	0.33	0.33	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.84	0.84	0.60	0.60	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.3	22.4	30.3	14.4	0.0				20.3	0.0	46.0
Incr Delay (d2), s/veh	0.0	4.2	0.5	16.4	0.5	0.0				0.1	0.0	32.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.8	2.3	6.4	8.3	0.0				1.3	0.0	8.0
LnGrp Delay(d),s/veh	0.0	32.5	23.0	46.8	14.9	0.0				20.4	0.0	78.4
LnGrp LOS		C	C	D	B					C		E
Approach Vol, veh/h		1220			1874						622	
Approach Delay, s/veh		30.5			19.4						70.5	
Approach LOS		C			B						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	16.0	31.4		22.6	0.0	47.4		
Change Period (Y+Rc), s	* 4.2	6.5		4.6	* 4.2	6.5		
Max Green Setting (Gmax), s	* 12	24.9		18.0	* 9	27.7		
Max Q Clear Time (g_c+I1), s	12.2	21.0		19.6	0.0	20.2		
Green Ext Time (p_c), s	0.0	2.1		0.0	0.0	4.7		

Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	310	680	140	480	1300	240
Future Volume (veh/h)	310	680	140	480	1300	240
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1863	1863	1776	1863	1863
Adj Flow Rate, veh/h	326	295	147	505	1368	127
Adj No. of Lanes	2	1	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	2	2	7	2	2
Cap, veh/h	927	1088	167	1421	1446	665
Arrive On Green	0.45	0.45	0.09	0.42	0.42	0.42
Sat Flow, veh/h	3563	1583	1774	3463	3442	1583
Grp Volume(v), veh/h	326	295	147	505	1368	127
Grp Sat Flow(s),veh/h/ln	1736	1583	1774	1687	1721	1583
Q Serve(g_s), s	4.3	4.5	5.7	7.1	26.8	3.5
Cycle Q Clear(g_c), s	4.3	4.5	5.7	7.1	26.8	3.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	927	1088	167	1421	1446	665
V/C Ratio(X)	0.35	0.27	0.88	0.36	0.95	0.19
Avail Cap(c_a), veh/h	927	1088	167	1421	1475	679
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	3.1	31.3	13.8	19.5	12.8
Incr Delay (d2), s/veh	0.8	0.5	36.4	0.7	12.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.6	4.5	3.4	15.0	1.5
LnGrp Delay(d),s/veh	16.2	3.6	67.7	14.5	32.0	12.8
LnGrp LOS	B	A	E	B	C	B
Approach Vol, veh/h	621			652	1495	
Approach Delay, s/veh	10.2			26.5	30.4	
Approach LOS	B			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.8	25.2				36.0		34.0
Change Period (Y+Rc), s	4.2	6.5				6.5		4.6
Max Green Setting (Gmax), s	6.6	18.1				28.9		30.0
Max Q Clear Time (g_c+I1), s	7.7	6.5				9.1		28.8
Green Ext Time (p_c), s	0.0	1.6				2.2		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	190	20	20	10	30	20	90	10	270	110	360
Future Volume (veh/h)	40	190	20	20	10	30	20	90	10	270	110	360
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1842	1900
Adj Flow Rate, veh/h	42	200	21	21	11	32	21	95	11	284	116	379
Adj No. of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	7	7
Cap, veh/h	404	288	30	136	77	105	36	392	45	351	158	516
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.02	0.24	0.24	0.20	0.42	0.42
Sat Flow, veh/h	1358	1658	174	164	443	607	1774	1638	190	1774	379	1239
Grp Volume(v), veh/h	42	0	221	64	0	0	21	0	106	284	0	495
Grp Sat Flow(s),veh/h/ln	1358	0	1832	1214	0	0	1774	0	1828	1774	0	1618
Q Serve(g_s), s	0.0	0.0	5.0	0.1	0.0	0.0	0.5	0.0	2.1	6.8	0.0	11.4
Cycle Q Clear(g_c), s	1.1	0.0	5.0	5.1	0.0	0.0	0.5	0.0	2.1	6.8	0.0	11.4
Prop In Lane	1.00		0.10	0.33		0.50	1.00		0.10	1.00		0.77
Lane Grp Cap(c), veh/h	404	0	318	318	0	0	36	0	437	351	0	673
V/C Ratio(X)	0.10	0.00	0.70	0.20	0.00	0.00	0.58	0.00	0.24	0.81	0.00	0.74
Avail Cap(c_a), veh/h	967	0	1077	917	0	0	160	0	865	623	0	1188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	17.2	15.8	0.0	0.0	21.5	0.0	13.6	17.0	0.0	10.9
Incr Delay (d2), s/veh	0.0	0.0	1.0	0.1	0.0	0.0	5.2	0.0	0.5	1.7	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.6	0.7	0.0	0.0	0.3	0.0	1.1	3.5	0.0	5.6
LnGrp Delay(d),s/veh	15.7	0.0	18.3	15.9	0.0	0.0	26.8	0.0	14.1	18.7	0.0	13.4
LnGrp LOS	B		B	B			C		B	B		B
Approach Vol, veh/h		263			64			127			779	
Approach Delay, s/veh		17.9			15.9			16.2			15.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		12.6	8.3	23.5		12.6	16.2	15.6
Change Period (Y+Rc), s		4.9	7.4	5.0		4.9	7.4	5.0
Max Green Setting (Gmax), s		26.1	4.0	32.6		26.1	15.6	21.0
Max Q Clear Time (g_c+I1), s		7.0	2.5	13.4		7.1	8.8	4.1
Green Ext Time (p_c), s		0.8	0.0	5.0		0.2	0.3	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	16.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	220	20	40	20	20	20	10	160	10	70	360	380
Future Vol, veh/h	220	20	40	20	20	20	10	160	10	70	360	380
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	232	21	42	21	21	21	11	168	11	74	379	400
Number of Lanes	1	1	0	1	1	0	0	2	0	0	2	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	2	2
HCM Control Delay	17.8	12	12.8	17.1
HCM LOS	C	B	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	11%	0%	100%	0%	100%	0%	37%	0%	0%
Vol Thru, %	89%	89%	0%	33%	0%	50%	63%	100%	0%
Vol Right, %	0%	11%	0%	67%	0%	50%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	90	220	60	20	40	190	240	380
LT Vol	10	0	220	0	20	0	70	0	0
Through Vol	80	80	0	20	0	20	120	240	0
RT Vol	0	10	0	40	0	20	0	0	380
Lane Flow Rate	95	95	232	63	21	42	200	253	400
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.21	0.206	0.525	0.126	0.053	0.095	0.384	0.471	0.667
Departure Headway (Hd)	7.978	7.842	8.166	7.187	9.007	8.138	6.904	6.717	6.007
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	450	458	442	498	397	440	524	541	604
Service Time	5.731	5.595	5.914	4.935	6.768	5.898	4.604	4.417	3.707
HCM Lane V/C Ratio	0.211	0.207	0.525	0.127	0.053	0.095	0.382	0.468	0.662
HCM Control Delay	12.9	12.6	19.6	11	12.3	11.8	13.8	15.3	19.9
HCM Lane LOS	B	B	C	B	B	B	B	C	C
HCM 95th-tile Q	0.8	0.8	3	0.4	0.2	0.3	1.8	2.5	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	670	0	0	1090	560	370
Future Volume (veh/h)	670	0	0	1090	560	370
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	0	1863	1863	1863
Adj Flow Rate, veh/h	705	0	0	1147	648	326
Adj No. of Lanes	2	0	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	1641	0	0	1641	991	442
Arrive On Green	0.46	0.00	0.00	0.46	0.28	0.28
Sat Flow, veh/h	3725	0	0	3725	3548	1583
Grp Volume(v), veh/h	705	0	0	1147	648	326
Grp Sat Flow(s),veh/h/ln	1770	0	0	1770	1774	1583
Q Serve(g_s), s	5.3	0.0	0.0	10.2	6.4	7.4
Cycle Q Clear(g_c), s	5.3	0.0	0.0	10.2	6.4	7.4
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1641	0	0	1641	991	442
V/C Ratio(X)	0.43	0.00	0.00	0.70	0.65	0.74
Avail Cap(c_a), veh/h	3112	0	0	3112	1779	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.1	0.0	0.0	8.4	12.6	13.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	5.0	3.1	3.3
LnGrp Delay(d),s/veh	7.2	0.0	0.0	8.6	12.9	13.9
LnGrp LOS	A			A	B	B
Approach Vol, veh/h	705			1147	974	
Approach Delay, s/veh	7.2			8.6	13.2	
Approach LOS	A			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		23.5		16.2		23.5		
Change Period (Y+Rc), s		5.1		5.1		5.1		
Max Green Setting (Gmax), s		34.9		19.9		34.9		
Max Q Clear Time (g_c+I1), s		7.3		9.4		12.2		
Green Ext Time (p_c), s		3.5		1.7		6.2		

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	430	460	70	1490	170	0	0	0	70	30	50
Future Volume (veh/h)	100	430	460	70	1490	170	0	0	0	70	30	50
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98				1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	105	453	484	74	1568	179				74	32	53
Adj No. of Lanes	1	2	0	2	2	0				0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	143	1159	1037	131	1959	221				122	53	87
Arrive On Green	0.08	0.66	0.66	0.04	0.61	0.61				0.15	0.15	0.15
Sat Flow, veh/h	1774	1770	1583	3442	3199	360				790	342	566
Grp Volume(v), veh/h	105	453	484	74	858	889				159	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1770	1790				1698	0	0
Q Serve(g_s), s	6.9	14.2	18.2	2.5	43.7	45.9				10.5	0.0	0.0
Cycle Q Clear(g_c), s	6.9	14.2	18.2	2.5	43.7	45.9				10.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.20				0.47		0.33
Lane Grp Cap(c), veh/h	143	1159	1037	131	1084	1096				262	0	0
V/C Ratio(X)	0.73	0.39	0.47	0.56	0.79	0.81				0.61	0.00	0.00
Avail Cap(c_a), veh/h	155	1159	1037	172	1084	1096				482	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59				1.00	0.00	0.00
Uniform Delay (d), s/veh	53.9	9.6	10.3	56.7	17.5	17.9				47.4	0.0	0.0
Incr Delay (d2), s/veh	12.6	1.0	1.5	0.8	3.6	4.0				0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	7.2	8.4	1.2	22.3	23.7				5.0	0.0	0.0
LnGrp Delay(d),s/veh	66.5	10.6	11.8	57.6	21.0	21.9				48.2	0.0	0.0
LnGrp LOS	E	B	B	E	C	C				D		
Approach Vol, veh/h		1042			1821						159	
Approach Delay, s/veh		16.8			22.9						48.2	
Approach LOS		B			C						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	12.3	83.7		24.0	17.4	78.6		
Change Period (Y+Rc), s	* 7.7	5.1		5.5	* 7.7	5.1		
Max Green Setting (Gmax), s	* 6	61.6		34.1	* 11	57.1		
Max Q Clear Time (g_c+I1), s	14.5	20.2		12.5	8.9	47.9		
Green Ext Time (p_c), s	0.0	4.8		0.6	0.0	5.8		

Intersection Summary	
HCM 2010 Ctrl Delay	22.1
HCM 2010 LOS	C

Notes

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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	500	0	0	550	1210	490
Future Volume (veh/h)	500	0	0	550	1210	490
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	1863	1776	1863	1863
Adj Flow Rate, veh/h	526	0	0	579	1274	516
Adj No. of Lanes	2	0	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	7	2	2
Cap, veh/h	856	0	3	816	1787	608
Arrive On Green	0.24	0.00	0.00	0.24	0.52	0.52
Sat Flow, veh/h	3725	0	1774	3463	3442	1583
Grp Volume(v), veh/h	526	0	0	579	1274	516
Grp Sat Flow(s),veh/h/ln	1770	0	1774	1687	1721	1583
Q Serve(g_s), s	7.5	0.0	0.0	8.9	16.1	24.7
Cycle Q Clear(g_c), s	7.5	0.0	0.0	8.9	16.1	24.7
Prop In Lane		0.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	856	0	3	816	1787	608
V/C Ratio(X)	0.61	0.00	0.00	0.71	0.71	0.85
Avail Cap(c_a), veh/h	1820	0	165	2505	2060	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	0.0	19.8	10.4	31.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	0.7	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	4.2	7.6	16.5
LnGrp Delay(d),s/veh	19.5	0.0	0.0	20.2	11.2	38.5
LnGrp LOS	B			C	B	D
Approach Vol, veh/h	526			579	1790	
Approach Delay, s/veh	19.5			20.2	19.1	
Approach LOS	B			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	0.0	19.3				19.3		37.7
Change Period (Y+Rc), s	7.7	5.5				5.5		8.1
Max Green Setting (Gmax), s	5.3	29.3				42.3		34.1
Max Q Clear Time (g_c+I1), s	0.0	9.5				10.9		26.7
Green Ext Time (p_c), s	0.0	2.3				2.8		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	19.4
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	230	10	10	140	60
Future Volume (veh/h)	120	230	10	10	140	60
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	126	242	11	11	147	63
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	418	373	279	201	273	117
Arrive On Green	0.24	0.24	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1774	1583	376	913	1237	530
Grp Volume(v), veh/h	126	242	22	0	0	210
Grp Sat Flow(s),veh/h/ln	1774	1583	1289	0	0	1768
Q Serve(g_s), s	1.6	3.8	0.0	0.0	0.0	2.9
Cycle Q Clear(g_c), s	1.6	3.8	2.9	0.0	0.0	2.9
Prop In Lane	1.00	1.00	0.50			0.30
Lane Grp Cap(c), veh/h	418	373	480	0	0	390
V/C Ratio(X)	0.30	0.65	0.05	0.00	0.00	0.54
Avail Cap(c_a), veh/h	1575	1406	1488	0	0	1633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	9.5	8.5	0.0	0.0	9.5
Incr Delay (d2), s/veh	0.4	1.9	0.0	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.8	0.1	0.0	0.0	1.5
LnGrp Delay(d),s/veh	9.1	11.4	8.5	0.0	0.0	10.7
LnGrp LOS	A	B	A			B
Approach Vol, veh/h	368			22	210	
Approach Delay, s/veh	10.6			8.5	10.7	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		13.6		14.0		13.6		
Change Period (Y+Rc), s		7.5		7.5		7.5		
Max Green Setting (Gmax), s		25.5		24.5		25.5		
Max Q Clear Time (g_c+I1), s		4.9		5.8		4.9		
Green Ext Time (p_c), s		0.1		1.1		1.1		

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕		↰	↕	
Traffic Vol, veh/h	10	10	10	0	0	0	10	10	10	270	10	20
Future Vol, veh/h	10	10	10	0	0	0	10	10	10	270	10	20
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	11	11	0	0	0	11	11	11	284	11	21

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	630	635	23		33	0	0	22	0	0
Stage 1	591	591	-		-	-	-	-	-	-
Stage 2	39	44	-		-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22		4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-		-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-		-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318		2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	446	396	1054		1579	-	-	1593	-	-
Stage 1	553	494	-		-	-	-	-	-	-
Stage 2	983	858	-		-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	363	0	1053		1577	-	-	1593	-	-
Mov Cap-2 Maneuver	363	0	-		-	-	-	-	-	-
Stage 1	451	0	-		-	-	-	-	-	-
Stage 2	982	0	-		-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	2.4	7
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1577	-	-	540	1593	-	-
HCM Lane V/C Ratio	0.007	-	-	0.058	0.178	-	-
HCM Control Delay (s)	7.3	0	-	12.1	7.8	-	-
HCM Lane LOS	A	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	780	10	170	350	180	0	0	230	80
Future Volume (veh/h)	0	0	0	780	10	170	350	180	0	0	230	80
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1863	1900	1863	0	0	1863	1900
Adj Flow Rate, veh/h				829	0	95	368	189	0	0	242	84
Adj No. of Lanes				2	0	1	0	1	0	0	1	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				892	0	398	511	262	0	0	239	83
Arrive On Green				0.25	0.00	0.25	0.14	0.14	0.00	0.00	0.18	0.18
Sat Flow, veh/h				3548	0	1583	1191	612	0	0	1323	459
Grp Volume(v), veh/h				829	0	95	557	0	0	0	0	326
Grp Sat Flow(s),veh/h/ln				1774	0	1583	1803	0	0	0	0	1782
Q Serve(g_s), s				25.1	0.0	5.3	32.5	0.0	0.0	0.0	0.0	19.9
Cycle Q Clear(g_c), s				25.1	0.0	5.3	32.5	0.0	0.0	0.0	0.0	19.9
Prop In Lane				1.00		1.00	0.66		0.00	0.00		0.26
Lane Grp Cap(c), veh/h				892	0	398	773	0	0	0	0	322
V/C Ratio(X)				0.93	0.00	0.24	0.72	0.00	0.00	0.00	0.00	1.01
Avail Cap(c_a), veh/h				1061	0	474	773	0	0	0	0	322
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.28	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				40.2	0.0	32.8	40.9	0.0	0.0	0.0	0.0	45.1
Incr Delay (d2), s/veh				11.6	0.0	0.1	1.7	0.0	0.0	0.0	0.0	53.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
%ile BackOfQ(50%),veh/ln				13.8	0.0	2.3	16.6	0.0	0.0	0.0	0.0	14.5
LnGrp Delay(d),s/veh				51.8	0.0	32.9	42.6	0.0	0.0	0.0	0.0	98.2
LnGrp LOS				D		C	D					F
Approach Vol, veh/h					924			557			326	
Approach Delay, s/veh					49.9			42.6			98.2	
Approach LOS					D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		52.2				25.0		32.8
Change Period (Y+Rc), s		5.1				5.1		5.1
Max Green Setting (Gmax), s		41.9				19.9		32.9
Max Q Clear Time (g_c+I1), s		34.5				21.9		27.1
Green Ext Time (p_c), s		1.5				0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	56.3
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	10	580	0	0	0	0	400	680	140	870	0
Future Volume (veh/h)	100	10	580	0	0	0	0	400	680	140	870	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				0	1689	1863	1900	1653	0
Adj Flow Rate, veh/h	105	11	432				0	484	463	147	916	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	17	2	17	17	0
Cap, veh/h	236	25	232				0	640	590	142	932	0
Arrive On Green	0.15	0.15	0.15				0.00	0.38	0.38	0.34	0.34	0.00
Sat Flow, veh/h	1613	169	1583				0	1689	1556	423	2862	0
Grp Volume(v), veh/h	116	0	432				0	484	463	567	496	0
Grp Sat Flow(s),veh/h/ln	1782	0	1583				0	1689	1556	1632	1571	0
Q Serve(g_s), s	6.5	0.0	16.1				0.0	27.4	28.9	36.9	33.8	0.0
Cycle Q Clear(g_c), s	6.5	0.0	16.1				0.0	27.4	28.9	36.9	33.8	0.0
Prop In Lane	0.91		1.00				0.00		1.00	0.26		0.00
Lane Grp Cap(c), veh/h	261	0	232				0	640	590	547	527	0
V/C Ratio(X)	0.44	0.00	1.86				0.00	0.76	0.78	1.04	0.94	0.00
Avail Cap(c_a), veh/h	261	0	232				0	640	590	547	527	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.83	0.83	0.29	0.29	0.00
Uniform Delay (d), s/veh	42.9	0.0	47.0				0.0	29.7	30.2	36.6	35.5	0.0
Incr Delay (d2), s/veh	0.4	0.0	405.0				0.0	6.8	8.5	30.3	10.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	33.1				0.0	14.0	13.7	21.2	16.1	0.0
LnGrp Delay(d),s/veh	43.3	0.0	451.9				0.0	36.6	38.7	66.9	45.7	0.0
LnGrp LOS	D		F					D	D	F	D	
Approach Vol, veh/h		548						947			1063	
Approach Delay, s/veh		365.4						37.6			57.0	
Approach LOS		F						D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		46.8		21.2		42.0		
Change Period (Y+Rc), s		5.1		5.1		5.1		
Max Green Setting (Gmax), s		41.7		16.1		36.9		
Max Q Clear Time (g_c+I1), s		30.9		18.1		38.9		
Green Ext Time (p_c), s		1.2		0.0		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	115.9
HCM 2010 LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	410	190	340	970	990	410
Future Volume (veh/h)	410	190	340	970	990	410
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1624	1624	1863
Adj Flow Rate, veh/h	432	200	358	1021	1042	432
Adj No. of Lanes	2	1	2	2	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	17	17	2
Cap, veh/h	588	486	468	2086	1442	1778
Arrive On Green	0.17	0.17	0.14	0.68	0.47	0.47
Sat Flow, veh/h	3442	1583	3442	3167	3167	2787
Grp Volume(v), veh/h	432	200	358	1021	1042	432
Grp Sat Flow(s),veh/h/ln	1721	1583	1721	1543	1543	1393
Q Serve(g_s), s	7.2	6.1	6.1	9.7	16.5	4.0
Cycle Q Clear(g_c), s	7.2	6.1	6.1	9.7	16.5	4.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	588	486	468	2086	1442	1778
V/C Ratio(X)	0.74	0.41	0.76	0.49	0.72	0.24
Avail Cap(c_a), veh/h	1475	894	584	2273	1525	1854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	16.7	25.3	4.8	13.0	4.7
Incr Delay (d2), s/veh	0.7	0.2	3.5	0.4	2.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	5.7	3.1	4.1	7.4	2.3
LnGrp Delay(d),s/veh	24.5	16.9	28.8	5.2	15.5	4.9
LnGrp LOS	C	B	C	A	B	A
Approach Vol, veh/h	632			1379	1474	
Approach Delay, s/veh	22.1			11.3	12.4	
Approach LOS	C			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		45.9		14.8	12.7	33.3		
Change Period (Y+Rc), s		4.9		4.4	4.4	4.9		
Max Green Setting (Gmax), s		44.7		26.0	10.3	30.0		
Max Q Clear Time (g_c+I1), s		11.7		9.2	8.1	18.5		
Green Ext Time (p_c), s		17.4		1.1	0.2	9.9		

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	100	160	30	30	30	240	610	170	300	690	540
Future Volume (veh/h)	260	100	160	30	30	30	240	610	170	300	690	540
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1807	1900	1863	1845	1863
Adj Flow Rate, veh/h	190	223	168	32	32	-31	253	642	179	316	726	568
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	6	2	3	2
Cap, veh/h	270	284	240	41	43	705	279	1396	389	374	1681	743
Arrive On Green	0.15	0.15	0.15	0.02	0.02	0.00	0.16	0.53	0.53	0.04	0.16	0.16
Sat Flow, veh/h	1774	1863	1574	1774	1863	0	1774	2645	736	3442	3505	1549
Grp Volume(v), veh/h	190	223	168	32	1	0	253	417	404	316	726	568
Grp Sat Flow(s),veh/h/ln	1774	1863	1574	1774	1863	0	1774	1717	1664	1721	1752	1549
Q Serve(g_s), s	13.2	15.0	13.2	2.3	0.1	0.0	18.2	19.7	19.7	11.9	24.3	45.7
Cycle Q Clear(g_c), s	13.2	15.0	13.2	2.3	0.1	0.0	18.2	19.7	19.7	11.9	24.3	45.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	270	284	240	41	43	0	279	906	879	374	1681	743
V/C Ratio(X)	0.70	0.79	0.70	0.78	0.02	0.00	0.91	0.46	0.46	0.84	0.43	0.76
Avail Cap(c_a), veh/h	409	430	363	97	102	0	349	906	879	482	1681	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	0.65	0.65	0.65	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	53.1	52.3	63.2	62.0	0.0	53.9	19.1	19.1	61.6	38.7	47.7
Incr Delay (d2), s/veh	3.6	5.8	4.0	11.0	0.1	0.0	15.0	1.1	1.1	8.5	0.8	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	8.2	6.0	1.3	0.0	0.0	10.1	9.5	9.3	6.1	12.0	21.2
LnGrp Delay(d),s/veh	55.9	58.8	56.3	74.1	62.1	0.0	68.9	20.2	20.3	70.1	39.5	55.0
LnGrp LOS	E	E	E	E	E		E	C	C	E	D	E
Approach Vol, veh/h		581			33			1074			1610	
Approach Delay, s/veh		57.1			73.8			31.7			51.0	
Approach LOS		E			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.5	75.3		25.2	27.8	69.1		7.9
Change Period (Y+Rc), s	7.4	* 6.7		5.4	7.4	6.7		4.9
Max Green Setting (Gmax), s	18.3	* 51		30.0	25.6	42.9		7.1
Max Q Clear Time (g_c+I1), s	13.2	21.7		17.0	20.2	47.7		4.3
Green Ext Time (p_c), s	0.3	7.1		2.2	0.2	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	46.0
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	120	140	100	150	190	120	470	160	370	630	250
Future Volume (veh/h)	110	120	140	100	150	190	120	470	160	370	630	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1810	1900	1863	1850	1900
Adj Flow Rate, veh/h	116	126	126	105	158	147	126	495	63	389	663	179
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	6	2	3	3
Cap, veh/h	147	156	156	134	327	665	160	646	82	436	997	269
Arrive On Green	0.08	0.18	0.18	0.08	0.18	0.18	0.09	0.21	0.21	0.25	0.37	0.37
Sat Flow, veh/h	1774	853	853	1774	1863	1573	1774	3070	389	1774	2723	735
Grp Volume(v), veh/h	116	0	252	105	158	147	126	276	282	389	428	414
Grp Sat Flow(s),veh/h/ln	1774	0	1706	1774	1863	1573	1774	1719	1740	1774	1757	1700
Q Serve(g_s), s	4.7	0.0	10.4	4.3	5.6	4.4	5.1	11.1	11.2	15.6	15.0	15.1
Cycle Q Clear(g_c), s	4.7	0.0	10.4	4.3	5.6	4.4	5.1	11.1	11.2	15.6	15.0	15.1
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.22	1.00		0.43
Lane Grp Cap(c), veh/h	147	0	312	134	327	665	160	362	366	436	643	622
V/C Ratio(X)	0.79	0.00	0.81	0.78	0.48	0.22	0.79	0.76	0.77	0.89	0.66	0.67
Avail Cap(c_a), veh/h	181	0	417	181	455	773	224	513	520	518	816	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	0.0	28.8	33.5	27.3	13.6	32.8	27.4	27.4	26.9	19.6	19.6
Incr Delay (d2), s/veh	16.9	0.0	8.3	14.4	1.1	0.2	11.7	4.3	4.4	15.8	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	5.6	2.6	3.0	1.9	3.0	5.7	5.8	9.5	7.5	7.3
LnGrp Delay(d),s/veh	50.0	0.0	37.2	47.9	28.4	13.8	44.6	31.6	31.8	42.7	21.0	21.0
LnGrp LOS	D		D	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		368			410			684			1231	
Approach Delay, s/veh		41.2			28.2			34.1			27.8	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.6	20.0	10.1	18.0	14.1	31.5	10.6	17.5
Change Period (Y+Rc), s	7.5	4.5	4.5	4.5	7.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	22.0	7.5	18.0	9.3	34.2	7.5	18.0
Max Q Clear Time (g_c+I1), s	17.6	13.2	6.3	12.4	7.1	17.1	6.7	7.6
Green Ext Time (p_c), s	0.5	2.2	0.0	0.7	0.1	5.2	0.0	1.0

Intersection Summary		
HCM 2010 Ctrl Delay	31.3	
HCM 2010 LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	140	170	110	120	190	150	750	220	110	750	280
Future Volume (veh/h)	150	140	170	110	120	190	150	750	220	110	750	280
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1673	1900	1863	1683	1900
Adj Flow Rate, veh/h	158	147	137	116	126	158	158	789	148	116	789	200
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	17	17	2	17	17
Cap, veh/h	190	192	179	145	143	180	187	1038	195	142	919	233
Arrive On Green	0.11	0.22	0.22	0.08	0.19	0.19	0.11	0.39	0.39	0.08	0.36	0.36
Sat Flow, veh/h	1774	889	828	1774	753	944	1774	2669	501	1774	2527	641
Grp Volume(v), veh/h	158	0	284	116	0	284	158	470	467	116	499	490
Grp Sat Flow(s),veh/h/ln	1774	0	1717	1774	0	1696	1774	1589	1581	1774	1599	1570
Q Serve(g_s), s	9.4	0.0	16.7	6.9	0.0	17.5	9.4	27.5	27.5	6.9	31.0	31.0
Cycle Q Clear(g_c), s	9.4	0.0	16.7	6.9	0.0	17.5	9.4	27.5	27.5	6.9	31.0	31.0
Prop In Lane	1.00		0.48	1.00		0.56	1.00		0.32	1.00		0.41
Lane Grp Cap(c), veh/h	190	0	371	145	0	323	187	618	614	142	581	571
V/C Ratio(X)	0.83	0.00	0.77	0.80	0.00	0.88	0.85	0.76	0.76	0.82	0.86	0.86
Avail Cap(c_a), veh/h	578	0	607	512	0	537	208	700	696	142	645	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	0.0	39.6	48.5	0.0	42.3	47.2	28.5	28.5	48.6	31.6	31.6
Incr Delay (d2), s/veh	3.6	0.0	1.3	3.9	0.0	4.9	22.2	4.9	4.9	27.9	11.1	11.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	8.0	3.5	0.0	8.6	5.8	12.8	12.8	4.5	15.4	15.1
LnGrp Delay(d),s/veh	50.7	0.0	40.8	52.3	0.0	47.2	69.4	33.4	33.4	76.5	42.7	42.9
LnGrp LOS	D		D	D		D	E	C	C	E	D	D
Approach Vol, veh/h		442			400			1095			1105	
Approach Delay, s/veh		44.3			48.7			38.6			46.4	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	46.7	16.7	28.1	18.7	43.9	19.4	25.4
Change Period (Y+Rc), s	7.4	4.9	7.9	4.9	7.4	4.9	7.9	4.9
Max Green Setting (Gmax), s	8.6	47.3	31.0	38.0	12.6	43.3	35.0	34.0
Max Q Clear Time (g_c+I1), s	19.5	29.5	8.9	18.7	11.4	33.0	11.4	19.5
Green Ext Time (p_c), s	0.0	8.2	0.1	1.1	0.0	6.0	0.2	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	400	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	5	21	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	-	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	1021	1083	0	-	-	0
Stage 1	1022	-	0	-	-	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	1021	1083	-	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	280	370	20	10	20	300	450	70	70	580	270
Future Volume (veh/h)	320	280	370	20	10	20	300	450	70	70	580	270
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1802	1900	1863	1850	1900
Adj Flow Rate, veh/h	337	295	263	21	11	21	316	474	74	74	611	-53
Adj No. of Lanes	1	1	0	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	6	2	3	3
Cap, veh/h	568	291	260	41	21	41	365	835	129	95	809	0
Arrive On Green	0.32	0.32	0.32	0.06	0.06	0.06	0.11	0.28	0.28	0.05	0.23	0.00
Sat Flow, veh/h	1774	909	810	677	355	677	3442	2954	458	1774	3608	0
Grp Volume(v), veh/h	337	0	558	53	0	0	316	273	275	74	558	0
Grp Sat Flow(s),veh/h/ln	1774	0	1719	1709	0	0	1721	1712	1701	1774	1758	0
Q Serve(g_s), s	12.9	0.0	26.0	2.4	0.0	0.0	7.3	11.1	11.2	3.3	11.8	0.0
Cycle Q Clear(g_c), s	12.9	0.0	26.0	2.4	0.0	0.0	7.3	11.1	11.2	3.3	11.8	0.0
Prop In Lane	1.00		0.47	0.40		0.40	1.00		0.27	1.00		0.00
Lane Grp Cap(c), veh/h	568	0	551	103	0	0	365	483	481	95	809	0
V/C Ratio(X)	0.59	0.00	1.01	0.52	0.00	0.00	0.87	0.57	0.57	0.78	0.69	0.00
Avail Cap(c_a), veh/h	568	0	551	379	0	0	365	553	549	160	1057	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.1	0.0	27.6	37.0	0.0	0.0	35.7	24.9	24.9	37.9	28.6	0.0
Incr Delay (d2), s/veh	1.2	0.0	41.7	1.5	0.0	0.0	18.5	3.2	3.3	5.1	3.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	18.6	1.2	0.0	0.0	4.4	5.7	5.7	1.8	6.1	0.0
LnGrp Delay(d),s/veh	24.3	0.0	69.3	38.5	0.0	0.0	54.2	28.0	28.2	43.0	31.9	0.0
LnGrp LOS	C		F	D			D	C	C	D	C	
Approach Vol, veh/h		895			53			864			632	
Approach Delay, s/veh		52.3			38.5			37.6			33.2	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.7	31.7		30.9	13.0	27.5		9.8
Change Period (Y+Rc), s	4.4	* 8.8		4.9	4.4	8.8		4.9
Max Green Setting (Gmax), s	7.3	* 26		26.0	8.6	24.4		18.0
Max Q Clear Time (g_c+I1), s	5.3	13.2		28.0	9.3	13.8		4.4
Green Ext Time (p_c), s	0.0	5.3		0.0	0.0	4.8		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1650	890	0	0	0	0	0	580	0	0	0
Future Volume (veh/h)	0	1650	890	0	0	0	0	0	580	0	0	0
Number	5	2	12				3	8	18			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1638	1863				0	1863	1863			
Adj Flow Rate, veh/h	0	1737	0				0	0	611			
Adj No. of Lanes	0	3	1				0	1	2			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	0	16	2				0	2	2			
Cap, veh/h	0	2582	914				0	466	694			
Arrive On Green	0.00	0.58	0.00				0.00	0.00	0.25			
Sat Flow, veh/h	0	4619	1583				0	1863	2776			
Grp Volume(v), veh/h	0	1737	0				0	0	611			
Grp Sat Flow(s),veh/h/ln	0	1491	1583				0	1863	1388			
Q Serve(g_s), s	0.0	22.0	0.0				0.0	0.0	17.3			
Cycle Q Clear(g_c), s	0.0	22.0	0.0				0.0	0.0	17.3			
Prop In Lane	0.00		1.00				0.00		1.00			
Lane Grp Cap(c), veh/h	0	2582	914				0	466	694			
V/C Ratio(X)	0.00	0.67	0.00				0.00	0.00	0.88			
Avail Cap(c_a), veh/h	0	2582	914				0	654	974			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	11.9	0.0				0.0	0.0	29.5			
Incr Delay (d2), s/veh	0.0	1.4	0.0				0.0	0.0	5.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	9.2	0.0				0.0	0.0	7.1			
LnGrp Delay(d),s/veh	0.0	13.4	0.0				0.0	0.0	34.9			
LnGrp LOS		B							C			
Approach Vol, veh/h		1737						611				
Approach Delay, s/veh		13.4						34.9				
Approach LOS		B						C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		56.2						25.6
Change Period (Y+Rc), s		9.0						5.1
Max Green Setting (Gmax), s		47.2						28.7
Max Q Clear Time (g_c+I1), s		24.0						19.3
Green Ext Time (p_c), s		10.7						1.2

Intersection Summary	
HCM 2010 Ctrl Delay	19.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	520	1040	670	320	990	280	560	160	150	170	170	320
Future Volume (veh/h)	520	1040	670	320	990	280	560	160	150	170	170	320
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1638	1863	1863	1638	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	536	1072	227	330	1021	-20	577	165	155	175	175	175
Adj No. of Lanes	2	2	1	1	2	1	2	1	0	1	1	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	16	2	2	16	2	2	2	2	2	2	2
Cap, veh/h	535	1068	525	315	1136	578	734	182	171	179	188	281
Arrive On Green	0.16	0.34	0.34	0.24	0.49	0.00	0.21	0.21	0.21	0.10	0.10	0.10
Sat Flow, veh/h	3442	3112	1530	1774	3112	1583	3548	881	827	1774	1863	2787
Grp Volume(v), veh/h	536	1072	227	330	1021	-20	577	0	320	175	175	175
Grp Sat Flow(s),veh/h/ln	1721	1556	1530	1774	1556	1583	1774	0	1708	1774	1863	1393
Q Serve(g_s), s	23.3	51.5	17.2	26.6	44.9	0.0	23.1	0.0	27.4	14.8	14.0	9.0
Cycle Q Clear(g_c), s	23.3	51.5	17.2	26.6	44.9	0.0	23.1	0.0	27.4	14.8	14.0	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	535	1068	525	315	1136	578	734	0	353	179	188	281
V/C Ratio(X)	1.00	1.00	0.43	1.05	0.90	-0.03	0.79	0.00	0.91	0.98	0.93	0.62
Avail Cap(c_a), veh/h	535	1068	525	315	1136	578	828	0	399	179	188	281
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.09	0.09	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.4	49.3	38.0	57.3	36.0	0.0	56.3	0.0	58.1	67.3	66.9	64.7
Incr Delay (d2), s/veh	31.6	22.8	1.6	30.1	1.2	0.0	3.8	0.0	20.9	61.1	46.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	25.5	7.5	15.6	19.4	0.0	11.7	0.0	15.0	10.3	9.6	3.6
LnGrp Delay(d),s/veh	94.9	72.1	39.6	87.4	37.3	0.0	60.2	0.0	78.9	128.4	113.3	67.9
LnGrp LOS	F	F	D	F	D		E		E	F	F	E
Approach Vol, veh/h		1835			1331			897			525	
Approach Delay, s/veh		74.8			50.3			66.9			103.2	
Approach LOS		E			D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	57.1		23.0	30.7	60.4		35.9
Change Period (Y+Rc), s	7.4	* 5.6		7.9	7.4	5.6		4.9
Max Green Setting (Gmax), s	26.6	* 48		15.1	23.3	50.8		35.0
Max Q Clear Time (g_c+I2), s	29.6	53.5		16.8	25.3	46.9		29.4
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	2.9		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	69.4
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	970	270	200	1100	190	240	250	190	180	210	200
Future Volume (veh/h)	230	970	270	200	1100	190	240	250	190	180	210	200
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1682	1900	1863	1668	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	242	1021	205	211	1158	137	253	263	137	189	221	148
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	16	16	2	16	16	2	2	2	2	2	2
Cap, veh/h	208	1038	208	185	1078	127	207	276	144	182	234	157
Arrive On Green	0.16	0.52	0.52	0.21	0.76	0.76	0.12	0.24	0.24	0.10	0.23	0.23
Sat Flow, veh/h	1774	2646	530	1774	2844	336	1774	1146	597	1774	1032	691
Grp Volume(v), veh/h	242	616	610	211	644	651	253	0	400	189	0	369
Grp Sat Flow(s),veh/h/ln	1774	1598	1578	1774	1584	1596	1774	0	1742	1774	0	1724
Q Serve(g_s), s	17.6	56.7	57.1	15.6	56.8	56.8	17.5	0.0	33.9	15.4	0.0	31.6
Cycle Q Clear(g_c), s	17.6	56.7	57.1	15.6	56.8	56.8	17.5	0.0	33.9	15.4	0.0	31.6
Prop In Lane	1.00		0.34	1.00		0.21	1.00		0.34	1.00		0.40
Lane Grp Cap(c), veh/h	208	627	619	185	600	605	207	0	420	182	0	391
V/C Ratio(X)	1.16	0.98	0.99	1.14	1.07	1.08	1.22	0.00	0.95	1.04	0.00	0.94
Avail Cap(c_a), veh/h	208	627	619	185	600	605	207	0	431	182	0	402
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.3	35.3	35.5	59.4	18.2	18.2	66.3	0.0	56.1	67.3	0.0	57.0
Incr Delay (d2), s/veh	78.4	7.4	8.1	71.0	36.0	38.1	135.4	0.0	30.7	76.9	0.0	29.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	26.0	26.1	11.2	29.7	30.2	16.4	0.0	19.9	11.4	0.0	18.3
LnGrp Delay(d),s/veh	141.7	42.7	43.5	130.4	54.2	56.2	201.7	0.0	86.7	144.4	0.0	86.9
LnGrp LOS	F	D	D	F	F	F	F		F	F		F
Approach Vol, veh/h		1468			1506			653			558	
Approach Delay, s/veh		59.4			65.7			131.3			106.3	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	64.0	22.9	41.1	24.0	62.0	25.0	39.0
Change Period (Y+Rc), s	6.4	5.2	7.5	4.9	6.4	5.2	7.5	4.9
Max Green Setting (Gmax), s	15.6	57.9	15.4	37.1	17.6	55.9	17.5	35.0
Max Q Clear Time (g_c+I1), s	17.6	59.1	17.4	35.9	19.6	58.8	19.5	33.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	79.1
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	730	300	490	910	330	330	420	210	300	570	210
Future Volume (veh/h)	310	730	300	490	910	330	330	420	210	300	570	210
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1638	1863	1863	1761	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	326	768	242	516	958	252	347	442	158	316	600	158
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	16	2	2	10	10	2	2	2	2	2	2
Cap, veh/h	371	1046	523	564	1025	269	358	616	218	359	667	175
Arrive On Green	0.04	0.11	0.11	0.05	0.13	0.13	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3442	3112	1558	3442	2615	686	3442	2562	908	3442	2770	728
Grp Volume(v), veh/h	326	768	242	516	612	598	347	304	296	316	383	375
Grp Sat Flow(s),veh/h/ln	1721	1556	1558	1721	1673	1628	1721	1770	1700	1721	1770	1728
Q Serve(g_s), s	14.1	35.8	21.8	22.4	54.3	54.6	15.1	23.6	24.0	13.6	31.4	31.6
Cycle Q Clear(g_c), s	14.1	35.8	21.8	22.4	54.3	54.6	15.1	23.6	24.0	13.6	31.4	31.6
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.53	1.00		0.42
Lane Grp Cap(c), veh/h	371	1046	523	564	656	638	358	426	409	359	426	416
V/C Ratio(X)	0.88	0.73	0.46	0.92	0.93	0.94	0.97	0.71	0.72	0.88	0.90	0.90
Avail Cap(c_a), veh/h	376	1046	523	587	656	638	358	437	419	372	446	435
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.21	0.21	0.21	0.12	0.12	0.12	0.15	0.15	0.15
Uniform Delay (d), s/veh	71.4	60.2	54.0	69.9	63.3	63.5	67.0	52.2	52.4	66.3	55.2	55.2
Incr Delay (d2), s/veh	2.3	0.4	0.3	5.0	6.6	7.1	10.6	1.3	1.4	3.7	4.2	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	15.5	9.5	11.1	26.4	25.9	7.7	11.7	11.4	6.6	15.9	15.6
LnGrp Delay(d),s/veh	73.7	60.6	54.2	74.9	69.9	70.5	77.6	53.5	53.8	70.0	59.3	59.6
LnGrp LOS	E	E	D	E	E	E	E	D	D	E	E	E
Approach Vol, veh/h		1336			1726			947			1074	
Approach Delay, s/veh		62.7			71.6			62.4			62.6	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	55.8	22.0	41.2	22.6	64.2	22.0	41.2
Change Period (Y+Rc), s	6.4	5.4	6.4	* 5.1	6.4	* 5.4	6.4	5.1
Max Green Setting (Gmax), s	25.6	47.9	15.6	* 38	16.4	* 57	16.2	37.0
Max Q Clear Time (g_c+I1), s	24.4	37.8	17.1	33.6	16.1	56.6	15.6	26.0
Green Ext Time (p_c), s	0.2	8.5	0.0	2.4	0.0	0.7	0.0	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	65.6
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1130	340	480	1220	80	230	50	430	130	30	20
Future Volume (veh/h)	110	1130	340	480	1220	80	230	50	430	130	30	20
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1685	1900	1863	1735	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	116	1189	242	505	1284	-32	242	53	327	137	32	-53
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	16	16	2	10	10	2	2	2	2	2	2
Cap, veh/h	137	934	189	291	1446	0	148	56	344	134	0	401
Arrive On Green	0.10	0.47	0.47	0.33	0.88	0.00	0.08	0.25	0.25	0.08	0.24	0.00
Sat Flow, veh/h	1774	2653	536	1774	3383	0	1774	226	1392	1774	1863	0
Grp Volume(v), veh/h	116	714	717	505	1252	0	242	0	380	137	-21	-21
Grp Sat Flow(s),veh/h/ln	1774	1601	1589	1774	1648	0	1774	0	1617	1774	1863	1583
Q Serve(g_s), s	9.6	52.8	52.8	24.6	29.1	0.0	12.5	0.0	34.7	11.3	0.0	0.0
Cycle Q Clear(g_c), s	9.6	52.8	52.8	24.6	29.1	0.0	12.5	0.0	34.7	11.3	0.0	0.0
Prop In Lane	1.00		0.34	1.00		0.00	1.00		0.86	1.00		0.00
Lane Grp Cap(c), veh/h	137	563	559	291	1446	0	148	0	400	134	0	0
V/C Ratio(X)	0.85	1.27	1.28	1.74	0.87	0.00	1.64	0.00	0.95	1.03	0.00	0.00
Avail Cap(c_a), veh/h	173	563	559	291	1446	0	148	0	423	134	0	0
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.52	0.17	0.17	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	66.4	39.9	39.9	50.4	7.0	0.0	68.7	0.0	55.5	69.3	0.0	0.0
Incr Delay (d2), s/veh	12.6	127.6	134.7	333.6	1.3	0.0	315.1	0.0	29.8	84.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	43.2	44.0	38.9	12.4	0.0	19.1	0.0	18.8	8.7	0.0	0.0
LnGrp Delay(d),s/veh	79.0	167.5	174.6	384.0	8.3	0.0	383.8	0.0	85.3	154.3	0.0	0.0
LnGrp LOS	E	F	F	F	A		F		F	F		
Approach Vol, veh/h		1547			1757			622			95	
Approach Delay, s/veh		164.1			116.3			201.5			222.6	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	58.2	18.8	42.0	18.0	71.2	20.0	40.8
Change Period (Y+Rc), s	6.4	* 5.4	7.5	4.9	6.4	5.4	7.5	4.9
Max Green Setting (Gmax), s	24.6	* 51	11.3	39.2	14.6	60.7	12.5	38.0
Max Q Clear Time (g_c+I1), s	26.6	54.8	13.3	36.7	11.6	31.1	14.5	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	22.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	150.4
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1360	320	230	1410	100	270	10	250	100	20	60
Future Volume (veh/h)	140	1360	320	230	1410	100	270	10	250	100	20	60
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1676	1900	1863	1736	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	147	1432	242	242	1484	31	284	11	242	105	21	-21
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	16	16	2	10	10	2	2	2	2	2	2
Cap, veh/h	167	1338	222	225	1729	36	251	8	183	200	63	0
Arrive On Green	0.19	0.98	0.98	0.25	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.00
Sat Flow, veh/h	1774	2723	452	1774	3302	69	786	30	669	985	197	-197
Grp Volume(v), veh/h	147	827	847	242	740	775	537	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1593	1582	1774	1649	1722	1485	0	0	0	0	0
Q Serve(g_s), s	12.1	73.7	73.7	19.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.1	73.7	73.7	19.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.04	0.53		0.45	1.00		-0.20
Lane Grp Cap(c), veh/h	167	783	778	225	864	902	443	0	0	0	0	0
V/C Ratio(X)	0.88	1.06	1.09	1.08	0.86	0.86	1.21	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	213	783	778	225	864	902	443	0	0	0	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.18	0.18	0.18	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	60.0	1.3	1.3	56.0	0.0	0.0	56.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.9	29.1	42.4	48.7	2.1	2.1	115.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	14.2	16.9	12.3	0.5	0.5	32.5	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	62.9	30.4	43.7	104.7	2.1	2.1	171.4	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	E	F	F	F	A	A	F					
Approach Vol, veh/h		1821			1757			537			0	
Approach Delay, s/veh		39.2			16.2			171.4			0.0	
Approach LOS		D			B			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	26.4	79.5		45.9	21.5	84.4		45.9
Change Period (Y+Rc), s	7.4	* 5.5		4.9	7.4	5.5		4.9
Max Green Setting (Gmax), s	19.0	* 73		41.0	18.0	73.2		41.0
Max Q Clear Time (g_c+I1), s	21.0	75.7		43.0	14.1	2.0		0.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	45.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	46.7
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	1460	330	390	1540	420	80	60	260	200	60	130
Future Volume (veh/h)	180	1460	330	390	1540	420	80	60	260	200	60	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1675	1900	1863	1727	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	184	1490	276	398	1571	-20	82	176	137	204	61	82
Adj No. of Lanes	1	2	0	2	2	1	1	1	1	2	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	16	16	2	10	2	2	2	2	2	2	2
Cap, veh/h	168	1493	271	312	1808	872	78	205	317	250	245	217
Arrive On Green	0.13	0.74	0.74	0.18	1.00	0.00	0.04	0.11	0.11	0.07	0.14	0.14
Sat Flow, veh/h	1774	2691	488	3442	3282	1583	1774	1863	1583	3442	1770	1570
Grp Volume(v), veh/h	184	868	898	398	1571	-20	82	176	137	204	61	82
Grp Sat Flow(s),veh/h/ln	1774	1591	1588	1721	1641	1583	1774	1863	1583	1721	1770	1570
Q Serve(g_s), s	14.2	78.2	83.3	13.6	0.0	0.0	6.6	13.9	11.4	8.8	4.6	7.1
Cycle Q Clear(g_c), s	14.2	78.2	83.3	13.6	0.0	0.0	6.6	13.9	11.4	8.8	4.6	7.1
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	883	881	312	1808	872	78	205	317	250	245	217
V/C Ratio(X)	1.10	0.98	1.02	1.28	0.87	-0.02	1.05	0.86	0.43	0.82	0.25	0.38
Avail Cap(c_a), veh/h	168	883	881	312	1808	872	78	292	392	317	366	324
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.43	0.43	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.6	19.0	19.6	61.4	0.0	0.0	71.7	65.6	52.5	68.6	57.7	58.8
Incr Delay (d2), s/veh	52.1	6.0	14.3	134.6	2.7	0.0	116.4	12.3	0.3	10.0	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	35.1	39.2	12.2	0.7	0.0	5.8	7.9	5.0	4.5	2.3	3.1
LnGrp Delay(d),s/veh	117.7	25.0	33.9	196.0	2.7	0.0	189.2	77.9	52.8	78.6	57.9	59.2
LnGrp LOS	F	C	F	F	A		F	E	D	E	E	E
Approach Vol, veh/h		1950			1949			395			347	
Approach Delay, s/veh		37.8			42.2			92.3			70.3	
Approach LOS		D			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	89.1	14.0	25.9	21.6	88.5	18.3	21.7
Change Period (Y+Rc), s	7.4	* 5.8	7.4	* 5.2	7.4	5.8	7.4	5.2
Max Green Setting (Gmax), s	13.6	* 74	6.6	* 31	14.2	72.7	13.8	23.5
Max Q Clear Time (g_c+I1), s	15.6	85.3	8.6	9.1	16.2	2.0	10.8	15.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	31.8	0.1	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	46.7
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1410	520	0	1870	590	0	0	0	440	10	500
Future Volume (veh/h)	0	1410	520	0	1870	590	0	0	0	440	10	500
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1638	1863	0	1727	1863				1863	1863	1863
Adj Flow Rate, veh/h	0	1454	433	0	1928	-11				461	0	257
Adj No. of Lanes	0	2	1	0	2	1				2	0	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	16	2	0	10	2				2	2	2
Cap, veh/h	0	2366	1200	0	2495	1204				529	0	472
Arrive On Green	0.00	1.00	1.00	0.00	1.00	0.00				0.15	0.00	0.15
Sat Flow, veh/h	0	3194	1578	0	3368	1583				3548	0	3167
Grp Volume(v), veh/h	0	1454	433	0	1928	-11				461	0	257
Grp Sat Flow(s),veh/h/ln	0	1556	1578	0	1641	1583				1774	0	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				19.1	0.0	11.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				19.1	0.0	11.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2366	1200	0	2495	1204				529	0	472
V/C Ratio(X)	0.00	0.61	0.36	0.00	0.77	-0.01				0.87	0.00	0.54
Avail Cap(c_a), veh/h	0	2366	1200	0	2495	1204				778	0	695
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.00	0.17	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				62.4	0.0	59.1
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.4	0.0				5.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.1	0.0				9.7	0.0	4.9
LnGrp Delay(d),s/veh	0.0	0.1	0.1	0.0	0.4	0.0				67.7	0.0	59.5
LnGrp LOS		A	A		A					E		E
Approach Vol, veh/h		1887			1917						718	
Approach Delay, s/veh		0.1			0.4						64.7	
Approach LOS		A			A						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		119.5		30.5		119.5		
Change Period (Y+Rc), s		5.5		* 8.1		5.5		
Max Green Setting (Gmax), s		103.5		* 33		103.5		
Max Q Clear Time (g_c+I1), s		2.0		21.1		2.0		
Green Ext Time (p_c), s		12.8		1.3		20.0		

Intersection Summary	
HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1280	560	0	1780	560	670	10	650	0	0	0
Future Volume (veh/h)	0	1280	560	0	1780	560	670	10	650	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1638	1863	0	1727	1863	1863	1863	1863			
Adj Flow Rate, veh/h	0	1347	378	0	1874	431	713	0	684			
Adj No. of Lanes	0	2	1	0	2	1	2	0	2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	16	2	0	10	2	2	2	2			
Cap, veh/h	0	2046	1425	0	2157	1017	866	0	773			
Arrive On Green	0.00	0.22	0.22	0.00	0.44	0.44	0.24	0.00	0.24			
Sat Flow, veh/h	0	3194	1580	0	3368	1547	3548	0	3167			
Grp Volume(v), veh/h	0	1347	378	0	1874	431	713	0	684			
Grp Sat Flow(s),veh/h/ln	0	1556	1580	0	1641	1547	1774	0	1583			
Q Serve(g_s), s	0.0	59.3	8.8	0.0	77.6	28.7	28.5	0.0	31.2			
Cycle Q Clear(g_c), s	0.0	59.3	8.8	0.0	77.6	28.7	28.5	0.0	31.2			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2046	1425	0	2157	1017	866	0	773			
V/C Ratio(X)	0.00	0.66	0.27	0.00	0.87	0.42	0.82	0.00	0.89			
Avail Cap(c_a), veh/h	0	2046	1425	0	2157	1017	1608	0	1436			
HCM Platoon Ratio	1.00	0.33	0.33	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.70	0.70	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	43.4	2.7	0.0	36.1	22.4	53.6	0.0	54.7			
Incr Delay (d2), s/veh	0.0	1.2	0.3	0.0	0.5	0.1	0.8	0.0	1.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	26.0	13.5	0.0	35.4	12.4	14.1	0.0	13.8			
LnGrp Delay(d),s/veh	0.0	44.5	3.0	0.0	36.6	22.5	54.4	0.0	56.1			
LnGrp LOS		D	A		D	C	D		E			
Approach Vol, veh/h		1725			2305			1397				
Approach Delay, s/veh		35.4			34.0			55.2				
Approach LOS		D			C			E				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		105.4				105.4		44.6
Change Period (Y+Rc), s		6.8				6.8		8.0
Max Green Setting (Gmax), s		67.2				67.2		68.0
Max Q Clear Time (g_c+I1), s		61.3				79.6		33.2
Green Ext Time (p_c), s		3.8				0.0		3.4

Intersection Summary	
HCM 2010 Ctrl Delay	39.9
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	1230	380	280	1600	360	380	170	220	190	200	380
Future Volume (veh/h)	330	1230	380	280	1600	360	380	170	220	190	200	380
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1638	1863	1863	1727	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	344	1281	0	292	1667	198	396	177	114	198	208	240
Adj No. of Lanes	2	2	1	1	2	1	2	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	16	2	2	10	2	2	2	2	2	2	2
Cap, veh/h	266	1284	653	208	1485	707	422	390	326	161	331	277
Arrive On Green	0.03	0.14	0.00	0.16	0.60	0.60	0.12	0.21	0.21	0.09	0.18	0.18
Sat Flow, veh/h	3442	3112	1583	1774	3282	1561	3442	1863	1555	1774	1863	1558
Grp Volume(v), veh/h	344	1281	0	292	1667	198	396	177	114	198	208	240
Grp Sat Flow(s),veh/h/ln	1721	1556	1583	1774	1641	1561	1721	1863	1555	1774	1863	1558
Q Serve(g_s), s	11.6	61.7	0.0	17.6	67.9	9.1	17.1	12.4	9.4	13.6	15.5	22.5
Cycle Q Clear(g_c), s	11.6	61.7	0.0	17.6	67.9	9.1	17.1	12.4	9.4	13.6	15.5	22.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	266	1284	653	208	1485	707	422	390	326	161	331	277
V/C Ratio(X)	1.29	1.00	0.00	1.40	1.12	0.28	0.94	0.45	0.35	1.23	0.63	0.87
Avail Cap(c_a), veh/h	266	1284	653	208	1485	707	422	459	384	161	402	337
HCM Platoon Ratio	0.33	0.33	0.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.1	64.7	0.0	63.3	29.9	18.2	65.2	51.8	50.6	68.2	57.1	60.0
Incr Delay (d2), s/veh	147.0	18.6	0.0	183.9	56.1	0.1	28.3	1.3	1.0	146.3	3.8	20.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	30.0	0.0	19.2	42.0	3.9	9.8	6.5	4.1	13.2	8.3	11.3
LnGrp Delay(d),s/veh	220.1	83.3	0.0	247.2	86.0	18.3	93.6	53.0	51.6	214.5	60.9	80.7
LnGrp LOS	F	F		F	F	B	F	D	D	F	E	F
Approach Vol, veh/h		1625			2157			687			646	
Approach Delay, s/veh		112.3			101.6			76.2			115.4	
Approach LOS		F			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	67.2	25.8	32.0	19.0	73.2	21.0	36.8
Change Period (Y+Rc), s	7.4	5.3	7.4	* 5.4	7.4	* 5.3	7.4	5.4
Max Green Setting (Gmax), s	17.6	56.3	18.4	* 32	11.6	* 62	13.6	37.0
Max Q Clear Time (g_c+I1), s	19.6	63.7	19.1	24.5	13.6	69.9	15.6	14.4
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	0.0	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	103.3
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	1250	260	230	1250	320	120	100	110	190	70	190
Future Volume (veh/h)	270	1250	260	230	1250	320	120	100	110	190	70	190
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1848	1900	1863	1834	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	284	1316	200	242	1316	232	126	105	53	200	74	137
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	3	2	4	4	2	2	2	2	2	2
Cap, veh/h	196	1532	230	196	1488	259	134	171	86	136	278	228
Arrive On Green	0.22	1.00	1.00	0.04	0.17	0.17	0.08	0.15	0.15	0.08	0.15	0.15
Sat Flow, veh/h	1774	3040	457	1774	2952	514	1774	1152	582	1774	1863	1526
Grp Volume(v), veh/h	284	754	762	242	770	778	126	0	158	200	74	137
Grp Sat Flow(s),veh/h/ln	1774	1755	1742	1774	1742	1724	1774	0	1734	1774	1863	1526
Q Serve(g_s), s	16.6	0.0	0.0	16.6	64.7	66.3	10.6	0.0	12.8	11.5	5.3	12.6
Cycle Q Clear(g_c), s	16.6	0.0	0.0	16.6	64.7	66.3	10.6	0.0	12.8	11.5	5.3	12.6
Prop In Lane	1.00		0.26	1.00		0.30	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	196	884	878	196	878	869	134	0	257	136	278	228
V/C Ratio(X)	1.45	0.85	0.87	1.23	0.88	0.90	0.94	0.00	0.61	1.47	0.27	0.60
Avail Cap(c_a), veh/h	196	884	878	196	878	869	134	0	428	136	462	378
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.46	0.46	0.46	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.4	0.0	0.0	72.3	58.0	58.7	69.0	0.0	59.9	69.3	56.5	59.6
Incr Delay (d2), s/veh	203.6	1.0	1.2	123.4	6.0	7.0	60.4	0.0	0.9	247.1	0.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.2	0.3	0.3	14.9	32.8	33.4	7.5	0.0	6.2	15.0	2.7	5.4
LnGrp Delay(d),s/veh	262.0	1.0	1.2	195.7	64.0	65.7	129.4	0.0	60.8	316.4	56.7	60.6
LnGrp LOS	F	A	A	F	E	E	F		E	F	E	E
Approach Vol, veh/h		1800			1790			284			411	
Approach Delay, s/veh		42.3			82.5			91.2			184.4	
Approach LOS		D			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	80.9	18.8	27.3	23.0	80.9	19.0	27.1
Change Period (Y+Rc), s	6.4	5.3	7.5	4.9	6.4	* 5.3	7.5	4.9
Max Green Setting (Gmax), s	16.6	60.8	11.3	37.2	16.6	* 61	11.5	37.0
Max Q Clear Time (g_c+I1), s	18.6	2.0	12.6	14.6	18.6	68.3	13.5	14.8
Green Ext Time (p_c), s	0.0	24.7	0.0	0.5	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	76.0
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	620	940	300	220	860	350	180	140	170	300	220	390
Future Volume (veh/h)	620	940	300	220	860	350	180	140	170	300	220	390
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1849	1900	1863	1827	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	653	989	263	232	905	210	189	147	116	316	232	348
Adj No. of Lanes	2	2	0	2	2	1	1	2	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	3	2	4	2	2	2	2	2	2	2
Cap, veh/h	610	1088	288	276	1045	470	212	533	388	140	439	368
Arrive On Green	0.06	0.13	0.13	0.08	0.30	0.30	0.12	0.28	0.28	0.08	0.24	0.24
Sat Flow, veh/h	3442	2735	724	3442	3471	1562	1774	1929	1403	1774	1863	1559
Grp Volume(v), veh/h	653	634	618	232	905	210	189	134	129	316	232	348
Grp Sat Flow(s),veh/h/ln	1721	1757	1702	1721	1736	1562	1774	1770	1563	1774	1863	1559
Q Serve(g_s), s	26.6	53.4	53.8	10.0	37.0	16.3	15.8	8.9	9.8	11.8	16.3	32.9
Cycle Q Clear(g_c), s	26.6	53.4	53.8	10.0	37.0	16.3	15.8	8.9	9.8	11.8	16.3	32.9
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.90	1.00		1.00
Lane Grp Cap(c), veh/h	610	699	678	276	1045	470	212	489	432	140	439	368
V/C Ratio(X)	1.07	0.91	0.91	0.84	0.87	0.45	0.89	0.27	0.30	2.26	0.53	0.95
Avail Cap(c_a), veh/h	610	699	678	303	1045	470	303	588	519	140	447	374
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.45	0.45	0.45	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.6	62.4	62.6	68.0	49.6	42.3	65.1	42.5	42.8	69.1	50.0	56.4
Incr Delay (d2), s/veh	35.1	2.1	2.4	8.0	4.7	1.4	16.3	0.8	1.1	591.2	0.5	32.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.7	26.4	25.8	5.0	18.4	7.2	8.7	4.5	4.4	28.7	8.4	17.5
LnGrp Delay(d),s/veh	105.7	64.5	64.9	76.0	54.3	43.7	81.4	43.3	43.9	660.3	50.6	88.7
LnGrp LOS	F	E	E	E	D	D	F	D	D	F	D	F
Approach Vol, veh/h		1905			1347			452			896	
Approach Delay, s/veh		78.8			56.4			59.4			280.4	
Approach LOS		E			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	65.0	25.3	40.3	34.0	50.4	19.2	46.4
Change Period (Y+Rc), s	7.4	5.3	7.4	4.9	7.4	* 5.3	7.4	4.9
Max Green Setting (Gmax), s	13.3	50.2	25.6	36.0	26.6	* 37	11.8	49.8
Max Q Clear Time (g_c+I1), s	12.0	55.8	17.8	34.9	28.6	39.0	13.8	11.8
Green Ext Time (p_c), s	0.1	0.0	0.2	0.2	0.0	0.0	0.0	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	109.6
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	100	110	120	110	80	150	510	160	180	680	280
Future Volume (veh/h)	130	100	110	120	110	80	150	510	160	180	680	280
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1809	1900	1863	1850	1900
Adj Flow Rate, veh/h	137	105	53	126	116	73	158	537	152	189	716	211
Adj No. of Lanes	1	1	0	1	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	6	2	3	3
Cap, veh/h	173	190	96	160	166	105	244	746	210	230	909	268
Arrive On Green	0.10	0.16	0.16	0.09	0.16	0.16	0.07	0.28	0.28	0.13	0.34	0.34
Sat Flow, veh/h	1774	1167	589	1774	1069	672	3442	2645	746	1774	2667	786
Grp Volume(v), veh/h	137	0	158	126	0	189	158	348	341	189	472	455
Grp Sat Flow(s),veh/h/ln	1774	0	1756	1774	0	1741	1721	1718	1672	1774	1757	1695
Q Serve(g_s), s	5.0	0.0	5.5	4.6	0.0	6.8	2.9	12.0	12.1	6.8	16.0	16.0
Cycle Q Clear(g_c), s	5.0	0.0	5.5	4.6	0.0	6.8	2.9	12.0	12.1	6.8	16.0	16.0
Prop In Lane	1.00		0.34	1.00		0.39	1.00		0.45	1.00		0.46
Lane Grp Cap(c), veh/h	173	0	286	160	0	271	244	485	472	230	599	578
V/C Ratio(X)	0.79	0.00	0.55	0.79	0.00	0.70	0.65	0.72	0.72	0.82	0.79	0.79
Avail Cap(c_a), veh/h	215	0	825	215	0	818	250	529	515	231	642	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	25.4	29.4	0.0	26.4	29.8	21.3	21.4	28.0	19.6	19.6
Incr Delay (d2), s/veh	14.6	0.0	0.6	12.7	0.0	1.2	4.2	6.9	7.3	19.1	8.4	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	2.7	2.8	0.0	3.3	1.5	6.6	6.5	4.6	9.1	8.9
LnGrp Delay(d),s/veh	43.7	0.0	26.0	42.1	0.0	27.6	34.1	28.2	28.6	47.1	28.0	28.3
LnGrp LOS	D		C	D		C	C	C	C	D	C	C
Approach Vol, veh/h		295			315			847			1116	
Approach Delay, s/veh		34.3			33.4			29.5			31.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	23.9	10.5	15.6	12.1	27.8	10.9	15.2
Change Period (Y+Rc), s	7.4	5.3	4.5	4.9	7.4	5.3	4.5	4.9
Max Green Setting (Gmax), s	8.6	20.3	8.0	31.0	4.8	24.1	8.0	31.0
Max Q Clear Time (g_c+I1), s	9.8	14.1	6.6	7.5	4.9	18.0	7.0	8.8
Green Ext Time (p_c), s	0.0	3.7	0.0	0.6	0.0	4.5	0.0	0.7

Intersection Summary		
HCM 2010 Ctrl Delay		31.3
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	740	420	470	900	240	330	350	400	370	370	280
Future Volume (veh/h)	350	740	420	470	900	240	330	350	400	370	370	280
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1851	1900	1863	1807	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	361	763	309	485	928	-11	340	361	309	381	381	217
Adj No. of Lanes	2	2	0	2	2	0	2	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	3	2	6	6	2	2	2	2	2	2
Cap, veh/h	393	875	354	482	1317	0	364	775	345	388	801	341
Arrive On Green	0.11	0.36	0.36	0.14	0.38	0.00	0.11	0.22	0.22	0.11	0.23	0.23
Sat Flow, veh/h	3442	2444	989	3442	3523	0	3442	3539	1577	3442	3539	1509
Grp Volume(v), veh/h	361	549	523	485	917	0	340	361	309	381	381	217
Grp Sat Flow(s),veh/h/ln	1721	1759	1675	1721	1716	0	1721	1770	1577	1721	1770	1509
Q Serve(g_s), s	14.5	40.8	40.8	19.6	31.4	0.0	13.7	12.4	26.6	15.5	13.1	18.2
Cycle Q Clear(g_c), s	14.5	40.8	40.8	19.6	31.4	0.0	13.7	12.4	26.6	15.5	13.1	18.2
Prop In Lane	1.00		0.59	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	630	600	482	1317	0	364	775	345	388	801	341
V/C Ratio(X)	0.92	0.87	0.87	1.01	0.70	0.00	0.93	0.47	0.89	0.98	0.48	0.64
Avail Cap(c_a), veh/h	393	630	600	482	1317	0	364	834	372	388	870	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.78	0.78	0.00	0.40	0.40	0.40	0.42	0.42	0.42
Uniform Delay (d), s/veh	61.3	41.9	42.0	60.2	36.3	0.0	62.1	47.5	53.1	61.9	47.0	48.9
Incr Delay (d2), s/veh	3.6	1.7	1.8	37.9	2.4	0.0	16.0	0.3	11.0	24.7	0.3	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	20.1	19.2	11.8	15.3	0.0	7.3	6.1	12.7	8.7	6.4	7.8
LnGrp Delay(d),s/veh	64.9	43.6	43.7	98.1	38.7	0.0	78.2	47.8	64.1	86.7	47.2	50.6
LnGrp LOS	E	D	D	F	D		E	D	E	F	D	D
Approach Vol, veh/h		1433			1402			1010			979	
Approach Delay, s/veh		49.0			59.2			63.0			63.3	
Approach LOS		D			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	55.4	21.2	37.4	22.4	59.0	22.2	36.4
Change Period (Y+Rc), s	6.4	5.3	6.4	* 5.7	6.4	* 5.3	6.4	5.7
Max Green Setting (Gmax), s	19.6	47.8	14.8	* 34	16.0	* 52	15.8	33.0
Max Q Clear Time (g_c+I1), s	21.6	42.8	15.7	20.2	16.5	33.4	17.5	28.6
Green Ext Time (p_c), s	0.0	3.4	0.0	4.0	0.0	7.3	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	57.8
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1260	250	380	1110	0	270	0	350	0	0	0
Future Volume (veh/h)	10	1260	250	380	1110	0	270	0	350	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1624	1863	1863	1792	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	11	1326	-158	400	1168	0	284	0	210	0	0	0
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	17	2	2	6	6	2	2	2	2	2	2
Cap, veh/h	17	1463	751	397	2344	0	362	0	280	0	330	0
Arrive On Green	0.01	0.47	0.00	0.45	1.00	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Sat Flow, veh/h	1774	3085	1583	1774	3495	0	1774	0	1581	0	1863	0
Grp Volume(v), veh/h	11	1326	-158	400	1168	0	284	0	210	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1543	1583	1774	1703	0	1774	0	1581	0	1863	0
Q Serve(g_s), s	0.9	59.4	0.0	33.6	0.0	0.0	23.5	0.0	18.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	59.4	0.0	33.6	0.0	0.0	23.5	0.0	18.9	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	17	1463	751	397	2344	0	362	0	280	0	330	0
V/C Ratio(X)	0.63	0.91	-0.21	1.01	0.50	0.00	0.78	0.00	0.75	0.00	0.00	0.00
Avail Cap(c_a), veh/h	47	1463	751	397	2344	0	450	0	358	0	422	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.27	0.27	0.00	0.82	0.82	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	74.0	36.4	0.0	41.4	0.0	0.0	60.5	0.0	58.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.8	3.0	0.0	42.6	0.6	0.0	5.5	0.0	4.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	25.8	0.0	21.0	0.2	0.0	12.1	0.0	8.6	0.0	0.0	0.0
LnGrp Delay(d),s/veh	77.8	39.4	0.0	84.1	0.6	0.0	65.9	0.0	63.0	0.0	0.0	0.0
LnGrp LOS	E	D		F	A		E		E			
Approach Vol, veh/h		1179			1568			494			0	
Approach Delay, s/veh		45.0			21.9			64.7			0.0	
Approach LOS		D			C			E				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	41.0	77.2		31.8	8.9	109.3		31.8
Change Period (Y+Rc), s	7.4	6.1		5.2	7.4	* 6.1		5.2
Max Green Setting (Gmax), s	33.6	63.7		34.0	4.0	* 94		34.0
Max Q Clear Time (g_c+I1), s	35.6	61.4		0.0	2.9	2.0		25.5
Green Ext Time (p_c), s	0.0	2.1		0.0	0.0	40.4		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	36.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	900	710	170	980	0	0	0	0	320	10	490
Future Volume (veh/h)	0	900	710	170	980	0	0	0	0	320	10	490
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1624	1863	1863	1792	0				1863	1863	1863
Adj Flow Rate, veh/h	0	947	589	179	1032	0				444	0	223
Adj No. of Lanes	0	2	2	2	2	0				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	17	2	2	6	0				2	2	2
Cap, veh/h	0	1366	1227	256	2111	0				611	0	273
Arrive On Green	0.00	0.59	0.59	0.15	1.00	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3167	2771	3442	3495	0				3548	0	1583
Grp Volume(v), veh/h	0	947	589	179	1032	0				444	0	223
Grp Sat Flow(s),veh/h/ln	0	1543	1385	1721	1703	0				1774	0	1583
Q Serve(g_s), s	0.0	16.0	9.1	3.7	0.0	0.0				8.9	0.0	10.2
Cycle Q Clear(g_c), s	0.0	16.0	9.1	3.7	0.0	0.0				8.9	0.0	10.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1366	1227	256	2111	0				611	0	273
V/C Ratio(X)	0.00	0.69	0.48	0.70	0.49	0.00				0.73	0.00	0.82
Avail Cap(c_a), veh/h	0	1366	1227	289	2111	0				804	0	359
HCM Platoon Ratio	1.00	1.33	1.33	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.61	0.61	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.9	10.5	31.1	0.0	0.0				29.4	0.0	29.9
Incr Delay (d2), s/veh	0.0	0.3	0.1	2.9	0.5	0.0				1.4	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.8	3.4	1.9	0.1	0.0				4.4	0.0	5.1
LnGrp Delay(d),s/veh	0.0	12.2	10.6	34.0	0.5	0.0				30.7	0.0	38.1
LnGrp LOS		B	B	C	A					C		D
Approach Vol, veh/h		1536			1211						667	
Approach Delay, s/veh		11.6			5.5						33.2	
Approach LOS		B			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.3	40.7		21.0		54.0		
Change Period (Y+Rc), s	* 7.7	7.5		* 8.1		7.5		
Max Green Setting (Gmax), s	* 6.3	28.4		* 17		42.4		
Max Q Clear Time (g_c+I1), s	5.7	18.0		12.2		2.0		
Green Ext Time (p_c), s	0.0	4.8		0.7		6.0		

Intersection Summary	
HCM 2010 Ctrl Delay	13.6
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	440	760	0	0	550	160	600	0	440	0	0	0
Future Volume (veh/h)	440	760	0	0	550	160	600	0	440	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	0	1863			
Adj Flow Rate, veh/h	463	800	0	0	579	31	632	0	337			
Adj No. of Lanes	2	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	519	2100	0	0	1160	62	730	0	336			
Arrive On Green	0.30	1.00	0.00	0.00	0.34	0.34	0.21	0.00	0.21			
Sat Flow, veh/h	3442	3632	0	0	3506	182	3442	0	1583			
Grp Volume(v), veh/h	463	800	0	0	300	310	632	0	337			
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1825	1721	0	1583			
Q Serve(g_s), s	9.6	0.0	0.0	0.0	10.1	10.1	13.3	0.0	15.9			
Cycle Q Clear(g_c), s	9.6	0.0	0.0	0.0	10.1	10.1	13.3	0.0	15.9			
Prop In Lane	1.00		0.00	0.00		0.10	1.00		1.00			
Lane Grp Cap(c), veh/h	519	2100	0	0	602	621	730	0	336			
V/C Ratio(X)	0.89	0.38	0.00	0.00	0.50	0.50	0.87	0.00	1.00			
Avail Cap(c_a), veh/h	519	2100	0	0	602	621	730	0	336			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.51	0.51	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	25.6	0.0	0.0	0.0	19.7	19.7	28.5	0.0	29.6			
Incr Delay (d2), s/veh	9.8	0.3	0.0	0.0	2.9	2.9	10.3	0.0	50.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.1	0.1	0.0	0.0	5.4	5.6	7.4	0.0	17.1			
LnGrp Delay(d),s/veh	35.4	0.3	0.0	0.0	22.6	22.5	38.8	0.0	79.7			
LnGrp LOS	D	A			C	C	D		F			
Approach Vol, veh/h		1263			610			969				
Approach Delay, s/veh		13.2			22.6			53.0				
Approach LOS		B			C			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		51.0		24.0	19.0	32.0		
Change Period (Y+Rc), s		6.5		* 8.1	* 7.7	6.5		
Max Green Setting (Gmax), s		44.5		* 16	* 11	25.5		
Max Q Clear Time (g_c+I1), s		2.0		17.9	11.6	12.1		
Green Ext Time (p_c), s		4.2		0.0	0.0	2.1		

Intersection Summary	
HCM 2010 Ctrl Delay	28.8
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	90	170	150	130	170	160	890	280	190	830	240
Future Volume (veh/h)	120	90	170	150	130	170	160	890	280	190	830	240
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1687	1900	1863	1639	1900
Adj Flow Rate, veh/h	126	95	116	158	137	116	168	937	295	200	874	253
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	16	16	2	20	20
Cap, veh/h	185	137	145	202	155	122	197	966	303	222	990	286
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.11	0.40	0.40	0.12	0.42	0.42
Sat Flow, veh/h	409	403	426	457	455	358	1774	2400	753	1774	2376	687
Grp Volume(v), veh/h	337	0	0	411	0	0	168	624	608	200	572	555
Grp Sat Flow(s),veh/h/ln	1238	0	0	1270	0	0	1774	1602	1551	1774	1557	1506
Q Serve(g_s), s	0.0	0.0	0.0	8.1	0.0	0.0	10.1	41.5	41.9	12.1	36.9	37.0
Cycle Q Clear(g_c), s	26.7	0.0	0.0	34.8	0.0	0.0	10.1	41.5	41.9	12.1	36.9	37.0
Prop In Lane	0.37		0.34	0.38		0.28	1.00		0.49	1.00		0.46
Lane Grp Cap(c), veh/h	468	0	0	479	0	0	197	645	624	222	649	628
V/C Ratio(X)	0.72	0.00	0.00	0.86	0.00	0.00	0.85	0.97	0.97	0.90	0.88	0.88
Avail Cap(c_a), veh/h	483	0	0	495	0	0	209	645	624	222	649	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	0.0	35.4	0.0	0.0	47.5	31.8	31.9	46.9	29.3	29.3
Incr Delay (d2), s/veh	4.3	0.0	0.0	13.0	0.0	0.0	24.9	27.6	29.4	34.4	13.6	14.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.0	0.0	13.8	0.0	0.0	6.3	23.3	23.0	8.1	18.2	17.7
LnGrp Delay(d),s/veh	36.1	0.0	0.0	48.4	0.0	0.0	72.5	59.4	61.3	81.4	42.8	43.4
LnGrp LOS	D			D			E	E	E	F	D	D
Approach Vol, veh/h		337			411			1400			1327	
Approach Delay, s/veh		36.1			48.4			61.8			48.9	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.0	48.8		42.0	16.5	50.3		42.0
Change Period (Y+Rc), s	4.4	5.0		4.9	4.4	* 5		4.9
Max Green Setting (Gmax), s	13.6	43.8		38.3	12.8	* 45		38.3
Max Q Clear Time (g_c+I1), s	14.1	43.9		28.7	12.1	39.0		36.8
Green Ext Time (p_c), s	0.0	0.0		1.1	0.0	3.6		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	52.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	120	230	140	120	160	290	660	160	300	760	320
Future Volume (veh/h)	170	120	230	140	120	160	290	660	160	300	760	320
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1806	1900	1863	1810	1863
Adj Flow Rate, veh/h	179	126	231	147	126	126	305	695	115	316	800	179
Adj No. of Lanes	2	1	1	1	1	0	2	2	0	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	6	2	5	2
Cap, veh/h	245	341	455	173	205	205	371	789	130	338	1311	706
Arrive On Green	0.07	0.18	0.18	0.10	0.24	0.24	0.11	0.27	0.27	0.19	0.38	0.38
Sat Flow, veh/h	3442	1863	1552	1774	855	855	3442	2937	485	1774	3438	1557
Grp Volume(v), veh/h	179	126	231	147	0	252	305	406	404	316	800	179
Grp Sat Flow(s),veh/h/ln	1721	1863	1552	1774	0	1711	1721	1715	1707	1774	1719	1557
Q Serve(g_s), s	5.1	6.0	12.5	8.2	0.0	13.2	8.7	22.8	22.9	17.7	18.9	7.2
Cycle Q Clear(g_c), s	5.1	6.0	12.5	8.2	0.0	13.2	8.7	22.8	22.9	17.7	18.9	7.2
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	245	341	455	173	0	409	371	461	459	338	1311	706
V/C Ratio(X)	0.73	0.37	0.51	0.85	0.00	0.62	0.82	0.88	0.88	0.93	0.61	0.25
Avail Cap(c_a), veh/h	332	575	650	173	0	595	424	489	486	338	1328	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.8	36.0	29.7	44.7	0.0	34.2	44.0	35.3	35.3	40.1	25.1	17.1
Incr Delay (d2), s/veh	3.0	0.8	1.0	30.0	0.0	0.6	9.7	16.8	17.0	31.9	1.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.2	5.5	5.5	0.0	6.3	4.7	13.0	12.9	11.6	9.1	3.1
LnGrp Delay(d),s/veh	48.8	36.8	30.8	74.7	0.0	34.7	53.7	52.0	52.3	72.0	26.1	17.3
LnGrp LOS	D	D	C	E		C	D	D	D	E	C	B
Approach Vol, veh/h		536			399			1115			1295	
Approach Delay, s/veh		38.2			49.5			52.6			36.1	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.6	32.7	17.2	24.1	15.3	44.1	11.6	29.8
Change Period (Y+Rc), s	7.4	5.7	7.4	5.7	4.4	* 5.7	4.4	* 5.7
Max Green Setting (Gmax), s	19.2	28.7	9.8	31.1	12.4	* 39	9.7	* 35
Max Q Clear Time (g_c+I1), s	19.7	24.9	10.2	14.5	10.7	20.9	7.1	15.2
Green Ext Time (p_c), s	0.0	2.2	0.0	1.6	0.1	8.1	0.1	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	43.5
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	130	110	140	150	170	160	850	190	180	890	210
Future Volume (veh/h)	100	130	110	140	150	170	160	850	190	180	890	210
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1675	1900	1863	1630	1900
Adj Flow Rate, veh/h	105	137	116	147	158	179	168	895	200	189	937	221
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	16	16	2	20	20
Cap, veh/h	130	187	158	174	180	204	209	1000	223	240	987	232
Arrive On Green	0.07	0.20	0.20	0.10	0.23	0.23	0.07	0.39	0.39	0.08	0.40	0.40
Sat Flow, veh/h	1774	928	786	1774	794	900	1774	2573	575	1774	2487	586
Grp Volume(v), veh/h	105	0	253	147	0	337	168	553	542	189	583	575
Grp Sat Flow(s),veh/h/ln	1774	0	1714	1774	0	1694	1774	1591	1556	1774	1548	1524
Q Serve(g_s), s	6.5	0.0	15.5	9.1	0.0	21.5	6.3	36.5	36.6	7.1	40.8	41.0
Cycle Q Clear(g_c), s	6.5	0.0	15.5	9.1	0.0	21.5	6.3	36.5	36.6	7.1	40.8	41.0
Prop In Lane	1.00		0.46	1.00		0.53	1.00		0.37	1.00		0.38
Lane Grp Cap(c), veh/h	130	0	345	174	0	383	209	618	605	240	614	605
V/C Ratio(X)	0.81	0.00	0.73	0.84	0.00	0.88	0.80	0.89	0.90	0.79	0.95	0.95
Avail Cap(c_a), veh/h	152	0	461	174	0	476	209	618	605	270	622	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	41.9	49.7	0.0	41.9	26.2	32.1	32.1	25.5	32.7	32.7
Incr Delay (d2), s/veh	23.3	0.0	2.4	29.7	0.0	14.6	18.5	15.6	16.0	11.0	24.0	24.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	7.5	5.9	0.0	11.6	4.2	18.7	18.3	4.1	21.4	21.2
LnGrp Delay(d),s/veh	74.4	0.0	44.3	79.3	0.0	56.4	44.7	47.7	48.1	36.5	56.7	57.5
LnGrp LOS	E		D	E		E	D	D	D	D	E	E
Approach Vol, veh/h		358			484			1263			1347	
Approach Delay, s/veh		53.1			63.4			47.5			54.2	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	50.5	18.5	27.5	14.6	51.5	15.7	30.2
Change Period (Y+Rc), s	6.4	7.0	7.5	4.9	6.4	* 7	7.5	4.9
Max Green Setting (Gmax), s	11.0	42.1	11.0	30.1	8.2	* 45	9.6	31.5
Max Q Clear Time (g_c+I1), s	9.1	38.6	11.1	17.5	8.3	43.0	8.5	23.5
Green Ext Time (p_c), s	0.1	2.3	0.0	0.8	0.0	1.5	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	52.9
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	10	310	10	10	20	260	850	40	80	780	210
Future Volume (veh/h)	190	10	310	10	10	20	260	850	40	80	780	210
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1795	1900	1863	1810	1863
Adj Flow Rate, veh/h	200	11	273	11	11	21	274	895	10	84	821	63
Adj No. of Lanes	2	1	1	0	1	1	2	2	0	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	6	2	5	2
Cap, veh/h	772	418	354	70	70	122	292	1182	13	108	1054	475
Arrive On Green	0.22	0.22	0.22	0.08	0.08	0.08	0.08	0.34	0.34	0.06	0.31	0.31
Sat Flow, veh/h	3442	1863	1579	909	909	1583	3442	3455	39	1774	3438	1549
Grp Volume(v), veh/h	200	11	273	22	0	21	274	442	463	84	821	63
Grp Sat Flow(s),veh/h/ln	1721	1863	1579	1817	0	1583	1721	1706	1787	1774	1719	1549
Q Serve(g_s), s	3.8	0.4	12.8	0.9	0.0	1.0	6.2	18.1	18.1	3.7	17.2	2.3
Cycle Q Clear(g_c), s	3.8	0.4	12.8	0.9	0.0	1.0	6.2	18.1	18.1	3.7	17.2	2.3
Prop In Lane	1.00		1.00	0.50		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	772	418	354	141	0	122	292	584	612	108	1054	475
V/C Ratio(X)	0.26	0.03	0.77	0.16	0.00	0.17	0.94	0.76	0.76	0.78	0.78	0.13
Avail Cap(c_a), veh/h	1265	685	580	415	0	361	292	629	659	126	1238	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	23.9	28.7	34.0	0.0	34.0	35.9	23.0	23.0	36.5	24.9	19.8
Incr Delay (d2), s/veh	0.3	0.0	5.8	0.2	0.0	0.2	35.9	5.4	5.1	19.4	3.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.2	6.1	0.5	0.0	0.4	4.4	9.3	9.8	2.4	8.6	1.0
LnGrp Delay(d),s/veh	25.5	23.9	34.4	34.2	0.0	34.3	71.8	28.4	28.2	55.9	28.0	20.0
LnGrp LOS	C	C	C	C		C	E	C	C	E	C	B
Approach Vol, veh/h		484			43			1179			968	
Approach Delay, s/veh		30.5			34.2			38.4			29.9	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.2	32.7		22.6	15.0	29.9		11.4
Change Period (Y+Rc), s	7.4	5.7		4.9	8.3	* 5.7		5.3
Max Green Setting (Gmax), s	5.6	29.1		29.0	6.7	* 28		18.0
Max Q Clear Time (g_c+I1), s	15.7	20.1		14.8	8.2	19.2		3.0
Green Ext Time (p_c), s	0.0	4.8		2.7	0.0	4.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	33.8
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	1940	540	0	0	0	0	0	480
Future Volume (veh/h)	0	0	0	0	1940	540	0	0	0	0	0	480
Number				1	6	16				7	4	14
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				0	1863	1863				0	1863	1863
Adj Flow Rate, veh/h				0	1980	0				0	0	490
Adj No. of Lanes				0	3	1				0	1	2
Peak Hour Factor				0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %				0	2	2				0	2	2
Cap, veh/h				0	2672	832				0	412	616
Arrive On Green				0.00	0.53	0.00				0.00	0.00	0.22
Sat Flow, veh/h				0	5253	1583				0	1863	2787
Grp Volume(v), veh/h				0	1980	0				0	0	490
Grp Sat Flow(s),veh/h/ln				0	1695	1583				0	1863	1393
Q Serve(g_s), s				0.0	13.0	0.0				0.0	0.0	7.1
Cycle Q Clear(g_c), s				0.0	13.0	0.0				0.0	0.0	7.1
Prop In Lane				0.00		1.00				0.00		1.00
Lane Grp Cap(c), veh/h				0	2672	832				0	412	616
V/C Ratio(X)				0.00	0.74	0.00				0.00	0.00	0.79
Avail Cap(c_a), veh/h				0	3086	961				0	780	1166
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.00	1.00	0.00				0.00	0.00	1.00
Uniform Delay (d), s/veh				0.0	7.9	0.0				0.0	0.0	15.8
Incr Delay (d2), s/veh				0.0	0.7	0.0				0.0	0.0	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	6.0	0.0				0.0	0.0	2.8
LnGrp Delay(d),s/veh				0.0	8.6	0.0				0.0	0.0	16.7
LnGrp LOS					A							B
Approach Vol, veh/h					1980						490	
Approach Delay, s/veh					8.6						16.7	
Approach LOS					A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		
Phs Duration (G+Y+Rc), s				14.6		28.4		
Change Period (Y+Rc), s				5.1		5.8		
Max Green Setting (Gmax), s				18.0		26.1		
Max Q Clear Time (g_c+I1), s				9.1		15.0		
Green Ext Time (p_c), s				0.4		7.6		

Intersection Summary	
HCM 2010 Ctrl Delay	10.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1790	500	0	0	0	0	0	720	0	0	0
Future Volume (veh/h)	0	1790	500	0	0	0	0	0	720	0	0	0
Number	5	2	12				3	8	18			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1743	1863				0	1863	1863			
Adj Flow Rate, veh/h	0	1845	0				0	0	742			
Adj No. of Lanes	0	3	1				0	1	2			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	0	9	2				0	2	2			
Cap, veh/h	0	2360	785				0	573	858			
Arrive On Green	0.00	0.50	0.00				0.00	0.00	0.31			
Sat Flow, veh/h	0	4916	1583				0	1863	2787			
Grp Volume(v), veh/h	0	1845	0				0	0	742			
Grp Sat Flow(s),veh/h/ln	0	1586	1583				0	1863	1393			
Q Serve(g_s), s	0.0	17.7	0.0				0.0	0.0	13.9			
Cycle Q Clear(g_c), s	0.0	17.7	0.0				0.0	0.0	13.9			
Prop In Lane	0.00		1.00				0.00		1.00			
Lane Grp Cap(c), veh/h	0	2360	785				0	573	858			
V/C Ratio(X)	0.00	0.78	0.00				0.00	0.00	0.87			
Avail Cap(c_a), veh/h	0	2760	918				0	735	1099			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	11.5	0.0				0.0	0.0	18.1			
Incr Delay (d2), s/veh	0.0	1.1	0.0				0.0	0.0	5.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	7.9	0.0				0.0	0.0	6.0			
LnGrp Delay(d),s/veh	0.0	12.6	0.0				0.0	0.0	23.1			
LnGrp LOS		B							C			
Approach Vol, veh/h		1845						742				
Approach Delay, s/veh		12.6						23.1				
Approach LOS		B						C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		33.3						22.2
Change Period (Y+Rc), s		5.8						5.1
Max Green Setting (Gmax), s		32.2						21.9
Max Q Clear Time (g_c+I1), s		19.7						15.9
Green Ext Time (p_c), s		7.8						1.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	1830	150	140	1580	140	60	40	90	40	60	290
Future Volume (veh/h)	250	1830	150	140	1580	140	60	40	90	40	60	290
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1752	1900	1863	1743	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	260	1906	62	146	1646	52	62	42	52	42	62	177
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	9	9	2	9	2	2	2	2	2	2	2
Cap, veh/h	260	1935	63	160	1762	825	76	130	161	54	68	194
Arrive On Green	0.15	0.59	0.59	0.03	0.18	0.18	0.04	0.17	0.17	0.03	0.16	0.16
Sat Flow, veh/h	1774	3288	106	1774	3312	1551	1774	758	939	1774	427	1220
Grp Volume(v), veh/h	260	959	1009	146	1646	52	62	0	94	42	0	239
Grp Sat Flow(s),veh/h/ln	1774	1664	1730	1774	1656	1551	1774	0	1697	1774	0	1647
Q Serve(g_s), s	22.0	83.9	86.4	12.3	73.5	4.2	5.2	0.0	7.3	3.5	0.0	21.4
Cycle Q Clear(g_c), s	22.0	83.9	86.4	12.3	73.5	4.2	5.2	0.0	7.3	3.5	0.0	21.4
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.55	1.00		0.74
Lane Grp Cap(c), veh/h	260	979	1018	160	1762	825	76	0	290	54	0	262
V/C Ratio(X)	1.00	0.98	0.99	0.91	0.93	0.06	0.82	0.00	0.32	0.78	0.00	0.91
Avail Cap(c_a), veh/h	260	979	1018	160	1762	825	76	0	317	59	0	292
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.27	0.27	0.27	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.0	30.0	30.5	72.2	59.3	30.7	71.2	0.0	54.6	72.2	0.0	62.1
Incr Delay (d2), s/veh	16.6	5.0	6.7	18.9	3.5	0.0	48.4	0.0	0.6	44.1	0.0	29.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	39.7	42.8	6.9	34.7	1.8	3.6	0.0	3.5	2.4	0.0	11.9
LnGrp Delay(d),s/veh	80.5	35.0	37.2	91.1	62.8	30.7	119.6	0.0	55.2	116.4	0.0	91.7
LnGrp LOS	F	C	D	F	E	C	F		E	F		F
Approach Vol, veh/h		2228			1844			156			281	
Approach Delay, s/veh		41.3			64.1			80.8			95.4	
Approach LOS		D			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	92.8	9.1	30.1	26.5	84.3	10.9	28.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	85.5	5.0	28.0	22.0	77.0	6.4	26.6
Max Q Clear Time (g_c+I1), s	14.3	88.4	5.5	9.3	24.0	75.5	7.2	23.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	1.3	0.0	0.4

Intersection Summary		
HCM 2010 Ctrl Delay	55.4	
HCM 2010 LOS	E	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	450	860	380	180	890	200	570	790	310	260	580	380
Future Volume (veh/h)	450	860	380	180	890	200	570	790	310	260	580	380
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1743	1863	1863	1827	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	469	896	281	188	927	156	594	823	281	271	604	261
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	9	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	502	1164	849	227	942	424	635	869	296	280	826	368
Arrive On Green	0.05	0.12	0.12	0.07	0.27	0.27	0.18	0.34	0.34	0.08	0.23	0.23
Sat Flow, veh/h	3442	3312	1583	3442	3471	1561	3442	2582	880	3442	3539	1575
Grp Volume(v), veh/h	469	896	281	188	927	156	594	564	540	271	604	261
Grp Sat Flow(s),veh/h/ln	1721	1656	1583	1721	1736	1561	1721	1770	1692	1721	1770	1575
Q Serve(g_s), s	20.4	39.4	17.9	8.1	39.8	12.1	25.5	46.5	46.7	11.8	23.7	22.8
Cycle Q Clear(g_c), s	20.4	39.4	17.9	8.1	39.8	12.1	25.5	46.5	46.7	11.8	23.7	22.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	502	1164	849	227	942	424	635	595	569	280	826	368
V/C Ratio(X)	0.93	0.77	0.33	0.83	0.98	0.37	0.94	0.95	0.95	0.97	0.73	0.71
Avail Cap(c_a), veh/h	502	1164	849	227	942	424	649	602	575	280	826	368
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.7	60.4	27.7	69.2	54.3	44.2	60.3	48.5	48.5	68.7	53.1	52.8
Incr Delay (d2), s/veh	3.5	0.5	0.1	20.5	25.6	2.5	2.9	3.8	4.1	44.7	3.8	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	18.2	7.9	4.5	22.4	5.5	12.4	23.3	22.4	7.3	12.0	10.7
LnGrp Delay(d),s/veh	74.2	60.9	27.8	89.8	79.9	46.7	63.1	52.3	52.6	113.4	56.9	60.0
LnGrp LOS	E	E	C	F	E	D	E	D	D	F	E	E
Approach Vol, veh/h		1646			1271			1698			1136	
Approach Delay, s/veh		59.0			77.3			56.2			71.1	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	57.6	35.1	40.0	29.3	45.6	19.6	55.5
Change Period (Y+Rc), s	7.4	4.9	7.4	* 5	7.4	4.9	7.4	5.0
Max Green Setting (Gmax), s	9.9	52.2	28.3	* 35	21.9	40.2	12.2	51.0
Max Q Clear Time (g_c+I1), s	10.1	41.4	27.5	25.7	22.4	41.8	13.8	48.7
Green Ext Time (p_c), s	0.0	7.7	0.1	4.8	0.0	0.0	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	64.6
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

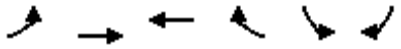
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	790	240	260	1330	330	250	220	260	140	210	700
Future Volume (veh/h)	340	790	240	260	1330	330	250	220	260	140	210	700
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	358	832	158	274	1400	252	263	232	63	147	221	0
Adj No. of Lanes	2	2	1	1	3	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	1209	541	246	1893	588	282	627	262	179	390	174
Arrive On Green	0.11	0.34	0.34	0.14	0.37	0.37	0.16	0.17	0.17	0.10	0.11	0.00
Sat Flow, veh/h	3442	3539	1583	1774	5085	1580	1774	3725	1558	1774	3539	1583
Grp Volume(v), veh/h	358	832	158	274	1400	252	263	232	63	147	221	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1774	1695	1580	1774	1863	1558	1774	1770	1583
Q Serve(g_s), s	10.2	19.9	7.2	13.6	23.4	11.7	14.4	5.4	3.4	8.0	5.8	0.0
Cycle Q Clear(g_c), s	10.2	19.9	7.2	13.6	23.4	11.7	14.4	5.4	3.4	8.0	5.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	372	1209	541	246	1893	588	282	627	262	179	390	174
V/C Ratio(X)	0.96	0.69	0.29	1.11	0.74	0.43	0.93	0.37	0.24	0.82	0.57	0.00
Avail Cap(c_a), veh/h	372	1374	615	246	2129	661	282	2167	906	300	2095	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.6	27.8	23.6	42.3	26.7	23.0	40.8	36.2	35.4	43.3	41.4	0.0
Incr Delay (d2), s/veh	36.8	1.5	0.4	91.7	1.3	0.6	35.7	0.9	1.2	3.6	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	10.0	3.2	12.9	11.1	5.2	9.8	2.9	1.6	4.1	3.0	0.0
LnGrp Delay(d),s/veh	80.3	29.3	24.1	134.0	28.0	23.6	76.4	37.2	36.6	46.9	43.8	0.0
LnGrp LOS	F	C	C	F	C	C	E	D	D	D	D	
Approach Vol, veh/h		1348			1926			558			368	
Approach Delay, s/veh		42.2			42.5			55.6			45.0	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	38.4	23.0	15.7	18.0	41.4	17.3	21.4
Change Period (Y+Rc), s	7.4	4.9	7.4	4.9	7.4	4.9	7.4	4.9
Max Green Setting (Gmax), s	13.6	38.1	15.6	58.1	10.6	41.1	16.6	57.1
Max Q Clear Time (g_c+I1), s	15.6	21.9	16.4	7.8	12.2	25.4	10.0	7.4
Green Ext Time (p_c), s	0.0	7.9	0.0	2.7	0.0	11.1	0.1	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.4
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	870	1420	110	120	160
Future Volume (veh/h)	240	870	1420	110	120	160
Number	5	2	6	16	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1792	1863	1900	1863	1863
Adj Flow Rate, veh/h	253	916	1495	95	126	147
Adj No. of Lanes	1	2	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	2	2	2	2
Cap, veh/h	286	2550	1731	110	204	182
Arrive On Green	0.16	0.75	0.51	0.51	0.12	0.12
Sat Flow, veh/h	1774	3495	3474	214	1774	1583
Grp Volume(v), veh/h	253	916	779	811	126	147
Grp Sat Flow(s),veh/h/ln	1774	1703	1770	1825	1774	1583
Q Serve(g_s), s	13.6	9.0	37.5	38.1	6.6	8.8
Cycle Q Clear(g_c), s	13.6	9.0	37.5	38.1	6.6	8.8
Prop In Lane	1.00			0.12	1.00	1.00
Lane Grp Cap(c), veh/h	286	2550	906	934	204	182
V/C Ratio(X)	0.89	0.36	0.86	0.87	0.62	0.81
Avail Cap(c_a), veh/h	338	2775	975	1005	492	439
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	4.2	20.8	20.9	41.2	42.2
Incr Delay (d2), s/veh	19.1	0.1	7.6	7.9	1.1	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	4.2	20.1	21.2	3.3	4.0
LnGrp Delay(d),s/veh	59.2	4.3	28.4	28.8	42.3	45.4
LnGrp LOS	E	A	C	C	D	D
Approach Vol, veh/h		1169	1590		273	
Approach Delay, s/veh		16.2	28.6		44.0	
Approach LOS		B	C		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		78.5			23.1	55.4		19.1
Change Period (Y+Rc), s		5.4			7.4	* 5.4		7.9
Max Green Setting (Gmax), s		79.6			18.6	* 54		27.1
Max Q Clear Time (g_c+I1), s		11.0			15.6	40.1		10.8
Green Ext Time (p_c), s		8.5			0.1	9.9		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1060	230	320	1050	10	90	10	120	0	0	0
Future Volume (veh/h)	20	1060	230	320	1050	10	90	10	120	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1805	1900	1863	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	21	1116	-21	337	1105	11	95	11	126			
Adj No. of Lanes	1	2	0	1	2	0	1	1	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	6	6	2	2	2	2	2	2			
Cap, veh/h	33	1487	0	381	2261	23	207	15	172			
Arrive On Green	0.02	0.43	0.00	0.21	0.63	0.63	0.12	0.12	0.12			
Sat Flow, veh/h	1774	3519	0	1774	3590	36	1774	129	1474			
Grp Volume(v), veh/h	21	1095	0	337	545	571	95	0	137			
Grp Sat Flow(s),veh/h/ln	1774	1714	0	1774	1770	1856	1774	0	1603			
Q Serve(g_s), s	0.9	20.0	0.0	13.9	12.4	12.4	3.8	0.0	6.2			
Cycle Q Clear(g_c), s	0.9	20.0	0.0	13.9	12.4	12.4	3.8	0.0	6.2			
Prop In Lane	1.00		0.00	1.00		0.02	1.00		0.92			
Lane Grp Cap(c), veh/h	33	1487	0	381	1115	1169	207	0	187			
V/C Ratio(X)	0.63	0.74	0.00	0.88	0.49	0.49	0.46	0.00	0.73			
Avail Cap(c_a), veh/h	134	2164	0	555	1541	1617	731	0	661			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	36.7	17.8	0.0	28.7	7.5	7.5	31.1	0.0	32.2			
Incr Delay (d2), s/veh	7.0	0.9	0.0	8.5	0.2	0.1	0.6	0.0	2.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	9.6	0.0	7.6	6.1	6.4	1.9	0.0	2.8			
LnGrp Delay(d),s/veh	43.7	18.7	0.0	37.2	7.6	7.6	31.7	0.0	34.3			
LnGrp LOS	D	B		D	A	A	C		C			
Approach Vol, veh/h		1116			1453			232				
Approach Delay, s/veh		19.1			14.5			33.2				
Approach LOS		B			B			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	13.6	38.1			8.8	52.9		13.7
Change Period (Y+Rc), s	7.4	5.4			7.4	* 5.4		4.9
Max Green Setting (Gmax), s	23.6	47.6			5.7	* 66		31.1
Max Q Clear Time (g_c+I1), s	15.9	22.0			2.9	14.4		8.2
Green Ext Time (p_c), s	0.3	10.7			0.0	6.0		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	610	420	300	550	290	480	770	310	300	510	210
Future Volume (veh/h)	240	610	420	300	550	290	480	770	310	300	510	210
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1792	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	253	642	126	316	579	94	505	811	200	316	537	168
Adj No. of Lanes	1	2	1	1	3	2	2	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	279	748	348	342	1298	1010	564	973	430	369	773	341
Arrive On Green	0.16	0.22	0.22	0.19	0.26	0.26	0.16	0.27	0.27	0.11	0.22	0.22
Sat Flow, veh/h	1774	3406	1583	1774	5085	2787	3442	3539	1563	3442	3539	1561
Grp Volume(v), veh/h	253	642	126	316	579	94	505	811	200	316	537	168
Grp Sat Flow(s),veh/h/ln	1774	1703	1583	1774	1695	1393	1721	1770	1563	1721	1770	1561
Q Serve(g_s), s	18.3	23.6	8.8	22.8	12.5	2.9	18.8	28.1	13.9	11.8	18.2	12.3
Cycle Q Clear(g_c), s	18.3	23.6	8.8	22.8	12.5	2.9	18.8	28.1	13.9	11.8	18.2	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	279	748	348	342	1298	1010	564	973	430	369	773	341
V/C Ratio(X)	0.91	0.86	0.36	0.92	0.45	0.09	0.90	0.83	0.47	0.86	0.70	0.49
Avail Cap(c_a), veh/h	373	875	407	450	1528	1136	699	1085	479	438	827	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	48.9	43.1	51.7	40.8	27.4	53.5	44.5	39.3	57.3	47.0	44.7
Incr Delay (d2), s/veh	18.0	7.6	0.7	18.7	0.3	0.0	10.9	5.7	1.2	12.0	2.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	11.9	3.9	13.0	5.9	1.1	9.8	14.5	6.1	6.2	9.3	5.5
LnGrp Delay(d),s/veh	72.1	56.6	43.8	70.4	41.1	27.5	64.4	50.2	40.5	69.3	49.8	46.5
LnGrp LOS	E	E	D	E	D	C	E	D	D	E	D	D
Approach Vol, veh/h		1021			989			1516			1021	
Approach Delay, s/veh		58.8			49.2			53.6			55.3	
Approach LOS		E			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.6	35.0	28.8	34.2	27.9	39.6	21.4	41.6
Change Period (Y+Rc), s	7.4	6.3	7.4	* 5.7	7.4	6.3	7.4	5.7
Max Green Setting (Gmax), s	33.1	33.5	26.5	* 31	27.4	39.2	16.6	40.0
Max Q Clear Time (g_c+I1), s	24.8	25.6	20.8	20.2	20.3	14.5	13.8	30.1
Green Ext Time (p_c), s	0.3	3.0	0.6	4.4	0.2	5.3	0.2	5.8

Intersection Summary	
HCM 2010 Ctrl Delay	54.2
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

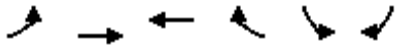
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	880	200	240	770	270	90	190	220	290	60	140
Future Volume (veh/h)	240	880	200	240	770	270	90	190	220	290	60	140
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1805	1900	1863	1849	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	253	926	179	253	811	-84	95	200	211	305	63	73
Adj No. of Lanes	1	3	0	1	4	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	6	2	3	3	2	2	2	2	2	2
Cap, veh/h	285	1030	198	269	1529	0	553	361	381	320	342	397
Arrive On Green	0.16	0.25	0.25	0.15	0.24	0.00	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1774	4134	796	1774	6621	0	1248	831	877	971	788	913
Grp Volume(v), veh/h	253	735	370	253	727	0	95	0	411	305	0	136
Grp Sat Flow(s),veh/h/ln	1774	1643	1644	1774	1590	0	1248	0	1708	971	0	1702
Q Serve(g_s), s	13.9	21.5	21.7	14.0	9.8	0.0	5.0	0.0	17.8	25.4	0.0	4.9
Cycle Q Clear(g_c), s	13.9	21.5	21.7	14.0	9.8	0.0	9.9	0.0	17.8	43.2	0.0	4.9
Prop In Lane	1.00		0.48	1.00		0.00	1.00		0.51	1.00		0.54
Lane Grp Cap(c), veh/h	285	819	410	269	1529	0	553	0	742	320	0	739
V/C Ratio(X)	0.89	0.90	0.90	0.94	0.48	0.00	0.17	0.00	0.55	0.95	0.00	0.18
Avail Cap(c_a), veh/h	325	835	418	269	1529	0	553	0	742	320	0	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.9	36.1	36.2	41.7	32.4	0.0	20.4	0.0	21.0	39.5	0.0	17.3
Incr Delay (d2), s/veh	21.0	12.4	22.2	38.4	0.3	0.0	0.1	0.0	0.5	37.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	11.2	12.4	9.8	4.3	0.0	1.7	0.0	8.4	11.7	0.0	2.3
LnGrp Delay(d),s/veh	61.9	48.5	58.4	80.1	32.7	0.0	20.4	0.0	21.5	77.1	0.0	17.4
LnGrp LOS	E	D	E	F	C		C		C	E		B
Approach Vol, veh/h		1358			980			506			441	
Approach Delay, s/veh		53.7			44.9			21.3			58.7	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.5	31.9		48.1	20.4	31.0		48.1
Change Period (Y+Rc), s	4.4	7.1		4.9	4.4	* 7.1		4.9
Max Green Setting (Gmax), s	15.1	25.3		43.2	18.2	* 23		43.2
Max Q Clear Time (g_c+I1), s	16.0	23.7		19.8	15.9	11.8		45.2
Green Ext Time (p_c), s	0.0	1.1		1.9	0.1	4.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	46.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	760	430	500	260	290
Future Volume (veh/h)	0	760	430	500	260	290
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1792	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	800	453	0	274	210
Adj No. of Lanes	1	2	2	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	6	2	2	2	2
Cap, veh/h	5	1229	1277	571	1067	305
Arrive On Green	0.00	0.36	0.36	0.00	0.31	0.31
Sat Flow, veh/h	1774	3495	3632	1583	3442	1583
Grp Volume(v), veh/h	0	800	453	0	274	210
Grp Sat Flow(s),veh/h/ln	1774	1703	1770	1583	1721	1583
Q Serve(g_s), s	0.0	7.5	3.6	0.0	2.3	9.2
Cycle Q Clear(g_c), s	0.0	7.5	3.6	0.0	2.3	9.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	5	1229	1277	571	1067	305
V/C Ratio(X)	0.00	0.65	0.35	0.00	0.26	0.69
Avail Cap(c_a), veh/h	764	5870	4160	1861	1879	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.2	9.0	0.0	9.9	43.5
Incr Delay (d2), s/veh	0.0	0.2	0.1	0.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	1.7	0.0	1.1	3.6
LnGrp Delay(d),s/veh	0.0	10.4	9.0	0.0	9.9	44.6
LnGrp LOS		B	A		A	D
Approach Vol, veh/h		800	453		484	
Approach Delay, s/veh		10.4	9.0		25.0	
Approach LOS		B	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		21.3		17.0	0.0	21.3		
Change Period (Y+Rc), s		7.5		5.1	4.5	7.5		
Max Green Setting (Gmax), s		66.0		20.9	16.5	45.0		
Max Q Clear Time (g_c+I1), s		9.5		11.2	0.0	5.6		
Green Ext Time (p_c), s		4.3		0.7	0.0	2.2		

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	20	10	100	10	140	10	1440	240	240	1070	20
Future Volume (veh/h)	20	20	10	100	10	140	10	1440	240	240	1070	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1759	1900	1863	1761	1900
Adj Flow Rate, veh/h	21	21	11	113	0	94	11	1516	127	253	1126	21
Adj No. of Lanes	0	1	0	2	0	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	9	9	2	8	8
Cap, veh/h	28	28	14	324	0	335	19	1484	123	216	1970	37
Arrive On Green	0.04	0.04	0.04	0.09	0.00	0.09	0.01	0.48	0.48	0.12	0.59	0.59
Sat Flow, veh/h	699	699	366	3548	0	1552	1774	3124	260	1774	3360	63
Grp Volume(v), veh/h	53	0	0	113	0	94	11	806	837	253	561	586
Grp Sat Flow(s),veh/h/ln	1763	0	0	1774	0	1552	1774	1671	1712	1774	1673	1750
Q Serve(g_s), s	3.1	0.0	0.0	3.1	0.0	5.3	0.6	49.2	49.2	12.6	21.6	21.6
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.1	0.0	5.3	0.6	49.2	49.2	12.6	21.6	21.6
Prop In Lane	0.40		0.21	1.00		1.00	1.00		0.15	1.00		0.04
Lane Grp Cap(c), veh/h	70	0	0	324	0	335	19	794	813	216	981	1026
V/C Ratio(X)	0.76	0.00	0.00	0.35	0.00	0.28	0.59	1.02	1.03	1.17	0.57	0.57
Avail Cap(c_a), veh/h	511	0	0	1028	0	642	128	794	813	216	981	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	0.0	0.0	44.1	0.0	34.1	51.0	27.2	27.2	45.5	13.3	13.3
Incr Delay (d2), s/veh	6.3	0.0	0.0	0.2	0.0	0.2	10.6	35.8	39.1	115.5	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	1.5	0.0	2.3	0.4	30.4	31.9	13.0	10.3	10.7
LnGrp Delay(d),s/veh	55.5	0.0	0.0	44.4	0.0	34.3	61.7	63.0	66.2	161.0	14.4	14.3
LnGrp LOS	E			D		C	E	F	F	F	B	B
Approach Vol, veh/h		53			207			1654			1400	
Approach Delay, s/veh		55.5			39.8			64.6			40.9	
Approach LOS		E			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.0	54.2		12.0	8.5	65.7		17.4
Change Period (Y+Rc), s	7.4	5.0		7.9	7.4	* 5		7.9
Max Green Setting (Gmax), s	12.6	49.2		30.0	7.5	* 54		30.0
Max Q Clear Time (g_c+I1), s	14.6	51.2		5.1	2.6	23.6		7.3
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	14.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	52.9
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	30	40	90	60	130	80	790	130	180	990	90
Future Volume (veh/h)	70	30	40	90	60	130	80	790	130	180	990	90
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1745	1900	1863	1695	1900
Adj Flow Rate, veh/h	74	32	31	95	63	84	84	832	95	189	1042	-221
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	10	10	2	13	13
Cap, veh/h	98	106	103	121	98	131	107	1051	120	230	1354	0
Arrive On Green	0.05	0.12	0.12	0.07	0.14	0.14	0.06	0.35	0.35	0.13	0.42	0.00
Sat Flow, veh/h	1774	867	840	1774	722	963	1774	2990	341	1774	3306	0
Grp Volume(v), veh/h	74	0	63	95	0	147	84	461	466	189	821	0
Grp Sat Flow(s),veh/h/ln	1774	0	1707	1774	0	1685	1774	1658	1674	1774	1610	0
Q Serve(g_s), s	2.8	0.0	2.3	3.6	0.0	5.7	3.2	17.2	17.2	7.1	13.7	0.0
Cycle Q Clear(g_c), s	2.8	0.0	2.3	3.6	0.0	5.7	3.2	17.2	17.2	7.1	13.7	0.0
Prop In Lane	1.00		0.49	1.00		0.57	1.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	98	0	209	121	0	229	107	582	588	230	1354	0
V/C Ratio(X)	0.76	0.00	0.30	0.78	0.00	0.64	0.78	0.79	0.79	0.82	0.61	0.00
Avail Cap(c_a), veh/h	144	0	719	147	0	712	136	669	676	255	1515	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.1	0.0	27.5	31.6	0.0	28.2	31.9	20.1	20.1	29.2	15.5	0.0
Incr Delay (d2), s/veh	12.3	0.0	0.3	19.8	0.0	1.1	19.8	6.4	6.4	17.5	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.1	2.4	0.0	2.7	2.2	8.9	8.9	4.6	6.2	0.0
LnGrp Delay(d),s/veh	44.4	0.0	27.8	51.3	0.0	29.3	51.7	26.5	26.5	46.7	16.3	0.0
LnGrp LOS	D		C	D		C	D	C	C	D	B	
Approach Vol, veh/h		137			242			1011			1010	
Approach Delay, s/veh		36.8			38.0			28.6			22.0	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	29.9	8.3	14.3	11.7	34.7	9.2	13.3
Change Period (Y+Rc), s	7.5	5.7	4.5	4.9	7.5	5.7	4.5	4.9
Max Green Setting (Gmax), s	9.3	27.8	5.6	29.1	5.3	32.4	5.7	29.0
Max Q Clear Time (g_c+I1), s	19.1	19.2	4.8	7.7	5.2	15.7	5.6	4.3
Green Ext Time (p_c), s	0.0	5.0	0.0	0.5	0.0	7.4	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	60	40	100	60	170	140	1280	250	210	910	180
Future Volume (veh/h)	80	60	40	100	60	170	140	1280	250	210	910	180
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1762	1900	1863	1776	1900
Adj Flow Rate, veh/h	84	63	42	105	63	137	147	1347	168	221	958	126
Adj No. of Lanes	0	1	0	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	9	9	2	8	8
Cap, veh/h	146	106	60	144	79	149	203	1390	172	234	1611	212
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.06	0.46	0.46	0.13	0.54	0.54
Sat Flow, veh/h	444	460	258	447	344	645	3442	2995	371	1774	2998	394
Grp Volume(v), veh/h	189	0	0	305	0	0	147	749	766	221	539	545
Grp Sat Flow(s),veh/h/ln	1162	0	0	1436	0	0	1721	1674	1692	1774	1687	1705
Q Serve(g_s), s	0.0	0.0	0.0	7.0	0.0	0.0	5.0	51.3	52.4	14.6	25.7	25.7
Cycle Q Clear(g_c), s	17.6	0.0	0.0	24.7	0.0	0.0	5.0	51.3	52.4	14.6	25.7	25.7
Prop In Lane	0.44		0.22	0.34		0.45	1.00		0.22	1.00		0.23
Lane Grp Cap(c), veh/h	312	0	0	372	0	0	203	777	786	234	906	916
V/C Ratio(X)	0.61	0.00	0.00	0.82	0.00	0.00	0.72	0.96	0.98	0.94	0.59	0.60
Avail Cap(c_a), veh/h	333	0	0	394	0	0	285	777	786	234	906	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	0.0	44.5	0.0	0.0	54.7	30.7	31.0	50.9	18.6	18.6
Incr Delay (d2), s/veh	1.8	0.0	0.0	11.3	0.0	0.0	2.5	23.9	26.3	43.0	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	0.0	10.9	0.0	0.0	2.4	28.7	30.2	10.0	12.4	12.5
LnGrp Delay(d),s/veh	43.0	0.0	0.0	55.8	0.0	0.0	57.1	54.6	57.3	93.8	20.2	20.2
LnGrp LOS	D			E			E	D	E	F	C	C
Approach Vol, veh/h		189			305			1662			1305	
Approach Delay, s/veh		43.0			55.8			56.1			32.7	
Approach LOS		D			E			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	23.0	62.9		32.3	14.4	71.5		32.3
Change Period (Y+Rc), s	7.4	8.0		5.1	7.4	8.0		5.1
Max Green Setting (Gmax), s	15.6	54.9		29.0	9.8	60.7		29.0
Max Q Clear Time (g_c+I1), s	19.6	54.4		19.6	7.0	27.7		26.7
Green Ext Time (p_c), s	0.0	0.5		0.5	0.1	16.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	46.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	10	80	10	10	10	160	510	10	10	1010	160
Future Volume (veh/h)	160	10	80	10	10	10	160	510	10	10	1010	160
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1730	1900	1863	1704	1900
Adj Flow Rate, veh/h	168	11	84	11	11	11	168	537	11	11	1063	168
Adj No. of Lanes	0	1	1	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	10	10	2	13	13
Cap, veh/h	289	16	537	77	75	46	239	1642	34	19	1230	194
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.07	0.50	0.50	0.01	0.44	0.44
Sat Flow, veh/h	751	60	1575	67	276	171	3442	3292	67	1774	2795	441
Grp Volume(v), veh/h	179	0	84	33	0	0	168	268	280	11	615	616
Grp Sat Flow(s),veh/h/ln	811	0	1575	514	0	0	1721	1643	1716	1774	1619	1617
Q Serve(g_s), s	0.0	0.0	3.0	0.3	0.0	0.0	3.9	8.0	8.0	0.5	28.1	28.3
Cycle Q Clear(g_c), s	19.3	0.0	3.0	19.6	0.0	0.0	3.9	8.0	8.0	0.5	28.1	28.3
Prop In Lane	0.94		1.00	0.33		0.33	1.00		0.04	1.00		0.27
Lane Grp Cap(c), veh/h	305	0	537	198	0	0	239	820	856	19	712	712
V/C Ratio(X)	0.59	0.00	0.16	0.17	0.00	0.00	0.70	0.33	0.33	0.57	0.86	0.87
Avail Cap(c_a), veh/h	389	0	631	290	0	0	239	820	856	89	774	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	18.8	23.7	0.0	0.0	37.3	12.3	12.3	40.4	20.7	20.8
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.1	0.0	0.0	7.6	0.3	0.3	9.7	9.6	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	1.3	0.6	0.0	0.0	2.1	3.6	3.8	0.3	14.4	14.4
LnGrp Delay(d),s/veh	29.4	0.0	18.9	23.8	0.0	0.0	44.9	12.6	12.6	50.1	30.3	30.6
LnGrp LOS	C		B	C			D	B	B	D	C	C
Approach Vol, veh/h		263			33			716			1242	
Approach Delay, s/veh		26.0			23.8			20.2			30.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.3	46.6		27.1	13.1	41.8		27.1
Change Period (Y+Rc), s	7.4	5.7		4.9	7.4	5.7		4.9
Max Green Setting (Gmax), s	4.1	40.8		27.1	5.7	39.2		27.1
Max Q Clear Time (g_c+I1), s	2.5	10.0		21.3	5.9	30.3		21.6
Green Ext Time (p_c), s	0.0	4.4		0.4	0.0	5.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	70	90	450	90	280	180	970	320	220	590	80
Future Volume (veh/h)	90	70	90	450	90	280	180	970	320	220	590	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1771	1900	1863	1771	1900
Adj Flow Rate, veh/h	95	74	84	474	95	169	189	1021	169	232	621	52
Adj No. of Lanes	1	1	1	2	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	9	9	2	8	8
Cap, veh/h	118	177	146	524	109	193	217	1157	191	257	1335	112
Arrive On Green	0.07	0.09	0.09	0.15	0.18	0.18	0.12	0.40	0.40	0.15	0.42	0.42
Sat Flow, veh/h	1774	1863	1543	3442	602	1071	1774	2880	476	1774	3144	263
Grp Volume(v), veh/h	95	74	84	474	0	264	189	596	594	232	332	341
Grp Sat Flow(s),veh/h/ln	1774	1863	1543	1721	0	1674	1774	1683	1673	1774	1682	1725
Q Serve(g_s), s	6.4	4.5	6.3	16.4	0.0	18.6	12.7	39.8	40.0	15.6	17.2	17.2
Cycle Q Clear(g_c), s	6.4	4.5	6.3	16.4	0.0	18.6	12.7	39.8	40.0	15.6	17.2	17.2
Prop In Lane	1.00		1.00	1.00		0.64	1.00		0.28	1.00		0.15
Lane Grp Cap(c), veh/h	118	177	146	524	0	302	217	676	672	257	714	732
V/C Ratio(X)	0.80	0.42	0.57	0.91	0.00	0.87	0.87	0.88	0.88	0.90	0.46	0.47
Avail Cap(c_a), veh/h	173	476	394	528	0	521	383	802	797	257	714	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	51.8	52.6	50.6	0.0	48.4	52.3	33.6	33.7	51.0	25.0	25.1
Incr Delay (d2), s/veh	9.7	0.6	1.3	18.6	0.0	3.6	4.1	9.7	10.0	30.9	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	2.4	2.8	9.2	0.0	8.9	6.5	20.2	20.3	9.9	8.0	8.2
LnGrp Delay(d),s/veh	65.5	52.3	53.9	69.2	0.0	52.0	56.4	43.3	43.6	81.9	25.4	25.4
LnGrp LOS	E	D	D	E		D	E	D	D	F	C	C
Approach Vol, veh/h		253			738			1379			905	
Approach Delay, s/veh		57.8			63.1			45.3			39.9	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	54.1	25.9	16.4	22.3	56.8	15.5	26.8
Change Period (Y+Rc), s	7.4	5.3	7.4	4.9	7.4	* 5.3	7.4	4.9
Max Green Setting (Gmax), s	17.6	57.8	18.6	31.0	26.2	* 50	11.8	37.8
Max Q Clear Time (g_c+I1), s	17.6	42.0	18.4	8.3	14.7	19.2	8.4	20.6
Green Ext Time (p_c), s	0.0	6.8	0.0	0.4	0.2	4.1	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	30	20	480	60	640	0	620	250	630	610	70
Future Volume (veh/h)	30	30	20	480	60	640	0	620	250	630	610	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1852	1863	0	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	32	32	21	625	0	225	0	653	-158	663	642	-31
Adj No. of Lanes	0	1	0	2	0	1	0	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	6	2	0	2	2	2	2	2
Cap, veh/h	61	61	40	690	0	303	0	1516	0	1497	2040	0
Arrive On Green	0.09	0.09	0.09	0.19	0.00	0.19	0.00	0.11	0.00	0.43	0.58	0.00
Sat Flow, veh/h	649	649	426	3548	0	1561	0	3725	0	3442	3632	0
Grp Volume(v), veh/h	85	0	0	625	0	225	0	495	0	663	611	0
Grp Sat Flow(s),veh/h/ln	1723	0	0	1774	0	1561	0	1770	0	1721	1770	0
Q Serve(g_s), s	7.0	0.0	0.0	25.8	0.0	20.4	0.0	0.0	0.0	20.2	13.3	0.0
Cycle Q Clear(g_c), s	7.0	0.0	0.0	25.8	0.0	20.4	0.0	0.0	0.0	20.2	13.3	0.0
Prop In Lane	0.38		0.25	1.00		1.00	0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	163	0	0	690	0	303	0	0	0	1497	2040	0
V/C Ratio(X)	0.52	0.00	0.00	0.91	0.00	0.74	0.00	0.00	0.00	0.44	0.30	0.00
Avail Cap(c_a), veh/h	322	0	0	854	0	376	0	0	0	1497	2040	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.64	0.64	0.00
Uniform Delay (d), s/veh	64.7	0.0	0.0	59.1	0.0	56.9	0.0	0.0	0.0	29.7	16.3	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	10.3	0.0	4.3	0.0	0.0	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	13.7	0.0	9.2	0.0	0.0	0.0	9.6	6.5	0.0
LnGrp Delay(d),s/veh	65.6	0.0	0.0	69.4	0.0	61.2	0.0	0.0	0.0	29.7	16.5	0.0
LnGrp LOS	E			E		E				C	B	
Approach Vol, veh/h		85			850			495			1274	
Approach Delay, s/veh		65.6			67.2			0.0			23.4	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	12.6	21.2		19.1		93.8		37.1
Change Period (Y+Rc), s	7.4	5.2		4.9		* 7.4		7.9
Max Green Setting (Gmax), s	17.6	42.9		28.0		* 68		36.1
Max Q Clear Time (g_c+I1), s	22.2	2.0		9.0		15.3		27.8
Green Ext Time (p_c), s	0.0	6.5		0.2		10.7		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	34.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	760	230	280	660	390	110	170	180	610	180	310
Future Volume (veh/h)	370	760	230	280	660	390	110	170	180	610	180	310
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1822	1900	1863	1776	1863	1863	1845	1863	1863	1777	1863
Adj Flow Rate, veh/h	389	800	179	295	695	200	116	179	168	416	506	311
Adj No. of Lanes	2	3	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	5	5	2	7	2	2	3	2	2	13	2
Cap, veh/h	441	952	211	295	918	430	173	180	418	464	465	408
Arrive On Green	0.13	0.23	0.23	0.17	0.27	0.27	0.10	0.10	0.10	0.26	0.26	0.26
Sat Flow, veh/h	3442	4073	904	1774	3374	1582	1774	1845	1583	1774	1777	1560
Grp Volume(v), veh/h	389	650	329	295	695	200	116	179	168	416	506	311
Grp Sat Flow(s),veh/h/ln	1721	1658	1662	1774	1687	1582	1774	1845	1583	1774	1777	1560
Q Serve(g_s), s	14.4	24.3	24.6	21.6	24.6	13.7	8.2	12.6	11.4	29.4	34.0	23.9
Cycle Q Clear(g_c), s	14.4	24.3	24.6	21.6	24.6	13.7	8.2	12.6	11.4	29.4	34.0	23.9
Prop In Lane	1.00		0.54	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	441	775	389	295	918	430	173	180	418	464	465	408
V/C Ratio(X)	0.88	0.84	0.85	1.00	0.76	0.46	0.67	0.99	0.40	0.90	1.09	0.76
Avail Cap(c_a), veh/h	490	775	389	295	918	430	173	180	418	464	465	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.44	0.44	0.44
Uniform Delay (d), s/veh	55.7	47.5	47.6	54.2	43.4	39.4	56.6	58.6	39.4	46.3	48.0	44.3
Incr Delay (d2), s/veh	14.9	10.5	19.8	52.6	5.8	3.6	11.2	65.0	1.0	10.4	55.3	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	12.2	13.4	14.9	12.2	6.4	4.6	9.7	5.1	15.8	23.8	10.7
LnGrp Delay(d),s/veh	70.6	58.0	67.4	106.8	49.2	43.0	67.8	123.6	40.4	56.7	103.3	48.3
LnGrp LOS	E	E	E	F	D	D	E	F	D	E	F	D
Approach Vol, veh/h		1368			1190			463			1233	
Approach Delay, s/veh		63.8			62.5			79.5			73.7	
Approach LOS		E			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.0	39.5		43.5	24.0	44.5		18.0
Change Period (Y+Rc), s	7.4	* 9.1		9.5	7.4	* 9.1		5.3
Max Green Setting (Gmax), s	11.6	* 30		34.0	18.5	* 34		12.7
Max Q Clear Time (g_c+I2), s	23.6	26.6		36.0	16.4	26.6		14.6
Green Ext Time (p_c), s	0.0	2.5		0.0	0.2	3.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	68.0
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	760	10	50	590	60	0	0	170	40
Future Volume (veh/h)	0	0	0	760	10	50	590	60	0	0	170	40
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1863	1900	1863	0	0	1863	1900
Adj Flow Rate, veh/h				808	0	-128	621	63	0	0	179	31
Adj No. of Lanes				2	0	1	0	1	0	0	1	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				873	0	390	763	77	0	0	199	35
Arrive On Green				0.25	0.00	0.00	0.16	0.16	0.00	0.00	0.13	0.13
Sat Flow, veh/h				3548	0	1583	1618	164	0	0	1546	268
Grp Volume(v), veh/h				808	0	-128	684	0	0	0	0	210
Grp Sat Flow(s),veh/h/ln				1774	0	1583	1782	0	0	0	0	1814
Q Serve(g_s), s				22.2	0.0	0.0	37.1	0.0	0.0	0.0	0.0	11.4
Cycle Q Clear(g_c), s				22.2	0.0	0.0	37.1	0.0	0.0	0.0	0.0	11.4
Prop In Lane				1.00		1.00	0.91		0.00	0.00		0.15
Lane Grp Cap(c), veh/h				873	0	390	841	0	0	0	0	234
V/C Ratio(X)				0.93	0.00	-0.33	0.81	0.00	0.00	0.00	0.00	0.90
Avail Cap(c_a), veh/h				990	0	442	841	0	0	0	0	234
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				36.8	0.0	0.0	38.0	0.0	0.0	0.0	0.0	42.9
Incr Delay (d2), s/veh				12.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	32.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				12.4	0.0	0.0	18.5	0.0	0.0	0.0	0.0	7.8
LnGrp Delay(d),s/veh				49.2	0.0	0.0	38.8	0.0	0.0	0.0	0.0	75.0
LnGrp LOS				D			D					E
Approach Vol, veh/h					680			684			210	
Approach Delay, s/veh					58.4			38.8			75.0	
Approach LOS					E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		52.3				18.0		29.7
Change Period (Y+Rc), s		5.1				5.1		5.1
Max Green Setting (Gmax), s		43.9				12.9		27.9
Max Q Clear Time (g_c+I1), s		39.1				13.4		24.2
Green Ext Time (p_c), s		1.5				0.0		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	52.1
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	170	1010	0	0	0	0	540	1010	60	880	0
Future Volume (veh/h)	50	170	1010	0	0	0	0	540	1010	60	880	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				0	1782	1863	1900	1706	0
Adj Flow Rate, veh/h	53	179	617				0	820	736	63	926	0
Adj No. of Lanes	0	1	1				0	1	1	0	2	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	9	2	12	12	0
Cap, veh/h	46	155	173				0	719	638	68	1042	0
Arrive On Green	0.11	0.11	0.11				0.00	0.40	0.40	0.33	0.33	0.00
Sat Flow, veh/h	421	1421	1583				0	1782	1582	202	3200	0
Grp Volume(v), veh/h	232	0	617				0	820	736	529	460	0
Grp Sat Flow(s),veh/h/ln	1842	0	1583				0	1782	1582	1696	1621	0
Q Serve(g_s), s	10.9	0.0	10.9				0.0	40.3	40.3	30.2	26.4	0.0
Cycle Q Clear(g_c), s	10.9	0.0	10.9				0.0	40.3	40.3	30.2	26.4	0.0
Prop In Lane	0.23		1.00				0.00		1.00	0.12		0.00
Lane Grp Cap(c), veh/h	201	0	173				0	719	638	568	542	0
V/C Ratio(X)	1.16	0.00	3.58				0.00	1.14	1.15	0.93	0.85	0.00
Avail Cap(c_a), veh/h	201	0	173				0	719	638	626	598	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.76	0.76	0.27	0.27	0.00
Uniform Delay (d), s/veh	44.6	0.0	44.5				0.0	29.8	29.8	32.2	30.9	0.0
Incr Delay (d2), s/veh	111.8	0.0	1173.1				0.0	76.3	82.4	6.8	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	0.0	61.0				0.0	35.0	32.2	15.2	12.2	0.0
LnGrp Delay(d),s/veh	156.3	0.0	1217.6				0.0	106.1	112.3	39.0	33.7	0.0
LnGrp LOS	F		F					F	F	D	C	
Approach Vol, veh/h		849						1556			989	
Approach Delay, s/veh		927.6						109.0			36.5	
Approach LOS		F						F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		45.4		16.0		38.6		
Change Period (Y+Rc), s		5.1		5.1		5.1		
Max Green Setting (Gmax), s		36.9		10.9		36.9		
Max Q Clear Time (g_c+I1), s		42.3		12.9		32.2		
Green Ext Time (p_c), s		0.0		0.0		1.3		

Intersection Summary	
HCM 2010 Ctrl Delay	292.7
HCM 2010 LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	220	350	550	980	1100	50
Future Volume (veh/h)	220	350	550	980	1100	50
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	232	197	579	1032	1158	-21
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	254	753	589	2733	1439	0
Arrive On Green	0.14	0.14	0.66	1.00	0.41	0.00
Sat Flow, veh/h	1774	1583	1774	3632	3725	0
Grp Volume(v), veh/h	232	197	579	1032	1137	0
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	0
Q Serve(g_s), s	18.7	10.8	45.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.7	10.8	45.7	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.00
Lane Grp Cap(c), veh/h	254	753	589	2733	0	0
V/C Ratio(X)	0.91	0.26	0.98	0.38	0.00	0.00
Avail Cap(c_a), veh/h	268	765	628	2733	0	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.11	0.11	1.00	0.00
Uniform Delay (d), s/veh	61.2	22.8	23.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	31.4	0.1	8.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	12.1	23.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	92.6	22.9	32.0	0.0	0.0	0.0
LnGrp LOS	F	C	C	A		
Approach Vol, veh/h	429			1611	1137	
Approach Delay, s/veh	60.6			11.5	0.0	
Approach LOS	E			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		119.2		25.8	52.9	66.3		
Change Period (Y+Rc), s		7.2		5.1	* 4.7	7.2		
Max Green Setting (Gmax), s		110.8		21.9	* 51	54.8		
Max Q Clear Time (g_c+I1), s		2.0		20.7	47.7	2.0		
Green Ext Time (p_c), s		6.1		0.1	0.4	6.5		

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	20	820	0	0	0	0	1280	200	350	1090	0
Future Volume (veh/h)	250	20	820	0	0	0	0	1280	200	350	1090	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				0	1827	1863	1863	1845	0
Adj Flow Rate, veh/h	263	21	667				0	1347	192	368	1147	0
Adj No. of Lanes	0	1	2				0	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	4	2	2	3	0
Cap, veh/h	420	34	709				0	1460	649	368	2316	0
Arrive On Green	0.25	0.25	0.25				0.00	0.56	0.56	0.42	1.00	0.00
Sat Flow, veh/h	1649	132	2787				0	3563	1543	1774	3597	0
Grp Volume(v), veh/h	284	0	667				0	1347	192	368	1147	0
Grp Sat Flow(s),veh/h/ln	1780	0	1393				0	1736	1543	1774	1752	0
Q Serve(g_s), s	20.5	0.0	34.0				0.0	51.2	9.5	30.1	0.0	0.0
Cycle Q Clear(g_c), s	20.5	0.0	34.0				0.0	51.2	9.5	30.1	0.0	0.0
Prop In Lane	0.93		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	453	0	709				0	1460	649	368	2316	0
V/C Ratio(X)	0.63	0.00	0.94				0.00	0.92	0.30	1.00	0.50	0.00
Avail Cap(c_a), veh/h	510	0	798				0	1460	649	368	2316	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.13	0.13	0.56	0.56	0.00
Uniform Delay (d), s/veh	47.9	0.0	53.0				0.0	29.8	20.6	42.4	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	17.1				0.0	1.9	0.2	34.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	0.0	14.7				0.0	24.8	4.1	18.2	0.1	0.0
LnGrp Delay(d),s/veh	49.2	0.0	70.1				0.0	31.7	20.8	77.2	0.4	0.0
LnGrp LOS	D		E					C	C	E	A	
Approach Vol, veh/h		951						1539			1515	
Approach Delay, s/veh		63.8						30.3			19.1	
Approach LOS		E						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.8	68.2		42.0		103.0		
Change Period (Y+Rc), s	4.7	7.2		5.1		7.2		
Max Green Setting (Gmax), s	30.0	56.4		41.5		91.2		
Max Q Clear Time (g_c+I2), s	32.1	53.2		36.0		2.0		
Green Ext Time (p_c), s	0.0	2.1		0.9		7.1		

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	51.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	10	10	330	10	250	10	120	200	490	460	10
Future Vol, veh/h	10	10	10	330	10	250	10	120	200	490	460	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	11	11	347	11	263	11	126	211	516	484	11
Number of Lanes	0	1	0	0	1	1	0	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	2	1
HCM Control Delay	15.9	51.4	32.7	58.7
HCM LOS	C	F	D	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	14%	0%	33%	97%	0%	100%	43%	0%
Vol Thru, %	86%	23%	33%	3%	0%	0%	57%	96%
Vol Right, %	0%	77%	33%	0%	100%	0%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	260	30	340	250	314	406	240
LT Vol	10	0	10	330	0	314	176	0
Through Vol	60	60	10	10	0	0	230	230
RT Vol	0	200	10	0	250	0	0	10
Lane Flow Rate	74	274	32	358	263	330	428	253
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.213	0.745	0.101	0.965	0.623	0.841	1.055	0.605
Departure Headway (Hd)	10.721	10.085	11.86	9.934	8.72	9.172	8.879	8.625
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	337	361	304	369	416	396	411	422
Service Time	8.421	7.785	9.56	7.634	6.42	6.872	6.579	6.325
HCM Lane V/C Ratio	0.22	0.759	0.105	0.97	0.632	0.833	1.041	0.6
HCM Control Delay	16.3	37.1	15.9	70.9	24.8	45	90	23.7
HCM Lane LOS	C	E	C	F	C	E	F	C
HCM 95th-tile Q	0.8	5.8	0.3	10.7	4.1	7.9	14.1	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	670	340	320	900	1380	440
Future Volume (veh/h)	670	340	320	900	1380	440
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1743	1696	1863
Adj Flow Rate, veh/h	705	304	337	947	1453	438
Adj No. of Lanes	2	1	2	2	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	9	12	2
Cap, veh/h	759	451	220	2376	2012	2350
Arrive On Green	0.22	0.22	0.13	1.00	0.62	0.62
Sat Flow, veh/h	3442	1583	3442	3399	3308	2780
Grp Volume(v), veh/h	705	304	337	947	1453	438
Grp Sat Flow(s),veh/h/ln	1721	1583	1721	1656	1612	1390
Q Serve(g_s), s	30.1	25.5	9.6	0.0	46.3	4.4
Cycle Q Clear(g_c), s	30.1	25.5	9.6	0.0	46.3	4.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	759	451	220	2376	2012	2350
V/C Ratio(X)	0.93	0.67	1.53	0.40	0.72	0.19
Avail Cap(c_a), veh/h	817	477	220	2376	2012	2350
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.74	0.74	0.09	0.09
Uniform Delay (d), s/veh	57.3	47.5	65.4	0.0	19.3	2.1
Incr Delay (d2), s/veh	15.6	2.7	254.8	0.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.9	22.0	12.3	0.1	20.4	4.0
LnGrp Delay(d),s/veh	72.9	50.2	320.2	0.4	19.5	2.2
LnGrp LOS	E	D	F	A	B	A
Approach Vol, veh/h	1009			1284	1891	
Approach Delay, s/veh	66.1			84.3	15.5	
Approach LOS	E			F	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		112.5		37.5	14.0	98.5		
Change Period (Y+Rc), s		4.9		4.4	4.4	4.9		
Max Green Setting (Gmax), s		105.1		35.6	9.6	91.1		
Max Q Clear Time (g_c+I1), s		2.0		32.1	11.6	48.3		
Green Ext Time (p_c), s		22.4		1.0	0.0	36.3		

Intersection Summary	
HCM 2010 Ctrl Delay	48.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	140	430	200	70	110	330	1060	290	290	1240	400
Future Volume (veh/h)	330	140	430	200	70	110	330	1060	290	290	1240	400
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1834	1900	1863	1845	1863
Adj Flow Rate, veh/h	247	287	264	211	74	84	347	1116	277	305	1305	284
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	3	2
Cap, veh/h	335	351	298	185	83	94	301	1174	289	323	1222	539
Arrive On Green	0.19	0.19	0.19	0.10	0.10	0.10	0.17	0.42	0.42	0.19	0.70	0.70
Sat Flow, veh/h	1774	1863	1578	1774	798	905	1774	2765	680	3442	3505	1545
Grp Volume(v), veh/h	247	287	264	211	0	158	347	700	693	305	1305	284
Grp Sat Flow(s),veh/h/ln	1774	1863	1578	1774	0	1703	1774	1743	1703	1721	1752	1545
Q Serve(g_s), s	19.0	21.4	23.6	15.1	0.0	13.3	24.6	56.0	57.3	12.7	50.6	12.8
Cycle Q Clear(g_c), s	19.0	21.4	23.6	15.1	0.0	13.3	24.6	56.0	57.3	12.7	50.6	12.8
Prop In Lane	1.00		1.00	1.00		0.53	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	335	351	298	185	0	177	301	740	723	323	1222	539
V/C Ratio(X)	0.74	0.82	0.89	1.14	0.00	0.89	1.15	0.95	0.96	0.94	1.07	0.53
Avail Cap(c_a), veh/h	367	385	327	185	0	177	301	740	723	323	1222	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.35	0.35	0.35	0.64	0.64	0.64
Uniform Delay (d), s/veh	55.5	56.4	57.3	64.9	0.0	64.1	60.2	40.1	40.5	58.5	21.9	16.2
Incr Delay (d2), s/veh	7.1	12.1	23.1	109.6	0.0	37.5	82.2	10.5	12.3	26.6	41.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	12.2	12.2	13.0	0.0	8.1	18.9	29.0	29.4	7.2	30.6	5.6
LnGrp Delay(d),s/veh	62.6	68.6	80.4	174.6	0.0	101.7	142.4	50.7	52.8	85.1	63.5	18.6
LnGrp LOS	E	E	F	F		F	F	D	D	F	F	B
Approach Vol, veh/h		798			369			1740			1894	
Approach Delay, s/veh		70.6			143.4			69.8			60.2	
Approach LOS		E			F			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.0	71.3		32.7	32.0	60.3		20.0
Change Period (Y+Rc), s	7.4	* 9.7		5.4	7.4	9.7		4.9
Max Green Setting (Gmax), s	13.6	* 60		30.0	24.6	47.9		15.1
Max Q Clear Time (g_c+I1), s	14.7	59.3		25.6	26.6	52.6		17.1
Green Ext Time (p_c), s	0.0	0.4		1.6	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	71.8
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	70	130	150	100	240	130	1020	210	100	1220	80
Future Volume (veh/h)	200	70	130	150	100	240	130	1020	210	100	1220	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1833	1900	1863	1846	1900
Adj Flow Rate, veh/h	211	74	99	158	105	-63	137	1074	145	105	1284	-23
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	3	3
Cap, veh/h	248	95	127	194	188	271	160	1301	175	124	1408	0
Arrive On Green	0.14	0.13	0.13	0.11	0.10	0.00	0.09	0.42	0.42	0.07	0.40	0.00
Sat Flow, veh/h	1774	722	965	1774	1863	1583	1774	3084	416	1774	3599	0
Grp Volume(v), veh/h	211	0	173	158	105	-63	137	606	613	105	1261	0
Grp Sat Flow(s),veh/h/ln	1774	0	1687	1774	1863	1583	1774	1741	1759	1774	1753	0
Q Serve(g_s), s	9.1	0.0	7.8	6.8	4.2	0.0	6.0	24.2	24.3	4.6	26.4	0.0
Cycle Q Clear(g_c), s	9.1	0.0	7.8	6.8	4.2	0.0	6.0	24.2	24.3	4.6	26.4	0.0
Prop In Lane	1.00		0.57	1.00		1.00	1.00		0.24	1.00		0.00
Lane Grp Cap(c), veh/h	248	0	222	194	188	271	160	735	742	124	1408	0
V/C Ratio(X)	0.85	0.00	0.78	0.81	0.56	-0.23	0.85	0.82	0.83	0.85	0.90	0.00
Avail Cap(c_a), veh/h	248	0	419	214	427	473	160	764	772	124	1468	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.0	0.0	33.0	34.2	33.7	0.0	35.2	20.1	20.2	36.1	22.0	0.0
Incr Delay (d2), s/veh	23.3	0.0	5.8	19.5	2.6	0.0	33.7	7.1	7.2	38.7	7.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	4.0	4.4	2.3	0.0	4.4	13.1	13.2	3.6	14.1	0.0
LnGrp Delay(d),s/veh	56.3	0.0	38.8	53.7	36.2	0.0	68.9	27.3	27.3	74.8	29.4	0.0
LnGrp LOS	E		D	D	D		E	C	C	E	C	
Approach Vol, veh/h		384			200			1356			1366	
Approach Delay, s/veh		48.4			61.4			31.5			32.8	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	37.7	13.1	14.8	14.6	36.1	15.5	12.4
Change Period (Y+Rc), s	7.5	4.5	4.5	4.5	7.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	34.5	9.5	19.5	7.1	32.9	11.0	18.0
Max Q Clear Time (g_c+I1), s	10.6	26.3	8.8	9.8	8.0	28.4	11.1	6.2
Green Ext Time (p_c), s	0.0	4.8	0.0	0.6	0.0	3.1	0.0	0.3

Intersection Summary		
HCM 2010 Ctrl Delay		35.8
HCM 2010 LOS		D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	40	250	150	50	150	130	580	90	90	1160	130
Future Volume (veh/h)	280	40	250	150	50	150	130	580	90	90	1160	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1758	1900	1863	1712	1900
Adj Flow Rate, veh/h	295	42	232	158	53	103	137	611	53	95	1221	72
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	9	9	2	12	12
Cap, veh/h	318	46	255	181	62	121	66	1488	129	116	1581	93
Arrive On Green	0.18	0.19	0.19	0.10	0.11	0.11	0.04	0.48	0.48	0.02	0.17	0.17
Sat Flow, veh/h	1774	248	1368	1774	567	1102	1774	3111	269	1774	3122	184
Grp Volume(v), veh/h	295	0	274	158	0	156	137	328	336	95	635	658
Grp Sat Flow(s),veh/h/ln	1774	0	1616	1774	0	1668	1774	1670	1710	1774	1626	1679
Q Serve(g_s), s	24.6	0.0	24.9	13.2	0.0	13.8	5.6	19.1	19.2	8.0	56.0	56.2
Cycle Q Clear(g_c), s	24.6	0.0	24.9	13.2	0.0	13.8	5.6	19.1	19.2	8.0	56.0	56.2
Prop In Lane	1.00		0.85	1.00		0.66	1.00		0.16	1.00		0.11
Lane Grp Cap(c), veh/h	318	0	302	181	0	183	66	799	818	116	824	851
V/C Ratio(X)	0.93	0.00	0.91	0.87	0.00	0.85	2.07	0.41	0.41	0.82	0.77	0.77
Avail Cap(c_a), veh/h	414	0	409	378	0	389	66	799	818	149	824	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.46	0.46	0.46	0.51	0.51	0.51
Uniform Delay (d), s/veh	60.6	0.0	59.8	66.4	0.0	65.6	72.2	25.4	25.4	72.5	54.2	54.2
Incr Delay (d2), s/veh	21.0	0.0	16.6	5.0	0.0	4.3	504.1	0.7	0.7	10.5	3.7	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	0.0	12.5	6.7	0.0	6.6	12.0	9.0	9.2	4.3	26.2	27.1
LnGrp Delay(d),s/veh	81.6	0.0	76.3	71.3	0.0	69.9	576.3	26.1	26.1	83.0	57.8	57.8
LnGrp LOS	F		E	E		E	F	C	C	F	E	E
Approach Vol, veh/h		569			314			801			1388	
Approach Delay, s/veh		79.1			70.6			120.2			59.5	
Approach LOS		E			E			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	76.6	23.2	32.9	13.0	80.9	34.8	21.4
Change Period (Y+Rc), s	7.4	4.9	7.9	4.9	7.4	4.9	7.9	4.9
Max Green Setting (Gmax), s	12.6	42.3	32.0	38.0	5.6	49.3	35.0	35.0
Max Q Clear Time (g_c+I1), s	10.0	21.2	15.2	26.9	7.6	58.2	26.6	15.8
Green Ext Time (p_c), s	0.0	6.0	0.2	0.9	0.0	0.0	0.3	0.5

Intersection Summary		
HCM 2010 Ctrl Delay		80.1
HCM 2010 LOS		F

Intersection	
Int Delay, s/veh	238.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	430	220	0	730	1020	0
Future Vol, veh/h	430	220	0	730	1020	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	400	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	5	10	2
Mvmt Flow	453	232	0	768	1074	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1458	537	-	0	-	0
Stage 1	1074	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	~ 120	488	0	-	-	0
Stage 1	~ 289	-	0	-	-	0
Stage 2	658	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	~ 120	488	-	-	-	-
Mov Cap-2 Maneuver	~ 120	-	-	-	-	-
Stage 1	~ 289	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 880.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	120	488	-
HCM Lane V/C Ratio	-	3.772	0.475	-
HCM Control Delay (s)	-	$ 1321.9	18.9	-
HCM Lane LOS	-	F	C	-
HCM 95th %tile Q(veh)	-	45.3	2.5	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	10	280	10	10	20	370	730	180	70	1500	320
Future Volume (veh/h)	260	10	280	10	10	20	370	730	180	70	1500	320
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1834	1900	1863	1848	1900
Adj Flow Rate, veh/h	271	10	113	10	10	0	385	760	163	73	1562	239
Adj No. of Lanes	1	1	0	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	3	3
Cap, veh/h	301	22	250	25	25	0	290	1609	345	93	1636	245
Arrive On Green	0.17	0.17	0.17	0.03	0.03	0.00	0.08	0.57	0.57	0.05	0.54	0.54
Sat Flow, veh/h	1774	130	1470	909	909	0	3442	2837	608	1774	3057	458
Grp Volume(v), veh/h	271	0	123	20	0	0	385	467	456	73	884	917
Grp Sat Flow(s),veh/h/ln	1774	0	1600	1817	0	0	1721	1742	1703	1774	1755	1760
Q Serve(g_s), s	18.8	0.0	8.7	1.4	0.0	0.0	10.6	19.9	19.9	5.1	59.3	63.7
Cycle Q Clear(g_c), s	18.8	0.0	8.7	1.4	0.0	0.0	10.6	19.9	19.9	5.1	59.3	63.7
Prop In Lane	1.00		0.92	0.50		0.00	1.00		0.36	1.00		0.26
Lane Grp Cap(c), veh/h	301	0	272	51	0	0	290	988	966	93	939	942
V/C Ratio(X)	0.90	0.00	0.45	0.39	0.00	0.00	1.33	0.47	0.47	0.79	0.94	0.97
Avail Cap(c_a), veh/h	366	0	331	260	0	0	290	988	966	165	940	942
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	0.0	47.0	60.1	0.0	0.0	57.6	16.1	16.1	58.9	27.4	28.4
Incr Delay (d2), s/veh	19.4	0.0	0.4	1.8	0.0	0.0	169.7	1.1	1.1	5.4	17.6	23.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	0.0	3.9	0.7	0.0	0.0	11.8	9.9	9.7	2.7	33.1	37.0
LnGrp Delay(d),s/veh	70.6	0.0	47.4	62.0	0.0	0.0	227.3	17.2	17.2	64.4	44.9	51.9
LnGrp LOS	E		D	E			F	B	B	E	D	D
Approach Vol, veh/h		394			20			1308			1874	
Approach Delay, s/veh		63.4			62.0			79.0			49.1	
Approach LOS		E			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	77.2		26.3	18.0	73.2		8.4
Change Period (Y+Rc), s	7.4	* 5.8		4.9	7.4	5.8		4.9
Max Green Setting (Gmax), s	11.7	* 67		26.0	10.6	67.4		18.0
Max Q Clear Time (g_c+I1), s	7.1	21.9		20.8	12.6	65.7		3.4
Green Ext Time (p_c), s	0.0	18.7		0.5	0.0	1.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	61.6
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1870	510	0	0	0	0	1	840	0	0	0
Future Volume (veh/h)	0	1870	510	0	0	0	0	1	840	0	0	0
Number	5	2	12				7	4	14			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1696	1863				0	1863	1863			
Adj Flow Rate, veh/h	0	1968	0				0	1	673			
Adj No. of Lanes	0	3	1				0	1	2			
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95			
Percent Heavy Veh, %	0	12	2				0	2	2			
Cap, veh/h	0	2999	1025				0	498	727			
Arrive On Green	0.00	0.65	0.00				0.00	0.27	0.27			
Sat Flow, veh/h	0	4784	1583				0	1863	2723			
Grp Volume(v), veh/h	0	1968	0				0	1	673			
Grp Sat Flow(s),veh/h/ln	0	1544	1583				0	1863	1362			
Q Serve(g_s), s	0.0	33.8	0.0				0.0	0.1	31.3			
Cycle Q Clear(g_c), s	0.0	33.8	0.0				0.0	0.1	31.3			
Prop In Lane	0.00		1.00				0.00		1.00			
Lane Grp Cap(c), veh/h	0	2999	1025				0	498	727			
V/C Ratio(X)	0.00	0.66	0.00				0.00	0.00	0.93			
Avail Cap(c_a), veh/h	0	2999	1025				0	642	939			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	0.0	14.0	0.0				0.0	34.9	46.3			
Incr Delay (d2), s/veh	0.0	1.1	0.0				0.0	0.0	11.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	14.5	0.0				0.0	0.0	12.9			
LnGrp Delay(d),s/veh	0.0	15.2	0.0				0.0	34.9	57.4			
LnGrp LOS		B						C	E			
Approach Vol, veh/h		1968						674				
Approach Delay, s/veh		15.2						57.4				
Approach LOS		B						E				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				
Phs Duration (G+Y+Rc), s		90.1		39.8				
Change Period (Y+Rc), s		6.0		5.1				
Max Green Setting (Gmax), s		84.1		44.8				
Max Q Clear Time (g_c+I1), s		35.8		33.3				
Green Ext Time (p_c), s		16.9		1.4				

Intersection Summary	
HCM 2010 Ctrl Delay	25.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	450	1150	510	270	1600	90	660	110	300	180	170	570
Future Volume (veh/h)	450	1150	510	270	1600	90	660	110	300	180	170	570
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1696	1863	1863	1712	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	474	1211	379	284	1684	4	695	116	274	189	179	414
Adj No. of Lanes	2	2	1	1	2	1	2	1	0	1	1	2
Peak Hour Factor	0.95	0.95	0.96	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	12	2	2	11	2	2	2	2	2	2	2
Cap, veh/h	358	1320	634	208	1375	656	828	112	263	155	163	242
Arrive On Green	0.10	0.41	0.41	0.23	0.85	0.85	0.23	0.23	0.23	0.09	0.09	0.09
Sat Flow, veh/h	3442	3223	1549	1774	3252	1552	3548	478	1129	1774	1863	2771
Grp Volume(v), veh/h	474	1211	379	284	1684	4	695	0	390	189	179	414
Grp Sat Flow(s),veh/h/ln	1721	1612	1549	1774	1626	1552	1774	0	1607	1774	1863	1385
Q Serve(g_s), s	15.6	53.3	28.7	17.6	63.4	0.1	28.0	0.0	35.0	13.1	13.1	13.1
Cycle Q Clear(g_c), s	15.6	53.3	28.7	17.6	63.4	0.1	28.0	0.0	35.0	13.1	13.1	13.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	358	1320	634	208	1375	656	828	0	375	155	163	242
V/C Ratio(X)	1.32	0.92	0.60	1.36	1.22	0.01	0.84	0.00	1.04	1.22	1.10	1.71
Avail Cap(c_a), veh/h	358	1320	634	208	1375	656	828	0	375	155	163	242
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.2	41.9	34.6	57.4	11.6	6.7	54.8	0.0	57.5	68.4	68.4	68.4
Incr Delay (d2), s/veh	155.6	6.5	2.1	166.8	101.7	0.0	7.3	0.0	57.2	143.4	100.0	336.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.1	24.9	12.6	18.2	45.8	0.0	14.5	0.0	21.5	12.6	11.3	16.4
LnGrp Delay(d),s/veh	222.8	48.4	36.7	224.2	113.3	6.7	62.1	0.0	114.7	211.9	168.4	405.4
LnGrp LOS	F	D	D	F	F	A	E		F	F	F	F
Approach Vol, veh/h		2064			1972			1085			782	
Approach Delay, s/veh		86.3			129.1			81.0			304.4	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	25.0	67.0		21.0	23.0	69.0		39.9
Change Period (Y+Rc), s	7.4	* 5.6		7.9	7.4	5.6		4.9
Max Green Setting (Gmax), s	17.6	* 59		13.1	15.6	60.5		35.0
Max Q Clear Time (g_c+I1), s	19.6	55.3		15.1	17.6	65.4		37.0
Green Ext Time (p_c), s	0.0	3.2		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	128.5
HCM 2010 LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1130	270	180	1200	100	250	140	230	210	130	300
Future Volume (veh/h)	150	1130	270	180	1200	100	250	140	230	210	130	300
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1726	1900	1863	1722	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	156	1177	219	188	1250	42	260	146	146	219	135	208
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	12	12	2	11	11	2	2	2	2	2	2
Cap, veh/h	125	1142	211	149	1378	46	195	179	179	220	146	225
Arrive On Green	0.05	0.28	0.28	0.03	0.14	0.14	0.11	0.21	0.21	0.12	0.23	0.23
Sat Flow, veh/h	1774	2760	510	1774	3228	108	1774	845	845	1774	647	997
Grp Volume(v), veh/h	156	696	700	188	633	659	260	0	292	219	0	343
Grp Sat Flow(s),veh/h/ln	1774	1640	1630	1774	1636	1700	1774	0	1689	1774	0	1644
Q Serve(g_s), s	10.6	62.1	62.1	12.6	57.2	57.3	16.5	0.0	24.7	18.5	0.0	30.6
Cycle Q Clear(g_c), s	10.6	62.1	62.1	12.6	57.2	57.3	16.5	0.0	24.7	18.5	0.0	30.6
Prop In Lane	1.00		0.31	1.00		0.06	1.00		0.50	1.00		0.61
Lane Grp Cap(c), veh/h	125	678	675	149	699	726	195	0	357	220	0	371
V/C Ratio(X)	1.24	1.03	1.04	1.26	0.91	0.91	1.33	0.00	0.82	1.00	0.00	0.92
Avail Cap(c_a), veh/h	125	678	675	149	699	726	195	0	404	220	0	417
HCM Platoon Ratio	0.67	0.67	0.67	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.11	0.11	0.11	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.4	54.2	54.2	72.9	61.5	61.5	66.7	0.0	56.4	65.7	0.0	56.8
Incr Delay (d2), s/veh	117.2	18.7	22.6	122.7	2.1	2.1	180.2	0.0	9.8	59.3	0.0	23.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	31.7	32.2	11.3	26.4	27.5	17.8	0.0	12.5	12.7	0.0	16.4
LnGrp Delay(d),s/veh	188.6	73.0	76.8	195.7	63.6	63.6	247.0	0.0	66.2	125.0	0.0	80.5
LnGrp LOS	F	F	F	F	E	E	F		E	F		F
Approach Vol, veh/h		1552			1480			552			562	
Approach Delay, s/veh		86.3			80.4			151.3			97.9	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	67.3	26.1	36.6	18.0	69.3	24.0	38.7
Change Period (Y+Rc), s	7.4	5.2	7.5	4.9	7.4	5.2	7.5	4.9
Max Green Setting (Gmax), s	12.6	57.9	18.6	35.9	10.6	59.9	16.5	38.0
Max Q Clear Time (g_c+I1), s	14.6	64.1	20.5	26.7	12.6	59.3	18.5	32.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	0.5	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	94.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	1050	380	530	960	260	370	350	260	560	860	310
Future Volume (veh/h)	310	1050	380	530	960	260	370	350	260	560	860	310
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1696	1863	1863	1780	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	323	1094	275	552	1000	246	385	365	152	583	896	273
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	12	2	2	8	8	2	2	2	2	2	2
Cap, veh/h	289	1010	482	381	913	224	151	627	257	519	970	295
Arrive On Green	0.17	0.63	0.63	0.15	0.45	0.45	0.04	0.26	0.26	0.05	0.12	0.12
Sat Flow, veh/h	3442	3223	1538	3442	2685	658	3442	2445	1002	3442	2670	812
Grp Volume(v), veh/h	323	1094	275	552	629	617	385	263	254	583	593	576
Grp Sat Flow(s),veh/h/ln	1721	1612	1538	1721	1691	1652	1721	1770	1678	1721	1770	1712
Q Serve(g_s), s	12.6	47.0	15.6	16.6	51.0	51.0	6.6	19.4	19.9	22.6	49.8	50.0
Cycle Q Clear(g_c), s	12.6	47.0	15.6	16.6	51.0	51.0	6.6	19.4	19.9	22.6	49.8	50.0
Prop In Lane	1.00		1.00	1.00		0.40	1.00		0.60	1.00		0.47
Lane Grp Cap(c), veh/h	289	1010	482	381	575	562	151	454	430	519	643	622
V/C Ratio(X)	1.12	1.08	0.57	1.45	1.09	1.10	2.54	0.58	0.59	1.12	0.92	0.93
Avail Cap(c_a), veh/h	289	1010	482	381	575	562	151	459	435	519	650	629
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	0.71	0.71	0.71	0.09	0.09	0.09
Uniform Delay (d), s/veh	62.4	28.0	22.1	64.0	41.1	41.1	71.7	48.7	48.9	71.3	63.9	64.0
Incr Delay (d2), s/veh	57.7	39.2	0.4	203.5	44.8	47.5	707.7	3.8	4.2	58.6	2.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	26.0	6.6	18.6	30.9	30.6	18.0	10.0	9.8	15.0	24.9	24.2
LnGrp Delay(d),s/veh	120.1	67.2	22.6	267.5	85.9	88.6	779.4	52.4	53.1	129.9	66.4	66.7
LnGrp LOS	F	F	C	F	F	F	F	D	D	F	E	E
Approach Vol, veh/h		1692			1798			902			1752	
Approach Delay, s/veh		70.0			142.6			362.9			87.7	
Approach LOS		E			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	52.4	14.0	59.6	20.0	56.4	30.0	43.6
Change Period (Y+Rc), s	7.4	5.4	7.4	* 5.1	7.4	* 5.4	7.4	5.1
Max Green Setting (Gmax), s	16.6	46.6	6.6	* 55	12.6	* 51	22.6	38.9
Max Q Clear Time (g_c+I1), s	19.6	49.0	8.6	52.0	14.6	53.0	24.6	21.9
Green Ext Time (p_c), s	0.0	0.0	0.0	2.5	0.0	0.0	0.0	7.1

Intersection Summary	
HCM 2010 Ctrl Delay	139.3
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1380	490	350	1150	60	270	20	570	130	20	50
Future Volume (veh/h)	80	1380	490	350	1150	60	270	20	570	130	20	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1749	1900	1863	1764	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	83	1438	385	365	1198	-32	281	21	521	135	21	-10
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	11	11	2	8	8	2	2	2	2	2	2
Cap, veh/h	103	1094	282	173	1541	0	136	16	397	136	484	0
Arrive On Green	0.02	0.14	0.14	0.19	0.92	0.00	0.08	0.26	0.26	0.08	0.26	0.00
Sat Flow, veh/h	1774	2602	670	1774	3440	0	1774	61	1526	1774	1863	0
Grp Volume(v), veh/h	83	897	926	365	1166	0	281	0	542	135	11	0
Grp Sat Flow(s),veh/h/ln	1774	1661	1610	1774	1676	0	1774	0	1587	1774	1863	0
Q Serve(g_s), s	7.0	63.1	63.1	14.6	13.8	0.0	11.5	0.0	39.0	11.4	0.7	0.0
Cycle Q Clear(g_c), s	7.0	63.1	63.1	14.6	13.8	0.0	11.5	0.0	39.0	11.4	0.7	0.0
Prop In Lane	1.00		0.42	1.00		0.00	1.00		0.96	1.00		0.00
Lane Grp Cap(c), veh/h	103	699	677	173	1541	0	136	0	413	136	484	0
V/C Ratio(X)	0.80	1.28	1.37	2.11	0.76	0.00	2.07	0.00	1.31	0.99	0.02	0.00
Avail Cap(c_a), veh/h	173	699	677	173	1541	0	136	0	413	136	484	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.58	0.58	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	72.7	64.6	64.6	60.4	3.8	0.0	69.3	0.0	55.5	69.2	41.3	0.0
Incr Delay (d2), s/veh	0.5	128.8	165.9	512.5	2.1	0.0	504.1	0.0	157.4	74.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	54.1	59.4	31.7	5.9	0.0	24.7	0.0	35.1	8.4	0.3	0.0
LnGrp Delay(d),s/veh	73.2	193.4	230.5	572.9	5.9	0.0	573.4	0.0	212.9	144.0	41.3	0.0
LnGrp LOS	E	F	F	F	A		F		F	F	D	
Approach Vol, veh/h		1906			1531			823			146	
Approach Delay, s/veh		206.2			141.1			336.0			136.3	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	68.6	19.0	43.9	16.1	74.5	19.0	43.9
Change Period (Y+Rc), s	7.4	* 5.4	7.5	4.9	7.4	5.4	7.5	4.9
Max Green Setting (Gmax), s	14.6	* 60	11.5	39.0	14.6	59.7	11.5	39.0
Max Q Clear Time (g_c+I1), s	16.6	65.1	13.4	41.0	9.0	15.8	13.5	2.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	27.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	205.5
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1850	70	300	1250	110	150	40	140	170	10	60
Future Volume (veh/h)	80	1850	70	300	1250	110	150	40	140	170	10	60
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1717	1900	1863	1767	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	84	1947	57	316	1289	105	158	42	127	179	11	54
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	11	11	2	8	8	2	2	2	2	2	2
Cap, veh/h	104	1659	48	232	1836	149	216	49	146	231	12	57
Arrive On Green	0.04	0.34	0.34	0.26	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1774	3234	94	1774	3139	255	759	206	613	797	49	240
Grp Volume(v), veh/h	84	976	1028	316	688	706	327	0	0	244	0	0
Grp Sat Flow(s),veh/h/ln	1774	1631	1698	1774	1679	1715	1578	0	0	1086	0	0
Q Serve(g_s), s	7.0	76.9	76.9	19.6	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	7.0	76.9	76.9	19.6	0.0	0.0	29.7	0.0	0.0	33.6	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.15	0.48		0.39	0.73		0.22
Lane Grp Cap(c), veh/h	104	836	871	232	982	1003	411	0	0	300	0	0
V/C Ratio(X)	0.81	1.17	1.18	1.36	0.70	0.70	0.80	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	174	836	871	232	982	1003	414	0	0	303	0	0
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.2	49.2	49.2	55.4	0.0	0.0	54.9	0.0	0.0	56.8	0.0	0.0
Incr Delay (d2), s/veh	0.5	76.6	82.5	166.0	0.4	0.4	10.3	0.0	0.0	15.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	52.5	56.1	20.2	0.1	0.1	14.2	0.0	0.0	11.2	0.0	0.0
LnGrp Delay(d),s/veh	71.7	125.9	131.7	221.4	0.4	0.4	65.2	0.0	0.0	72.2	0.0	0.0
LnGrp LOS	E	F	F	F	A	A	E			E		
Approach Vol, veh/h		2088			1710			327			244	
Approach Delay, s/veh		126.5			41.2			65.2			72.2	
Approach LOS		F			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	27.0	82.4		40.6	16.2	93.2		40.6
Change Period (Y+Rc), s	7.4	* 5.5		4.9	7.4	5.5		4.9
Max Green Setting (Gmax), s	19.6	* 77		36.0	14.7	81.5		36.0
Max Q Clear Time (g_c+I1), s	21.6	78.9		31.7	9.0	2.0		35.6
Green Ext Time (p_c), s	0.0	0.0		0.8	0.0	42.9		0.1

Intersection Summary		
HCM 2010 Ctrl Delay	85.5	
HCM 2010 LOS	F	

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	1880	130	200	1340	510	280	80	460	360	90	220
Future Volume (veh/h)	170	1880	130	200	1340	510	280	80	460	360	90	220
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1721	1900	1863	1759	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	179	1979	122	211	1411	438	295	0	466	379	95	109
Adj No. of Lanes	1	2	0	2	2	1	1	0	2	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	11	11	2	8	2	2	2	2	2	2	2
Cap, veh/h	125	1581	96	151	1601	742	208	0	634	420	285	253
Arrive On Green	0.14	1.00	1.00	0.03	0.32	0.32	0.12	0.00	0.16	0.12	0.16	0.16
Sat Flow, veh/h	1774	3128	191	3442	3343	1550	1774	0	3161	3442	1770	1572
Grp Volume(v), veh/h	179	1024	1077	211	1411	438	295	0	466	379	95	109
Grp Sat Flow(s),veh/h/ln	1774	1635	1684	1721	1671	1550	1774	0	1580	1721	1770	1572
Q Serve(g_s), s	10.6	0.0	75.6	6.6	60.0	35.5	17.6	0.0	20.7	16.3	7.1	9.4
Cycle Q Clear(g_c), s	10.6	0.0	75.6	6.6	60.0	35.5	17.6	0.0	20.7	16.3	7.1	9.4
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	826	851	151	1601	742	208	0	634	420	285	253
V/C Ratio(X)	1.43	1.24	1.27	1.39	0.88	0.59	1.42	0.00	0.74	0.90	0.33	0.43
Avail Cap(c_a), veh/h	125	826	851	151	1601	742	208	0	769	422	366	325
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.54	0.54	0.54	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.4	0.0	0.0	72.8	46.9	38.6	66.2	0.0	56.2	65.0	55.8	56.7
Incr Delay (d2), s/veh	196.7	108.4	120.6	197.3	4.2	1.9	213.6	0.0	2.1	21.6	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	24.9	28.5	7.3	28.6	15.6	21.0	0.0	9.2	9.0	3.5	4.1
LnGrp Delay(d),s/veh	261.1	108.4	120.6	270.0	51.1	40.5	279.8	0.0	58.4	86.5	56.0	57.1
LnGrp LOS	F	F	F	F	D	D	F		E	F	E	E
Approach Vol, veh/h		2280			2060			761			583	
Approach Delay, s/veh		126.2			71.2			144.2			76.1	
Approach LOS		F			E			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	81.6	25.0	29.4	18.0	77.6	25.7	28.7
Change Period (Y+Rc), s	7.4	* 5.8	7.4	* 5.2	7.4	5.8	7.4	5.2
Max Green Setting (Gmax), s	6.6	* 70	17.6	* 31	10.6	65.3	18.4	29.9
Max Q Clear Time (g_c+I1), s	8.6	77.6	19.6	11.4	12.6	62.0	18.3	22.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	3.0	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	103.5
HCM 2010 LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1670	1020	0	1190	1320	0	0	0	790	20	870
Future Volume (veh/h)	0	1670	1020	0	1190	1320	0	0	0	790	20	870
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1712	1863	0	1759	1863				1863	1863	1863
Adj Flow Rate, veh/h	0	1758	806	0	1253	991				847	0	863
Adj No. of Lanes	0	2	1	0	2	1				2	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	11	2	0	8	2				2	2	2
Cap, veh/h	0	2153	1023	0	2213	1026				949	0	847
Arrive On Green	0.00	0.66	0.66	0.00	1.00	1.00				0.27	0.00	0.27
Sat Flow, veh/h	0	3338	1545	0	3431	1550				3548	0	3167
Grp Volume(v), veh/h	0	1758	806	0	1253	991				847	0	863
Grp Sat Flow(s),veh/h/ln	0	1626	1545	0	1671	1550				1774	0	1583
Q Serve(g_s), s	0.0	59.6	55.3	0.0	0.0	0.0				34.5	0.0	40.1
Cycle Q Clear(g_c), s	0.0	59.6	55.3	0.0	0.0	0.0				34.5	0.0	40.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2153	1023	0	2213	1026				949	0	847
V/C Ratio(X)	0.00	0.82	0.79	0.00	0.57	0.97				0.89	0.00	1.02
Avail Cap(c_a), veh/h	0	2153	1023	0	2213	1026				949	0	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.00	0.50	0.50				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.6	17.9	0.0	0.0	0.0				52.9	0.0	54.9
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.0	0.5	13.3				10.4	0.0	35.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.7	23.5	0.0	0.2	3.8				18.3	0.0	21.7
LnGrp Delay(d),s/veh	0.0	19.0	18.5	0.0	0.5	13.3				63.3	0.0	90.9
LnGrp LOS		B	B		A	B				E		F
Approach Vol, veh/h		2564			2244						1710	
Approach Delay, s/veh		18.8			6.2						77.2	
Approach LOS		B			A						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		104.8		45.2		104.8		
Change Period (Y+Rc), s		5.5		5.1		5.5		
Max Green Setting (Gmax), s		99.3		40.1		99.3		
Max Q Clear Time (g_c+I1), s		61.6		42.1		2.0		
Green Ext Time (p_c), s		18.1		0.0		14.1		

Intersection Summary	
HCM 2010 Ctrl Delay	29.8
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1550	900	0	1460	890	920	10	570	0	0	0
Future Volume (veh/h)	0	1550	900	0	1460	890	920	10	570	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1712	1863	0	1759	1863	1863	1863	1863			
Adj Flow Rate, veh/h	0	1615	556	0	1521	545	965	0	565			
Adj No. of Lanes	0	2	1	0	2	1	2	0	2			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	11	2	0	8	2	2	2	2			
Cap, veh/h	0	2031	1438	0	2087	968	1053	0	940			
Arrive On Green	0.00	1.00	1.00	0.00	1.00	1.00	0.30	0.00	0.30			
Sat Flow, veh/h	0	3338	1550	0	3431	1550	3548	0	3167			
Grp Volume(v), veh/h	0	1615	556	0	1521	545	965	0	565			
Grp Sat Flow(s),veh/h/ln	0	1626	1550	0	1671	1550	1774	0	1583			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	39.4	0.0	22.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	39.4	0.0	22.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2031	1438	0	2087	968	1053	0	940			
V/C Ratio(X)	0.00	0.80	0.39	0.00	0.73	0.56	0.92	0.00	0.60			
Avail Cap(c_a), veh/h	0	2031	1438	0	2087	968	1254	0	1119			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.43	0.43	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	50.9	0.0	45.1			
Incr Delay (d2), s/veh	0.0	1.4	0.3	0.0	0.2	0.2	8.7	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.1	0.0	0.1	0.1	20.6	0.0	10.1			
LnGrp Delay(d),s/veh	0.0	1.4	0.3	0.0	0.2	0.2	59.7	0.0	45.4			
LnGrp LOS		A	A		A	A	E		D			
Approach Vol, veh/h		2171			2066			1530				
Approach Delay, s/veh		1.2			0.2			54.4				
Approach LOS		A			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		100.5				100.5		49.5
Change Period (Y+Rc), s		6.8				6.8		5.0
Max Green Setting (Gmax), s		85.2				85.2		53.0
Max Q Clear Time (g_c+I1), s		2.0				2.0		41.4
Green Ext Time (p_c), s		16.5				14.5		3.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	1350	520	280	1280	170	640	200	250	140	290	460
Future Volume (veh/h)	280	1350	520	280	1280	170	640	200	250	140	290	460
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1712	1863	1863	1759	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	295	1421	0	295	1347	91	674	211	162	147	305	317
Adj No. of Lanes	2	2	1	1	2	1	2	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	11	2	2	8	2	2	2	2	2	2	2
Cap, veh/h	324	1372	668	220	1510	705	541	482	404	137	333	278
Arrive On Green	0.13	0.56	0.00	0.16	0.60	0.60	0.16	0.26	0.26	0.08	0.18	0.18
Sat Flow, veh/h	3442	3252	1583	1774	3343	1560	3442	1863	1562	1774	1863	1558
Grp Volume(v), veh/h	295	1421	0	295	1347	91	674	211	162	147	305	317
Grp Sat Flow(s),veh/h/ln	1721	1626	1583	1774	1671	1560	1721	1863	1562	1774	1863	1558
Q Serve(g_s), s	12.7	63.3	0.0	18.6	52.0	3.8	23.6	14.2	12.9	11.6	24.1	26.8
Cycle Q Clear(g_c), s	12.7	63.3	0.0	18.6	52.0	3.8	23.6	14.2	12.9	11.6	24.1	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	1372	668	220	1510	705	541	482	404	137	333	278
V/C Ratio(X)	0.91	1.04	0.00	1.34	0.89	0.13	1.24	0.44	0.40	1.07	0.92	1.14
Avail Cap(c_a), veh/h	324	1372	668	220	1510	705	541	482	404	137	333	278
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	32.9	0.0	62.6	26.8	17.2	63.2	46.5	46.0	69.2	60.5	61.6
Incr Delay (d2), s/veh	17.1	27.5	0.0	156.3	0.9	0.0	125.0	1.0	1.0	97.2	29.8	96.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	33.3	0.0	18.6	24.0	1.6	20.6	7.5	5.7	9.4	15.2	19.0
LnGrp Delay(d),s/veh	82.1	60.4	0.0	218.9	27.7	17.2	188.2	47.4	47.0	166.4	90.3	158.2
LnGrp LOS	F	F		F	C	B	F	D	D	F	F	F
Approach Vol, veh/h		1716			1733			1047			769	
Approach Delay, s/veh		64.1			59.7			138.0			132.8	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	68.8	31.0	32.2	21.5	73.3	19.0	44.2
Change Period (Y+Rc), s	7.4	5.3	7.4	* 5.4	7.4	* 5.3	7.4	5.4
Max Green Setting (Gmax), s	18.6	55.7	23.6	* 27	14.1	* 60	11.6	38.6
Max Q Clear Time (g_c+I1), s	20.6	65.3	25.6	28.8	14.7	54.0	13.6	16.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.2	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	87.4
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	1020	160	150	1130	110	190	170	200	260	190	240
Future Volume (veh/h)	300	1020	160	150	1130	110	190	170	200	260	190	240
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1731	1900	1863	1830	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	309	1052	146	155	1165	99	196	175	111	268	196	163
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	11	11	2	4	4	2	2	2	2	2	2
Cap, veh/h	232	1188	165	162	1209	103	202	216	137	219	400	329
Arrive On Green	0.26	0.83	0.83	0.18	0.75	0.75	0.11	0.21	0.21	0.12	0.21	0.21
Sat Flow, veh/h	1774	2880	399	1774	3238	275	1774	1050	666	1774	1863	1530
Grp Volume(v), veh/h	309	600	598	155	625	639	196	0	286	268	196	163
Grp Sat Flow(s),veh/h/ln	1774	1644	1635	1774	1739	1775	1774	0	1717	1774	1863	1530
Q Serve(g_s), s	19.6	35.4	35.8	13.0	48.5	49.0	16.5	0.0	23.8	18.5	13.9	14.0
Cycle Q Clear(g_c), s	19.6	35.4	35.8	13.0	48.5	49.0	16.5	0.0	23.8	18.5	13.9	14.0
Prop In Lane	1.00		0.24	1.00		0.15	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	232	678	674	162	649	662	202	0	353	219	400	329
V/C Ratio(X)	1.33	0.88	0.89	0.96	0.96	0.97	0.97	0.00	0.81	1.22	0.49	0.50
Avail Cap(c_a), veh/h	232	678	674	162	649	662	202	0	423	219	477	392
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.60	0.60	0.60	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	10.8	10.8	61.0	18.1	18.1	66.2	0.0	56.8	65.8	51.7	51.8
Incr Delay (d2), s/veh	152.6	1.8	1.8	42.4	19.6	19.8	54.2	0.0	8.1	134.8	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.4	15.3	15.6	8.3	26.1	26.7	11.2	0.0	12.1	17.3	7.2	6.0
LnGrp Delay(d),s/veh	208.0	12.6	12.6	103.4	37.7	38.0	120.4	0.0	64.9	200.6	52.0	52.2
LnGrp LOS	F	B	B	F	D	D	F		E	F	D	D
Approach Vol, veh/h		1507			1419			482			627	
Approach Delay, s/veh		52.7			45.0			87.5			115.6	
Approach LOS		D			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	67.2	24.6	37.1	27.0	61.3	26.0	35.7
Change Period (Y+Rc), s	7.4	5.3	7.5	4.9	7.4	* 5.3	7.5	4.9
Max Green Setting (Gmax), s	13.7	55.7	17.1	38.4	19.6	* 50	18.5	37.0
Max Q Clear Time (g_c+I1), s	15.0	37.8	18.5	16.0	21.6	51.0	20.5	25.8
Green Ext Time (p_c), s	0.0	9.8	0.0	1.0	0.0	0.0	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	63.9
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	1100	160	150	740	100	270	110	220	260	110	370
Future Volume (veh/h)	360	1100	160	150	740	100	270	110	220	260	110	370
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1831	1900	1863	1827	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	367	1122	151	153	755	38	276	112	142	265	112	190
Adj No. of Lanes	2	2	0	2	2	1	1	2	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	4	4	2	4	2	2	2	2	2	2	2
Cap, veh/h	410	1434	193	177	1380	621	271	300	265	260	305	249
Arrive On Green	0.12	0.47	0.47	0.10	0.80	0.80	0.15	0.17	0.17	0.15	0.16	0.16
Sat Flow, veh/h	3442	3081	414	3442	3471	1563	1774	1770	1561	1774	1863	1520
Grp Volume(v), veh/h	367	633	640	153	755	38	276	112	142	265	112	190
Grp Sat Flow(s),veh/h/ln	1721	1740	1755	1721	1736	1563	1774	1770	1561	1774	1863	1520
Q Serve(g_s), s	15.8	45.8	46.1	6.6	11.8	0.8	22.9	8.4	12.5	22.0	8.0	17.9
Cycle Q Clear(g_c), s	15.8	45.8	46.1	6.6	11.8	0.8	22.9	8.4	12.5	22.0	8.0	17.9
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	410	810	817	177	1380	621	271	300	265	260	305	249
V/C Ratio(X)	0.89	0.78	0.78	0.87	0.55	0.06	1.02	0.37	0.54	1.02	0.37	0.76
Avail Cap(c_a), veh/h	436	810	817	177	1380	621	271	460	406	260	473	386
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.1	33.7	33.7	66.8	10.5	9.3	63.5	55.2	56.9	64.0	55.8	59.9
Incr Delay (d2), s/veh	2.3	0.7	0.7	4.2	0.1	0.0	55.3	1.8	3.9	60.6	0.3	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	22.1	22.4	3.2	5.5	0.3	15.4	4.3	5.7	15.2	4.2	7.6
LnGrp Delay(d),s/veh	67.4	34.4	34.4	71.0	10.6	9.3	119.0	57.0	60.8	124.7	56.1	61.8
LnGrp LOS	E	C	C	E	B	A	F	E	E	F	E	E
Approach Vol, veh/h		1640			946			530			567	
Approach Delay, s/veh		41.8			20.3			90.3			90.1	
Approach LOS		D			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	75.1	30.3	29.5	25.3	65.0	29.4	30.4
Change Period (Y+Rc), s	7.4	5.3	7.4	4.9	7.4	* 5.3	7.4	4.9
Max Green Setting (Gmax), s	7.7	56.3	22.9	38.1	19.0	* 45	22.0	39.0
Max Q Clear Time (g_c+I1), s	9.6	48.1	24.9	19.9	17.8	13.8	24.0	14.5
Green Ext Time (p_c), s	0.0	6.6	0.0	0.7	0.1	11.1	0.0	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	50.7
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	70	320	140	100	140	160	900	150	100	1490	380
Future Volume (veh/h)	130	70	320	140	100	140	160	900	150	100	1490	380
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1832	1900	1863	1848	1900
Adj Flow Rate, veh/h	135	73	229	146	104	88	167	938	134	104	1552	357
Adj No. of Lanes	1	1	0	1	1	0	2	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	3	3
Cap, veh/h	135	79	248	155	199	168	164	1594	228	57	1448	320
Arrive On Green	0.08	0.20	0.20	0.09	0.21	0.21	0.05	0.52	0.52	0.03	0.51	0.51
Sat Flow, veh/h	1774	391	1227	1774	931	788	3442	3047	435	1774	2851	631
Grp Volume(v), veh/h	135	0	302	146	0	192	167	536	536	104	933	976
Grp Sat Flow(s),veh/h/ln	1774	0	1618	1774	0	1719	1721	1740	1742	1774	1756	1726
Q Serve(g_s), s	10.9	0.0	26.1	11.7	0.0	14.1	6.8	30.3	30.3	4.6	72.5	72.5
Cycle Q Clear(g_c), s	10.9	0.0	26.1	11.7	0.0	14.1	6.8	30.3	30.3	4.6	72.5	72.5
Prop In Lane	1.00		0.76	1.00		0.46	1.00		0.25	1.00		0.37
Lane Grp Cap(c), veh/h	135	0	327	155	0	367	164	911	911	57	892	876
V/C Ratio(X)	1.00	0.00	0.92	0.94	0.00	0.52	1.02	0.59	0.59	1.82	1.05	1.11
Avail Cap(c_a), veh/h	135	0	353	155	0	394	164	911	911	57	892	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	0.0	55.9	64.8	0.0	49.7	68.0	23.4	23.5	69.1	35.1	35.1
Incr Delay (d2), s/veh	76.3	0.0	27.1	54.5	0.0	0.4	75.3	2.0	2.0	428.9	42.8	66.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	0.0	14.1	8.1	0.0	6.8	4.9	14.9	15.0	9.0	45.5	50.6
LnGrp Delay(d),s/veh	142.2	0.0	83.0	119.3	0.0	50.1	143.5	25.5	25.5	498.0	78.0	102.0
LnGrp LOS	F		F	F		D	F	C	C	F	F	F
Approach Vol, veh/h		437			338			1239			2013	
Approach Delay, s/veh		101.3			80.0			41.4			111.3	
Approach LOS		F			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	80.0	17.0	33.8	14.2	77.8	15.4	35.4
Change Period (Y+Rc), s	7.4	5.3	4.5	4.9	7.4	5.3	4.5	4.9
Max Green Setting (Gmax), s	4.6	74.7	12.5	31.1	6.8	72.5	10.9	32.7
Max Q Clear Time (g_c+I1), s	16.6	32.3	13.7	28.1	8.8	74.5	12.9	16.1
Green Ext Time (p_c), s	0.0	22.0	0.0	0.4	0.0	0.0	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	86.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	410	1220	250	520	510	260	540	710	530	720	1050	270
Future Volume (veh/h)	410	1220	250	520	510	260	540	710	530	720	1050	270
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1833	1900	1863	1839	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	427	1271	234	542	531	229	562	740	396	750	1094	173
Adj No. of Lanes	2	2	0	2	2	0	2	2	1	2	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	4	4	2	4	4	2	2	2	2	2	2
Cap, veh/h	474	1298	237	335	948	407	220	859	380	473	1118	491
Arrive On Green	0.09	0.30	0.30	0.03	0.13	0.13	0.06	0.24	0.24	0.14	0.32	0.32
Sat Flow, veh/h	3442	2940	536	3442	2364	1016	3442	3539	1566	3442	3539	1555
Grp Volume(v), veh/h	427	748	757	542	392	368	562	740	396	750	1094	173
Grp Sat Flow(s),veh/h/ln	1721	1741	1735	1721	1747	1633	1721	1770	1566	1721	1770	1555
Q Serve(g_s), s	18.4	63.7	65.2	14.6	31.5	31.7	9.6	30.0	36.4	20.6	45.9	12.8
Cycle Q Clear(g_c), s	18.4	63.7	65.2	14.6	31.5	31.7	9.6	30.0	36.4	20.6	45.9	12.8
Prop In Lane	1.00		0.31	1.00		0.62	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	474	768	766	335	700	655	220	859	380	473	1118	491
V/C Ratio(X)	0.90	0.97	0.99	1.62	0.56	0.56	2.55	0.86	1.04	1.59	0.98	0.35
Avail Cap(c_a), veh/h	519	768	766	335	700	655	220	859	380	473	1118	491
HCM Platoon Ratio	0.67	0.67	0.67	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.32	0.32	0.32	0.89	0.89	0.89	0.56	0.56	0.56	0.09	0.09	0.09
Uniform Delay (d), s/veh	67.1	51.9	52.5	72.6	52.7	52.7	70.2	54.4	56.8	64.7	50.8	39.5
Incr Delay (d2), s/veh	6.6	13.1	16.0	290.1	2.9	3.1	705.6	5.4	46.0	265.0	4.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	33.5	34.7	20.5	15.8	14.9	26.1	15.3	20.6	27.2	23.2	5.5
LnGrp Delay(d),s/veh	73.6	65.1	68.5	362.6	55.5	55.8	775.8	59.8	102.8	329.7	55.2	39.5
LnGrp LOS	E	E	E	F	E	E	F	E	F	F	E	D
Approach Vol, veh/h		1932			1302			1698			2017	
Approach Delay, s/veh		68.3			183.5			306.8			155.9	
Approach LOS		E			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	71.9	17.0	53.1	28.1	65.8	28.0	42.1
Change Period (Y+Rc), s	7.4	5.3	7.4	* 5.7	7.4	* 5.3	7.4	5.7
Max Green Setting (Gmax), s	14.6	53.0	9.6	* 47	22.6	* 45	20.6	36.0
Max Q Clear Time (g_c+I1), s	16.6	67.2	11.6	47.9	20.4	33.7	22.6	38.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.2	4.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	173.6
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1660	400	510	860	0	190	0	900	0	0	0
Future Volume (veh/h)	10	1660	400	510	860	0	190	0	900	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1712	1863	1863	1759	0	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	11	1747	210	537	905	0	200	0	564	0	0	0
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	11	2	2	8	0	2	2	2	2	2	2
Cap, veh/h	17	1212	590	362	1895	0	578	0	473	0	556	0
Arrive On Green	0.01	0.50	0.50	0.20	0.57	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Sat Flow, veh/h	1774	3252	1583	1774	3431	0	1774	0	1583	0	1863	0
Grp Volume(v), veh/h	11	1747	210	537	905	0	200	0	564	0	0	0
Grp Sat Flow(s),veh/h/ln	1774	1626	1583	1774	1671	0	1774	0	1583	0	1863	0
Q Serve(g_s), s	0.9	55.9	12.2	30.6	24.1	0.0	13.4	0.0	44.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	55.9	12.2	30.6	24.1	0.0	13.4	0.0	44.8	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	17	1212	590	362	1895	0	578	0	473	0	556	0
V/C Ratio(X)	0.63	1.44	0.36	1.48	0.48	0.00	0.35	0.00	1.19	0.00	0.00	0.00
Avail Cap(c_a), veh/h	92	1212	590	362	1895	0	578	0	473	0	556	0
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.80	0.80	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	73.8	37.8	26.8	59.7	19.3	0.0	41.6	0.0	52.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	199.1	0.2	229.3	0.7	0.0	0.1	0.0	106.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	58.5	5.4	38.0	11.2	0.0	6.6	0.0	33.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	75.0	236.9	27.0	289.0	20.0	0.0	41.7	0.0	158.6	0.0	0.0	0.0
LnGrp LOS	E	F	C	F	B		D		F			
Approach Vol, veh/h		1968			1442			764			0	
Approach Delay, s/veh		213.6			120.2			128.0			0.0	
Approach LOS		F			F			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	62.0		50.0	8.9	91.1		50.0
Change Period (Y+Rc), s	7.4	6.1		5.2	7.4	* 6.1		5.2
Max Green Setting (Gmax), s	30.6	55.9		44.8	7.8	* 80		44.8
Max Q Clear Time (g_c+I2), s	32.6	57.9		0.0	2.9	26.1		46.8
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	22.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	165.6
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1760	1100	140	840	0	0	0	0	760	150	470
Future Volume (veh/h)	0	1760	1100	140	840	0	0	0	0	760	150	470
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1712	1863	1863	1759	0				1863	1863	1863
Adj Flow Rate, veh/h	0	1853	732	147	884	0				975	0	291
Adj No. of Lanes	0	2	2	2	2	0				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	11	2	2	8	0				2	2	2
Cap, veh/h	0	1661	1393	130	2017	0				1011	0	451
Arrive On Green	0.00	0.51	0.51	0.05	0.80	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	3338	2727	3442	3431	0				3548	0	1583
Grp Volume(v), veh/h	0	1853	732	147	884	0				975	0	291
Grp Sat Flow(s),veh/h/ln	0	1626	1363	1721	1671	0				1774	0	1583
Q Serve(g_s), s	0.0	71.5	25.1	5.3	11.3	0.0				37.9	0.0	22.5
Cycle Q Clear(g_c), s	0.0	71.5	25.1	5.3	11.3	0.0				37.9	0.0	22.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1661	1393	130	2017	0				1011	0	451
V/C Ratio(X)	0.00	1.12	0.53	1.13	0.44	0.00				0.96	0.00	0.64
Avail Cap(c_a), veh/h	0	1661	1393	130	2017	0				1011	0	451
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.73	0.73	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.2	22.9	66.5	6.6	0.0				49.3	0.0	43.8
Incr Delay (d2), s/veh	0.0	53.0	0.1	106.0	0.5	0.0				20.0	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	44.1	9.5	4.4	5.2	0.0				21.4	0.0	10.2
LnGrp Delay(d),s/veh	0.0	87.2	23.0	172.5	7.1	0.0				69.3	0.0	46.3
LnGrp LOS		F	C	F	A					E		D
Approach Vol, veh/h		2585			1031						1266	
Approach Delay, s/veh		69.0			30.7						64.0	
Approach LOS		E			C						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.0	79.0		48.0		92.0		
Change Period (Y+Rc), s	* 7.7	7.5		* 8.1		7.5		
Max Green Setting (Gmax), s	* 5.3	71.5		* 40		84.5		
Max Q Clear Time (g_c+I1), s	7.3	73.5		39.9		13.3		
Green Ext Time (p_c), s	0.0	0.0		0.0		4.9		

Intersection Summary	
HCM 2010 Ctrl Delay	59.6
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	750	1790	0	0	470	220	510	0	510	0	0	0
Future Volume (veh/h)	750	1790	0	0	470	220	510	0	510	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	0	1863			
Adj Flow Rate, veh/h	789	1884	0	0	495	127	537	0	432			
Adj No. of Lanes	2	2	0	0	2	0	2	0	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	823	2338	0	0	1024	261	735	0	338			
Arrive On Green	0.48	1.00	0.00	0.00	0.37	0.37	0.21	0.00	0.21			
Sat Flow, veh/h	3442	3632	0	0	2887	713	3442	0	1583			
Grp Volume(v), veh/h	789	1884	0	0	313	309	537	0	432			
Grp Sat Flow(s),veh/h/ln	1721	1770	0	0	1770	1737	1721	0	1583			
Q Serve(g_s), s	30.9	0.0	0.0	0.0	19.0	19.2	20.4	0.0	29.9			
Cycle Q Clear(g_c), s	30.9	0.0	0.0	0.0	19.0	19.2	20.4	0.0	29.9			
Prop In Lane	1.00		0.00	0.00		0.41	1.00		1.00			
Lane Grp Cap(c), veh/h	823	2338	0	0	649	637	735	0	338			
V/C Ratio(X)	0.96	0.81	0.00	0.00	0.48	0.49	0.73	0.00	1.28			
Avail Cap(c_a), veh/h	868	2414	0	0	649	637	735	0	338			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.8	0.0	0.0	0.0	34.1	34.2	51.3	0.0	55.0			
Incr Delay (d2), s/veh	3.2	0.3	0.0	0.0	2.6	2.6	3.3	0.0	145.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	14.8	0.1	0.0	0.0	9.7	9.7	10.0	0.0	37.1			
LnGrp Delay(d),s/veh	39.1	0.3	0.0	0.0	36.7	36.8	54.6	0.0	200.9			
LnGrp LOS	D	A			D	D	D		F			
Approach Vol, veh/h		2673			622			969				
Approach Delay, s/veh		11.7			36.7			119.8				
Approach LOS		B			D			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		102.0		38.0	41.2	60.8		
Change Period (Y+Rc), s		* 9.5		* 8.1	* 7.7	9.5		
Max Green Setting (Gmax), s		* 96		* 30	* 35	49.5		
Max Q Clear Time (g_c+I1), s		2.0		31.9	32.9	21.2		
Green Ext Time (p_c), s		18.4		0.0	0.6	2.6		

Intersection Summary	
HCM 2010 Ctrl Delay	39.9
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	100	160	160	100	200	110	660	140	200	1100	100
Future Volume (veh/h)	70	100	160	160	100	200	110	660	140	200	1100	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1723	1900	1863	1738	1900
Adj Flow Rate, veh/h	74	105	133	168	105	179	116	695	110	211	1158	91
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	12	12	2	10	10
Cap, veh/h	138	197	225	204	115	186	138	1205	191	160	1359	107
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.08	0.43	0.43	0.09	0.44	0.44
Sat Flow, veh/h	280	516	591	444	301	488	1774	2821	446	1774	3093	243
Grp Volume(v), veh/h	312	0	0	452	0	0	116	403	402	211	617	632
Grp Sat Flow(s),veh/h/ln	1387	0	0	1234	0	0	1774	1637	1630	1774	1651	1685
Q Serve(g_s), s	0.0	0.0	0.0	26.7	0.0	0.0	9.0	26.2	26.2	12.6	46.9	47.1
Cycle Q Clear(g_c), s	24.0	0.0	0.0	50.7	0.0	0.0	9.0	26.2	26.2	12.6	46.9	47.1
Prop In Lane	0.24		0.43	0.37		0.40	1.00		0.27	1.00		0.14
Lane Grp Cap(c), veh/h	560	0	0	505	0	0	138	699	696	160	725	740
V/C Ratio(X)	0.56	0.00	0.00	0.90	0.00	0.00	0.84	0.58	0.58	1.32	0.85	0.85
Avail Cap(c_a), veh/h	579	0	0	523	0	0	151	699	696	160	725	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.75	0.75	0.75	0.09	0.09	0.09
Uniform Delay (d), s/veh	33.8	0.0	0.0	44.4	0.0	0.0	63.7	30.5	30.5	63.7	35.2	35.2
Incr Delay (d2), s/veh	0.6	0.0	0.0	16.9	0.0	0.0	22.2	2.6	2.6	148.7	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	0.0	0.0	19.6	0.0	0.0	5.3	12.4	12.3	12.8	21.5	22.2
LnGrp Delay(d),s/veh	34.4	0.0	0.0	61.3	0.0	0.0	85.9	33.1	33.1	212.4	36.4	36.5
LnGrp LOS	C			E			F	C	C	F	D	D
Approach Vol, veh/h		312			452			921			1460	
Approach Delay, s/veh		34.4			61.3			39.7			61.9	
Approach LOS		C			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	64.8		58.2	15.3	66.5		58.2
Change Period (Y+Rc), s	4.4	5.0		4.9	4.4	* 5		4.9
Max Green Setting (Gmax), s	12.6	58.0		55.1	11.9	* 59		55.1
Max Q Clear Time (g_c+I1), s	14.6	28.2		26.0	11.0	49.1		52.7
Green Ext Time (p_c), s	0.0	6.4		1.4	0.0	5.9		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	52.6
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	220	410	400	240	200	630
Future Volume (veh/h)	220	410	400	240	200	630
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.95	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1863	1863	1845
Adj Flow Rate, veh/h	232	390	421	180	211	663
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	3	2	2	3
Cap, veh/h	848	620	809	739	258	1740
Arrive On Green	0.25	0.25	0.23	0.23	0.15	0.50
Sat Flow, veh/h	3442	1583	3597	1510	1774	3597
Grp Volume(v), veh/h	232	390	421	180	211	663
Grp Sat Flow(s),veh/h/ln	1721	1583	1752	1510	1774	1752
Q Serve(g_s), s	3.3	12.2	6.5	4.3	7.1	7.2
Cycle Q Clear(g_c), s	3.3	12.2	6.5	4.3	7.1	7.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	848	620	809	739	258	1740
V/C Ratio(X)	0.27	0.63	0.52	0.24	0.82	0.38
Avail Cap(c_a), veh/h	1289	823	1438	1010	335	2351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	15.1	20.7	9.5	25.5	9.6
Incr Delay (d2), s/veh	0.1	0.4	0.8	0.3	9.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	5.3	3.2	2.7	4.1	3.5
LnGrp Delay(d),s/veh	18.8	15.5	21.5	9.8	34.6	9.8
LnGrp LOS	B	B	C	A	C	A
Approach Vol, veh/h	622		601			874
Approach Delay, s/veh	16.7		18.0			15.8
Approach LOS	B		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.3	22.6				38.9		22.5
Change Period (Y+Rc), s	7.4	* 8.4				* 8.4		7.4
Max Green Setting (Gmax), s	11.6	* 25				* 41		23.0
Max Q Clear Time (g_c+I1), s	9.1	8.5				9.2		14.2
Green Ext Time (p_c), s	0.1	4.6				7.7		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	230	90	80	230	230	50	150	30	280	200	100
Future Volume (veh/h)	120	230	90	80	230	230	50	150	30	280	200	100
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	126	242	67	84	242	141	53	158	-56	295	211	64
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	625	169	107	430	241	71	443	0	349	758	224
Arrive On Green	0.09	0.23	0.23	0.06	0.20	0.20	0.04	0.13	0.00	0.20	0.28	0.28
Sat Flow, veh/h	1774	2736	738	1774	2171	1215	1774	3632	0	1774	2693	795
Grp Volume(v), veh/h	126	154	155	84	195	188	53	102	0	295	137	138
Grp Sat Flow(s),veh/h/ln	1774	1770	1704	1774	1770	1617	1774	1770	0	1774	1770	1718
Q Serve(g_s), s	3.9	4.1	4.3	2.6	5.5	5.8	1.6	1.4	0.0	8.9	3.3	3.5
Cycle Q Clear(g_c), s	3.9	4.1	4.3	2.6	5.5	5.8	1.6	1.4	0.0	8.9	3.3	3.5
Prop In Lane	1.00		0.43	1.00		0.75	1.00		0.00	1.00		0.46
Lane Grp Cap(c), veh/h	160	405	390	107	351	320	71	443	0	349	498	484
V/C Ratio(X)	0.79	0.38	0.40	0.79	0.56	0.59	0.74	0.23	0.00	0.85	0.27	0.29
Avail Cap(c_a), veh/h	179	948	913	131	900	822	285	1659	0	435	980	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	18.1	18.1	25.7	20.0	20.2	26.3	21.9	0.0	21.5	15.5	15.6
Incr Delay (d2), s/veh	16.0	0.7	0.7	17.9	1.6	1.9	5.6	0.3	0.0	10.1	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.0	2.1	1.8	2.8	2.8	0.9	0.7	0.0	5.3	1.7	1.7
LnGrp Delay(d),s/veh	40.7	18.7	18.9	43.6	21.6	22.1	31.9	22.1	0.0	31.5	15.8	15.9
LnGrp LOS	D	B	B	D	C	C	C	C		C	B	B
Approach Vol, veh/h		435			467			155			570	
Approach Delay, s/veh		25.2			25.8			25.5			24.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	17.6	6.6	20.5	12.4	15.9	15.3	11.8
Change Period (Y+Rc), s	7.4	4.9	4.4	4.9	7.4	4.9	4.4	4.9
Max Green Setting (Gmax), s	4.1	29.7	8.9	30.7	5.6	28.2	13.6	26.0
Max Q Clear Time (g_c+I1), s	4.6	6.3	3.6	5.5	5.9	7.8	10.9	3.4
Green Ext Time (p_c), s	0.0	2.0	0.0	1.8	0.0	2.5	0.1	0.6

Intersection Summary		
HCM 2010 Ctrl Delay		24.9
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	130	240	50	70	200	220	680	90	160	1210	120
Future Volume (veh/h)	320	130	240	50	70	200	220	680	90	160	1210	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1831	1900	1863	1759	1863
Adj Flow Rate, veh/h	337	137	169	53	74	106	232	716	68	168	1274	-9
Adj No. of Lanes	2	1	1	1	1	0	2	2	0	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	8	2
Cap, veh/h	362	319	402	68	95	136	294	1248	118	202	1507	880
Arrive On Green	0.11	0.17	0.17	0.04	0.14	0.14	0.09	0.39	0.39	0.11	0.45	0.00
Sat Flow, veh/h	3442	1863	1556	1774	692	991	3442	3204	304	1774	3343	1583
Grp Volume(v), veh/h	337	137	169	53	0	180	232	388	396	168	1274	-9
Grp Sat Flow(s),veh/h/ln	1721	1863	1556	1774	0	1683	1721	1739	1769	1774	1671	1583
Q Serve(g_s), s	8.9	6.0	8.3	2.7	0.0	9.4	6.0	16.0	16.0	8.5	30.9	0.0
Cycle Q Clear(g_c), s	8.9	6.0	8.3	2.7	0.0	9.4	6.0	16.0	16.0	8.5	30.9	0.0
Prop In Lane	1.00		1.00	1.00		0.59	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	362	319	402	68	0	231	294	678	689	202	1507	880
V/C Ratio(X)	0.93	0.43	0.42	0.78	0.00	0.78	0.79	0.57	0.57	0.83	0.85	-0.01
Avail Cap(c_a), veh/h	362	688	710	119	0	627	294	678	689	276	1633	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.5	33.8	28.3	43.5	0.0	38.0	40.9	21.9	21.9	39.6	22.2	0.0
Incr Delay (d2), s/veh	29.9	1.1	0.8	7.2	0.0	2.2	12.4	1.5	1.4	10.8	4.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	3.2	3.7	1.5	0.0	4.5	3.4	7.9	8.1	4.8	15.1	0.0
LnGrp Delay(d),s/veh	70.4	34.9	29.1	50.7	0.0	40.2	53.3	23.4	23.3	50.4	26.5	0.0
LnGrp LOS	E	C	C	D		D	D	C	C	D	C	
Approach Vol, veh/h		643			233			1016			1433	
Approach Delay, s/veh		52.0			42.6			30.2			29.5	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	41.3	10.9	21.4	12.2	46.8	14.0	18.2
Change Period (Y+Rc), s	7.4	5.7	7.4	5.7	4.4	* 5.7	4.4	* 5.7
Max Green Setting (Gmax), s	14.3	34.8	6.1	33.7	7.8	* 45	9.6	* 34
Max Q Clear Time (g_c+I1), s	10.5	18.0	4.7	10.3	8.0	32.9	10.9	11.4
Green Ext Time (p_c), s	0.1	6.3	0.0	1.6	0.0	8.3	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	120	100	180	120	170	120	690	150	230	1320	90
Future Volume (veh/h)	50	120	100	180	120	170	120	690	150	230	1320	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1724	1900	1863	1735	1900
Adj Flow Rate, veh/h	52	124	38	186	124	122	124	711	136	237	1361	74
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	12	12	2	10	10
Cap, veh/h	67	167	51	207	172	169	185	1355	259	395	1711	93
Arrive On Green	0.04	0.12	0.12	0.12	0.20	0.20	0.04	0.50	0.50	0.08	0.54	0.54
Sat Flow, veh/h	1774	1360	417	1774	850	837	1774	2733	522	1774	3181	173
Grp Volume(v), veh/h	52	0	162	186	0	246	124	426	421	237	704	731
Grp Sat Flow(s),veh/h/ln	1774	0	1777	1774	0	1687	1774	1638	1618	1774	1649	1705
Q Serve(g_s), s	4.4	0.0	13.2	15.5	0.0	20.4	5.3	26.6	26.6	9.7	51.7	52.0
Cycle Q Clear(g_c), s	4.4	0.0	13.2	15.5	0.0	20.4	5.3	26.6	26.6	9.7	51.7	52.0
Prop In Lane	1.00		0.23	1.00		0.50	1.00		0.32	1.00		0.10
Lane Grp Cap(c), veh/h	67	0	218	207	0	341	185	812	802	395	887	917
V/C Ratio(X)	0.78	0.00	0.74	0.90	0.00	0.72	0.67	0.52	0.53	0.60	0.79	0.80
Avail Cap(c_a), veh/h	101	0	392	207	0	474	185	812	802	493	887	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.23	0.23	0.23
Uniform Delay (d), s/veh	71.6	0.0	63.5	65.4	0.0	55.9	28.1	25.8	25.8	19.2	28.0	28.0
Incr Delay (d2), s/veh	19.4	0.0	1.9	36.2	0.0	3.3	7.4	2.4	2.5	0.1	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	6.6	9.7	0.0	9.9	2.9	12.5	12.4	4.7	23.9	24.8
LnGrp Delay(d),s/veh	90.9	0.0	65.4	101.6	0.0	59.2	35.5	28.2	28.2	19.3	29.8	29.8
LnGrp LOS	F		E	F		E	D	C	C	B	C	C
Approach Vol, veh/h		214			432			971			1672	
Approach Delay, s/veh		71.6			77.5			29.1			28.3	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	82.4	25.0	23.3	13.0	88.7	13.1	35.2
Change Period (Y+Rc), s	7.4	8.0	7.5	4.9	7.4	* 8	7.5	4.9
Max Green Setting (Gmax), s	20.3	51.4	17.5	33.1	5.6	* 66	8.5	42.1
Max Q Clear Time (g_c+I1), s	11.7	28.6	17.5	15.2	7.3	54.0	6.4	22.4
Green Ext Time (p_c), s	0.2	6.3	0.0	0.5	0.0	8.2	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	37.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	560	290	520	600	260	670
Future Volume (veh/h)	560	290	520	600	260	670
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1863	1863	1845
Adj Flow Rate, veh/h	589	61	547	617	274	705
Adj No. of Lanes	2	1	2	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	3	2	2	3
Cap, veh/h	721	332	1359	926	369	2114
Arrive On Green	0.21	0.21	0.39	0.39	0.11	0.60
Sat Flow, veh/h	3442	1583	3597	1534	3442	3597
Grp Volume(v), veh/h	589	61	547	617	274	705
Grp Sat Flow(s),veh/h/ln	1721	1583	1752	1534	1721	1752
Q Serve(g_s), s	11.1	2.2	7.7	18.5	5.3	6.8
Cycle Q Clear(g_c), s	11.1	2.2	7.7	18.5	5.3	6.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	721	332	1359	926	369	2114
V/C Ratio(X)	0.82	0.18	0.40	0.67	0.74	0.33
Avail Cap(c_a), veh/h	1310	603	1550	1010	433	2371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	22.2	15.2	9.3	29.6	6.7
Incr Delay (d2), s/veh	0.9	0.1	0.3	1.8	4.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	1.0	3.8	12.0	2.7	3.3
LnGrp Delay(d),s/veh	26.6	22.3	15.5	11.1	34.0	6.9
LnGrp LOS	C	C	B	B	C	A
Approach Vol, veh/h	650		1164			979
Approach Delay, s/veh	26.2		13.2			14.5
Approach LOS	C		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	14.7	31.9				46.6		21.7
Change Period (Y+Rc), s	7.4	5.4				5.4		7.4
Max Green Setting (Gmax), s	8.6	30.2				46.2		26.0
Max Q Clear Time (g_c+I1), s	17.3	20.5				8.8		13.1
Green Ext Time (p_c), s	0.1	5.9				8.7		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	190	100	200	320	140	40	60	150	150	50	30
Future Volume (veh/h)	70	190	100	200	320	140	40	60	150	150	50	30
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	74	200	-4	211	337	119	42	63	99	158	53	3
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	652	0	265	715	248	65	263	233	201	420	354
Arrive On Green	0.05	0.18	0.00	0.15	0.28	0.28	0.04	0.15	0.15	0.11	0.23	0.23
Sat Flow, veh/h	1774	3632	0	1774	2561	887	1774	1770	1571	1774	1863	1571
Grp Volume(v), veh/h	74	196	0	211	231	225	42	63	99	158	53	3
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1678	1774	1770	1571	1774	1863	1571
Q Serve(g_s), s	1.8	2.1	0.0	5.1	4.8	4.9	1.0	1.4	2.5	3.8	1.0	0.1
Cycle Q Clear(g_c), s	1.8	2.1	0.0	5.1	4.8	4.9	1.0	1.4	2.5	3.8	1.0	0.1
Prop In Lane	1.00		0.00	1.00		0.53	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	652	0	265	494	469	65	263	233	201	420	354
V/C Ratio(X)	0.77	0.30	0.00	0.80	0.47	0.48	0.65	0.24	0.42	0.79	0.13	0.01
Avail Cap(c_a), veh/h	221	1945	0	353	1104	1047	233	1080	959	281	1188	1002
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	15.6	0.0	18.2	13.2	13.3	21.0	16.6	17.1	19.1	13.7	13.3
Incr Delay (d2), s/veh	4.9	0.4	0.0	6.5	1.1	1.3	4.0	0.5	1.4	6.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.1	0.0	2.9	2.5	2.4	0.6	0.7	1.2	2.2	0.5	0.0
LnGrp Delay(d),s/veh	25.5	16.0	0.0	24.6	14.3	14.5	25.1	17.2	18.5	25.1	13.8	13.3
LnGrp LOS	C	B		C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		270			667			204			214	
Approach Delay, s/veh		18.6			17.7			19.4			22.1	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	13.4	5.6	14.6	6.4	17.7	9.0	11.2
Change Period (Y+Rc), s	4.0	5.3	4.0	4.6	4.0	5.3	4.0	4.6
Max Green Setting (Gmax), s	8.8	24.3	5.8	28.2	5.5	27.6	7.0	27.0
Max Q Clear Time (g_c+I1), s	7.1	4.1	3.0	3.0	3.8	6.9	5.8	4.5
Green Ext Time (p_c), s	0.1	1.7	0.0	0.2	0.0	4.3	0.0	1.0

Intersection Summary		
HCM 2010 Ctrl Delay	18.8	
HCM 2010 LOS	B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	10	510	30	10	20	180	610	300	30	1580	50
Future Volume (veh/h)	150	10	510	30	10	20	180	610	300	30	1580	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1839	1900	1863	1759	1863
Adj Flow Rate, veh/h	155	10	340	31	10	11	186	629	305	31	1629	-82
Adj No. of Lanes	2	1	1	0	1	1	2	2	0	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	4	2	8	2
Cap, veh/h	729	395	335	85	28	98	194	1205	584	39	1645	779
Arrive On Green	0.21	0.21	0.21	0.06	0.06	0.06	0.06	0.53	0.53	0.02	0.49	0.00
Sat Flow, veh/h	3442	1863	1581	1357	438	1560	3442	2261	1096	1774	3343	1583
Grp Volume(v), veh/h	155	10	340	41	0	11	186	486	448	31	1629	-82
Grp Sat Flow(s),veh/h/ln	1721	1863	1581	1795	0	1560	1721	1747	1610	1774	1671	1583
Q Serve(g_s), s	5.1	0.6	29.0	3.0	0.0	0.9	7.4	24.7	24.7	2.4	66.1	0.0
Cycle Q Clear(g_c), s	5.1	0.6	29.0	3.0	0.0	0.9	7.4	24.7	24.7	2.4	66.1	0.0
Prop In Lane	1.00		1.00	0.76		1.00	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	729	395	335	113	0	98	194	931	858	39	1645	779
V/C Ratio(X)	0.21	0.03	1.02	0.36	0.00	0.11	0.96	0.52	0.52	0.79	0.99	-0.11
Avail Cap(c_a), veh/h	729	395	335	236	0	205	194	931	858	88	1645	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.5	42.8	54.0	61.5	0.0	60.5	64.5	20.7	20.7	66.6	34.4	0.0
Incr Delay (d2), s/veh	0.2	0.0	53.1	0.7	0.0	0.2	52.9	0.7	0.8	12.1	19.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.3	17.6	1.5	0.0	0.4	4.9	12.1	11.1	1.3	34.8	0.0
LnGrp Delay(d),s/veh	44.8	42.8	107.1	62.2	0.0	60.7	117.4	21.4	21.5	78.7	54.2	0.0
LnGrp LOS	D	D	F	E		E	F	C	C	E	D	
Approach Vol, veh/h		505			52			1120			1578	
Approach Delay, s/veh		86.7			61.9			37.4			57.5	
Approach LOS		F			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.4	78.7		33.9	16.0	73.1		13.9
Change Period (Y+Rc), s	7.4	5.7		4.9	8.3	* 5.7		5.3
Max Green Setting (Gmax), s	6.3	67.9		29.0	7.7	* 67		18.0
Max Q Clear Time (g_c+I1), s	14.4	26.7		31.0	9.4	68.1		5.0
Green Ext Time (p_c), s	0.0	11.5		0.0	0.0	0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	55.2
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	100	270	250	40	20	180	560	110	170	840	430
Future Volume (veh/h)	100	100	270	250	40	20	180	560	110	170	840	430
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	105	105	269	263	42	-7	189	589	19	179	884	358
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	494	155	398	193	631	0	165	797	675	202	587	238
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.00	0.09	0.43	0.43	0.11	0.47	0.47
Sat Flow, veh/h	1364	459	1176	1004	1863	0	1774	1863	1576	1774	1250	506
Grp Volume(v), veh/h	105	0	374	263	35	0	189	589	19	179	0	1242
Grp Sat Flow(s),veh/h/ln	1364	0	1635	1004	1863	0	1774	1863	1576	1774	0	1757
Q Serve(g_s), s	8.1	0.0	28.4	20.7	1.8	0.0	13.5	38.3	1.0	14.4	0.0	68.1
Cycle Q Clear(g_c), s	10.0	0.0	28.4	49.1	1.8	0.0	13.5	38.3	1.0	14.4	0.0	68.1
Prop In Lane	1.00		0.72	1.00		0.00	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	494	0	554	193	631	0	165	797	675	202	0	825
V/C Ratio(X)	0.21	0.00	0.68	1.36	0.06	0.00	1.14	0.74	0.03	0.89	0.00	1.51
Avail Cap(c_a), veh/h	494	0	554	193	631	0	165	797	675	234	0	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	41.1	64.8	32.3	0.0	65.8	34.7	24.0	63.3	0.0	38.5
Incr Delay (d2), s/veh	0.2	0.0	3.2	193.7	0.0	0.0	114.1	3.5	0.0	28.2	0.0	233.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	13.4	18.1	0.9	0.0	11.8	20.4	0.4	8.6	0.0	86.6
LnGrp Delay(d),s/veh	35.9	0.0	44.3	258.5	32.4	0.0	179.9	38.2	24.0	91.5	0.0	272.2
LnGrp LOS	D		D	F	C		F	D	C	F		F
Approach Vol, veh/h		479			298			797			1421	
Approach Delay, s/veh		42.5			231.9			71.4			249.4	
Approach LOS		D			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	24.0	67.0		54.0	18.0	73.0		54.0
Change Period (Y+Rc), s	7.5	4.9		4.9	4.5	4.9		4.9
Max Green Setting (Gmax), s	19.1	59.5		49.1	13.5	68.1		49.1
Max Q Clear Time (g_c+I1), s	16.4	40.3		30.4	15.5	70.1		51.1
Green Ext Time (p_c), s	0.1	3.2		2.6	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	167.2
HCM 2010 LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	440	60	1150	210	50	1070
Future Volume (veh/h)	440	60	1150	210	50	1070
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1863	1863	1845
Adj Flow Rate, veh/h	463	4	1211	221	53	1126
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	3	2	2	3
Cap, veh/h	597	274	1473	920	68	2019
Arrive On Green	0.17	0.17	0.42	0.42	0.04	0.58
Sat Flow, veh/h	3442	1583	3597	1537	1774	3597
Grp Volume(v), veh/h	463	4	1211	221	53	1126
Grp Sat Flow(s),veh/h/ln	1721	1583	1752	1537	1774	1752
Q Serve(g_s), s	8.1	0.1	19.3	4.3	1.9	12.6
Cycle Q Clear(g_c), s	8.1	0.1	19.3	4.3	1.9	12.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	597	274	1473	920	68	2019
V/C Ratio(X)	0.78	0.01	0.82	0.24	0.78	0.56
Avail Cap(c_a), veh/h	1365	628	1546	953	113	2180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	21.6	16.2	6.1	30.0	8.3
Incr Delay (d2), s/veh	0.8	0.0	3.8	0.2	7.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.1	10.0	2.6	1.0	6.2
LnGrp Delay(d),s/veh	25.7	21.6	20.0	6.3	37.0	8.7
LnGrp LOS	C	C	B	A	D	A
Approach Vol, veh/h	467		1432			1179
Approach Delay, s/veh	25.7		17.9			10.0
Approach LOS	C		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.8	34.9				44.7		18.3
Change Period (Y+Rc), s	7.4	* 8.4				* 8.4		7.4
Max Green Setting (Gmax), s	4.6	* 28				* 39		25.0
Max Q Clear Time (g_c+I1), s	10.3	21.3				14.6		10.1
Green Ext Time (p_c), s	0.0	5.2				12.6		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	700	200	530	210	600	1200
Future Volume (veh/h)	700	200	530	210	600	1200
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	801	0	535	127	606	1212
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	894	407	668	299	639	2202
Arrive On Green	0.25	0.00	0.19	0.19	0.36	0.62
Sat Flow, veh/h	3548	1615	3632	1583	1774	3632
Grp Volume(v), veh/h	801	0	535	127	606	1212
Grp Sat Flow(s),veh/h/ln	1774	1615	1770	1583	1774	1770
Q Serve(g_s), s	22.9	0.0	15.1	7.4	34.8	20.6
Cycle Q Clear(g_c), s	22.9	0.0	15.1	7.4	34.8	20.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	894	407	668	299	639	2202
V/C Ratio(X)	0.90	0.00	0.80	0.43	0.95	0.55
Avail Cap(c_a), veh/h	1317	600	1314	588	869	3307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	40.6	37.5	32.6	11.4
Incr Delay (d2), s/veh	4.4	0.0	0.9	0.4	14.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	0.0	7.5	3.3	19.5	10.0
LnGrp Delay(d),s/veh	42.3	0.0	41.5	37.9	46.9	11.5
LnGrp LOS	D		D	D	D	B
Approach Vol, veh/h	801		662			1818
Approach Delay, s/veh	42.3		40.8			23.3
Approach LOS	D		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	45.4	24.9		34.5		70.3		
Change Period (Y+Rc), s	* 7.7	5.1		* 8.1		5.1		
Max Green Setting (Gmax), s	* 51	38.9		* 39		97.9		
Max Q Clear Time (g_c+I1), s	36.8	17.1		24.9		22.6		
Green Ext Time (p_c), s	0.9	2.6		1.5		7.7		

Intersection Summary	
HCM 2010 Ctrl Delay	31.5
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	400	50	280	140	150	40	350	550	40	20	1200	200
Future Volume (veh/h)	400	50	280	140	150	40	350	550	40	20	1200	200
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1846	1900	1863	1845	1863
Adj Flow Rate, veh/h	421	53	21	147	158	31	368	579	35	21	1263	-67
Adj No. of Lanes	2	1	1	2	1	0	1	3	0	1	3	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	3	2	3	2
Cap, veh/h	598	314	265	631	277	54	146	1636	98	111	1576	496
Arrive On Green	0.17	0.17	0.17	0.18	0.18	0.18	0.08	0.34	0.34	0.06	0.31	0.00
Sat Flow, veh/h	3548	1863	1575	3442	1510	296	1774	4852	291	1774	5036	1583
Grp Volume(v), veh/h	421	53	21	147	0	189	368	399	215	21	1263	-67
Grp Sat Flow(s),veh/h/ln	1774	1863	1575	1721	0	1806	1774	1680	1784	1774	1679	1583
Q Serve(g_s), s	10.7	2.3	1.1	3.5	0.0	9.1	7.9	8.6	8.7	1.1	22.0	0.0
Cycle Q Clear(g_c), s	10.7	2.3	1.1	3.5	0.0	9.1	7.9	8.6	8.7	1.1	22.0	0.0
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	598	314	265	631	0	331	146	1132	601	111	1576	496
V/C Ratio(X)	0.70	0.17	0.08	0.23	0.00	0.57	2.51	0.35	0.36	0.19	0.80	-0.14
Avail Cap(c_a), veh/h	1594	837	708	1654	0	868	146	1165	619	260	2089	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.5	34.1	33.5	33.3	0.0	35.7	43.9	23.9	23.9	42.6	30.1	0.0
Incr Delay (d2), s/veh	0.6	0.1	0.0	0.1	0.0	0.6	700.6	0.1	0.1	0.3	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	1.2	0.5	1.7	0.0	4.6	32.3	4.0	4.3	0.5	10.4	0.0
LnGrp Delay(d),s/veh	38.1	34.2	33.6	33.4	0.0	36.2	744.5	23.9	24.0	42.9	31.4	0.0
LnGrp LOS	D	C	C	C		D	F	C	C	D	C	
Approach Vol, veh/h		495			336			982			1217	
Approach Delay, s/veh		37.5			35.0			294.0			33.3	
Approach LOS		D			C			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.7	37.8		21.2	16.0	35.4		23.0
Change Period (Y+Rc), s	* 7.7	5.5		5.1	* 8.1	* 5.5		5.5
Max Green Setting (Gmax), s	* 14	33.2		43.0	* 7.9	* 40		46.0
Max Q Clear Time (g_c+I1), s	13.1	10.7		12.7	9.9	24.0		11.1
Green Ext Time (p_c), s	0.0	2.7		1.0	0.0	5.9		1.0

Intersection Summary			
HCM 2010 Ctrl Delay		118.7	
HCM 2010 LOS		F	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	2840	830	0	0	610	0	1	430
Future Volume (veh/h)	0	0	0	0	2840	830	0	0	610	0	1	430
Number				1	6	16				7	4	14
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				0	1863	1863				0	1863	1863
Adj Flow Rate, veh/h				0	2989	0				0	1	453
Adj No. of Lanes				0	3	1				0	1	2
Peak Hour Factor				0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %				0	2	2				0	2	2
Cap, veh/h				0	3239	1008				0	359	537
Arrive On Green				0.00	0.64	0.00				0.00	0.19	0.19
Sat Flow, veh/h				0	5253	1583				0	1863	2787
Grp Volume(v), veh/h				0	2989	0				0	1	453
Grp Sat Flow(s),veh/h/ln				0	1695	1583				0	1863	1393
Q Serve(g_s), s				0.0	33.1	0.0				0.0	0.0	10.0
Cycle Q Clear(g_c), s				0.0	33.1	0.0				0.0	0.0	10.0
Prop In Lane				0.00		1.00				0.00		1.00
Lane Grp Cap(c), veh/h				0	3239	1008				0	359	537
V/C Ratio(X)				0.00	0.92	0.00				0.00	0.00	0.84
Avail Cap(c_a), veh/h				0	3268	1018				0	524	784
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				0.0	10.2	0.0				0.0	20.9	24.9
Incr Delay (d2), s/veh				0.0	4.9	0.0				0.0	0.0	3.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	16.7	0.0				0.0	0.0	4.1
LnGrp Delay(d),s/veh				0.0	15.1	0.0				0.0	20.9	28.7
LnGrp LOS					B						C	C
Approach Vol, veh/h					2989						454	
Approach Delay, s/veh					15.1						28.7	
Approach LOS					B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		
Phs Duration (G+Y+Rc), s				17.4		46.5		
Change Period (Y+Rc), s				5.1		5.8		
Max Green Setting (Gmax), s				18.0		41.1		
Max Q Clear Time (g_c+I1), s				12.0		35.1		
Green Ext Time (p_c), s				0.3		5.6		

Intersection Summary		
HCM 2010 Ctrl Delay		16.9
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2140	480	0	0	0	0	1	870	0	0	870
Future Volume (veh/h)	0	2140	480	0	0	0	0	1	870	0	0	870
Number	5	2	12				3	8	18			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1743	1863				0	1863	1863			
Adj Flow Rate, veh/h	0	2206	0				0	1	897			
Adj No. of Lanes	0	3	1				0	1	2			
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97			
Percent Heavy Veh, %	0	9	2				0	2	2			
Cap, veh/h	0	2383	793				0	638	954			
Arrive On Green	0.00	0.50	0.00				0.00	0.34	0.34			
Sat Flow, veh/h	0	4916	1583				0	1863	2787			
Grp Volume(v), veh/h	0	2206	0				0	1	897			
Grp Sat Flow(s),veh/h/ln	0	1586	1583				0	1863	1393			
Q Serve(g_s), s	0.0	29.9	0.0				0.0	0.0	21.7			
Cycle Q Clear(g_c), s	0.0	29.9	0.0				0.0	0.0	21.7			
Prop In Lane	0.00		1.00				0.00		1.00			
Lane Grp Cap(c), veh/h	0	2383	793				0	638	954			
V/C Ratio(X)	0.00	0.93	0.00				0.00	0.00	0.94			
Avail Cap(c_a), veh/h	0	2413	803				0	641	960			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	0.0	16.1	0.0				0.0	15.0	22.1			
Incr Delay (d2), s/veh	0.0	6.6	0.0				0.0	0.0	16.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	14.3	0.0				0.0	0.0	10.4			
LnGrp Delay(d),s/veh	0.0	22.8	0.0				0.0	15.0	38.5			
LnGrp LOS		C						B	D			
Approach Vol, veh/h		2206						898				
Approach Delay, s/veh		22.8						38.4				
Approach LOS		C						D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2						8
Phs Duration (G+Y+Rc), s		40.6						28.9
Change Period (Y+Rc), s		5.8						5.1
Max Green Setting (Gmax), s		35.2						23.9
Max Q Clear Time (g_c+I1), s		31.9						23.7
Green Ext Time (p_c), s		2.8						0.1

Intersection Summary		
HCM 2010 Ctrl Delay		27.3
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	1580	250	210	1690	90	120	60	120	130	40	410
Future Volume (veh/h)	240	1580	250	210	1690	90	120	60	120	130	40	410
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1759	1900	1863	1810	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	245	1612	239	214	1724	44	122	61	73	133	41	292
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	9	9	2	5	2	2	2	2	2	2	2
Cap, veh/h	245	1532	222	233	1712	786	122	110	131	145	31	220
Arrive On Green	0.14	0.52	0.52	0.13	0.50	0.50	0.07	0.14	0.14	0.08	0.16	0.16
Sat Flow, veh/h	1774	2920	423	1774	3438	1579	1774	774	926	1774	199	1415
Grp Volume(v), veh/h	245	906	945	214	1724	44	122	0	134	133	0	333
Grp Sat Flow(s),veh/h/ln	1774	1671	1672	1774	1719	1579	1774	0	1699	1774	0	1613
Q Serve(g_s), s	20.7	78.7	78.7	17.9	74.7	2.2	10.3	0.0	11.0	11.2	0.0	23.3
Cycle Q Clear(g_c), s	20.7	78.7	78.7	17.9	74.7	2.2	10.3	0.0	11.0	11.2	0.0	23.3
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.54	1.00		0.88
Lane Grp Cap(c), veh/h	245	877	877	233	1712	786	122	0	241	145	0	251
V/C Ratio(X)	1.00	1.03	1.08	0.92	1.01	0.06	1.00	0.00	0.56	0.91	0.00	1.33
Avail Cap(c_a), veh/h	245	877	877	233	1712	786	122	0	241	145	0	251
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.7	35.6	35.7	64.4	37.6	19.4	69.8	0.0	59.9	68.3	0.0	63.4
Incr Delay (d2), s/veh	57.7	39.5	53.3	37.5	23.4	0.0	81.9	0.0	2.8	49.8	0.0	172.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	45.6	49.1	11.2	41.0	1.0	7.8	0.0	5.4	7.5	0.0	22.4
LnGrp Delay(d),s/veh	122.4	75.1	89.0	101.9	61.1	19.5	151.8	0.0	62.7	118.2	0.0	236.2
LnGrp LOS	F	F	F	F	F	B	F		E	F		F
Approach Vol, veh/h		2096			1982			256			466	
Approach Delay, s/veh		86.9			64.6			105.2			202.5	
Approach LOS		F			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	25.8	24.2	83.2	14.8	27.8	28.2	79.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	7.5	4.5
Max Green Setting (Gmax), s	12.3	21.3	19.7	78.7	10.3	23.3	20.7	74.7
Max Q Clear Time (g_c+I1), s	13.2	13.0	19.9	80.7	12.3	25.3	22.7	76.7
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	89.9
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	540	900	490	180	1300	150	720	540	280	420	930	420
Future Volume (veh/h)	540	900	490	180	1300	150	720	540	280	420	930	420
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1743	1863	1863	1827	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	545	909	448	182	1313	99	727	545	226	424	939	323
Adj No. of Lanes	2	2	1	2	2	1	2	2	0	2	2	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	9	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	404	1444	887	106	1213	544	427	812	336	197	946	409
Arrive On Green	0.12	0.44	0.44	0.03	0.35	0.35	0.04	0.11	0.11	0.06	0.27	0.27
Sat Flow, veh/h	3442	3312	1583	3442	3471	1557	3442	2432	1005	3442	3539	1528
Grp Volume(v), veh/h	545	909	448	182	1313	99	727	396	375	424	939	323
Grp Sat Flow(s),veh/h/ln	1721	1656	1583	1721	1736	1557	1721	1770	1667	1721	1770	1528
Q Serve(g_s), s	17.6	32.0	26.0	4.6	52.4	6.6	18.6	32.3	32.4	8.6	39.7	29.5
Cycle Q Clear(g_c), s	17.6	32.0	26.0	4.6	52.4	6.6	18.6	32.3	32.4	8.6	39.7	29.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	404	1444	887	106	1213	544	427	591	557	197	946	409
V/C Ratio(X)	1.35	0.63	0.51	1.72	1.08	0.18	1.70	0.67	0.67	2.15	0.99	0.79
Avail Cap(c_a), veh/h	404	1444	887	106	1213	544	427	591	557	197	946	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.51	0.51	0.51	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.2	32.9	20.2	72.7	48.8	33.9	71.9	58.8	58.9	70.7	54.8	51.0
Incr Delay (d2), s/veh	158.9	0.2	0.2	345.6	45.4	0.4	317.5	0.3	0.3	533.5	27.4	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.3	14.7	11.4	7.2	32.7	2.9	27.7	15.9	15.1	18.7	23.0	13.7
LnGrp Delay(d),s/veh	225.1	33.1	20.4	418.3	94.2	34.3	389.4	59.1	59.2	604.2	82.2	61.9
LnGrp LOS	F	C	C	F	F	C	F	E	E	F	F	E
Approach Vol, veh/h		1902			1594			1498			1686	
Approach Delay, s/veh		85.1			127.5			219.4			209.6	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	70.4	26.0	45.1	25.0	57.4	16.0	55.1
Change Period (Y+Rc), s	7.4	4.9	7.4	* 5	7.4	4.9	7.4	5.0
Max Green Setting (Gmax), s	4.6	62.1	18.6	* 40	17.6	49.1	8.6	50.0
Max Q Clear Time (g_c+I1), s	19.6	34.0	20.6	41.7	19.6	54.4	10.6	34.4
Green Ext Time (p_c), s	0.0	17.4	0.0	0.0	0.0	0.0	0.0	6.5

Intersection Summary	
HCM 2010 Ctrl Delay	156.8
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1300	220	350	900	440	170	220	770	380	650	470
Future Volume (veh/h)	130	1300	220	350	900	440	170	220	770	380	650	470
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1827	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	134	1340	217	361	928	264	175	227	713	392	670	417
Adj No. of Lanes	1	2	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	156	1131	181	113	1205	540	197	1011	551	196	1008	579
Arrive On Green	0.09	0.37	0.37	0.06	0.35	0.35	0.11	0.29	0.29	0.11	0.28	0.28
Sat Flow, veh/h	1774	3048	488	1774	3471	1555	1774	3539	1575	1774	3539	1547
Grp Volume(v), veh/h	134	772	785	361	928	264	175	227	713	392	670	417
Grp Sat Flow(s),veh/h/ln	1774	1770	1766	1774	1736	1555	1774	1770	1575	1774	1770	1547
Q Serve(g_s), s	11.2	55.9	55.9	9.6	35.9	20.1	14.7	7.4	43.0	16.6	25.2	34.9
Cycle Q Clear(g_c), s	11.2	55.9	55.9	9.6	35.9	20.1	14.7	7.4	43.0	16.6	25.2	34.9
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	657	656	113	1205	540	197	1011	551	196	1008	579
V/C Ratio(X)	0.86	1.18	1.20	3.19	0.77	0.49	0.89	0.22	1.29	2.00	0.66	0.72
Avail Cap(c_a), veh/h	183	657	656	113	1205	540	243	1011	551	196	1008	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.8	47.4	47.4	70.5	43.8	38.7	66.0	41.1	49.0	67.0	47.5	40.6
Incr Delay (d2), s/veh	25.9	94.2	103.2	1009.2	3.5	1.3	23.9	0.2	145.8	469.8	2.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	44.4	45.9	36.4	17.7	8.8	8.5	3.7	45.2	33.6	12.6	15.7
LnGrp Delay(d),s/veh	93.7	141.5	150.5	1079.7	47.3	40.0	90.0	41.2	194.8	536.8	49.5	45.5
LnGrp LOS	F	F	F	F	D	D	F	D	F	F	D	D
Approach Vol, veh/h		1691			1553			1115			1479	
Approach Delay, s/veh		141.9			286.1			147.1			177.5	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	61.7	24.1	47.8	20.6	58.1	24.0	47.9
Change Period (Y+Rc), s	7.4	* 5.8	7.4	4.9	7.4	5.8	7.4	4.9
Max Green Setting (Gmax), s	9.6	* 56	20.6	39.0	15.5	49.4	16.6	43.0
Max Q Clear Time (g_c+I1), s	11.6	57.9	16.7	36.9	13.2	37.9	18.6	45.0
Green Ext Time (p_c), s	0.0	0.0	0.1	1.5	0.0	8.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	190.3
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

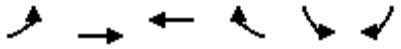
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	710	390	240	1560	400	320	220	570	160	550	700
Future Volume (veh/h)	240	710	390	240	1560	400	320	220	570	160	550	700
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	245	724	0	245	1592	216	327	224	462	163	561	0
Adj No. of Lanes	2	2	1	1	3	1	1	1	2	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	1088	487	217	1803	560	287	503	852	189	760	340
Arrive On Green	0.08	0.31	0.00	0.12	0.35	0.35	0.16	0.27	0.27	0.11	0.21	0.00
Sat Flow, veh/h	3442	3539	1583	1774	5085	1579	1774	1863	3155	1774	3539	1583
Grp Volume(v), veh/h	245	724	0	245	1592	216	327	224	462	163	561	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1774	1695	1579	1774	1863	1577	1774	1770	1583
Q Serve(g_s), s	9.0	22.7	0.0	15.6	37.4	13.0	20.6	12.7	15.9	11.5	18.8	0.0
Cycle Q Clear(g_c), s	9.0	22.7	0.0	15.6	37.4	13.0	20.6	12.7	15.9	11.5	18.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	1088	487	217	1803	560	287	503	852	189	760	340
V/C Ratio(X)	0.94	0.67	0.00	1.13	0.88	0.39	1.14	0.45	0.54	0.86	0.74	0.00
Avail Cap(c_a), veh/h	260	1115	499	217	1842	572	287	645	1093	287	1226	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.6	38.4	0.0	55.8	38.6	30.7	53.3	38.5	39.7	55.9	46.6	0.0
Incr Delay (d2), s/veh	40.3	1.7	0.0	99.3	5.5	0.6	95.9	1.6	1.4	10.3	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	11.3	0.0	13.6	18.5	5.7	17.7	6.8	7.1	6.2	9.5	0.0
LnGrp Delay(d),s/veh	98.8	40.1	0.0	155.1	44.1	31.3	149.3	40.2	41.1	66.3	49.1	0.0
LnGrp LOS	F	D		F	D	C	F	D	D	E	D	
Approach Vol, veh/h		969			2053			1013			724	
Approach Delay, s/veh		54.9			56.0			75.8			53.0	
Approach LOS		D			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	44.0	28.0	32.2	17.0	50.0	21.0	39.3
Change Period (Y+Rc), s	7.4	4.9	7.4	4.9	7.4	4.9	7.4	4.9
Max Green Setting (Gmax), s	15.6	40.1	20.6	44.1	9.6	46.1	20.6	44.1
Max Q Clear Time (g_c+I1), s	17.6	24.7	22.6	20.8	11.0	39.4	13.5	17.9
Green Ext Time (p_c), s	0.0	6.0	0.0	6.3	0.0	5.7	0.1	7.9

Intersection Summary	
HCM 2010 Ctrl Delay	59.5
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	1740	1780	40	50	100
Future Volume (veh/h)	90	1740	1780	40	50	100
Number	5	2	6	16	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1792	1863	1900	1863	1863
Adj Flow Rate, veh/h	94	1812	1854	21	52	-13
Adj No. of Lanes	1	2	2	0	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	6	2	2	2	2
Cap, veh/h	120	2761	2350	27	57	51
Arrive On Green	0.07	0.81	0.66	0.66	0.03	0.00
Sat Flow, veh/h	1774	3495	3678	41	1774	1583
Grp Volume(v), veh/h	94	1812	914	961	52	-13
Grp Sat Flow(s),veh/h/ln	1774	1703	1770	1856	1774	1583
Q Serve(g_s), s	4.4	18.2	31.1	31.3	2.5	0.0
Cycle Q Clear(g_c), s	4.4	18.2	31.1	31.3	2.5	0.0
Prop In Lane	1.00			0.02	1.00	1.00
Lane Grp Cap(c), veh/h	120	2761	1160	1216	57	51
V/C Ratio(X)	0.78	0.66	0.79	0.79	0.91	-0.26
Avail Cap(c_a), veh/h	155	3207	1361	1427	569	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.8	3.2	10.4	10.4	40.8	0.0
Incr Delay (d2), s/veh	13.1	0.4	2.8	2.8	18.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	8.5	15.9	16.7	1.5	0.0
LnGrp Delay(d),s/veh	51.9	3.6	13.2	13.2	59.1	0.0
LnGrp LOS	D	A	B	B	E	
Approach Vol, veh/h		1906	1875		39	
Approach Delay, s/veh		6.0	13.2		78.8	
Approach LOS		A	B		E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		73.9			13.1	60.8		10.6
Change Period (Y+Rc), s		5.4			7.4	* 5.4		7.9
Max Green Setting (Gmax), s		79.6			7.4	* 65		27.1
Max Q Clear Time (g_c+I1), s		20.2			6.4	33.3		4.5
Green Ext Time (p_c), s		27.2			0.0	22.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1760	40	150	1400	30	120	10	160	0	0	0
Future Volume (veh/h)	50	1760	40	150	1400	30	120	10	160	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1794	1900	1863	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	53	1853	10	158	1474	32	126	11	109			
Adj No. of Lanes	1	2	0	1	2	0	1	1	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	6	6	2	2	2	2	2	2			
Cap, veh/h	68	2178	12	188	2458	53	173	14	142			
Arrive On Green	0.04	0.63	0.63	0.11	0.69	0.69	0.10	0.10	0.10			
Sat Flow, veh/h	1774	3476	19	1774	3542	77	1774	147	1458			
Grp Volume(v), veh/h	53	908	955	158	736	770	126	0	120			
Grp Sat Flow(s),veh/h/ln	1774	1704	1790	1774	1770	1849	1774	0	1605			
Q Serve(g_s), s	3.1	44.3	44.5	9.1	22.7	22.8	7.2	0.0	7.6			
Cycle Q Clear(g_c), s	3.1	44.3	44.5	9.1	22.7	22.8	7.2	0.0	7.6			
Prop In Lane	1.00		0.01	1.00		0.04	1.00		0.91			
Lane Grp Cap(c), veh/h	68	1068	1122	188	1228	1283	173	0	157			
V/C Ratio(X)	0.78	0.85	0.85	0.84	0.60	0.60	0.73	0.00	0.77			
Avail Cap(c_a), veh/h	164	1168	1227	218	1271	1328	479	0	433			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	49.6	15.5	15.6	45.7	8.3	8.4	45.6	0.0	45.8			
Incr Delay (d2), s/veh	7.0	5.9	5.7	19.7	0.5	0.5	2.2	0.0	2.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.6	22.4	23.5	5.5	11.0	11.5	3.6	0.0	3.5			
LnGrp Delay(d),s/veh	56.6	21.4	21.3	65.4	8.9	8.9	47.8	0.0	48.8			
LnGrp LOS	E	C	C	E	A	A	D		D			
Approach Vol, veh/h		1916			1664			246				
Approach Delay, s/veh		22.3			14.2			48.3				
Approach LOS		C			B			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	18.4	70.7			11.4	77.7		15.1
Change Period (Y+Rc), s	7.4	5.4			7.4	* 5.4		4.9
Max Green Setting (Gmax), s	12.8	71.4			9.6	* 75		28.1
Max Q Clear Time (g_c+I1), s	11.1	46.5			5.1	24.8		9.6
Green Ext Time (p_c), s	0.0	18.8			0.0	10.0		0.6

Intersection Summary		
HCM 2010 Ctrl Delay	20.5	
HCM 2010 LOS	C	

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	1300	240	150	900	260	710	910	670	660	1100	310
Future Volume (veh/h)	200	1300	240	150	900	260	710	910	670	660	1100	310
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1803	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	204	1327	185	153	918	212	724	929	480	673	1122	198
Adj No. of Lanes	1	3	0	1	3	2	2	2	1	2	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	6	6	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	1331	186	125	1380	1141	358	1069	470	496	1210	533
Arrive On Green	0.10	0.30	0.30	0.07	0.27	0.27	0.10	0.30	0.30	0.14	0.34	0.34
Sat Flow, veh/h	1774	4368	609	1774	5085	2727	3442	3539	1556	3442	3539	1558
Grp Volume(v), veh/h	204	997	515	153	918	212	724	929	480	673	1122	198
Grp Sat Flow(s),veh/h/ln	1774	1641	1696	1774	1695	1364	1721	1770	1556	1721	1770	1558
Q Serve(g_s), s	15.6	45.5	45.5	10.6	24.1	7.4	15.6	37.3	45.3	21.6	45.8	14.4
Cycle Q Clear(g_c), s	15.6	45.5	45.5	10.6	24.1	7.4	15.6	37.3	45.3	21.6	45.8	14.4
Prop In Lane	1.00		0.36	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	1000	517	125	1380	1141	358	1069	470	496	1210	533
V/C Ratio(X)	1.11	1.00	1.00	1.22	0.67	0.19	2.02	0.87	1.02	1.36	0.93	0.37
Avail Cap(c_a), veh/h	185	1000	517	125	1380	1141	358	1069	470	496	1220	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.2	52.1	52.1	69.7	48.6	27.8	67.2	49.5	52.3	64.2	47.5	37.2
Incr Delay (d2), s/veh	97.4	27.7	38.8	151.3	1.3	0.1	470.0	8.1	47.0	173.8	12.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	24.5	26.9	10.5	11.5	2.8	30.8	19.4	25.6	22.2	24.5	6.3
LnGrp Delay(d),s/veh	164.6	79.8	90.9	221.0	49.9	27.9	537.2	57.7	99.4	238.0	59.9	37.9
LnGrp LOS	F	E	F	F	D	C	F	E	F	F	E	D
Approach Vol, veh/h		1716			1283			2133			1993	
Approach Delay, s/veh		93.2			66.7			229.8			117.8	
Approach LOS		F			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	52.0	23.0	57.0	23.0	47.0	29.0	51.0
Change Period (Y+Rc), s	7.4	6.3	7.4	* 5.7	7.4	6.3	7.4	5.7
Max Green Setting (Gmax), s	10.6	45.7	15.6	* 52	15.6	40.7	21.6	45.3
Max Q Clear Time (g_c+I1), s	12.6	47.5	17.6	47.8	17.6	26.1	23.6	47.3
Green Ext Time (p_c), s	0.0	0.0	0.0	3.2	0.0	7.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	136.2
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

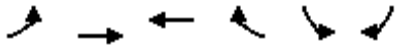
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	2110	140	100	780	300	50	50	540	590	40	120
Future Volume (veh/h)	200	2110	140	100	780	300	50	50	540	590	40	120
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1813	1900	1863	1837	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	206	2175	108	103	804	243	52	52	248	608	41	-86
Adj No. of Lanes	1	3	0	1	4	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	5	2	4	4	2	2	2	2	2	2
Cap, veh/h	232	1768	87	105	1434	419	67	58	275	367	0	632
Arrive On Green	0.13	0.37	0.37	0.06	0.29	0.29	0.04	0.20	0.20	0.21	0.37	0.00
Sat Flow, veh/h	1774	4831	239	1774	4865	1423	1774	282	1344	1774	1863	0
Grp Volume(v), veh/h	206	1482	801	103	782	265	52	0	300	608	-45	-45
Grp Sat Flow(s),veh/h/ln	1774	1650	1771	1774	1580	1549	1774	0	1626	1774	1863	1583
Q Serve(g_s), s	14.6	46.9	46.9	7.4	17.9	18.6	3.7	0.0	23.1	26.5	0.0	0.0
Cycle Q Clear(g_c), s	14.6	46.9	46.9	7.4	17.9	18.6	3.7	0.0	23.1	26.5	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.92	1.00		0.83	1.00		0.00
Lane Grp Cap(c), veh/h	232	1207	648	105	1397	457	67	0	333	367	0	0
V/C Ratio(X)	0.89	1.23	1.24	0.98	0.56	0.58	0.77	0.00	0.90	1.66	0.00	0.00
Avail Cap(c_a), veh/h	278	1207	648	105	1397	457	162	0	547	367	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.8	40.6	40.6	60.2	38.2	38.4	61.1	0.0	49.7	50.8	0.0	0.0
Incr Delay (d2), s/veh	22.5	109.8	119.3	80.5	0.6	2.0	17.0	0.0	7.2	307.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	39.7	44.3	6.0	7.9	8.2	2.2	0.0	11.0	44.3	0.0	0.0
LnGrp Delay(d),s/veh	77.3	150.4	160.0	140.7	38.7	40.5	78.1	0.0	56.9	358.6	0.0	0.0
LnGrp LOS	E	F	F	F	D	D	E		E	F		
Approach Vol, veh/h		2489			1150			352			518	
Approach Delay, s/veh		147.4			48.3			60.0			420.9	
Approach LOS		F			D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	54.0	31.0	31.2	21.1	44.9	9.4	52.8
Change Period (Y+Rc), s	4.4	7.1	4.5	4.9	4.4	* 7.1	4.5	4.9
Max Green Setting (Gmax), s	7.6	46.9	26.5	43.1	20.1	* 35	11.7	57.9
Max Q Clear Time (g_c+I1), s	9.4	48.9	28.5	25.1	16.6	20.6	5.7	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.1	7.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	146.7
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2230	250	680	500	130
Future Volume (veh/h)	0	2230	250	680	500	130
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1810	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	2299	258	0	515	-126
Adj No. of Lanes	1	2	2	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	5	2	2	2	2
Cap, veh/h	2	2269	2336	1045	688	234
Arrive On Green	0.00	0.66	0.66	0.00	0.20	0.00
Sat Flow, veh/h	1774	3529	3632	1583	3442	1583
Grp Volume(v), veh/h	0	2299	258	0	515	-126
Grp Sat Flow(s),veh/h/ln	1774	1719	1770	1583	1721	1583
Q Serve(g_s), s	0.0	59.4	2.4	0.0	12.7	0.0
Cycle Q Clear(g_c), s	0.0	59.4	2.4	0.0	12.7	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	2	2269	2336	1045	688	234
V/C Ratio(X)	0.00	1.01	0.11	0.00	0.75	-0.54
Avail Cap(c_a), veh/h	124	2269	2336	1045	688	234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	15.3	5.6	0.0	33.9	0.0
Incr Delay (d2), s/veh	0.0	22.2	0.0	0.0	7.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	34.7	1.2	0.0	6.7	0.0
LnGrp Delay(d),s/veh	0.0	37.5	5.6	0.0	41.2	0.0
LnGrp LOS		F	A		D	
Approach Vol, veh/h		2299	258		389	
Approach Delay, s/veh		37.5	5.6		54.5	
Approach LOS		D	A		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		66.9		23.1	0.0	66.9		
Change Period (Y+Rc), s		7.5		5.1	* 4.7	7.5		
Max Green Setting (Gmax), s		59.4		18.0	* 6.3	48.4		
Max Q Clear Time (g_c+I1), s		61.4		14.7	0.0	4.4		
Green Ext Time (p_c), s		0.0		0.4	0.0	1.2		

Intersection Summary	
HCM 2010 Ctrl Delay	37.0
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	10	10	20	10	10
Future Vol, veh/h	30	10	10	20	10	10
Conflicting Peds, #/hr	0	2	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	11	11	21	11	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	45	0	83	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	43	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1563	-	919	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	979	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	911	1029
Mov Cap-2 Maneuver	-	-	-	-	911	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	979	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	966	-	-	1560	-
HCM Lane V/C Ratio	0.022	-	-	0.007	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	10	10	100	10	120	20	1300	270	140	1580	10
Future Volume (veh/h)	30	10	10	100	10	120	20	1300	270	140	1580	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1818	1900	1863	1760	1900
Adj Flow Rate, veh/h	31	10	0	111	0	62	21	1354	256	146	1646	10
Adj No. of Lanes	0	1	0	2	0	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	5	2	8	8
Cap, veh/h	84	27	0	258	0	181	28	1834	341	78	2254	14
Arrive On Green	0.06	0.06	0.00	0.07	0.00	0.07	0.02	0.63	0.63	0.06	0.88	0.88
Sat Flow, veh/h	1357	438	0	3548	0	1538	1774	2897	539	1774	3407	21
Grp Volume(v), veh/h	41	0	0	111	0	62	21	799	811	146	807	849
Grp Sat Flow(s),veh/h/ln	1795	0	0	1774	0	1538	1774	1728	1709	1774	1672	1756
Q Serve(g_s), s	3.3	0.0	0.0	4.5	0.0	5.6	1.8	47.3	49.7	6.6	24.3	24.4
Cycle Q Clear(g_c), s	3.3	0.0	0.0	4.5	0.0	5.6	1.8	47.3	49.7	6.6	24.3	24.4
Prop In Lane	0.76		0.00	1.00		1.00	1.00		0.32	1.00		0.01
Lane Grp Cap(c), veh/h	112	0	0	258	0	181	28	1094	1082	78	1106	1161
V/C Ratio(X)	0.37	0.00	0.00	0.43	0.00	0.34	0.76	0.73	0.75	1.87	0.73	0.73
Avail Cap(c_a), veh/h	359	0	0	710	0	377	89	1094	1082	78	1106	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	0.09	0.00	0.09	0.32	0.32	0.32	0.24	0.24	0.24
Uniform Delay (d), s/veh	67.5	0.0	0.0	66.6	0.0	61.0	73.6	18.8	19.2	70.6	4.5	4.5
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.0	5.1	1.4	1.6	403.3	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	2.2	0.0	2.4	0.9	22.8	23.7	12.0	11.0	11.5
LnGrp Delay(d),s/veh	68.3	0.0	0.0	66.6	0.0	61.0	78.7	20.2	20.8	473.9	5.6	5.5
LnGrp LOS	E			E		E	E	C	C	F	A	A
Approach Vol, veh/h		41			173			1631			1802	
Approach Delay, s/veh		68.3			64.6			21.3			43.5	
Approach LOS		E			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	100.0		17.2	9.7	104.2		18.8
Change Period (Y+Rc), s	7.4	5.0		7.9	7.4	* 5		7.9
Max Green Setting (Gmax), s	6.6	55.2		30.0	7.5	* 54		30.0
Max Q Clear Time (g_c+I1), s	8.6	51.7		5.3	3.8	26.4		7.6
Green Ext Time (p_c), s	0.0	3.1		0.1	0.0	21.0		0.3

Intersection Summary			
HCM 2010 Ctrl Delay		34.8	
HCM 2010 LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	150	30	380	80	330	110	520	240	190	770	230
Future Volume (veh/h)	180	150	30	380	80	330	110	520	240	190	770	230
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	189	158	29	400	84	227	116	547	152	200	811	216
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	170	31	357	75	382	162	507	430	92	642	171
Arrive On Green	0.23	0.23	0.23	0.24	0.24	0.24	0.09	0.27	0.27	0.05	0.23	0.23
Sat Flow, veh/h	901	753	138	1478	310	1583	1774	1863	1580	1774	2759	735
Grp Volume(v), veh/h	376	0	0	484	0	227	116	547	152	200	520	507
Grp Sat Flow(s),veh/h/ln	1793	0	0	1789	0	1583	1774	1863	1580	1774	1770	1724
Q Serve(g_s), s	28.9	0.0	0.0	34.0	0.0	17.9	8.9	38.3	10.9	7.3	32.7	32.7
Cycle Q Clear(g_c), s	28.9	0.0	0.0	34.0	0.0	17.9	8.9	38.3	10.9	7.3	32.7	32.7
Prop In Lane	0.50		0.08	0.83		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	405	0	0	432	0	382	162	507	430	92	412	401
V/C Ratio(X)	0.93	0.00	0.00	1.12	0.00	0.59	0.72	1.08	0.35	2.17	1.26	1.26
Avail Cap(c_a), veh/h	458	0	0	432	0	382	189	507	430	92	412	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	0.0	0.0	53.4	0.0	47.3	62.2	51.2	41.3	66.7	54.0	54.0
Incr Delay (d2), s/veh	22.8	0.0	0.0	80.3	0.0	1.7	7.6	63.1	0.2	562.4	137.0	137.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.9	0.0	0.0	26.3	0.0	8.0	4.7	28.4	4.8	17.9	31.5	30.8
LnGrp Delay(d),s/veh	76.1	0.0	0.0	133.7	0.0	49.0	69.8	114.3	41.5	629.2	191.0	191.6
LnGrp LOS	E			F		D	E	F	D	F	F	F
Approach Vol, veh/h		376			711			815			1227	
Approach Delay, s/veh		76.1			106.7			94.4			262.7	
Approach LOS		E			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	46.8		39.9	20.6	41.2		39.1
Change Period (Y+Rc), s	* 7.7	8.5		* 8.1	* 7.7	8.5		5.1
Max Green Setting (Gmax), s	* 7.3	38.3		* 36	* 15	30.6		34.0
Max Q Clear Time (g_c+I1), s	19.3	40.3		30.9	10.9	34.7		36.0
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	161.0
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	510	300	630	620	1090	90
Future Volume (veh/h)	510	300	630	620	1090	90
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1845	1863	1900
Adj Flow Rate, veh/h	526	0	649	639	1124	81
Adj No. of Lanes	2	1	1	2	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	589	271	587	2541	1125	81
Arrive On Green	0.17	0.00	0.33	0.73	0.34	0.34
Sat Flow, veh/h	3442	1583	1774	3597	3435	241
Grp Volume(v), veh/h	526	0	649	639	595	610
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1752	1770	1813
Q Serve(g_s), s	20.0	0.0	44.3	8.2	45.0	45.1
Cycle Q Clear(g_c), s	20.0	0.0	44.3	8.2	45.0	45.1
Prop In Lane	1.00	1.00	1.00			0.13
Lane Grp Cap(c), veh/h	589	271	587	2541	596	611
V/C Ratio(X)	0.89	0.00	1.11	0.25	1.00	1.00
Avail Cap(c_a), veh/h	874	402	587	2541	596	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	0.0	44.8	6.2	44.4	44.4
Incr Delay (d2), s/veh	6.1	0.0	69.6	0.0	36.3	36.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	0.0	33.0	3.9	28.0	28.7
LnGrp Delay(d),s/veh	60.4	0.0	114.4	6.2	80.7	80.7
LnGrp LOS	E		F	A	F	F
Approach Vol, veh/h	526			1288	1205	
Approach Delay, s/veh	60.4			60.7	80.7	
Approach LOS	E			E	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		102.9		31.0	52.0	50.9		
Change Period (Y+Rc), s		5.8		* 8.1	* 7.7	5.8		
Max Green Setting (Gmax), s		97.1		* 34	* 44	45.1		
Max Q Clear Time (g_c+I1), s		10.2		22.0	46.3	47.1		
Green Ext Time (p_c), s		3.2		0.9	0.0	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	68.6
HCM 2010 LOS	E

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	40	20	100	10	200	20	1610	230	200	1310	10
Future Volume (veh/h)	180	40	20	100	10	200	20	1610	230	200	1310	10
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1729	1900	1863	1744	1900
Adj Flow Rate, veh/h	189	42	-27	105	11	148	21	1695	234	211	1379	-4
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	11	11	2	9	9
Cap, veh/h	186	292	0	129	14	184	36	1605	216	76	1906	0
Arrive On Green	0.10	0.16	0.00	0.07	0.12	0.12	0.02	0.55	0.55	0.04	0.58	0.00
Sat Flow, veh/h	1774	1863	0	1774	110	1482	1774	2901	390	1774	3401	0
Grp Volume(v), veh/h	189	15	0	105	0	159	21	941	988	211	1375	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	0	1593	1774	1643	1649	1774	1657	0
Q Serve(g_s), s	13.5	0.9	0.0	7.5	0.0	12.5	1.5	71.4	71.4	5.5	38.9	0.0
Cycle Q Clear(g_c), s	13.5	0.9	0.0	7.5	0.0	12.5	1.5	71.4	71.4	5.5	38.9	0.0
Prop In Lane	1.00		0.00	1.00		0.93	1.00		0.24	1.00		0.00
Lane Grp Cap(c), veh/h	186	292	0	129	0	198	36	909	912	76	1906	0
V/C Ratio(X)	1.02	0.05	0.00	0.82	0.00	0.80	0.58	1.03	1.08	2.79	0.72	0.00
Avail Cap(c_a), veh/h	186	481	0	168	0	395	70	909	912	76	1906	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.8	46.3	0.0	59.0	0.0	55.0	62.7	28.8	28.8	61.8	19.9	0.0
Incr Delay (d2), s/veh	71.0	0.0	0.0	20.6	0.0	2.9	13.6	39.2	55.1	841.4	1.5	0.0
Initial Q Delay(d3),s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	0.5	0.0	4.4	0.0	5.7	0.9	42.0	46.1	20.4	18.2	0.0
LnGrp Delay(d),s/veh	128.9	46.3	0.0	79.6	0.0	57.8	76.3	68.1	83.9	903.2	21.4	0.0
LnGrp LOS	F	D		E		E	E	F	F	F	C	
Approach Vol, veh/h		204			264			1950			1586	
Approach Delay, s/veh		122.8			66.5			76.2			138.7	
Approach LOS		F			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	77.1	18.0	21.0	10.1	80.0	13.9	25.1
Change Period (Y+Rc), s	7.5	5.7	4.5	4.9	7.5	5.7	4.5	4.9
Max Green Setting (Gmax), s	5.5	71.4	13.5	32.0	5.1	71.8	12.2	33.3
Max Q Clear Time (g_c+I1), s	17.5	73.4	15.5	14.5	3.5	40.9	9.5	2.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	18.6	0.1	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	102.7	
HCM 2010 LOS	F	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	70	100	90	50	90	250	1010	140	350	1580	210
Future Volume (veh/h)	130	70	100	90	50	90	250	1010	140	350	1580	210
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1816	1900	1863	1771	1900
Adj Flow Rate, veh/h	137	74	68	95	53	-14	263	1063	125	368	1663	199
Adj No. of Lanes	0	1	0	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	5	2	8	8
Cap, veh/h	187	84	74	203	130	0	247	1326	156	391	1743	205
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.00	0.07	0.43	0.43	0.22	0.57	0.57
Sat Flow, veh/h	733	418	371	767	492	-119	3442	3110	365	1774	3032	357
Grp Volume(v), veh/h	279	0	0	0	0	0	263	589	599	368	910	952
Grp Sat Flow(s),veh/h/ln	1522	0	0	0	0	0	1721	1725	1751	1774	1682	1706
Q Serve(g_s), s	23.6	0.0	0.0	0.0	0.0	0.0	9.6	39.8	39.9	27.3	67.0	71.8
Cycle Q Clear(g_c), s	24.0	0.0	0.0	0.0	0.0	0.0	9.6	39.8	39.9	27.3	67.0	71.8
Prop In Lane	0.49		0.24	0.71		-0.10	1.00		0.21	1.00		0.21
Lane Grp Cap(c), veh/h	345	0	0	0	0	0	247	735	746	391	967	981
V/C Ratio(X)	0.81	0.00	0.00	0.00	0.00	0.00	1.06	0.80	0.80	0.94	0.94	0.97
Avail Cap(c_a), veh/h	414	0	0	0	0	0	247	735	746	426	968	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	0.0	0.0	0.0	0.0	0.0	62.1	33.4	33.5	51.3	26.3	27.3
Incr Delay (d2), s/veh	8.1	0.0	0.0	0.0	0.0	0.0	75.4	7.2	7.1	27.2	16.9	22.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	0.0	0.0	0.0	0.0	0.0	7.1	20.4	20.8	16.3	35.4	39.6
LnGrp Delay(d),s/veh	60.5	0.0	0.0	0.0	0.0	0.0	137.5	40.6	40.6	78.5	43.2	49.3
LnGrp LOS	E						F	D	D	E	D	D
Approach Vol, veh/h		279			0			1451			2230	
Approach Delay, s/veh		60.5			0.0			58.2			51.7	
Approach LOS		E						E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.9	65.0		31.9	17.0	84.9		31.9
Change Period (Y+Rc), s	7.4	8.0		5.1	7.4	8.0		5.1
Max Green Setting (Gmax), s	32.1	54.5		32.9	9.6	77.0		32.9
Max Q Clear Time (g_c+I1), s	29.3	41.9		26.0	11.6	73.8		0.0
Green Ext Time (p_c), s	0.2	9.3		0.6	0.0	3.1		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		54.7
HCM 2010 LOS		D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	400	10	200	50	10	50	90	800	130	10	1880	50
Future Volume (veh/h)	400	10	200	50	10	50	90	800	130	10	1880	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1731	1900	1863	1746	1900
Adj Flow Rate, veh/h	421	11	190	53	11	-50	95	842	128	11	1979	40
Adj No. of Lanes	0	1	1	0	1	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	11	11	2	9	9
Cap, veh/h	297	6	334	271	2238	0	129	1905	290	18	2128	43
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.04	0.67	0.67	0.01	0.64	0.64
Sat Flow, veh/h	1366	36	1567	1896	4874	-5289	3442	2855	434	1774	3325	67
Grp Volume(v), veh/h	432	0	190	0	0	0	95	485	485	11	984	1035
Grp Sat Flow(s),veh/h/ln	1401	0	1567	0	0	0	1721	1645	1644	1774	1659	1733
Q Serve(g_s), s	21.4	0.0	13.3	0.0	0.0	0.0	3.3	17.0	17.0	0.8	64.2	65.4
Cycle Q Clear(g_c), s	21.4	0.0	13.3	0.0	0.0	0.0	3.3	17.0	17.0	0.8	64.2	65.4
Prop In Lane	0.97		1.00	3.79		-3.57	1.00		0.26	1.00		0.04
Lane Grp Cap(c), veh/h	304	0	334	0	0	0	129	1098	1097	18	1062	1109
V/C Ratio(X)	1.42	0.00	0.57	0.00	0.00	0.00	0.73	0.44	0.44	0.60	0.93	0.93
Avail Cap(c_a), veh/h	609	0	675	0	0	0	129	1098	1097	58	1075	1123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	0.0	43.1	0.0	0.0	0.0	58.3	9.6	9.6	60.3	19.5	19.7
Incr Delay (d2), s/veh	199.2	0.0	0.6	0.0	0.0	0.0	17.2	0.3	0.3	11.3	13.3	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.0	0.0	5.8	0.0	0.0	0.0	1.9	7.8	7.8	0.4	32.9	35.3
LnGrp Delay(d),s/veh	251.7	0.0	43.7	0.0	0.0	0.0	75.5	9.9	9.9	71.6	32.8	33.5
LnGrp LOS	F		D				E	A	A	E	C	C
Approach Vol, veh/h		622			0			1065			2030	
Approach Delay, s/veh		188.2			0.0			15.8			33.3	
Approach LOS		F						B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.7	87.2		28.5	12.0	83.9		28.5
Change Period (Y+Rc), s	7.4	5.7		4.9	7.4	5.7		4.9
Max Green Setting (Gmax), s	4.6	79.9		48.1	4.6	79.3		48.1
Max Q Clear Time (g_c+I1), s	2.8	19.0		23.4	5.3	67.4		0.0
Green Ext Time (p_c), s	0.0	10.4		2.1	0.0	10.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	90	130	890	200	100	120	820	390	150	1210	50
Future Volume (veh/h)	70	90	130	890	200	100	120	820	390	150	1210	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1826	1900	1863	1763	1900
Adj Flow Rate, veh/h	74	95	82	937	211	-28	126	863	348	158	1274	46
Adj No. of Lanes	1	1	1	2	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	5	2	8	8
Cap, veh/h	94	148	124	917	545	0	65	1006	404	65	1384	50
Arrive On Green	0.05	0.08	0.08	0.27	0.29	0.00	0.04	0.42	0.42	0.04	0.42	0.42
Sat Flow, veh/h	1774	1863	1565	3442	1863	0	1774	2398	962	1774	3298	119
Grp Volume(v), veh/h	74	95	82	937	183	0	126	623	588	158	647	673
Grp Sat Flow(s),veh/h/ln	1774	1863	1565	1721	1863	0	1774	1735	1625	1774	1675	1742
Q Serve(g_s), s	5.2	6.2	6.4	33.6	9.7	0.0	4.6	41.0	41.5	4.6	46.0	46.1
Cycle Q Clear(g_c), s	5.2	6.2	6.4	33.6	9.7	0.0	4.6	41.0	41.5	4.6	46.0	46.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.59	1.00		0.07
Lane Grp Cap(c), veh/h	94	148	124	917	545	0	65	728	682	65	703	731
V/C Ratio(X)	0.79	0.64	0.66	1.02	0.34	0.00	1.95	0.86	0.86	2.44	0.92	0.92
Avail Cap(c_a), veh/h	180	458	385	917	765	0	65	768	719	65	745	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.0	56.3	56.4	46.2	35.0	0.0	60.7	33.1	33.3	60.7	34.6	34.6
Incr Delay (d2), s/veh	5.4	1.8	2.2	35.3	0.1	0.0	477.1	9.0	10.0	692.6	16.0	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.3	2.9	20.4	5.0	0.0	10.8	21.4	20.5	14.7	24.3	25.3
LnGrp Delay(d),s/veh	64.3	58.1	58.6	81.5	35.1	0.0	537.8	42.1	43.2	753.3	50.6	50.3
LnGrp LOS	E	E	E	F	D		F	D	D	F	D	D
Approach Vol, veh/h		251			1120			1337			1478	
Approach Delay, s/veh		60.1			73.9			89.3			125.6	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	58.2	41.0	14.9	12.0	58.2	14.1	41.8
Change Period (Y+Rc), s	7.4	5.3	7.4	4.9	7.4	* 5.3	7.4	4.9
Max Green Setting (Gmax), s	4.6	55.8	33.6	31.0	4.6	* 56	12.8	51.8
Max Q Clear Time (g_c+I1), s	6.6	43.5	35.6	8.4	6.6	48.1	7.2	11.7
Green Ext Time (p_c), s	0.0	6.1	0.0	0.4	0.0	4.8	0.0	0.7

Intersection Summary		
HCM 2010 Ctrl Delay		96.3
HCM 2010 LOS		F

Notes

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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	70	30	500	10	500	0	610	440	970	1020	10
Future Volume (veh/h)	20	70	30	500	10	500	0	610	440	970	1020	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1861	1863	0	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	72	21	605	0	187	0	629	361	1000	1052	4
Adj No. of Lanes	0	1	0	2	0	1	0	2	0	2	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	6	2	0	2	2	2	2	2
Cap, veh/h	29	99	29	654	0	292	0	646	371	739	2061	8
Arrive On Green	0.09	0.09	0.09	0.18	0.00	0.18	0.00	0.30	0.30	0.21	0.57	0.57
Sat Flow, veh/h	327	1123	327	3548	0	1583	0	2250	1238	3442	3616	14
Grp Volume(v), veh/h	114	0	0	605	0	187	0	516	474	1000	515	541
Grp Sat Flow(s),veh/h/ln	1778	0	0	1774	0	1583	0	1770	1625	1721	1770	1860
Q Serve(g_s), s	8.3	0.0	0.0	22.3	0.0	14.6	0.0	38.4	38.4	28.6	23.5	23.5
Cycle Q Clear(g_c), s	8.3	0.0	0.0	22.3	0.0	14.6	0.0	38.4	38.4	28.6	23.5	23.5
Prop In Lane	0.18		0.18	1.00		1.00	0.00		0.76	1.00		0.01
Lane Grp Cap(c), veh/h	157	0	0	654	0	292	0	530	487	739	1008	1060
V/C Ratio(X)	0.73	0.00	0.00	0.93	0.00	0.64	0.00	0.97	0.97	1.35	0.51	0.51
Avail Cap(c_a), veh/h	374	0	0	669	0	298	0	530	487	739	1012	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.2	0.0	0.0	53.4	0.0	50.3	0.0	46.1	46.1	52.3	17.4	17.4
Incr Delay (d2), s/veh	2.4	0.0	0.0	18.3	0.0	3.4	0.0	32.4	34.1	167.8	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	12.6	0.0	6.6	0.0	23.6	21.9	30.8	11.7	12.3
LnGrp Delay(d),s/veh	61.5	0.0	0.0	71.7	0.0	53.6	0.0	78.5	80.2	220.1	18.4	18.3
LnGrp LOS	E			E		D		E	F	F	B	B
Approach Vol, veh/h		114			792			990			2056	
Approach Delay, s/veh		61.5			67.4			79.3			116.5	
Approach LOS		E			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	36.0	45.1		19.7		81.1		32.4
Change Period (Y+Rc), s	7.4	5.2		7.9		* 5.2		7.9
Max Green Setting (Gmax), s	28.6	39.9		28.0		* 76		25.1
Max Q Clear Time (g_c+I1), s	30.6	40.4		10.3		25.5		24.3
Green Ext Time (p_c), s	0.0	0.0		0.3		21.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	95.8
HCM 2010 LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1050	220	480	630	600	220	360	590	880	430	140
Future Volume (veh/h)	160	1050	220	480	630	600	220	360	590	880	430	140
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1776	1900	1863	1826	1900	1863	1792	1863	1863	1849	1900
Adj Flow Rate, veh/h	167	1094	198	500	656	500	229	375	535	917	448	65
Adj No. of Lanes	1	2	0	2	2	0	2	2	1	2	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	8	8	2	6	6	2	6	2	2	3	3
Cap, veh/h	130	927	167	275	620	470	275	906	545	550	1061	153
Arrive On Green	0.07	0.33	0.33	0.08	0.33	0.33	0.08	0.27	0.27	0.16	0.35	0.35
Sat Flow, veh/h	1774	2843	513	3442	1863	1413	3442	3406	1573	3442	3067	442
Grp Volume(v), veh/h	167	648	644	500	611	545	229	375	535	917	255	258
Grp Sat Flow(s),veh/h/ln	1774	1688	1668	1721	1735	1541	1721	1703	1573	1721	1757	1753
Q Serve(g_s), s	11.0	49.0	49.0	12.0	50.0	50.0	9.9	13.6	40.0	24.0	16.7	16.9
Cycle Q Clear(g_c), s	11.0	49.0	49.0	12.0	50.0	50.0	9.9	13.6	40.0	24.0	16.7	16.9
Prop In Lane	1.00		0.31	1.00		0.92	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	130	550	544	275	577	513	275	906	545	550	607	606
V/C Ratio(X)	1.29	1.18	1.19	1.82	1.06	1.06	0.83	0.41	0.98	1.67	0.42	0.43
Avail Cap(c_a), veh/h	130	550	544	275	577	513	366	906	545	550	607	606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.7	50.6	50.7	69.1	50.2	50.2	68.1	45.5	48.7	63.1	37.6	37.7
Incr Delay (d2), s/veh	174.7	97.5	100.8	382.8	53.7	57.8	9.0	0.3	33.8	308.8	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	37.7	37.7	20.3	32.5	29.5	5.0	6.4	27.2	34.9	8.1	8.3
LnGrp Delay(d),s/veh	244.4	148.2	151.4	452.0	103.9	108.0	77.1	45.8	82.5	372.0	38.0	38.1
LnGrp LOS	F	F	F	F	F	F	E	D	F	F	D	D
Approach Vol, veh/h		1459			1656			1139			1430	
Approach Delay, s/veh		160.6			210.3			69.3			252.2	
Approach LOS		F			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	54.3	19.0	58.0	18.0	55.3	31.0	46.0
Change Period (Y+Rc), s	7.0	5.3	7.0	6.0	7.0	5.3	7.0	* 6
Max Green Setting (Gmax), s	12.0	49.0	16.0	47.7	11.0	50.0	24.0	* 40
Max Q Clear Time (g_c+I1), s	14.0	51.0	11.9	18.9	13.0	52.0	26.0	42.0
Green Ext Time (p_c), s	0.0	0.0	0.2	2.8	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	179.8
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	2250	180	70	1410	60	140	10	140	60	10	70
Future Volume (veh/h)	80	2250	180	70	1410	60	140	10	140	60	10	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1767	1900	1863	1795	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	82	2320	165	72	1454	55	144	10	17	62	10	43
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	8	8	2	6	6	2	2	2	2	2	2
Cap, veh/h	97	1998	140	84	2083	79	215	109	185	248	37	278
Arrive On Green	0.05	0.63	0.63	0.05	0.62	0.62	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1774	3175	223	1774	3349	126	1346	621	1056	1138	208	1583
Grp Volume(v), veh/h	82	1211	1274	72	739	770	144	0	27	72	0	43
Grp Sat Flow(s),veh/h/ln	1774	1678	1719	1774	1705	1770	1346	0	1676	1346	0	1583
Q Serve(g_s), s	6.4	87.8	87.8	5.6	40.3	40.6	14.7	0.0	1.9	5.8	0.0	3.2
Cycle Q Clear(g_c), s	6.4	87.8	87.8	5.6	40.3	40.6	22.3	0.0	1.9	7.6	0.0	3.2
Prop In Lane	1.00		0.13	1.00		0.07	1.00		0.63	0.86		1.00
Lane Grp Cap(c), veh/h	97	1056	1082	84	1061	1101	215	0	295	285	0	278
V/C Ratio(X)	0.85	1.15	1.18	0.86	0.70	0.70	0.67	0.00	0.09	0.25	0.00	0.15
Avail Cap(c_a), veh/h	97	1056	1082	84	1061	1101	316	0	421	392	0	397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	65.4	25.9	25.9	66.0	17.6	17.6	60.3	0.0	48.2	51.1	0.0	48.7
Incr Delay (d2), s/veh	45.2	77.2	89.9	52.5	2.2	2.1	1.4	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	63.1	68.5	4.0	19.5	20.3	5.6	0.0	0.9	2.5	0.0	1.4
LnGrp Delay(d),s/veh	110.6	103.0	115.7	118.5	19.7	19.8	61.7	0.0	48.2	51.2	0.0	48.8
LnGrp LOS	F	F	F	F	B	B	E		D	D		D
Approach Vol, veh/h		2567			1581			171			115	
Approach Delay, s/veh		109.6			24.3			59.5			50.3	
Approach LOS		F			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	96.1		29.4	15.0	95.1		29.4
Change Period (Y+Rc), s	7.4	8.3		4.9	7.4	8.3		4.9
Max Green Setting (Gmax), s	6.6	87.8		35.0	7.6	86.8		35.0
Max Q Clear Time (g_c+I1), s	17.6	89.8		9.6	8.4	42.6		24.3
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	22.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	75.7
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	2020	440	140	1190	30	170	10	90	20	20	150
Future Volume (veh/h)	70	2020	440	140	1190	30	170	10	90	20	20	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1777	1900	1863	1794	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	74	2126	420	147	1253	29	179	11	63	21	21	126
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	8	8	2	6	6	2	2	2	2	2	2
Cap, veh/h	93	1539	292	120	1912	44	235	12	67	62	69	307
Arrive On Green	0.05	0.55	0.55	0.07	0.56	0.56	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1774	2815	534	1774	3403	79	799	49	281	138	289	1282
Grp Volume(v), veh/h	74	1240	1306	147	627	655	253	0	0	168	0	0
Grp Sat Flow(s),veh/h/ln	1774	1688	1661	1774	1704	1778	1129	0	0	1709	0	0
Q Serve(g_s), s	5.9	77.6	77.6	9.6	36.2	36.3	19.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.9	77.6	77.6	9.6	36.2	36.3	31.7	0.0	0.0	12.3	0.0	0.0
Prop In Lane	1.00		0.32	1.00		0.04	0.71		0.25	0.12		0.75
Lane Grp Cap(c), veh/h	93	923	908	120	958	999	314	0	0	438	0	0
V/C Ratio(X)	0.79	1.34	1.44	1.22	0.65	0.66	0.81	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	158	923	908	120	958	999	343	0	0	472	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	66.5	32.2	32.2	66.2	21.5	21.6	54.9	0.0	0.0	45.7	0.0	0.0
Incr Delay (d2), s/veh	5.6	162.0	203.2	154.7	1.7	1.7	11.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	77.4	86.6	9.9	17.4	18.1	10.7	0.0	0.0	5.6	0.0	0.0
LnGrp Delay(d),s/veh	72.1	194.2	235.4	220.9	23.3	23.2	65.8	0.0	0.0	45.9	0.0	0.0
LnGrp LOS	E	F	F	F	C	C	E			D		
Approach Vol, veh/h		2620			1429			253			168	
Approach Delay, s/veh		211.3			43.6			65.8			45.9	
Approach LOS		F			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	86.0		38.9	14.9	88.1		38.9
Change Period (Y+Rc), s	7.4	* 8.4		4.9	7.4	* 8.4		4.9
Max Green Setting (Gmax), s	9.6	* 78		37.1	12.6	* 75		37.1
Max Q Clear Time (g_c+I1), s	11.6	79.6		14.3	7.9	38.3		33.7
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	14.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	143.2
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1990	80	140	1320	0	40	0	30	0	0	0
Future Volume (veh/h)	30	1990	80	140	1320	0	40	0	30	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1759	1863	1863	1792	0	1900	1863	1900			
Adj Flow Rate, veh/h	31	2073	50	146	1375	0	42	0	19			
Adj No. of Lanes	1	2	1	1	2	0	0	1	0			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	8	2	2	6	0	0	2	0			
Cap, veh/h	39	2311	1065	171	2608	0	58	0	26			
Arrive On Green	0.02	0.69	0.69	0.10	0.77	0.00	0.05	0.00	0.05			
Sat Flow, veh/h	1774	3343	1540	1774	3495	0	1175	0	531			
Grp Volume(v), veh/h	31	2073	50	146	1375	0	61	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1671	1540	1774	1703	0	1706	0	0			
Q Serve(g_s), s	2.2	63.4	1.3	10.2	20.0	0.0	4.4	0.0	0.0			
Cycle Q Clear(g_c), s	2.2	63.4	1.3	10.2	20.0	0.0	4.4	0.0	0.0			
Prop In Lane	1.00		1.00	1.00		0.00	0.69		0.31			
Lane Grp Cap(c), veh/h	39	2311	1065	171	2608	0	84	0	0			
V/C Ratio(X)	0.79	0.90	0.05	0.85	0.53	0.00	0.73	0.00	0.00			
Avail Cap(c_a), veh/h	96	2354	1085	182	2608	0	380	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	61.2	15.8	6.2	56.0	5.8	0.0	59.0	0.0	0.0			
Incr Delay (d2), s/veh	12.5	5.2	0.0	27.5	0.3	0.0	4.4	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	30.5	0.6	6.3	9.3	0.0	2.2	0.0	0.0			
LnGrp Delay(d),s/veh	73.7	21.0	6.2	83.5	6.1	0.0	63.3	0.0	0.0			
LnGrp LOS	E	C	A	F	A		E					
Approach Vol, veh/h		2154			1521			61				
Approach Delay, s/veh		21.4			13.6			63.3				
Approach LOS		C			B			E				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	19.5	95.2			10.2	104.5		11.1
Change Period (Y+Rc), s	7.4	8.2			7.4	8.2		4.9
Max Green Setting (Gmax), s	12.3	88.6			6.8	94.7		28.0
Max Q Clear Time (g_c+I1), s	12.2	65.4			4.2	22.0		6.4
Green Ext Time (p_c), s	0.0	21.6			0.0	32.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1050	860	440	920	50	490	30	180	70	70	50
Future Volume (veh/h)	110	1050	860	440	920	50	490	30	180	70	70	50
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1759	1863	1863	1829	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	116	1105	688	463	968	49	539	0	113	74	74	32
Adj No. of Lanes	1	2	1	1	2	0	2	0	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	8	2	2	4	4	2	2	2	2	2	2
Cap, veh/h	142	1058	765	314	1389	70	637	0	283	147	101	44
Arrive On Green	0.08	0.32	0.32	0.18	0.41	0.41	0.18	0.00	0.18	0.08	0.08	0.08
Sat Flow, veh/h	1774	3343	1517	1774	3358	170	3548	0	1575	1774	1227	531
Grp Volume(v), veh/h	116	1105	688	463	501	516	539	0	113	74	0	106
Grp Sat Flow(s),veh/h/ln	1774	1671	1517	1774	1737	1791	1774	0	1575	1774	0	1758
Q Serve(g_s), s	7.5	36.9	36.9	20.6	27.7	27.7	17.1	0.0	7.4	4.7	0.0	6.9
Cycle Q Clear(g_c), s	7.5	36.9	36.9	20.6	27.7	27.7	17.1	0.0	7.4	4.7	0.0	6.9
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	142	1058	765	314	718	741	637	0	283	147	0	145
V/C Ratio(X)	0.82	1.04	0.90	1.48	0.70	0.70	0.85	0.00	0.40	0.50	0.00	0.73
Avail Cap(c_a), veh/h	167	1058	765	314	718	741	852	0	378	472	0	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.8	39.8	24.1	48.0	28.2	28.2	46.3	0.0	42.3	51.2	0.0	52.2
Incr Delay (d2), s/veh	20.1	39.9	14.2	231.0	3.1	3.0	5.6	0.0	0.7	1.0	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	22.8	25.0	30.1	13.8	14.2	8.9	0.0	3.3	2.3	0.0	3.4
LnGrp Delay(d),s/veh	72.9	79.7	38.3	279.0	31.2	31.2	51.9	0.0	43.0	52.2	0.0	54.8
LnGrp LOS	E	F	D	F	C	C	D		D	D		D
Approach Vol, veh/h		1909			1480			652			180	
Approach Delay, s/veh		64.4			108.7			50.4			53.7	
Approach LOS		E			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	28.0	45.1		17.5	16.7	56.4		25.9
Change Period (Y+Rc), s	7.4	8.2		7.9	7.4	8.2		5.0
Max Green Setting (Gmax), s	20.6	36.9		31.0	11.0	46.5		28.0
Max Q Clear Time (g_c+I2), s	22.6	38.9		8.9	9.5	29.7		19.1
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	7.1		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	77.3
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	950	640	950	890	250	270
Future Volume (veh/h)	950	640	950	890	250	270
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.96	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1845	1863	1827	1863	1863
Adj Flow Rate, veh/h	990	660	990	927	260	169
Adj No. of Lanes	2	1	2	2	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	2	4	2	2
Cap, veh/h	1256	741	1071	2562	449	207
Arrive On Green	0.35	0.35	0.31	0.74	0.13	0.13
Sat Flow, veh/h	3632	1510	3442	3563	3442	1583
Grp Volume(v), veh/h	990	660	990	927	260	169
Grp Sat Flow(s),veh/h/ln	1770	1510	1721	1736	1721	1583
Q Serve(g_s), s	25.8	36.5	28.6	9.8	7.3	10.7
Cycle Q Clear(g_c), s	25.8	36.5	28.6	9.8	7.3	10.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1256	741	1071	2562	449	207
V/C Ratio(X)	0.79	0.89	0.92	0.36	0.58	0.82
Avail Cap(c_a), veh/h	1256	741	1225	2717	1037	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	23.0	34.2	4.8	42.0	43.5
Incr Delay (d2), s/veh	3.5	13.2	10.2	0.1	0.4	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	21.2	15.1	4.7	3.5	4.8
LnGrp Delay(d),s/veh	33.3	36.2	44.4	4.9	42.5	46.5
LnGrp LOS	C	D	D	A	D	D
Approach Vol, veh/h	1650			1917	429	
Approach Delay, s/veh	34.4			25.3	44.1	
Approach LOS	C			C	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	39.4	42.0				81.4		21.4
Change Period (Y+Rc), s	7.4	5.5				5.5		8.0
Max Green Setting (Gmax), s	36.6	36.5				80.5		31.0
Max Q Clear Time (g_c+I1), s	30.6	38.5				11.8		12.7
Green Ext Time (p_c), s	1.4	0.0				11.1		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	31.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1200	360	300	1580	10	300	0	210	0	0	0
Future Volume (veh/h)	10	1200	360	300	1580	10	300	0	210	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1849	1900	1863	1827	1900	1863	0	1863			
Adj Flow Rate, veh/h	10	1224	330	306	1612	9	306	0	116			
Adj No. of Lanes	1	2	0	2	2	0	2	0	2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	2	3	3	2	4	4	2	0	2			
Cap, veh/h	16	1847	490	348	2706	15	364	0	295			
Arrive On Green	0.01	0.67	0.67	0.20	1.00	1.00	0.11	0.00	0.11			
Sat Flow, veh/h	1774	2746	728	3442	3540	20	3442	0	2787			
Grp Volume(v), veh/h	10	776	778	306	790	831	306	0	116			
Grp Sat Flow(s),veh/h/ln	1774	1756	1718	1721	1736	1824	1721	0	1393			
Q Serve(g_s), s	0.8	38.8	40.7	12.9	0.0	0.0	13.1	0.0	5.8			
Cycle Q Clear(g_c), s	0.8	38.8	40.7	12.9	0.0	0.0	13.1	0.0	5.8			
Prop In Lane	1.00		0.42	1.00		0.01	1.00		1.00			
Lane Grp Cap(c), veh/h	16	1181	1156	348	1327	1394	364	0	295			
V/C Ratio(X)	0.62	0.66	0.67	0.88	0.60	0.60	0.84	0.00	0.39			
Avail Cap(c_a), veh/h	73	1181	1156	427	1327	1394	698	0	565			
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.46	0.46	0.46	0.15	0.15	0.15	1.00	0.00	1.00			
Uniform Delay (d), s/veh	74.1	14.4	14.7	58.9	0.0	0.0	65.8	0.0	62.6			
Incr Delay (d2), s/veh	6.5	1.3	1.5	2.6	0.3	0.3	2.0	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	19.2	19.7	6.2	0.1	0.1	6.4	0.0	2.3			
LnGrp Delay(d),s/veh	80.6	15.7	16.2	61.6	0.3	0.3	67.9	0.0	62.9			
LnGrp LOS	F	B	B	E	A	A	E		E			
Approach Vol, veh/h		1564			1927			422				
Approach Delay, s/veh		16.4			10.0			66.5				
Approach LOS		B			B			E				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	12.6	107.2			8.8	121.0		20.3
Change Period (Y+Rc), s	7.4	6.3			7.4	* 6.3		4.4
Max Green Setting (Gmax), s	18.6	82.9			6.2	* 96		30.4
Max Q Clear Time (g_c+I1), s	14.9	42.7			2.8	2.0		15.1
Green Ext Time (p_c), s	0.2	22.5			0.0	33.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	390	850	160	250	840	150	170	180	240	900	360	590
Future Volume (veh/h)	390	850	160	250	840	150	170	180	240	900	360	590
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1848	1900	1863	1810	1863	1863	1827	1863	1863	1793	1863
Adj Flow Rate, veh/h	406	885	150	260	875	27	177	188	150	656	769	425
Adj No. of Lanes	2	3	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	2	5	2	2	4	2	2	9	2
Cap, veh/h	381	1347	227	232	1135	515	162	167	349	621	628	545
Arrive On Green	0.11	0.31	0.31	0.13	0.33	0.33	0.09	0.09	0.09	0.35	0.35	0.35
Sat Flow, veh/h	3442	4345	733	1774	3438	1562	1774	1827	1557	1774	1793	1558
Grp Volume(v), veh/h	406	684	351	260	875	27	177	188	150	656	769	425
Grp Sat Flow(s),veh/h/ln	1721	1681	1715	1774	1719	1562	1774	1827	1557	1774	1793	1558
Q Serve(g_s), s	16.6	26.4	26.6	19.6	34.3	1.8	13.7	13.7	12.4	52.5	52.5	36.6
Cycle Q Clear(g_c), s	16.6	26.4	26.6	19.6	34.3	1.8	13.7	13.7	12.4	52.5	52.5	36.6
Prop In Lane	1.00		0.43	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	381	1042	532	232	1135	515	162	167	349	621	628	545
V/C Ratio(X)	1.07	0.66	0.66	1.12	0.77	0.05	1.09	1.13	0.43	1.06	1.23	0.78
Avail Cap(c_a), veh/h	381	1042	532	232	1135	515	162	167	349	621	628	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.67	0.67	0.67	0.87	0.87	0.87	0.09	0.09	0.09
Uniform Delay (d), s/veh	66.7	44.8	44.9	65.2	45.2	34.3	68.2	68.2	50.2	48.7	48.7	43.6
Incr Delay (d2), s/veh	55.3	2.0	4.0	85.5	3.5	0.1	92.9	103.2	1.2	29.6	102.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	12.5	13.2	15.1	16.8	0.8	10.9	11.7	5.5	30.8	43.9	15.9
LnGrp Delay(d),s/veh	122.0	46.9	48.9	150.7	48.6	34.4	161.0	171.4	51.4	78.4	151.4	44.3
LnGrp LOS	F	D	D	F	D	C	F	F	D	F	F	D
Approach Vol, veh/h		1441			1162			515			1850	
Approach Delay, s/veh		68.5			71.1			132.9			100.9	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	27.0	56.0		62.0	24.0	59.0		19.0
Change Period (Y+Rc), s	7.4	* 9.1		9.5	7.4	* 9.1		5.3
Max Green Setting (Gmax), s	19.6	* 33		52.5	16.6	* 36		13.7
Max Q Clear Time (g_c+I1), s	21.6	28.6		54.5	18.6	36.3		15.7
Green Ext Time (p_c), s	0.0	2.8		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.9
HCM 2010 LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	1500	230	740	650	150	350	100	500	590	440	250
Future Volume (veh/h)	250	1500	230	740	650	150	350	100	500	590	440	250
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1832	1900	1863	1810	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	263	1579	217	779	684	-65	368	105	470	621	463	221
Adj No. of Lanes	2	4	0	2	3	1	2	1	1	2	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	4	2	5	2	2	2	2	2	2	2
Cap, veh/h	306	1430	196	445	1457	467	346	188	364	1062	368	176
Arrive On Green	0.18	0.51	0.51	0.22	0.49	0.00	0.10	0.10	0.10	0.31	0.31	0.31
Sat Flow, veh/h	3442	5645	775	3442	4940	1583	3442	1863	1583	3442	1192	569
Grp Volume(v), veh/h	263	1322	474	779	684	-65	368	105	470	621	0	684
Grp Sat Flow(s),veh/h/ln	1721	1575	1695	1721	1647	1583	1721	1863	1583	1721	0	1761
Q Serve(g_s), s	11.1	38.0	38.0	19.4	13.7	0.0	15.1	8.1	15.1	22.8	0.0	46.3
Cycle Q Clear(g_c), s	11.1	38.0	38.0	19.4	13.7	0.0	15.1	8.1	15.1	22.8	0.0	46.3
Prop In Lane	1.00		0.46	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	306	1197	429	445	1457	467	346	188	364	1062	0	544
V/C Ratio(X)	0.86	1.10	1.10	1.75	0.47	-0.14	1.06	0.56	1.29	0.58	0.00	1.26
Avail Cap(c_a), veh/h	413	1197	429	445	1457	467	346	188	364	1062	0	544
HCM Platoon Ratio	2.00	2.00	2.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.18	0.18	0.18	0.88	0.88	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.7	37.0	37.0	58.8	30.3	0.0	67.4	64.3	57.7	43.7	0.0	51.9
Incr Delay (d2), s/veh	2.1	49.6	54.1	345.7	1.0	0.0	65.7	3.8	149.9	0.6	0.0	130.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	21.7	23.9	30.5	6.3	0.0	10.3	4.3	30.3	11.0	0.0	42.2
LnGrp Delay(d),s/veh	62.8	86.6	91.1	404.5	31.3	0.0	133.2	68.1	207.7	44.3	0.0	182.5
LnGrp LOS	E	F	F	F	C		F	E	F	D		F
Approach Vol, veh/h		2059			1398			943			1305	
Approach Delay, s/veh		84.6			240.7			163.1			116.7	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	27.0	45.0		55.0	20.8	51.2		23.0
Change Period (Y+Rc), s	7.6	7.0		8.7	7.4	* 7		7.9
Max Green Setting (Gmax), s	19.4	38.0		46.3	18.0	* 41		15.1
Max Q Clear Time (g_c+I1), s	21.4	40.0		48.3	13.1	15.7		17.1
Green Ext Time (p_c), s	0.0	0.0		0.0	0.2	6.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	143.2
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1390	1200	300	1180	0	0	0	0	330	10	360
Future Volume (veh/h)	0	1390	1200	300	1180	0	0	0	0	330	10	360
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1827	1863	1863	1810	0				1900	1863	1863
Adj Flow Rate, veh/h	0	1463	780	316	1242	0				347	11	353
Adj No. of Lanes	1	2	2	1	3	0				0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	2	5	0				2	2	2
Cap, veh/h	2	1428	1146	279	3086	0				391	12	477
Arrive On Green	0.00	0.41	0.41	0.21	0.83	0.00				0.23	0.23	0.23
Sat Flow, veh/h	1774	3471	2787	1774	5103	0				1722	55	2787
Grp Volume(v), veh/h	0	1463	780	316	1242	0				358	0	353
Grp Sat Flow(s),veh/h/ln	1774	1736	1393	1774	1647	0				1777	0	1393
Q Serve(g_s), s	0.0	30.9	17.2	11.8	4.8	0.0				14.6	0.0	13.2
Cycle Q Clear(g_c), s	0.0	30.9	17.2	11.8	4.8	0.0				14.6	0.0	13.2
Prop In Lane	1.00		1.00	1.00		0.00				0.97		1.00
Lane Grp Cap(c), veh/h	2	1428	1146	279	3086	0				404	0	477
V/C Ratio(X)	0.00	1.02	0.68	1.13	0.40	0.00				0.89	0.00	0.74
Avail Cap(c_a), veh/h	156	1428	1146	279	3086	0				426	0	513
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.83	0.83	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.1	18.0	29.7	2.8	0.0				28.0	0.0	57.8
Incr Delay (d2), s/veh	0.0	14.6	0.3	89.8	0.3	0.0				18.1	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.6	6.5	12.7	2.1	0.0				9.2	0.0	4.8
LnGrp Delay(d),s/veh	0.0	36.7	18.3	119.5	3.1	0.0				46.2	0.0	62.2
LnGrp LOS		F	B	F	A					D		E
Approach Vol, veh/h		2243			1558						711	
Approach Delay, s/veh		30.3			26.7						54.1	
Approach LOS		C			C						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	16.0	37.4		21.6	0.0	53.4		
Change Period (Y+Rc), s	* 4.2	6.5		4.6	* 4.2	6.5		
Max Green Setting (Gmax), s	* 12	29.9		18.0	* 6.6	35.1		
Max Q Clear Time (g_c+I1), s	13.8	32.9		16.6	0.0	6.8		
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	7.2		

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	550	1170	140	590	900	480
Future Volume (veh/h)	550	1170	140	590	900	480
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	579	768	147	608	947	350
Adj No. of Lanes	2	1	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.97	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1328	1098	182	1889	1095	504
Arrive On Green	0.50	0.50	0.10	0.53	0.32	0.32
Sat Flow, veh/h	3632	1583	1774	3632	3442	1583
Grp Volume(v), veh/h	579	768	147	608	947	350
Grp Sat Flow(s),veh/h/ln	1770	1583	1774	1770	1721	1583
Q Serve(g_s), s	7.9	25.2	6.1	7.3	19.4	14.5
Cycle Q Clear(g_c), s	7.9	25.2	6.1	7.3	19.4	14.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1328	1098	182	1889	1095	504
V/C Ratio(X)	0.44	0.70	0.81	0.32	0.86	0.69
Avail Cap(c_a), veh/h	1328	1098	185	1889	1524	701
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	5.9	32.9	9.8	24.1	22.4
Incr Delay (d2), s/veh	0.1	0.3	20.8	0.5	3.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	15.8	4.0	3.7	9.7	6.4
LnGrp Delay(d),s/veh	13.8	6.3	53.8	10.3	27.1	23.0
LnGrp LOS	B	A	D	B	C	C
Approach Vol, veh/h	1347			755	1297	
Approach Delay, s/veh	9.5			18.8	26.0	
Approach LOS	A			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.9	34.6				46.5		28.5
Change Period (Y+Rc), s	4.2	6.5				6.5		4.6
Max Green Setting (Gmax), s	7.8	18.7				30.7		33.2
Max Q Clear Time (g_c+I1), s	9.1	27.2				9.3		21.4
Green Ext Time (p_c), s	0.0	0.0				2.8		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	10	90	20	20	100	20	160	10	10	650	280
Future Volume (veh/h)	200	10	90	20	20	100	20	160	10	10	650	280
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1801	1900
Adj Flow Rate, veh/h	146	102	70	21	21	50	21	168	6	11	684	268
Adj No. of Lanes	1	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	7	7
Cap, veh/h	265	169	116	76	76	120	32	1122	40	19	758	297
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.02	0.63	0.63	0.01	0.62	0.62
Sat Flow, veh/h	1324	1031	707	154	462	733	1774	1788	64	1774	1223	479
Grp Volume(v), veh/h	146	0	172	92	0	0	21	0	174	11	0	952
Grp Sat Flow(s),veh/h/ln	1324	0	1738	1349	0	0	1774	0	1851	1774	0	1702
Q Serve(g_s), s	3.4	0.0	8.0	0.1	0.0	0.0	1.0	0.0	3.4	0.5	0.0	42.2
Cycle Q Clear(g_c), s	11.6	0.0	8.0	8.2	0.0	0.0	1.0	0.0	3.4	0.5	0.0	42.2
Prop In Lane	1.00		0.41	0.23		0.54	1.00		0.03	1.00		0.28
Lane Grp Cap(c), veh/h	265	0	285	272	0	0	32	0	1162	19	0	1055
V/C Ratio(X)	0.55	0.00	0.60	0.34	0.00	0.00	0.65	0.00	0.15	0.58	0.00	0.90
Avail Cap(c_a), veh/h	463	0	546	501	0	0	85	0	1292	83	0	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.9	0.0	33.9	32.4	0.0	0.0	42.7	0.0	6.7	43.1	0.0	14.3
Incr Delay (d2), s/veh	0.7	0.0	0.8	0.3	0.0	0.0	7.8	0.0	0.1	9.9	0.0	9.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	3.9	2.0	0.0	0.0	0.6	0.0	1.7	0.3	0.0	22.4
LnGrp Delay(d),s/veh	36.5	0.0	34.7	32.6	0.0	0.0	50.5	0.0	6.8	53.0	0.0	23.9
LnGrp LOS	D		C	C			D		A	D		C
Approach Vol, veh/h		318			92			195			963	
Approach Delay, s/veh		35.5			32.6			11.5			24.3	
Approach LOS		D			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		19.3	9.0	59.3		19.3	8.3	60.0
Change Period (Y+Rc), s		4.9	7.4	5.0		4.9	7.4	5.0
Max Green Setting (Gmax), s		27.5	4.2	61.0		27.5	4.1	61.1
Max Q Clear Time (g_c+I1), s		13.6	3.0	44.2		10.2	2.5	5.4
Green Ext Time (p_c), s		0.7	0.0	10.1		0.3	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	71.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	330	40	170	60	10	60	10	190	10	90	750	350
Future Vol, veh/h	330	40	170	60	10	60	10	190	10	90	750	350
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	347	42	179	63	11	63	11	200	11	95	789	368
Number of Lanes	1	1	0	1	1	0	0	2	0	0	2	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	2	2
HCM Control Delay	53.6	17.8	20.3	94.8
HCM LOS	F	C	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	10%	0%	100%	0%	100%	0%	26%	0%	0%
Vol Thru, %	90%	90%	0%	19%	0%	14%	74%	100%	0%
Vol Right, %	0%	10%	0%	81%	0%	86%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	105	330	210	60	70	340	500	350
LT Vol	10	0	330	0	60	0	90	0	0
Through Vol	95	95	0	40	0	10	250	500	0
RT Vol	0	10	0	170	0	60	0	0	350
Lane Flow Rate	111	111	347	221	63	74	358	526	368
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.341	0.337	0.965	0.549	0.208	0.22	0.878	1.271	0.816
Departure Headway (Hd)	11.723	11.603	10.44	9.347	12.485	11.341	8.828	8.692	7.97
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	308	312	351	389	289	318	412	421	453
Service Time	9.423	9.303	8.14	7.047	10.185	9.041	6.576	6.44	5.718
HCM Lane V/C Ratio	0.36	0.356	0.989	0.568	0.218	0.233	0.869	1.249	0.812
HCM Control Delay	20.4	20.1	73.1	22.9	18.4	17.2	49.4	165.8	37.6
HCM Lane LOS	C	C	F	C	C	C	E	F	E
HCM 95th-tile Q	1.5	1.4	10.4	3.2	0.8	0.8	8.9	22.6	7.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	660	0	0	990	490	380
Future Volume (veh/h)	660	0	0	990	490	380
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	0	1863	1863	1863
Adj Flow Rate, veh/h	695	0	0	1042	516	236
Adj No. of Lanes	2	0	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	2	2	2
Cap, veh/h	1552	0	0	1552	841	375
Arrive On Green	0.44	0.00	0.00	0.44	0.24	0.24
Sat Flow, veh/h	3725	0	0	3725	3548	1583
Grp Volume(v), veh/h	695	0	0	1042	516	236
Grp Sat Flow(s),veh/h/ln	1770	0	0	1770	1774	1583
Q Serve(g_s), s	4.3	0.0	0.0	7.4	4.1	4.2
Cycle Q Clear(g_c), s	4.3	0.0	0.0	7.4	4.1	4.2
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1552	0	0	1552	841	375
V/C Ratio(X)	0.45	0.00	0.00	0.67	0.61	0.63
Avail Cap(c_a), veh/h	2521	0	0	2521	1963	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.2	0.0	0.0	7.0	10.7	10.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	3.5	2.0	1.9
LnGrp Delay(d),s/veh	6.2	0.0	0.0	7.2	11.0	11.4
LnGrp LOS	A			A	B	B
Approach Vol, veh/h	695			1042	752	
Approach Delay, s/veh	6.2			7.2	11.1	
Approach LOS	A			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		18.9		12.6		18.9		
Change Period (Y+Rc), s		5.1		5.1		5.1		
Max Green Setting (Gmax), s		22.4		17.4		22.4		
Max Q Clear Time (g_c+I1), s		6.3		6.2		9.4		
Green Ext Time (p_c), s		3.0		1.3		4.4		

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	480	600	350	1070	120	0	0	0	60	170	30
Future Volume (veh/h)	70	480	600	350	1070	120	0	0	0	60	170	30
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900				1900	1863	1900
Adj Flow Rate, veh/h	74	505	379	368	1126	114				63	179	27
Adj No. of Lanes	1	2	0	2	2	0				0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2				0	2	0
Cap, veh/h	135	1005	754	428	1853	187				84	239	36
Arrive On Green	0.08	0.52	0.52	0.12	0.57	0.57				0.20	0.20	0.20
Sat Flow, veh/h	1774	1919	1438	3442	3239	327				422	1199	181
Grp Volume(v), veh/h	74	466	418	368	614	626				269	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1588	1721	1770	1797				1802	0	0
Q Serve(g_s), s	4.8	20.4	20.4	12.6	27.3	27.4				16.9	0.0	0.0
Cycle Q Clear(g_c), s	4.8	20.4	20.4	12.6	27.3	27.4				16.9	0.0	0.0
Prop In Lane	1.00		0.91	1.00		0.18				0.23		0.10
Lane Grp Cap(c), veh/h	135	927	832	428	1013	1028				359	0	0
V/C Ratio(X)	0.55	0.50	0.50	0.86	0.61	0.61				0.75	0.00	0.00
Avail Cap(c_a), veh/h	167	927	832	554	1013	1028				515	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75				1.00	0.00	0.00
Uniform Delay (d), s/veh	53.4	18.4	18.5	51.5	16.8	16.8				45.2	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.9	2.2	6.6	2.0	2.0				1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	10.5	9.4	6.4	13.9	14.1				8.5	0.0	0.0
LnGrp Delay(d),s/veh	54.7	20.4	20.6	58.1	18.8	18.9				47.0	0.0	0.0
LnGrp LOS	D	C	C	E	B	B				D		
Approach Vol, veh/h		958			1608						269	
Approach Delay, s/veh		23.1			27.8						47.0	
Approach LOS		C			C						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	12.6	68.0		29.4	16.9	73.8		
Change Period (Y+Rc), s	* 7.7	5.1		5.5	* 7.7	5.1		
Max Green Setting (Gmax), s	* 13	48.1		34.3	* 11	56.1		
Max Q Clear Time (g_c+I1), s	14.6	22.4		18.9	6.8	29.4		
Green Ext Time (p_c), s	0.4	4.2		0.9	0.0	6.3		

Intersection Summary	
HCM 2010 Ctrl Delay	28.1
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	550	0	0	980	590	390
Future Volume (veh/h)	550	0	0	980	590	390
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	0	1863	1776	1863	1863
Adj Flow Rate, veh/h	579	0	0	1032	621	331
Adj No. of Lanes	2	0	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	7	2	2
Cap, veh/h	1396	0	3	1330	1313	403
Arrive On Green	0.39	0.00	0.00	0.39	0.38	0.38
Sat Flow, veh/h	3725	0	1774	3463	3442	1583
Grp Volume(v), veh/h	579	0	0	1032	621	331
Grp Sat Flow(s),veh/h/ln	1770	0	1774	1687	1721	1583
Q Serve(g_s), s	7.2	0.0	0.0	16.2	8.3	19.7
Cycle Q Clear(g_c), s	7.2	0.0	0.0	16.2	8.3	19.7
Prop In Lane		0.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1396	0	3	1330	1313	403
V/C Ratio(X)	0.41	0.00	0.00	0.78	0.47	0.82
Avail Cap(c_a), veh/h	1715	0	272	2581	1702	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	16.0	14.2	50.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0	7.5	3.9	12.8
LnGrp Delay(d),s/veh	13.4	0.0	0.0	16.4	14.3	54.7
LnGrp LOS	B			B	B	D
Approach Vol, veh/h	579			1032	952	
Approach Delay, s/veh	13.4			16.4	28.3	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.0	29.4				29.4		31.2
Change Period (Y+Rc), s	4.7	5.5				5.5		8.1
Max Green Setting (Gmax), s	5.3	29.4				46.4		30.0
Max Q Clear Time (g_c+I1), s	10.2	9.2				18.2		21.7
Green Ext Time (p_c), s	0.0	2.6				5.7		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	20.1
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	100	420	10	40	580	130
Future Volume (veh/h)	100	420	10	40	580	130
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	105	313	11	42	611	108
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	416	372	118	389	720	127
Arrive On Green	0.23	0.23	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1774	1583	73	831	1536	272
Grp Volume(v), veh/h	105	313	53	0	0	719
Grp Sat Flow(s),veh/h/ln	1774	1583	904	0	0	1808
Q Serve(g_s), s	2.5	9.8	0.4	0.0	0.0	18.2
Cycle Q Clear(g_c), s	2.5	9.8	18.6	0.0	0.0	18.2
Prop In Lane	1.00	1.00	0.21			0.15
Lane Grp Cap(c), veh/h	416	372	507	0	0	847
V/C Ratio(X)	0.25	0.84	0.10	0.00	0.00	0.85
Avail Cap(c_a), veh/h	592	528	725	0	0	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	18.9	8.8	0.0	0.0	12.2
Incr Delay (d2), s/veh	0.1	6.0	0.1	0.0	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.9	0.4	0.0	0.0	10.1
LnGrp Delay(d),s/veh	16.3	24.9	8.8	0.0	0.0	17.0
LnGrp LOS	B	C	A			B
Approach Vol, veh/h	418			53	719	
Approach Delay, s/veh	22.8			8.8	17.0	
Approach LOS	C			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		31.8		20.1		31.8		
Change Period (Y+Rc), s		7.5		7.9		7.5		
Max Green Setting (Gmax), s		32.3		17.3		32.3		
Max Q Clear Time (g_c+I1), s		20.6		11.8		20.2		
Green Ext Time (p_c), s		0.1		0.4		4.1		

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	22.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕		↰	↕	
Traffic Vol, veh/h	20	20	10	0	0	0	10	20	20	850	10	30
Future Vol, veh/h	20	20	10	0	0	0	10	20	20	850	10	30
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	21	11	0	0	0	11	21	21	895	11	32

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	1872	1882	28			44	0	0	42	0	0
Stage 1	1818	1818	-			-	-	-	-	-	-
Stage 2	54	64	-			-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22			4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-			-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-			-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318			2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	79	71	1047			1564	-	-	1567	-	-
Stage 1	142	129	-			-	-	-	-	-	-
Stage 2	969	842	-			-	-	-	-	-	-
Platoon blocked, %							-	-		-	-
Mov Cap-1 Maneuver	34	0	1046			1563	-	-	1567	-	-
Mov Cap-2 Maneuver	34	0	-			-	-	-	-	-	-
Stage 1	60	0	-			-	-	-	-	-	-
Stage 2	968	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	273.9	1.5	9.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1563	-	-	50	1567	-	-
HCM Lane V/C Ratio	0.007	-	-	1.053	0.571	-	-
HCM Control Delay (s)	7.3	0	-	273.9	10.3	-	-
HCM Lane LOS	A	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	4.6	3.8	-	-

Lane Group	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	564	562	200	579	242
v/c Ratio	0.95	0.95	0.29	0.87	0.92
Control Delay	62.3	61.0	5.5	18.8	82.9
Queue Delay	1.3	1.2	0.0	0.9	61.2
Total Delay	63.6	62.2	5.5	19.7	144.0
Queue Length 50th (ft)	396	394	6	217	163
Queue Length 95th (ft)	#624	#620	54	m#363	#310
Internal Link Dist (ft)		513		461	169
Turn Bay Length (ft)	230		230		
Base Capacity (vph)	612	614	695	668	274
Starvation Cap Reductn	0	0	0	15	0
Spillback Cap Reductn	9	9	0	0	145
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.94	0.93	0.29	0.89	1.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	274	568	379	337	1306
v/c Ratio	0.92	0.92	0.92	0.53	0.98
Control Delay	80.4	33.2	67.3	6.9	61.4
Queue Delay	0.0	0.0	19.2	0.1	11.9
Total Delay	80.4	33.2	86.4	7.0	73.2
Queue Length 50th (ft)	190	104	270	0	490
Queue Length 95th (ft)	#337	#322	#470	76	m#582
Internal Link Dist (ft)	526		287		461
Turn Bay Length (ft)		110			
Base Capacity (vph)	316	630	413	638	1326
Starvation Cap Reductn	0	0	23	13	58
Spillback Cap Reductn	0	0	41	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.87	0.90	1.02	0.54	1.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

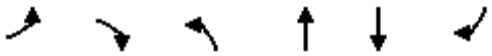
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	242	716	147	684	800
v/c Ratio	0.86	0.86	0.27	0.26	0.58
Control Delay	79.3	35.7	44.7	7.3	35.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	79.3	35.7	44.7	7.3	35.0
Queue Length 50th (ft)	200	463	125	80	278
Queue Length 95th (ft)	283	537	196	170	396
Internal Link Dist (ft)	281			727	320
Turn Bay Length (ft)		45	95		
Base Capacity (vph)	366	922	655	2637	1385
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.66	0.78	0.22	0.26	0.58

Intersection Summary

Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	179	1011	663	126	158	1242
v/c Ratio	0.26	0.91	0.55	0.21	0.76	0.68
Control Delay	27.9	47.2	33.3	13.9	73.0	23.1
Queue Delay	0.0	53.9	0.9	0.0	0.0	0.0
Total Delay	27.9	101.1	34.2	13.9	73.0	23.1
Queue Length 50th (ft)	101	418	245	44	132	311
Queue Length 95th (ft)	150	497	301	m90	m185	478
Internal Link Dist (ft)	393		336			727
Turn Bay Length (ft)		200		100	280	
Base Capacity (vph)	751	1224	1211	593	262	1814
Starvation Cap Reductn	0	0	286	0	0	0
Spillback Cap Reductn	0	785	0	0	0	16
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	2.30	0.72	0.21	0.60	0.69

Intersection Summary

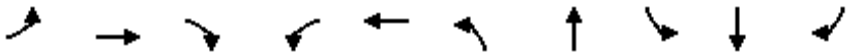
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	147	63	263	568	1063	695
v/c Ratio	0.20	0.09	0.66	0.30	0.80	0.34
Control Delay	19.5	6.8	39.8	7.3	22.3	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	19.5	6.8	39.8	7.3	22.3	3.0
Queue Length 50th (ft)	21	5	40	26	126	32
Queue Length 95th (ft)	46	27	#139	105	322	46
Internal Link Dist (ft)	2085			450	287	
Turn Bay Length (ft)	190		90			180
Base Capacity (vph)	1574	666	399	2431	1834	2567
Starvation Cap Reductn	0	0	0	0	58	514
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.09	0.66	0.23	0.60	0.34

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	151	164	179	21	116	179	695	221	1568	474
v/c Ratio	0.50	0.52	0.42	0.32	0.76	0.82	0.42	0.78	1.00	0.59
Control Delay	52.3	52.7	8.8	74.0	46.9	84.3	21.8	74.1	49.9	16.5
Queue Delay	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	37.7	2.1
Total Delay	52.4	52.8	8.8	74.0	46.9	84.3	21.8	74.1	87.6	18.6
Queue Length 50th (ft)	113	124	0	18	18	~198	200	93	684	178
Queue Length 95th (ft)	184	197	60	47	#118	#350	254	m#130	#854	m281
Internal Link Dist (ft)		134			201		730		336	
Turn Bay Length (ft)	190			100		170		180		140
Base Capacity (vph)	387	406	497	66	153	218	1661	295	1574	799
Starvation Cap Reductn	0	0	0	0	0	0	0	0	311	191
Spillback Cap Reductn	13	13	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.42	0.36	0.32	0.76	0.82	0.42	0.75	1.24	0.78

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

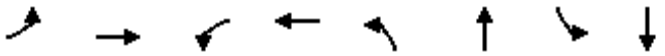
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	95	189	74	126	200	137	579	442	1611
v/c Ratio	0.90	0.56	0.71	0.45	0.29	0.93	0.63	0.92	1.03
Control Delay	107.8	32.5	77.6	37.5	7.3	100.6	29.5	58.0	53.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.8	32.5	77.6	37.5	7.3	100.6	29.5	58.0	53.6
Queue Length 50th (ft)	51	75	39	62	26	74	131	227	~448
Queue Length 95th (ft)	#150	142	#117	114	62	#195	201	#440	#672
Internal Link Dist (ft)		494		479			638		730
Turn Bay Length (ft)			130		250	90		90	
Base Capacity (vph)	106	399	104	394	678	147	917	481	1571
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.47	0.71	0.32	0.29	0.93	0.63	0.92	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	179	84	169	158	663	284	842
v/c Ratio	0.38	0.44	0.30	0.53	0.75	0.62	1.87	0.85
Control Delay	48.9	39.8	49.3	42.1	78.5	36.2	447.2	49.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	39.8	49.3	42.1	78.5	36.2	447.2	49.1
Queue Length 50th (ft)	91	116	66	106	149	265	~442	391
Queue Length 95th (ft)	151	193	117	181	#274	337	#630	#524
Internal Link Dist (ft)		470		240		650		450
Turn Bay Length (ft)	160		100		70		100	
Base Capacity (vph)	554	606	490	546	247	1283	152	1137
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.30	0.17	0.31	0.64	0.52	1.87	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	200	274	33	295	347	63	1074
v/c Ratio	0.52	0.65	0.18	0.70	0.23	0.40	0.89
Control Delay	30.1	27.2	29.8	44.7	17.4	43.5	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	27.2	29.8	44.7	17.4	43.5	35.1
Queue Length 50th (ft)	71	75	8	58	44	24	184
Queue Length 95th (ft)	152	173	40	#161	115	75	#482
Internal Link Dist (ft)		542	131		934		638
Turn Bay Length (ft)	100			120		130	
Base Capacity (vph)	654	666	456	419	1516	183	1206
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.41	0.07	0.70	0.23	0.34	0.89

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBR	SBR
Lane Group Flow (vph)	1589	421	779	863	505
v/c Ratio	0.67	0.41	0.26	0.96	0.40
Control Delay	17.3	2.5	0.2	49.9	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	2.5	0.2	49.9	1.0
Queue Length 50th (ft)	230	0	0	250	0
Queue Length 95th (ft)	283	43	0	#387	0
Internal Link Dist (ft)	1579		736		
Turn Bay Length (ft)					
Base Capacity (vph)	2365	1018	2955	924	1261
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	0.41	0.26	0.93	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

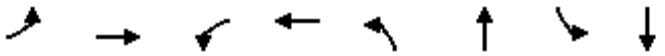
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	753	845	588	289	1010	196	253	489	124	72	289
v/c Ratio	0.90	0.72	0.63	0.85	1.00	0.33	0.82	0.72	1.04	0.58	0.63
Control Delay	70.1	46.0	6.4	55.9	64.6	24.1	78.5	50.4	159.2	86.4	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.1	46.0	6.4	55.9	64.6	24.1	78.5	50.4	159.2	86.4	13.6
Queue Length 50th (ft)	377	384	0	281	~544	63	257	193	~131	70	0
Queue Length 95th (ft)	#538	#575	110	m258	m431	m50	362	253	#271	#126	51
Internal Link Dist (ft)		736			1332			775		637	
Turn Bay Length (ft)	345		610	280		160	230				70
Base Capacity (vph)	833	1175	935	484	1015	587	375	802	119	125	457
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.72	0.63	0.60	1.00	0.33	0.67	0.61	1.04	0.58	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



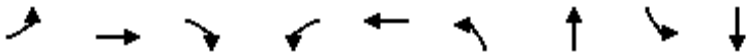
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	211	737	263	1379	232	294	179	410
v/c Ratio	0.99	0.66	0.91	1.10	1.27	0.74	1.05	0.94
Control Delay	109.6	46.9	96.7	89.3	210.3	60.4	144.8	71.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.6	46.9	96.7	89.3	210.3	60.4	144.8	71.3
Queue Length 50th (ft)	~260	217	238	~771	~285	236	~190	287
Queue Length 95th (ft)	m#411	m351	m270	m#847	#464	345	#350	#475
Internal Link Dist (ft)		1332		1767		357		1114
Turn Bay Length (ft)	230		180		65		65	
Base Capacity (vph)	213	1122	307	1248	182	433	171	469
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.66	0.86	1.10	1.27	0.68	1.05	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



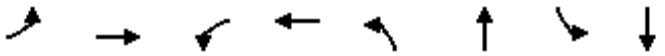
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	232	611	221	442	1357	368	547	221	494
v/c Ratio	0.84	0.54	0.33	0.86	0.96	0.97	0.68	0.72	0.67
Control Delay	89.1	33.9	11.8	43.3	56.1	105.0	52.6	80.4	52.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.1	33.9	11.8	43.3	56.1	105.0	52.6	80.4	52.0
Queue Length 50th (ft)	114	277	58	223	~759	188	227	109	198
Queue Length 95th (ft)	m#177	m336	m100	m203	m660	#293	295	155	260
Internal Link Dist (ft)		1767			1271		1271		650
Turn Bay Length (ft)	200		120	245		270		240	
Base Capacity (vph)	278	1134	678	563	1417	379	894	347	866
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.54	0.33	0.79	0.96	0.97	0.61	0.64	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	53	1105	379	1674	221	569	126	200
v/c Ratio	0.58	1.05	1.24	1.09	1.37	0.97	0.78	0.41
Control Delay	118.9	73.9	160.0	84.4	249.6	59.3	97.3	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.9	73.9	160.0	84.4	249.6	59.3	97.3	18.5
Queue Length 50th (ft)	55	~609	~520	~1048	~284	319	122	51
Queue Length 95th (ft)	m99	#738	m#445	m#865	#459	#556	#220	125
Internal Link Dist (ft)		1271		914		1367		453
Turn Bay Length (ft)	160		345		80		50	
Base Capacity (vph)	101	1052	306	1537	161	619	171	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	1.05	1.24	1.09	1.37	0.92	0.74	0.38

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	95	1053	263	2021	137	463
v/c Ratio	1.44	0.70	1.40	1.12	0.37	1.07
Control Delay	265.5	23.2	242.7	72.9	36.1	109.6
Queue Delay	0.0	0.2	0.0	0.6	0.0	0.0
Total Delay	265.5	23.4	242.7	73.5	36.1	109.6
Queue Length 50th (ft)	~128	234	~338	~1199	83	~472
Queue Length 95th (ft)	m#134	m242	m#253	m537	149	#696
Internal Link Dist (ft)		914		534	132	915
Turn Bay Length (ft)	200		150			
Base Capacity (vph)	66	1496	188	1797	370	431
Starvation Cap Reductn	0	0	0	299	0	0
Spillback Cap Reductn	0	62	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.44	0.73	1.40	1.35	0.37	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	184	1082	418	1816	378	276	170	157	184	265
v/c Ratio	0.80	0.79	0.92	1.26	0.50	1.33	0.53	0.28	0.69	0.46
Control Delay	77.6	42.3	75.7	153.0	22.4	227.3	48.7	17.6	80.9	25.4
Queue Delay	0.0	0.2	50.0	1.6	33.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.6	42.6	125.7	154.6	55.4	227.3	48.7	17.6	80.9	25.4
Queue Length 50th (ft)	~250	355	210	~1175	172	~349	117	53	91	48
Queue Length 95th (ft)	m#388	m#491	m230	m#1292	m200	#538	198	110	134	91
Internal Link Dist (ft)		534		162			557			386
Turn Bay Length (ft)	170		120		75	90		135	90	
Base Capacity (vph)	230	1378	462	1447	750	207	409	571	302	772
Starvation Cap Reductn	0	36	143	457	383	0	0	0	0	0
Spillback Cap Reductn	0	0	0	359	0	0	0	0	0	8
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.81	1.31	1.83	1.03	1.33	0.42	0.27	0.61	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	990	258	2021	588	478	481	660
v/c Ratio	0.49	0.24	0.95	0.55	1.10	1.10	0.89
Control Delay	5.3	0.9	26.1	7.8	123.1	123.6	66.4
Queue Delay	2.3	1.5	45.0	0.0	0.0	0.0	162.4
Total Delay	7.5	2.4	71.0	7.8	123.1	123.6	228.7
Queue Length 50th (ft)	31	0	836	143	~554	~560	343
Queue Length 95th (ft)	40	m0	#1008	m200	#792	#796	#459
Internal Link Dist (ft)	162		912			121	
Turn Bay Length (ft)				120			
Base Capacity (vph)	2022	1078	2133	1074	435	437	742
Starvation Cap Reductn	857	633	99	0	0	0	0
Spillback Cap Reductn	0	0	726	0	0	0	729
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.58	1.44	0.55	1.10	1.10	50.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

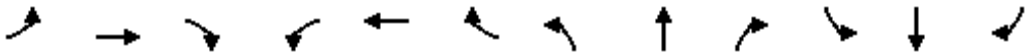
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1358	600	1095	516	700	711	1011
v/c Ratio	0.98	0.43	0.75	0.57	0.92	0.93	0.79
Control Delay	55.0	1.9	29.3	9.5	56.4	58.1	39.2
Queue Delay	45.2	0.0	1.9	0.6	16.7	20.2	1.1
Total Delay	100.1	1.9	31.1	10.0	73.1	78.3	40.2
Queue Length 50th (ft)	525	54	245	88	666	683	460
Queue Length 95th (ft)	m530	m67	m317	m129	#942	#963	562
Internal Link Dist (ft)	912		331			245	
Turn Bay Length (ft)		440		220	525		545
Base Capacity (vph)	1394	1396	1470	903	764	766	1282
Starvation Cap Reductn	0	0	222	128	0	0	0
Spillback Cap Reductn	817	0	0	0	76	77	101
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.35	0.43	0.88	0.67	1.02	1.03	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	521	1260	708	292	979	344	302	344	240	208	229	323
v/c Ratio	0.91	1.24	0.45	0.98	0.90	0.58	0.78	0.83	0.45	1.04	0.55	0.57
Control Delay	83.5	152.8	0.5	87.2	66.4	36.0	78.4	73.4	7.9	137.0	57.1	11.9
Queue Delay	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.5	153.8	0.5	87.2	66.4	36.0	78.4	73.4	7.9	137.0	57.1	11.9
Queue Length 50th (ft)	~288	~803	0	~331	518	237	150	314	0	~218	195	26
Queue Length 95th (ft)	m#352	m#886	m0	m#443	m#584	m298	200	433	71	#389	290	121
Internal Link Dist (ft)		331			1063			924			254	
Turn Bay Length (ft)	275		185	200		100	200			140		340
Base Capacity (vph)	571	1014	1562	299	1082	597	453	459	564	200	434	584
Starvation Cap Reductn	0	183	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	3
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	1.52	0.45	0.98	0.90	0.58	0.67	0.75	0.43	1.04	0.53	0.56

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

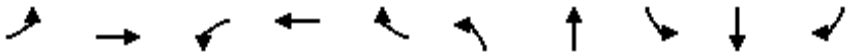
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	295	1263	126	1021	168	284	211	105	211
v/c Ratio	0.87	0.87	0.82	0.94	0.91	0.77	0.96	0.26	0.43
Control Delay	71.4	18.1	86.5	72.5	111.0	59.6	115.5	49.3	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.4	18.1	86.5	72.5	111.0	59.6	115.5	49.3	8.1
Queue Length 50th (ft)	~269	652	124	542	165	206	~219	83	0
Queue Length 95th (ft)	m233	m513	m#238	#661	#307	308	#389	136	65
Internal Link Dist (ft)		1063		1058		351		550	
Turn Bay Length (ft)	175		135						80
Base Capacity (vph)	339	1446	156	1090	187	452	220	479	550
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.87	0.81	0.94	0.90	0.63	0.96	0.22	0.38

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

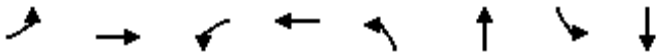
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	505	800	179	684	368	221	453	63	95	158
v/c Ratio	0.89	0.51	0.68	0.53	0.51	0.85	0.47	0.58	0.34	0.37
Control Delay	74.8	18.1	79.0	26.5	13.3	90.1	25.5	88.4	56.9	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.8	18.1	79.0	26.5	13.3	90.1	25.5	88.4	56.9	2.7
Queue Length 50th (ft)	218	172	85	248	124	212	107	61	84	0
Queue Length 95th (ft)	m266	m424	m86	m342	m193	#316	143	112	129	1
Internal Link Dist (ft)		1058		1244			749		447	
Turn Bay Length (ft)	230		240		115	250		200		
Base Capacity (vph)	608	1556	302	1290	724	302	1201	139	447	546
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.51	0.59	0.53	0.51	0.73	0.38	0.45	0.21	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	211	263	168	263	463	874	211	1095
v/c Ratio	0.92	0.72	0.82	0.78	0.88	0.64	1.52	0.93
Control Delay	91.0	48.9	79.0	56.1	65.1	28.0	300.0	45.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Total Delay	91.0	48.9	79.0	56.1	65.1	28.4	300.0	45.8
Queue Length 50th (ft)	147	159	116	168	163	236	~204	343
Queue Length 95th (ft)	#329	246	#263	257	#291	360	#394	#564
Internal Link Dist (ft)		628		657		431		934
Turn Bay Length (ft)	130				130		130	
Base Capacity (vph)	229	538	206	519	529	1360	139	1178
Starvation Cap Reductn	0	0	0	0	0	141	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.49	0.82	0.51	0.88	0.72	1.52	0.93

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	309	732	526	1680	247	330	433	340	474	237
v/c Ratio	0.83	0.56	0.86	1.09	0.95	0.46	0.67	1.55	0.68	0.54
Control Delay	77.9	38.6	63.5	79.8	112.2	53.6	11.3	312.8	60.9	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.9	38.6	63.5	79.8	112.2	53.6	11.3	312.8	60.9	18.7
Queue Length 50th (ft)	~165	323	270	~606	126	144	18	~240	220	47
Queue Length 95th (ft)	#263	383	m240	m#493	#215	193	126	#345	281	134
Internal Link Dist (ft)		1244		1710		907			431	
Turn Bay Length (ft)	250		285		230			175		100
Base Capacity (vph)	373	1307	707	1537	260	849	685	219	816	485
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.56	0.74	1.09	0.95	0.39	0.63	1.55	0.58	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	11	674	463	526	2379	411	400
v/c Ratio	0.23	0.71	0.74	0.99	1.10	1.10	0.50
Control Delay	58.6	53.0	34.8	59.6	76.2	125.9	2.4
Queue Delay	0.0	0.0	0.0	29.8	0.7	0.0	0.0
Total Delay	58.6	53.0	34.8	89.4	76.9	125.9	2.4
Queue Length 50th (ft)	11	255	190	499	~1335	~454	0
Queue Length 95th (ft)	m16	m304	m267	m495	m#1142	#669	0
Internal Link Dist (ft)		1710			495		690
Turn Bay Length (ft)	150		90	250		260	
Base Capacity (vph)	47	956	623	531	2162	374	796
Starvation Cap Reductn	0	0	0	46	488	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.71	0.74	1.08	1.42	1.10	0.50

Intersection Summary

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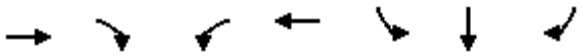


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	695	389	400	1884	161	514	504
v/c Ratio	0.47	0.26	1.20	0.82	0.82	2.68	1.52
Control Delay	24.4	10.5	118.6	13.4	67.8	788.6	270.8
Queue Delay	0.0	0.0	0.0	21.3	0.0	8.0	4.8
Total Delay	24.4	10.5	118.6	34.7	67.8	796.6	275.6
Queue Length 50th (ft)	293	93	~124	312	80	~458	~277
Queue Length 95th (ft)	350	151	m#94	m265	#193	#660	#469
Internal Link Dist (ft)	495			323		372	
Turn Bay Length (ft)		280	100		260		350
Base Capacity (vph)	1501	1518	334	2338	196	192	331
Starvation Cap Reductn	0	0	0	514	0	0	0
Spillback Cap Reductn	0	0	0	519	0	68	104
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.26	1.20	1.04	0.82	4.15	2.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	221	642	1210	1347	337
v/c Ratio	0.97	0.36	1.04	1.29	0.54
Control Delay	97.3	13.5	62.9	161.9	12.3
Queue Delay	0.0	0.0	16.5	0.2	0.0
Total Delay	97.3	13.5	79.3	162.1	12.3
Queue Length 50th (ft)	89	133	~316	~418	47
Queue Length 95th (ft)	m#132	m193	#441	#541	122
Internal Link Dist (ft)		323	590		
Turn Bay Length (ft)	150			350	290
Base Capacity (vph)	228	1769	1164	1048	623
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	46	54	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.97	0.36	1.08	1.36	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	306	431	116	863	168	674
v/c Ratio	0.55	0.89	0.55	0.86	0.76	0.61
Control Delay	16.5	39.9	39.7	31.5	56.1	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	39.9	39.7	31.5	56.1	22.2
Queue Length 50th (ft)	71	152	46	164	70	119
Queue Length 95th (ft)	140	#299	101	#304	#186	204
Internal Link Dist (ft)	1059	723		734		1271
Turn Bay Length (ft)			100		70	
Base Capacity (vph)	731	657	262	1103	221	1105
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.66	0.44	0.78	0.76	0.61

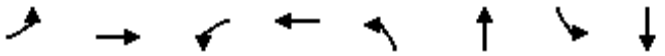
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	358	274	568	526	568	621
v/c Ratio	0.56	0.27	0.71	0.79	0.93	0.29
Control Delay	35.6	7.2	36.6	24.3	53.5	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.6	7.2	36.6	24.3	53.5	8.5
Queue Length 50th (ft)	90	48	141	171	272	63
Queue Length 95th (ft)	141	99	229	270	#615	128
Internal Link Dist (ft)	405		601			425
Turn Bay Length (ft)	280			240	250	
Base Capacity (vph)	1005	998	1024	823	613	2362
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.27	0.55	0.64	0.93	0.26

Intersection Summary

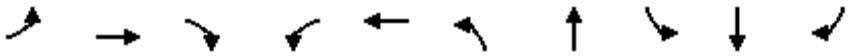
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	158	253	116	485	32	95	179	368
v/c Ratio	1.04	0.28	0.88	0.50	0.20	0.12	0.88	0.33
Control Delay	122.9	14.3	92.3	11.5	37.3	16.8	77.1	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	122.9	14.3	92.3	11.5	37.3	16.8	77.1	8.6
Queue Length 50th (ft)	45	22	33	30	8	10	51	14
Queue Length 95th (ft)	#243	63	#187	86	45	32	#260	62
Internal Link Dist (ft)		334		235		446		749
Turn Bay Length (ft)	250		250		250		250	
Base Capacity (vph)	152	1782	132	1768	169	1666	204	1690
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.14	0.88	0.27	0.19	0.06	0.88	0.22

Intersection Summary

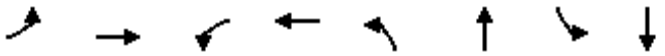
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	147	147	189	95	231	274	569	316	695	326
v/c Ratio	0.60	0.40	0.31	0.83	0.47	0.71	0.77	0.82	0.56	0.37
Control Delay	54.8	33.6	6.3	95.3	15.2	51.3	39.5	54.6	26.2	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	33.6	6.3	95.3	15.2	51.3	39.5	54.6	26.2	3.4
Queue Length 50th (ft)	39	72	13	50	43	71	134	154	143	0
Queue Length 95th (ft)	#98	129	55	#172	108	#159	242	#383	264	49
Internal Link Dist (ft)		217			406		1179		907	
Turn Bay Length (ft)	190			60		300		260		260
Base Capacity (vph)	246	669	619	114	733	413	890	402	1402	873
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.22	0.31	0.83	0.32	0.66	0.64	0.79	0.50	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	168	84	232	116	842	158	611
v/c Ratio	0.64	0.37	0.72	0.48	0.38	0.95	0.70	0.60
Control Delay	66.3	9.7	73.4	21.6	21.3	50.2	37.6	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.3	9.7	73.4	21.6	21.3	50.2	37.6	26.6
Queue Length 50th (ft)	33	16	38	72	27	184	38	115
Queue Length 95th (ft)	#117	61	#133	134	79	#407	#146	225
Internal Link Dist (ft)		153		521		669		734
Turn Bay Length (ft)	50		50		70		140	
Base Capacity (vph)	115	722	117	705	305	888	226	1024
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.23	0.72	0.33	0.38	0.95	0.70	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	863	463	611	674	400	537
v/c Ratio	0.81	0.60	0.66	0.77	0.74	0.30
Control Delay	32.4	7.7	29.8	15.8	42.3	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.4	7.7	29.8	15.8	42.3	11.4
Queue Length 50th (ft)	199	19	147	173	99	77
Queue Length 95th (ft)	298	104	208	275	#175	114
Internal Link Dist (ft)	494		618			601
Turn Bay Length (ft)	140			130	300	
Base Capacity (vph)	1285	848	1254	978	611	2167
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.55	0.49	0.69	0.65	0.25

Intersection Summary

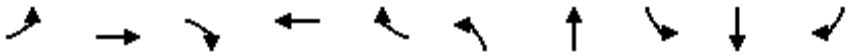
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	73	250	396	677	63	157	73	83	42
v/c Ratio	0.37	0.26	1.18	0.42	0.33	0.21	0.37	0.18	0.09
Control Delay	37.5	13.0	137.5	14.9	36.0	10.9	37.5	21.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	13.0	137.5	14.9	36.0	10.9	37.5	21.8	0.3
Queue Length 50th (ft)	22	22	~165	80	19	8	22	23	0
Queue Length 95th (ft)	#99	63	#499	186	#83	32	#99	62	0
Internal Link Dist (ft)		269		264		237		523	
Turn Bay Length (ft)	260		240		185		230		230
Base Capacity (vph)	205	1838	336	2012	205	1843	205	1042	932
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.14	1.18	0.34	0.31	0.09	0.36	0.08	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	116	63	179	22	11	600	1042	84	579	263
v/c Ratio	0.18	0.18	0.38	0.09	0.03	0.76	0.71	0.52	0.65	0.44
Control Delay	30.5	31.5	4.1	43.2	0.1	42.1	26.3	56.1	33.1	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	31.5	4.1	43.2	0.1	42.1	26.3	56.1	33.1	6.7
Queue Length 50th (ft)	29	32	0	11	0	161	235	44	138	0
Queue Length 95th (ft)	53	67	26	39	0	#344	#463	#131	248	62
Internal Link Dist (ft)		409		120			1002		1179	
Turn Bay Length (ft)	540		255		15	285		120		285
Base Capacity (vph)	1300	705	731	427	541	793	1614	175	1230	721
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.09	0.24	0.05	0.02	0.76	0.65	0.48	0.47	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	95	105	137	211	400	1263	347	284	779
v/c Ratio	0.92	0.33	0.72	0.67	0.94	1.12	0.35	1.49	0.90
Control Delay	127.2	32.7	78.2	56.9	84.8	94.0	8.3	290.2	47.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0
Total Delay	127.2	32.7	78.2	56.9	84.8	94.6	8.3	290.2	47.9
Queue Length 50th (ft)	89	49	123	156	385	~1464	79	~391	709
Queue Length 95th (ft)	#192	107	201	245	#585	#1729	143	#581	#998
Internal Link Dist (ft)		170		374		590			1394
Turn Bay Length (ft)	95		110					80	
Base Capacity (vph)	130	386	239	385	451	1129	999	190	869
Starvation Cap Reductn	0	0	0	0	0	149	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.27	0.57	0.55	0.89	1.29	0.35	1.49	0.90

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	232	158	1168	800	305	1137
v/c Ratio	0.39	0.39	0.87	0.88	1.01	0.52
Control Delay	35.3	8.9	33.5	22.0	94.5	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	8.9	33.5	22.0	94.5	10.1
Queue Length 50th (ft)	59	0	308	245	~175	160
Queue Length 95th (ft)	108	54	442	375	#444	255
Internal Link Dist (ft)	476		748			618
Turn Bay Length (ft)	220			110	310	
Base Capacity (vph)	907	527	1933	1047	303	2764
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.30	0.60	0.76	1.01	0.41

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

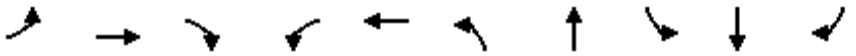
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1673	1232	74	221	516
v/c Ratio	1.15	1.01	0.13	1.20	0.29
Control Delay	111.4	77.1	15.5	185.3	22.6
Queue Delay	0.0	33.7	0.0	0.0	0.0
Total Delay	111.4	110.9	15.5	185.3	22.6
Queue Length 50th (ft)	~932	~650	18	~262	152
Queue Length 95th (ft)	#1070	#806	56	#436	193
Internal Link Dist (ft)	381	369			590
Turn Bay Length (ft)	245			50	
Base Capacity (vph)	1456	1217	574	184	1767
Starvation Cap Reductn	0	344	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.15	1.41	0.13	1.20	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	758	497	471	21	32	84	1357	284	937	168
v/c Ratio	0.74	0.99	0.61	0.03	0.10	0.74	0.94	1.72	0.58	0.28
Control Delay	58.4	89.5	7.6	51.1	25.8	112.3	67.5	386.5	49.2	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	89.5	7.6	51.1	25.8	112.3	67.5	386.5	49.2	12.7
Queue Length 50th (ft)	425	~643	0	9	10	97	~609	~498	349	27
Queue Length 95th (ft)	507	#895	110	22	41	#190	#708	#700	402	94
Internal Link Dist (ft)		187			219		530		748	
Turn Bay Length (ft)	245		245	115		95		95		215
Base Capacity (vph)	1025	502	769	940	467	127	1447	165	1610	598
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.99	0.61	0.02	0.07	0.66	0.94	1.72	0.58	0.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	827	2459	388	622	337
v/c Ratio	0.28	0.85	0.37	0.52	0.58
Control Delay	0.3	14.3	2.2	1.6	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.3	14.3	2.2	1.6	17.7
Queue Length 50th (ft)	0	156	0	0	38
Queue Length 95th (ft)	0	#408	35	0	68
Internal Link Dist (ft)	217	1065			
Turn Bay Length (ft)					
Base Capacity (vph)	2964	2890	1044	1301	1126
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.85	0.37	0.48	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBR	SBR
Lane Group Flow (vph)	2227	495	443	598	990
v/c Ratio	0.85	0.46	0.15	0.78	0.80
Control Delay	16.4	2.5	0.1	25.8	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	2.5	0.1	25.8	7.0
Queue Length 50th (ft)	218	0	0	97	0
Queue Length 95th (ft)	#341	38	0	152	44
Internal Link Dist (ft)	1065		196		
Turn Bay Length (ft)				550	
Base Capacity (vph)	2606	1073	2934	918	1261
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.85	0.46	0.15	0.65	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	302	1875	83	1302	229	94	240	63	448
v/c Ratio	1.01	1.08	0.81	0.99	0.33	0.97	0.52	0.66	1.00
Control Delay	114.4	79.5	117.7	66.5	14.2	151.8	49.9	100.2	91.7
Queue Delay	0.0	0.0	0.0	38.6	0.0	0.0	0.0	0.0	0.0
Total Delay	114.4	79.5	117.7	105.1	14.2	151.8	49.9	100.2	91.7
Queue Length 50th (ft)	~301	~1071	82	660	61	94	191	62	~393
Queue Length 95th (ft)	#502	#1208	#180	#827	129	#215	286	#131	#629
Internal Link Dist (ft)		693		565			271		617
Turn Bay Length (ft)	240		140		170				
Base Capacity (vph)	300	1742	102	1318	695	97	458	99	446
Starvation Cap Reductn	0	0	0	153	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	1.08	0.81	1.12	0.33	0.97	0.52	0.64	1.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	323	1146	469	229	979	198	573	687	250	396	344
v/c Ratio	0.89	0.90	0.48	0.80	0.78	0.29	0.95	0.72	0.78	0.58	0.78
Control Delay	91.5	54.9	16.1	85.6	49.2	8.2	87.5	49.7	83.5	57.6	39.5
Queue Delay	0.0	6.8	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.5	61.7	17.0	85.6	49.2	8.2	87.5	49.7	83.5	57.6	39.5
Queue Length 50th (ft)	163	570	210	~134	478	15	289	285	124	177	155
Queue Length 95th (ft)	#252	#715	304	#225	570	75	#402	356	173	232	275
Internal Link Dist (ft)		565			1735			554		1118	
Turn Bay Length (ft)	200		100	220		150	370		180		100
Base Capacity (vph)	368	1268	974	288	1253	676	608	1071	347	825	497
Starvation Cap Reductn	0	99	260	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.98	0.66	0.80	0.78	0.29	0.94	0.64	0.72	0.48	0.69

Intersection Summary

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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	147	1190	200	842	768	95	232	579	326	158	537
v/c Ratio	0.81	1.02	1.77	0.76	0.79	0.65	0.31	1.16	0.91	0.13	0.71
Control Delay	93.6	77.2	417.5	49.9	21.7	83.3	44.6	123.3	83.2	31.2	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	5.1
Total Delay	93.6	77.2	417.5	49.9	21.7	83.3	44.6	123.3	83.4	31.2	32.4
Queue Length 50th (ft)	143	~710	~303	418	366	92	91	424	320	51	286
Queue Length 95th (ft)	#257	#852	#471	#528	568	154	130	#623	#520	80	428
Internal Link Dist (ft)		1735		456			540			369	
Turn Bay Length (ft)	180		320		145	155			155		
Base Capacity (vph)	210	1163	113	1111	980	202	1131	500	376	1496	779
Starvation Cap Reductn	0	0	0	0	0	0	0	0	1	0	178
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	1.02	1.77	0.76	0.78	0.47	0.21	1.16	0.87	0.11	0.89

Intersection Summary

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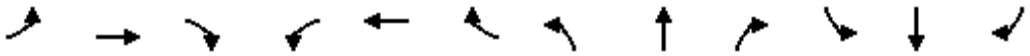

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	305	1011	253	242	979	389	305	895	442	147	189	947
v/c Ratio	1.26	1.13	0.63	1.51	0.70	0.91	1.66	0.74	0.80	0.83	0.14	1.57
Control Delay	199.4	120.8	57.8	303.2	52.2	79.2	357.6	43.8	53.2	99.5	30.1	296.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	1.1	0.0	0.0	0.4
Total Delay	199.4	120.8	57.8	303.2	52.2	79.2	357.6	44.8	54.3	99.5	30.1	296.5
Queue Length 50th (ft)	~192	~599	221	~328	317	371	~432	416	425	142	62	~1308
Queue Length 95th (ft)	#292	#737	322	#507	370	#567	#627	503	#623	#250	91	#1569
Internal Link Dist (ft)		315			1214			532			530	
Turn Bay Length (ft)	290		230	150		300	380		250	260		
Base Capacity (vph)	242	898	402	160	1393	426	184	1217	554	195	1370	604
Starvation Cap Reductn	0	0	0	0	0	0	0	123	24	0	0	35
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.26	1.13	0.63	1.51	0.70	0.91	1.66	0.82	0.83	0.75	0.14	1.66

Intersection Summary

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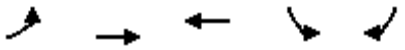

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	221	1400	1431	63	53
v/c Ratio	0.82	0.56	0.84	0.23	0.18
Control Delay	63.8	9.6	28.4	32.2	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	9.6	28.4	32.2	9.6
Queue Length 50th (ft)	107	126	303	30	0
Queue Length 95th (ft)	#289	375	#653	64	29
Internal Link Dist (ft)		1214	2583	422	
Turn Bay Length (ft)	400				
Base Capacity (vph)	269	2515	1699	565	541
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.82	0.56	0.84	0.11	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
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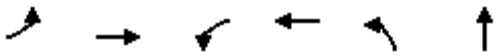

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	21	1632	263	1211	116	116
v/c Ratio	0.27	0.93	0.86	0.49	0.42	0.34
Control Delay	71.5	38.5	78.5	11.7	52.1	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.5	38.5	78.5	11.7	52.1	13.4
Queue Length 50th (ft)	18	705	234	305	89	8
Queue Length 95th (ft)	48	#894	#405	365	149	61
Internal Link Dist (ft)		2583		1392		317
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	87	1893	316	2518	451	488
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.86	0.83	0.48	0.26	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
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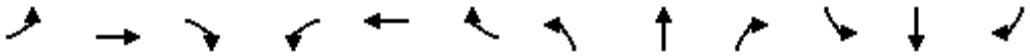

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	221	442	674	905	1589	821	263	432	337	168	316	126
v/c Ratio	3.20	0.47	1.11	1.88	0.62	0.48	0.81	0.54	0.55	1.24	0.52	0.27
Control Delay	1039.1	46.3	103.2	434.4	27.5	14.1	83.9	50.8	7.8	210.0	56.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1039.1	46.3	103.2	434.4	27.5	14.1	83.9	50.8	7.8	210.0	56.1	1.4
Queue Length 50th (ft)	~381	194	~595	~1374	423	204	131	186	0	~108	142	0
Queue Length 95th (ft)	#556	251	#843	#1631	475	264	#198	241	81	#189	192	0
Internal Link Dist (ft)		1392			761			1005			1002	
Turn Bay Length (ft)	185			330		410	310		200	230		140
Base Capacity (vph)	69	935	605	481	2578	1725	348	996	682	135	787	533
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	3.20	0.47	1.11	1.88	0.62	0.48	0.76	0.43	0.49	1.24	0.40	0.24

Intersection Summary

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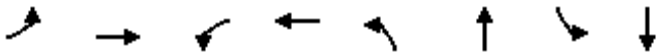

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	263	684	695	3842	42	200	189	358
v/c Ratio	1.14	0.53	1.03	1.17	0.51	0.46	0.92	0.83
Control Delay	157.0	43.8	85.1	112.9	69.9	40.8	98.1	64.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	157.0	43.8	85.1	112.9	69.9	40.8	98.1	64.9
Queue Length 50th (ft)	~311	198	~756	~1343	34	130	173	298
Queue Length 95th (ft)	#498	244	#1002	#1383	81	209	#306	419
Internal Link Dist (ft)		761		1032		276		167
Turn Bay Length (ft)	130		100				60	
Base Capacity (vph)	230	1298	677	3277	100	519	250	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.53	1.03	1.17	0.42	0.39	0.76	0.69

Intersection Summary

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Lane Group	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	821	747	1042	263	1358
v/c Ratio	0.30	0.89	0.97	0.75	1.26
Control Delay	3.9	67.6	28.8	77.3	147.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	3.9	67.6	28.8	77.3	147.4
Queue Length 50th (ft)	87	367	162	128	~1636
Queue Length 95th (ft)	117	#483	#562	178	#1926
Internal Link Dist (ft)	847	1454		408	
Turn Bay Length (ft)				650	
Base Capacity (vph)	2774	854	1077	421	1081
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.30	0.87	0.97	0.62	1.26

Intersection Summary

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Queue shown is maximum after two cycles.

Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	26	27	189	11	1600	221	1148
v/c Ratio	0.17	0.11	0.11	0.40	0.14	1.05	1.67	0.59
Control Delay	41.9	49.0	49.0	7.5	71.6	75.0	366.9	30.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay	41.9	49.0	49.0	7.5	71.6	75.0	366.9	30.9
Queue Length 50th (ft)	27	22	22	0	11	~1065	~339	464
Queue Length 95th (ft)	63	50	52	57	33	#1207	#513	#697
Internal Link Dist (ft)	46		1704			950		554
Turn Bay Length (ft)		100		100	65		65	
Base Capacity (vph)	467	440	450	477	115	1517	132	1940
Starvation Cap Reductn	0	0	0	0	0	0	0	249
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.06	0.06	0.40	0.10	1.05	1.67	0.68

Intersection Summary

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Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	284	569	474	63	337	158	105	505
v/c Ratio	0.84	0.93	0.74	0.40	0.90	0.39	0.83	0.67
Control Delay	81.5	72.3	38.5	78.0	86.7	18.9	114.5	59.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.5	72.3	38.5	78.0	86.7	18.9	114.5	59.9
Queue Length 50th (ft)	284	598	317	65	347	35	112	257
Queue Length 95th (ft)	399	#873	479	120	#515	107	#236	334
Internal Link Dist (ft)	1704	163			478			540
Turn Bay Length (ft)			120	115		90	240	
Base Capacity (vph)	427	627	656	175	437	452	132	780
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.91	0.72	0.36	0.77	0.35	0.80	0.65

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	979	316	663	695	653
v/c Ratio	1.02	0.67	1.00	0.32	0.93
Control Delay	85.7	48.6	80.8	13.1	72.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	85.7	48.6	80.8	13.1	72.1
Queue Length 50th (ft)	~509	236	~640	152	295
Queue Length 95th (ft)	#643	349	#900	187	#403
Internal Link Dist (ft)	194			736	532
Turn Bay Length (ft)		20	200		
Base Capacity (vph)	957	469	660	2217	729
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.02	0.67	1.00	0.31	0.90

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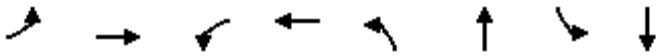

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	74	105	242	158	1084	116	1737
v/c Ratio	0.72	0.26	0.90	0.76	1.50	0.63	0.69	0.98
Control Delay	103.2	38.5	124.8	59.0	313.0	27.7	84.5	47.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.2	38.5	124.8	59.0	313.0	27.7	84.5	47.2
Queue Length 50th (ft)	73	42	104	169	~219	413	111	~934
Queue Length 95th (ft)	#160	90	#229	267	#371	504	181	#1074
Internal Link Dist (ft)		61		516		1267		1005
Turn Bay Length (ft)					100		100	
Base Capacity (vph)	105	370	117	398	105	1715	204	1774
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.20	0.90	0.61	1.50	0.63	0.57	0.98

Intersection Summary

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Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	138	190	158	1158	200	1000
v/c Ratio	0.48	0.54	0.56	0.91	0.78	0.67
Control Delay	27.8	21.5	44.7	36.7	57.7	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	21.5	44.7	36.7	57.7	21.3
Queue Length 50th (ft)	50	48	34	228	84	159
Queue Length 95th (ft)	98	105	#84	#515	#241	336
Internal Link Dist (ft)	272	355		1406		950
Turn Bay Length (ft)			170		140	
Base Capacity (vph)	543	618	294	1272	261	1491
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.31	0.54	0.91	0.77	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	32	179	316	1031	158	1200
v/c Ratio	0.52	0.07	0.50	0.70	0.75	0.70	0.88
Control Delay	35.2	5.2	19.8	44.0	23.6	54.0	27.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	5.2	19.8	44.0	23.6	54.0	27.6
Queue Length 50th (ft)	50	0	40	71	180	69	206
Queue Length 95th (ft)	100	15	97	#162	346	#198	#447
Internal Link Dist (ft)	962		65		3271		1267
Turn Bay Length (ft)		90		140		250	
Base Capacity (vph)	416	501	596	470	1610	237	1596
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.06	0.30	0.67	0.64	0.67	0.75

Intersection Summary

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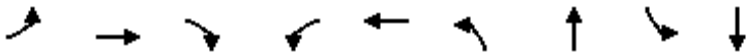


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	32	42	621	516	200	1368	179	610
v/c Ratio	0.38	0.12	0.10	0.98	0.89	0.77	0.94	2.01	0.52
Control Delay	89.7	50.1	0.5	85.5	58.7	76.4	48.0	518.8	38.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.7	50.1	0.5	85.5	58.7	76.4	48.0	518.8	38.8
Queue Length 50th (ft)	21	26	0	~367	430	192	672	~284	253
Queue Length 95th (ft)	#56	57	0	#491	#626	273	#843	#444	336
Internal Link Dist (ft)		304			255		817		1406
Turn Bay Length (ft)	70		70	160		200		225	
Base Capacity (vph)	55	445	545	636	691	369	1598	89	1184
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.07	0.08	0.98	0.75	0.54	0.86	2.01	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	43	427	451	417	1116	505	568
v/c Ratio	0.19	0.81	0.90	0.56	1.08	1.26	0.36
Control Delay	44.5	62.0	68.6	7.1	97.7	185.7	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	62.0	68.6	7.1	97.7	185.7	25.3
Queue Length 50th (ft)	27	~480	~545	0	~597	~317	173
Queue Length 95th (ft)	64	#710	#791	103	#738	#434	221
Internal Link Dist (ft)	61		778		233		817
Turn Bay Length (ft)		250				390	
Base Capacity (vph)	332	528	500	751	1031	402	1557
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.81	0.90	0.56	1.08	1.26	0.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

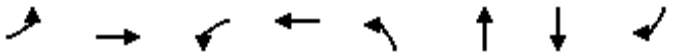
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	253	674	368	1400	400	347	663	568	484
v/c Ratio	1.32	0.71	0.53	1.09	0.80	0.49	0.99	1.28	0.68
Control Delay	225.3	49.4	55.1	88.7	71.3	50.0	66.1	190.2	45.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	225.3	49.4	55.1	88.7	71.3	50.0	66.1	190.2	45.7
Queue Length 50th (ft)	~334	308	171	~797	197	146	496	~378	171
Queue Length 95th (ft)	#516	384	226	#941	250	195	#790	#500	241
Internal Link Dist (ft)		778		703		2079			3331
Turn Bay Length (ft)	200		315		460		200	250	
Base Capacity (vph)	191	949	690	1290	641	979	670	443	848
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.32	0.71	0.53	1.09	0.62	0.35	0.99	1.28	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	232	1548	253	1568	232	222	32	32
v/c Ratio	1.30	0.95	0.89	0.84	0.86	0.46	0.14	0.08
Control Delay	219.4	45.5	89.4	31.8	83.6	10.3	47.8	0.4
Queue Delay	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	219.4	49.9	89.4	31.8	83.6	10.3	47.8	0.4
Queue Length 50th (ft)	~287	707	234	625	211	8	25	0
Queue Length 95th (ft)	#482	#944	#401	793	316	81	56	0
Internal Link Dist (ft)		703		1146		323	255	
Turn Bay Length (ft)	220		135					80
Base Capacity (vph)	178	1659	313	1947	346	554	327	508
Starvation Cap Reductn	0	78	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.30	0.98	0.81	0.81	0.67	0.40	0.10	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	168	1158	147	1621	505	43
v/c Ratio	1.07	0.88	0.94	1.23	0.93	0.08
Control Delay	147.5	47.3	116.6	144.0	62.0	15.3
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	147.5	47.3	116.6	144.3	62.0	15.3
Queue Length 50th (ft)	~157	471	126	~893	386	12
Queue Length 95th (ft)	#358	#764	#309	#1265	543	36
Internal Link Dist (ft)		1146		542	413	271
Turn Bay Length (ft)	120		110			
Base Capacity (vph)	157	1310	157	1322	758	798
Starvation Cap Reductn	0	0	0	76	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.88	0.94	1.30	0.67	0.05

Intersection Summary

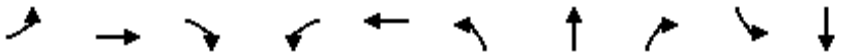
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT
Lane Group Flow (vph)	11	1116	211	95	1611	137
v/c Ratio	0.09	0.66	0.26	0.50	0.74	0.37
Control Delay	45.3	20.0	9.9	47.9	16.1	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	20.0	9.9	47.9	16.1	10.1
Queue Length 50th (ft)	4	168	25	32	135	4
Queue Length 95th (ft)	26	394	97	#128	#722	53
Internal Link Dist (ft)		542			624	353
Turn Bay Length (ft)	100		50	145		
Base Capacity (vph)	146	2324	1057	234	2518	807
Starvation Cap Reductn	0	31	0	0	8	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.49	0.20	0.41	0.64	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	126	811	221	263	1169	390	399	284	32	42
v/c Ratio	0.85	0.85	0.25	0.91	0.96	1.01	1.02	0.55	0.13	0.16
Control Delay	106.5	58.4	4.7	92.8	61.8	101.5	103.0	20.0	50.6	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.5	58.4	4.7	92.8	61.8	101.5	103.0	20.0	50.6	30.4
Queue Length 50th (ft)	125	413	22	~266	~658	~462	~475	67	26	17
Queue Length 95th (ft)	#257	#540	48	#457	#801	#684	#700	171	57	52
Internal Link Dist (ft)		624			3132		1220			231
Turn Bay Length (ft)	145		100	200		115		95		
Base Capacity (vph)	149	955	892	288	1218	386	391	513	406	408
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.85	0.25	0.91	0.96	1.01	1.02	0.55	0.08	0.10

Intersection Summary

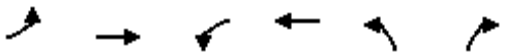
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	937	211	368	737	695	800
v/c Ratio	0.88	0.20	0.82	0.44	0.49	0.95
Control Delay	56.7	4.9	74.5	24.2	31.3	44.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	4.9	74.5	24.2	31.3	44.8
Queue Length 50th (ft)	454	43	180	241	247	494
Queue Length 95th (ft)	543	66	#257	294	310	#812
Internal Link Dist (ft)	3132			2211	695	
Turn Bay Length (ft)		70	225		70	
Base Capacity (vph)	1252	1169	512	1941	1645	923
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.18	0.72	0.38	0.42	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	11	1621	253	1032	158	316
v/c Ratio	0.16	0.77	0.76	0.41	0.30	0.52
Control Delay	70.1	24.8	62.8	18.8	51.8	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.1	24.8	62.8	18.8	51.8	18.0
Queue Length 50th (ft)	10	639	124	347	61	39
Queue Length 95th (ft)	32	758	m154	322	94	88
Internal Link Dist (ft)		2211		959		
Turn Bay Length (ft)	200		330		240	
Base Capacity (vph)	78	2093	360	2538	740	761
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.77	0.70	0.41	0.21	0.42

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	663	1148	474	937	663	42	74	95	134	140	126
v/c Ratio	0.93	0.97	0.92	0.85	0.76	0.40	0.67	0.14	0.43	0.47	0.28
Control Delay	80.2	61.7	80.2	42.7	14.6	75.7	92.4	2.8	52.7	53.9	1.5
Queue Delay	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.2	61.7	80.2	42.7	17.5	75.7	92.4	2.8	52.7	53.9	1.5
Queue Length 50th (ft)	293	~394	~485	296	135	38	68	0	106	111	0
Queue Length 95th (ft)	#440	#484	m#658	#560	m227	80	#160	22	173	181	0
Internal Link Dist (ft)		959		795			512			3271	
Turn Bay Length (ft)	400		250			175		280	115		
Base Capacity (vph)	710	1185	515	1104	872	106	110	690	408	394	533
Starvation Cap Reductn	0	0	0	0	118	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.97	0.92	0.85	0.88	0.40	0.67	0.14	0.33	0.36	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

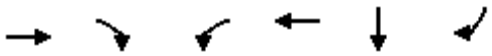
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	232	979	579	1568	411	263	137	232	358	400
v/c Ratio	0.81	0.58	0.91	0.85	0.52	0.69	0.66	0.39	0.45	0.92
Control Delay	79.1	58.6	62.2	48.2	15.5	69.2	74.7	21.3	47.4	71.7
Queue Delay	0.0	0.0	0.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	79.1	58.6	62.2	50.2	15.8	69.2	74.7	21.3	47.4	71.7
Queue Length 50th (ft)	115	174	229	536	128	120	121	87	140	301
Queue Length 95th (ft)	m#137	m185	#361	577	m233	165	193	160	188	#473
Internal Link Dist (ft)		795		479			755			213
Turn Bay Length (ft)	245		245		245	150		145	235	
Base Capacity (vph)	286	1675	662	1853	795	441	239	602	882	474
Starvation Cap Reductn	0	0	0	160	81	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.58	0.87	0.93	0.58	0.60	0.57	0.39	0.41	0.84

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	968	463	263	1611	85	958
v/c Ratio	0.60	0.30	0.64	0.77	0.42	0.80
Control Delay	20.7	5.5	25.4	20.1	34.8	22.3
Queue Delay	0.0	0.0	0.0	0.1	0.0	19.6
Total Delay	20.7	5.5	25.4	20.1	34.8	42.0
Queue Length 50th (ft)	284	52	69	258	35	173
Queue Length 95th (ft)	352	107	m107	314	72	251
Internal Link Dist (ft)	479			685	402	
Turn Bay Length (ft)			550			245
Base Capacity (vph)	1612	1542	411	2083	459	1195
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	23	0	256
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.30	0.64	0.78	0.19	1.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	326	716	147	505	1368	253
v/c Ratio	0.44	0.57	0.80	0.40	0.86	0.29
Control Delay	40.4	7.2	64.9	17.6	23.2	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	7.2	64.9	17.6	23.2	2.5
Queue Length 50th (ft)	105	175	64	85	243	0
Queue Length 95th (ft)	110	109	#163	124	330	33
Internal Link Dist (ft)	685			698	430	
Turn Bay Length (ft)		170	170			170
Base Capacity (vph)	901	1257	184	1408	1608	875
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.57	0.80	0.36	0.85	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	38	225	64	21	106	284	495
v/c Ratio	0.14	0.60	0.19	0.15	0.28	0.65	0.49
Control Delay	20.3	27.1	13.3	31.2	20.2	29.1	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	27.1	13.3	31.2	20.2	29.1	6.5
Queue Length 50th (ft)	10	64	8	6	27	75	30
Queue Length 95th (ft)	36	154	39	30	70	#229	158
Internal Link Dist (ft)		261	40		50		512
Turn Bay Length (ft)				230		125	
Base Capacity (vph)	643	887	759	138	753	538	1111
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.25	0.08	0.15	0.14	0.53	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	705	1147	675	303
v/c Ratio	0.41	0.67	0.67	0.54
Control Delay	8.9	11.8	18.9	10.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.9	11.8	18.9	10.5
Queue Length 50th (ft)	56	108	75	23
Queue Length 95th (ft)	110	205	163	104
Internal Link Dist (ft)	246	332	369	
Turn Bay Length (ft)			410	410
Base Capacity (vph)	2714	2714	1531	752
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.26	0.42	0.44	0.40

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	105	937	74	1747	159
v/c Ratio	0.65	0.44	0.40	0.90	0.44
Control Delay	71.7	10.1	61.2	33.7	37.8
Queue Delay	0.0	0.0	0.0	8.7	0.0
Total Delay	71.7	10.1	61.2	42.4	37.8
Queue Length 50th (ft)	79	152	28	~774	85
Queue Length 95th (ft)	#147	207	54	#917	147
Internal Link Dist (ft)		360		542	110
Turn Bay Length (ft)	50		330		
Base Capacity (vph)	164	2133	190	1937	503
Starvation Cap Reductn	0	0	0	185	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.44	0.39	1.00	0.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	526	579	1274	516
v/c Ratio	0.61	0.42	0.89	0.53
Control Delay	29.4	17.5	32.7	10.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	29.4	17.5	32.7	10.6
Queue Length 50th (ft)	123	106	261	83
Queue Length 95th (ft)	171	146	#508	232
Internal Link Dist (ft)	542	2079	761	
Turn Bay Length (ft)			1000	40
Base Capacity (vph)	1320	1817	1491	981
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.32	0.85	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	126	242	22	210
v/c Ratio	0.28	0.42	0.05	0.36
Control Delay	12.4	4.6	10.1	10.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.4	4.6	10.1	10.5
Queue Length 50th (ft)	16	0	3	22
Queue Length 95th (ft)	55	36	16	76
Internal Link Dist (ft)	346		1376	683
Turn Bay Length (ft)	150			
Base Capacity (vph)	1255	1193	1066	1320
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.20	0.02	0.16

Intersection Summary

Lane Group	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	419	413	179	557	326
v/c Ratio	0.92	0.90	0.32	0.78	0.91
Control Delay	64.8	62.1	5.9	24.5	71.5
Queue Delay	0.0	0.0	0.0	0.6	0.0
Total Delay	64.8	62.1	5.9	25.1	71.5
Queue Length 50th (ft)	291	286	0	205	214
Queue Length 95th (ft)	#464	#451	51	m222	#403
Internal Link Dist (ft)		513		461	169
Turn Bay Length (ft)	230		230		
Base Capacity (vph)	502	504	598	720	359
Starvation Cap Reductn	0	0	0	26	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.83	0.82	0.30	0.80	0.91

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

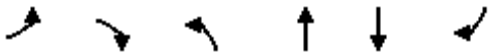
Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	116	611	600	537	1063
v/c Ratio	0.63	0.88	0.92	0.58	1.02
Control Delay	61.4	20.0	50.7	4.8	72.3
Queue Delay	0.0	0.0	47.2	0.7	0.0
Total Delay	61.4	20.0	98.0	5.5	72.3
Queue Length 50th (ft)	81	13	393	0	~435
Queue Length 95th (ft)	134	#193	#694	77	m#561
Internal Link Dist (ft)	526		287		461
Turn Bay Length (ft)		110			
Base Capacity (vph)	260	736	655	933	1046
Starvation Cap Reductn	0	0	154	150	0
Spillback Cap Reductn	0	0	21	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.83	1.20	0.69	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

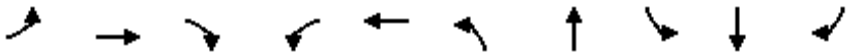
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	432	200	358	1021	1042	432
v/c Ratio	0.53	0.28	0.71	0.53	0.83	0.21
Control Delay	24.8	11.2	39.1	9.8	26.7	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.7	0.0
Total Delay	24.8	11.2	39.1	9.8	27.4	2.9
Queue Length 50th (ft)	85	46	72	88	176	23
Queue Length 95th (ft)	123	84	#157	221	#377	35
Internal Link Dist (ft)	2085			450	287	
Turn Bay Length (ft)	190		90			180
Base Capacity (vph)	1349	740	534	2084	1399	2441
Starvation Cap Reductn	0	0	0	0	119	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.27	0.67	0.49	0.81	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	186	193	168	32	64	253	821	316	726	568
v/c Ratio	0.60	0.61	0.40	0.36	0.56	0.85	0.52	0.76	0.49	0.64
Control Delay	55.6	55.6	8.7	70.2	54.6	76.4	26.6	67.4	32.1	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.7
Total Delay	55.6	55.6	8.7	70.2	54.6	76.4	26.6	67.4	32.6	14.4
Queue Length 50th (ft)	144	149	0	26	29	207	271	134	263	113
Queue Length 95th (ft)	225	231	58	62	78	#304	348	182	339	268
Internal Link Dist (ft)		134			201		730		336	
Turn Bay Length (ft)	190			100		170		180		140
Base Capacity (vph)	387	399	488	101	125	349	1602	480	1490	890
Starvation Cap Reductn	0	0	0	0	0	0	0	0	374	101
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.48	0.34	0.32	0.51	0.72	0.51	0.66	0.65	0.72

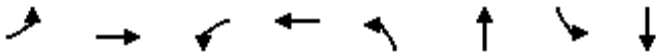
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	273	105	158	200	126	663	389	926
v/c Ratio	0.73	0.68	0.67	0.49	0.30	0.67	0.81	0.89	0.71
Control Delay	66.9	35.8	62.0	37.4	8.4	57.4	37.7	56.6	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.9	35.8	62.0	37.4	8.4	57.4	37.7	56.6	24.2
Queue Length 50th (ft)	65	115	59	79	30	69	170	213	207
Queue Length 95th (ft)	#157	#220	#140	138	69	#152	238	#387	282
Internal Link Dist (ft)		494		479			638		730
Turn Bay Length (ft)			130		250	90		90	
Base Capacity (vph)	159	420	159	403	682	197	907	458	1420
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.65	0.66	0.39	0.29	0.64	0.73	0.85	0.65

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	158	326	116	326	158	1021	116	1084
v/c Ratio	0.51	0.81	0.42	0.86	0.92	0.91	0.99	1.04
Control Delay	55.7	60.2	54.8	65.7	111.8	53.2	144.4	79.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6
Total Delay	55.7	60.2	54.8	65.7	111.8	53.2	144.4	84.3
Queue Length 50th (ft)	128	259	93	255	~159	~507	~124	~621
Queue Length 95th (ft)	207	376	160	374	#322	#698	#268	#800
Internal Link Dist (ft)		470		240		650		450
Turn Bay Length (ft)	160		100		70		100	
Base Capacity (vph)	478	528	423	484	171	1127	117	1047
Starvation Cap Reductn	0	0	0	0	0	0	0	13
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.62	0.27	0.67	0.92	0.91	0.99	1.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	337	684	53	316	548	74	895
v/c Ratio	0.64	1.24	0.32	0.93	0.49	0.54	0.91
Control Delay	33.8	150.7	31.7	75.6	26.1	55.3	42.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	150.7	31.7	75.6	26.1	55.3	42.9
Queue Length 50th (ft)	165	~465	17	92	131	41	238
Queue Length 95th (ft)	265	#700	52	#179	189	#92	#374
Internal Link Dist (ft)		542	131		934		638
Turn Bay Length (ft)	100			120		130	
Base Capacity (vph)	530	551	375	340	1122	148	987
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	1.24	0.14	0.93	0.49	0.50	0.91

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBR	SBR
Lane Group Flow (vph)	1737	937	274	611	979
v/c Ratio	0.67	0.73	0.09	0.83	0.80
Control Delay	14.6	4.7	0.1	35.5	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	4.7	0.1	35.5	6.3
Queue Length 50th (ft)	208	0	0	149	0
Queue Length 95th (ft)	324	56	0	214	34
Internal Link Dist (ft)	1579		736		
Turn Bay Length (ft)					
Base Capacity (vph)	2575	1290	3122	1000	1276
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	0.73	0.09	0.61	0.77

Intersection Summary

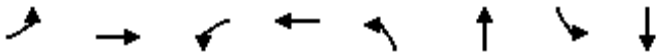
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	536	1072	691	330	1021	289	300	597	175	175	330
v/c Ratio	0.92	1.08	0.79	0.94	0.95	0.46	0.88	0.86	0.98	0.94	0.73
Control Delay	83.1	100.2	15.8	64.7	61.1	32.3	82.6	67.1	129.0	116.7	37.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.1	100.2	15.8	64.7	61.1	32.3	82.6	67.1	129.0	116.7	37.5
Queue Length 50th (ft)	273	~614	103	~351	418	121	307	292	174	173	75
Queue Length 95th (ft)	#402	#752	298	m290	m351	m97	#463	368	#335	#325	136
Internal Link Dist (ft)		736			1332			775		637	
Turn Bay Length (ft)	345		610	280		160	230				70
Base Capacity (vph)	581	993	870	350	1074	627	375	760	178	187	452
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	1.08	0.79	0.94	0.95	0.46	0.80	0.79	0.98	0.94	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



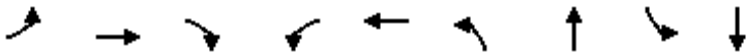
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	242	1305	211	1358	253	463	189	432
v/c Ratio	1.17	1.09	1.15	1.17	1.23	1.04	1.04	1.02
Control Delay	145.9	98.6	155.6	114.2	190.3	105.1	141.9	101.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	145.9	98.6	155.6	114.2	190.3	105.1	141.9	101.6
Queue Length 50th (ft)	~287	~722	~242	~805	~304	~470	~199	~424
Queue Length 95th (ft)	m#291	m#682	m#246	m#805	#486	#694	#363	#644
Internal Link Dist (ft)		1332		1767		357		1114
Turn Bay Length (ft)	230		180		65		65	
Base Capacity (vph)	207	1199	184	1159	206	444	181	422
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	1.09	1.15	1.17	1.23	1.04	1.04	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



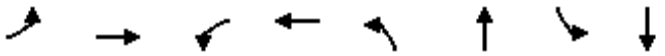
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	326	768	316	516	1305	347	663	316	821
v/c Ratio	0.89	0.75	0.51	0.91	1.03	0.97	0.77	0.88	0.95
Control Delay	56.6	44.4	25.5	57.0	85.2	107.0	54.7	90.6	72.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.6	44.4	25.5	57.0	85.2	107.0	54.7	90.6	72.8
Queue Length 50th (ft)	153	390	191	251	~731	177	295	159	402
Queue Length 95th (ft)	m140	m358	m167	m275	m#818	#280	371	#238	#530
Internal Link Dist (ft)		1767			1271		1271		650
Turn Bay Length (ft)	200		120	245		270		240	
Base Capacity (vph)	375	1021	617	585	1263	357	866	370	877
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.75	0.51	0.88	1.03	0.97	0.77	0.85	0.94

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	1547	505	1368	242	506	137	53
v/c Ratio	0.75	1.46	1.32	0.90	1.25	0.93	1.03	0.15
Control Delay	111.9	240.0	187.4	47.9	197.4	50.3	151.6	30.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.9	240.0	187.4	47.9	197.4	50.3	151.6	30.2
Queue Length 50th (ft)	119	~1082	~718	584	~341	242	~143	25
Queue Length 95th (ft)	m157	#1202	m#734	m#652	#520	396	#287	62
Internal Link Dist (ft)		1271		914		1367		453
Turn Bay Length (ft)	160		345		80		50	
Base Capacity (vph)	175	1058	384	1527	194	618	133	459
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	1.46	1.32	0.90	1.25	0.82	1.03	0.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	147	1769	242	1589	558	189
v/c Ratio	0.80	1.18	1.08	0.97	1.51	0.59
Control Delay	76.9	105.2	138.6	28.6	277.7	51.6
Queue Delay	0.0	0.1	0.0	42.6	25.4	85.4
Total Delay	76.9	105.3	138.6	71.3	303.1	137.0
Queue Length 50th (ft)	151	~1107	~259	845	~739	147
Queue Length 95th (ft)	m131	m252	m#293	m#942	#975	237
Internal Link Dist (ft)		914		534	132	915
Turn Bay Length (ft)	200		150			
Base Capacity (vph)	212	1496	224	1645	370	319
Starvation Cap Reductn	0	0	0	343	0	0
Spillback Cap Reductn	0	49	0	0	285	248
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	1.22	1.08	1.22	6.56	2.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	184	1827	398	1571	429	82	167	159	204	194
v/c Ratio	0.84	1.19	0.86	0.96	0.51	1.06	0.70	0.32	0.72	0.31
Control Delay	57.6	127.7	75.2	41.9	18.1	186.0	59.0	24.1	81.7	18.3
Queue Delay	0.0	0.5	2.5	44.3	23.1	0.0	0.1	0.0	0.0	0.0
Total Delay	57.6	128.2	77.6	86.2	41.3	186.0	59.1	24.2	81.7	18.3
Queue Length 50th (ft)	~204	~1117	~254	708	187	~87	112	66	101	25
Queue Length 95th (ft)	m#175	m#836	m#346	#964	m280	#205	200	137	145	61
Internal Link Dist (ft)		534		162			557			386
Turn Bay Length (ft)	170		120		75	90		135	90	
Base Capacity (vph)	218	1531	461	1640	835	77	293	490	315	753
Starvation Cap Reductn	0	100	19	578	406	0	0	0	0	0
Spillback Cap Reductn	0	194	0	409	0	0	2	4	0	8
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	1.37	0.90	1.48	1.00	1.06	0.57	0.33	0.65	0.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1454	536	1928	608	232	232	515
v/c Ratio	0.66	0.43	0.83	0.52	0.69	0.68	0.87
Control Delay	7.3	0.9	31.0	13.4	66.4	66.2	68.6
Queue Delay	48.7	4.0	48.0	0.0	0.0	0.0	71.4
Total Delay	56.0	4.9	79.0	13.4	66.4	66.2	140.0
Queue Length 50th (ft)	382	26	902	283	218	218	253
Queue Length 95th (ft)	m281	m22	m1018	m403	321	321	330
Internal Link Dist (ft)	162		912			121	
Turn Bay Length (ft)				120			
Base Capacity (vph)	2205	1233	2325	1166	368	370	644
Starvation Cap Reductn	887	597	279	0	0	0	0
Spillback Cap Reductn	0	0	989	0	0	0	523
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.84	1.44	0.52	0.63	0.63	4.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

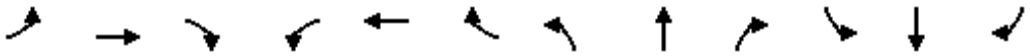
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1347	589	1874	589	360	356	684
v/c Ratio	0.78	0.42	1.03	0.61	0.62	0.61	0.69
Control Delay	34.3	1.8	71.0	32.8	44.0	43.6	42.8
Queue Delay	49.4	0.0	29.4	51.3	0.7	0.6	0.5
Total Delay	83.7	1.8	100.4	84.1	44.6	44.2	43.3
Queue Length 50th (ft)	545	34	~1055	439	308	304	313
Queue Length 95th (ft)	#831	37	m#1040	m380	353	348	326
Internal Link Dist (ft)	912		331			245	
Turn Bay Length (ft)		440		220	525		545
Base Capacity (vph)	1721	1462	1815	968	762	765	1280
Starvation Cap Reductn	0	0	855	430	0	0	0
Spillback Cap Reductn	764	0	0	0	155	155	240
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.41	0.40	1.95	1.09	0.59	0.58	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	344	1281	396	292	1667	375	396	177	229	198	208	396
v/c Ratio	1.01	1.10	0.25	1.19	1.22	0.52	0.94	0.42	0.47	1.24	0.57	0.92
Control Delay	102.9	96.7	0.3	164.2	141.3	26.1	96.1	52.3	16.4	202.2	60.9	61.4
Queue Delay	0.0	2.4	0.0	0.0	4.2	0.0	661.5	0.0	0.0	0.0	0.0	52.2
Total Delay	102.9	99.2	0.3	164.2	145.4	26.1	757.6	52.3	16.4	202.2	60.9	113.6
Queue Length 50th (ft)	~226	~758	0	~390	~1037	133	201	145	44	~239	182	236
Queue Length 95th (ft)	m#321	#901	0	m#410	m#925	m140	#302	221	125	#405	268	#416
Internal Link Dist (ft)		331			1063			924			254	
Turn Bay Length (ft)	275		185	200		100	200			140		340
Base Capacity (vph)	340	1168	1562	246	1365	721	421	459	513	160	402	462
Starvation Cap Reductn	0	241	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	748	0	421	0	0	0	0	125
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	1.38	0.25	1.19	2.70	0.52	396.00	0.39	0.45	1.24	0.52	1.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

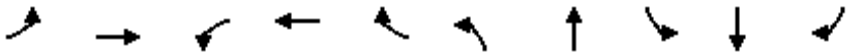
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	284	1590	242	1653	126	221	200	74	200
v/c Ratio	0.95	1.15	0.83	1.21	0.95	0.64	1.48	0.21	0.44
Control Delay	81.7	110.1	66.2	140.6	132.5	53.7	296.4	49.4	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.7	110.1	66.2	140.6	132.5	53.7	296.4	49.4	8.7
Queue Length 50th (ft)	~383	~940	~294	~1045	125	158	~268	57	0
Queue Length 95th (ft)	m#378	m#832	m#414	#1186	#258	245	#436	103	66
Internal Link Dist (ft)		1063		1058		351		550	
Turn Bay Length (ft)	175		135						80
Base Capacity (vph)	299	1387	292	1370	133	445	135	462	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	1.15	0.83	1.21	0.95	0.50	1.48	0.16	0.38

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



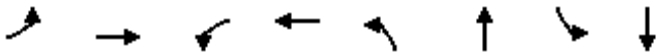
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	653	1305	232	905	368	189	326	316	232	411
v/c Ratio	0.84	0.88	0.76	0.87	0.59	0.80	0.38	2.27	0.71	0.74
Control Delay	55.6	29.0	82.2	60.0	21.7	87.3	20.4	623.4	69.3	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	29.0	82.2	60.0	21.7	87.3	20.4	623.4	69.3	17.8
Queue Length 50th (ft)	259	636	115	446	114	182	62	~500	221	54
Queue Length 95th (ft)	m287	m#646	#176	#645	244	262	93	#697	290	168
Internal Link Dist (ft)		1058		1244			749		447	
Turn Bay Length (ft)	230		240		115	250		200		
Base Capacity (vph)	776	1481	320	1040	628	302	1178	139	447	635
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.88	0.72	0.87	0.59	0.63	0.28	2.27	0.52	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	137	221	126	200	158	705	189	1011
v/c Ratio	0.70	0.60	0.65	0.56	0.69	0.74	0.90	0.87
Control Delay	54.7	25.0	51.1	26.4	53.2	29.7	77.4	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	25.0	51.1	26.4	53.2	29.7	77.4	32.9
Queue Length 50th (ft)	58	62	53	63	35	132	81	193
Queue Length 95th (ft)	#185	121	#168	118	#103	#302	#256	#450
Internal Link Dist (ft)		628		657		431		934
Turn Bay Length (ft)	130				130		130	
Base Capacity (vph)	196	769	196	769	228	955	210	1160
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.29	0.64	0.26	0.69	0.74	0.90	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	361	1196	485	1175	340	361	412	381	381	289
v/c Ratio	0.90	0.94	0.90	0.86	0.94	0.54	0.82	0.98	0.54	0.58
Control Delay	85.6	53.6	79.0	45.1	95.8	53.1	32.9	103.4	52.1	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.6	53.6	79.0	45.1	95.8	53.1	32.9	103.4	52.1	13.6
Queue Length 50th (ft)	170	~552	~234	535	160	148	133	181	155	31
Queue Length 95th (ft)	#263	#711	#352	#686	#256	198	265	#288	206	120
Internal Link Dist (ft)		1244		1710		907			431	
Turn Bay Length (ft)	250		285		230			175		100
Base Capacity (vph)	405	1279	537	1372	362	834	563	387	869	556
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.94	0.90	0.86	0.94	0.43	0.73	0.98	0.44	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

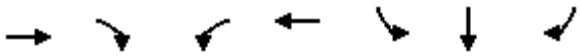
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	11	1326	263	400	1168	284	368
v/c Ratio	0.22	1.01	0.36	0.97	0.50	0.94	0.62
Control Delay	82.0	68.4	16.3	92.8	16.5	96.2	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Total Delay	82.0	68.4	16.3	92.8	16.9	96.2	12.6
Queue Length 50th (ft)	11	~697	87	~388	291	272	31
Queue Length 95th (ft)	34	#856	161	#611	454	#443	136
Internal Link Dist (ft)		1710			495		690
Turn Bay Length (ft)	150		90	250		260	
Base Capacity (vph)	50	1319	731	413	2336	319	608
Starvation Cap Reductn	0	0	0	0	628	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	1.01	0.36	0.97	0.68	0.89	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	947	747	179	1032	300	285	279
v/c Ratio	0.78	0.49	0.62	0.52	0.85	0.74	0.61
Control Delay	44.3	12.7	37.5	13.1	51.1	30.4	16.4
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay	44.3	12.7	37.5	13.3	51.1	30.4	16.4
Queue Length 50th (ft)	445	222	47	155	138	86	42
Queue Length 95th (ft)	m465	m225	m69	198	#266	#201	118
Internal Link Dist (ft)	495			323		372	
Turn Bay Length (ft)		280	100		260		350
Base Capacity (vph)	1216	1520	293	1979	381	409	477
Starvation Cap Reductn	0	0	0	268	0	0	0
Spillback Cap Reductn	0	0	0	59	0	1	3
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.49	0.61	0.60	0.79	0.70	0.59

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	463	800	747	632	463
v/c Ratio	0.86	0.40	0.70	0.76	0.89
Control Delay	43.0	13.2	25.3	34.5	38.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	13.2	25.3	34.5	38.5
Queue Length 50th (ft)	145	175	155	134	121
Queue Length 95th (ft)	#197	141	196	#235	#319
Internal Link Dist (ft)		323	590		
Turn Bay Length (ft)	150			350	290
Base Capacity (vph)	541	2104	1198	832	523
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.86	0.38	0.62	0.76	0.89

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	400	474	168	1232	200	1127
v/c Ratio	0.93	1.10	0.85	0.99	0.92	0.90
Control Delay	60.3	105.2	83.7	54.4	92.7	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.3	105.2	83.7	54.4	92.7	40.9
Queue Length 50th (ft)	247	~366	118	434	141	377
Queue Length 95th (ft)	#443	#572	#233	#597	#281	#520
Internal Link Dist (ft)	1059	723		734		1271
Turn Bay Length (ft)			100		70	
Base Capacity (vph)	432	432	205	1250	218	1246
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.93	1.10	0.82	0.99	0.92	0.90

Intersection Summary

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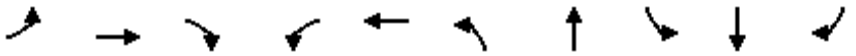
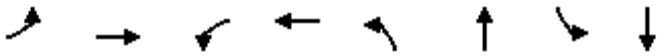
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	179	126	242	147	294	305	863	316	800	337
v/c Ratio	0.62	0.38	0.43	0.87	0.69	0.78	0.91	0.95	0.60	0.36
Control Delay	56.7	39.4	12.2	90.2	37.1	60.3	50.3	81.7	29.1	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	39.4	12.2	90.2	37.1	60.3	50.3	81.7	29.1	3.1
Queue Length 50th (ft)	55	73	46	92	142	95	262	195	202	0
Queue Length 95th (ft)	105	125	104	#243	232	#185	#478	#438	337	49
Internal Link Dist (ft)		482			598		1179		907	
Turn Bay Length (ft)	190			60		300		260		260
Base Capacity (vph)	326	568	579	169	619	417	952	333	1338	942
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.22	0.42	0.87	0.47	0.73	0.91	0.95	0.60	0.36

Intersection Summary

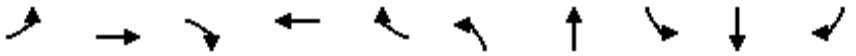
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	105	253	147	337	168	1095	189	1158
v/c Ratio	0.72	0.67	0.85	0.84	0.84	0.92	0.80	0.96
Control Delay	79.7	44.8	90.4	54.7	58.0	47.4	47.9	50.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.7	44.8	90.4	54.7	58.0	47.4	47.9	50.7
Queue Length 50th (ft)	76	148	107	206	67	395	77	421
Queue Length 95th (ft)	#171	235	#240	315	#211	#593	#211	#631
Internal Link Dist (ft)		153		521		669		734
Turn Bay Length (ft)	50		50		70		140	
Base Capacity (vph)	150	488	173	507	199	1187	246	1212
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.52	0.85	0.66	0.84	0.92	0.77	0.96

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	200	11	326	22	21	274	937	84	821	221
v/c Ratio	0.28	0.03	0.56	0.09	0.06	0.88	0.76	0.62	0.67	0.32
Control Delay	27.0	25.2	7.1	38.6	0.3	68.1	29.8	63.2	27.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	25.2	7.1	38.6	0.3	68.1	29.8	63.2	27.6	5.3
Queue Length 50th (ft)	46	5	0	10	0	71	207	41	176	0
Queue Length 95th (ft)	75	18	61	36	0	#185	#416	#138	321	53
Internal Link Dist (ft)		409		120			1002		1179	
Turn Bay Length (ft)	540		255		15	285		120		285
Base Capacity (vph)	1357	736	814	446	506	313	1344	135	1331	734
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.01	0.40	0.05	0.04	0.88	0.70	0.62	0.62	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	531	1980	551	612	490
v/c Ratio	0.19	0.72	0.51	0.50	0.71
Control Delay	0.1	11.0	2.8	1.5	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.1	11.0	2.8	1.5	20.9
Queue Length 50th (ft)	0	130	0	0	63
Queue Length 95th (ft)	0	242	42	0	105
Internal Link Dist (ft)	217	1065			
Turn Bay Length (ft)					
Base Capacity (vph)	2897	2787	1094	1293	1088
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.71	0.50	0.47	0.45

Intersection Summary

Lane Group	EBT	EBR	WBT	NBR	SBR
Lane Group Flow (vph)	1845	515	495	742	928
v/c Ratio	0.76	0.49	0.18	0.84	0.74
Control Delay	14.8	2.9	0.1	28.1	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	2.9	0.1	28.1	4.4
Queue Length 50th (ft)	192	0	0	137	0
Queue Length 95th (ft)	264	43	0	205	21
Internal Link Dist (ft)	1065		196		
Turn Bay Length (ft)				550	
Base Capacity (vph)	2552	1069	2893	1046	1286
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.72	0.48	0.17	0.71	0.72

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	260	2062	146	1646	146	63	136	42	365
v/c Ratio	0.95	1.08	0.90	0.96	0.17	0.84	0.37	0.71	0.94
Control Delay	105.0	77.6	95.6	45.3	8.0	135.5	30.5	124.1	70.7
Queue Delay	0.0	3.9	0.0	43.2	0.0	0.0	0.7	0.0	0.0
Total Delay	105.0	81.5	95.6	88.5	8.0	135.5	31.2	124.1	70.7
Queue Length 50th (ft)	~259	~1200	136	892	46	62	59	42	229
Queue Length 95th (ft)	#449	#1333	m#159	m#952	m54	#155	127	#113	#419
Internal Link Dist (ft)		693		565			271		617
Turn Bay Length (ft)	240		140		170				
Base Capacity (vph)	274	1906	162	1710	853	75	369	59	404
Starvation Cap Reductn	0	16	0	409	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	77	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	1.09	0.90	1.27	0.17	0.84	0.47	0.71	0.90

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

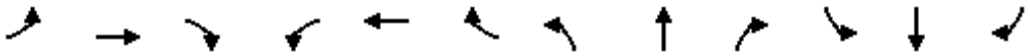
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	469	896	396	188	927	208	594	1146	271	604	396
v/c Ratio	0.95	0.78	0.43	0.84	0.99	0.35	0.94	0.98	0.97	0.72	0.73
Control Delay	45.3	53.2	32.0	98.5	81.6	5.1	83.6	67.7	114.6	58.4	30.5
Queue Delay	0.0	1.0	1.2	0.0	0.0	0.0	64.9	12.5	0.0	0.0	12.5
Total Delay	45.3	54.2	33.2	98.5	81.6	5.1	148.5	80.2	114.6	58.4	43.0
Queue Length 50th (ft)	225	488	316	95	480	0	297	566	138	290	157
Queue Length 95th (ft)	m210	m455	m296	#161	#630	47	#404	#722	#234	361	289
Internal Link Dist (ft)		565			1735			554		1118	
Turn Bay Length (ft)	200		100	220		150	370		180		100
Base Capacity (vph)	501	1154	931	226	935	588	647	1175	279	840	544
Starvation Cap Reductn	0	88	322	0	0	0	0	59	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	514	0	0	0	128
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.84	0.65	0.83	0.99	0.35	4.47	1.03	0.97	0.72	0.95

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

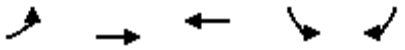


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	358	832	253	274	1400	347	263	350	156	147	221	737
v/c Ratio	1.48	0.93	0.63	1.71	1.01	0.81	1.43	0.28	0.28	0.83	0.16	1.22
Control Delay	281.6	71.3	57.8	383.5	79.0	67.1	266.9	32.4	33.5	99.5	30.4	153.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Total Delay	281.6	71.3	57.8	383.5	79.0	67.1	266.9	32.4	33.5	99.5	30.4	153.7
Queue Length 50th (ft)	~247	421	221	~393	~509	319	~347	130	116	142	74	~882
Queue Length 95th (ft)	#353	#543	322	#580	#620	#474	#533	174	182	#250	105	#1131
Internal Link Dist (ft)		315			1214			532			530	
Turn Bay Length (ft)	290		230	150		300	380		250	260		
Base Capacity (vph)	242	898	402	160	1393	426	184	1250	554	195	1370	604
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	49
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.48	0.93	0.63	1.71	1.01	0.81	1.43	0.28	0.28	0.75	0.16	1.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

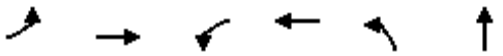
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	253	916	1611	126	168
v/c Ratio	0.87	0.37	0.92	0.49	0.45
Control Delay	73.7	6.9	36.6	48.2	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	73.7	6.9	36.6	48.2	9.7
Queue Length 50th (ft)	164	87	486	82	0
Queue Length 95th (ft)	#352	195	#838	139	57
Internal Link Dist (ft)		1214	2583	422	
Turn Bay Length (ft)	400				
Base Capacity (vph)	305	2512	1749	444	523
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.83	0.36	0.92	0.28	0.32

Intersection Summary

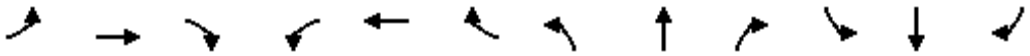
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	21	1358	337	1116	95	137
v/c Ratio	0.24	0.88	0.86	0.44	0.37	0.40
Control Delay	58.0	34.7	61.9	10.0	43.0	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.0	34.7	61.9	10.0	43.0	11.6
Queue Length 50th (ft)	13	369	199	81	58	6
Queue Length 95th (ft)	43	#690	#434	331	106	58
Internal Link Dist (ft)		2583		1392		317
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	97	1546	405	2520	533	572
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.88	0.83	0.44	0.18	0.24

Intersection Summary

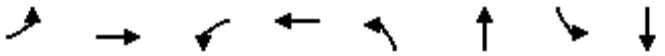
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	253	642	442	316	579	305	505	811	326	316	537	221
v/c Ratio	0.85	0.86	0.72	0.87	0.45	0.24	0.85	0.87	0.56	0.82	0.73	0.47
Control Delay	81.7	65.2	19.6	78.4	45.0	13.2	71.0	59.9	18.4	78.7	58.9	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.7	65.2	19.6	78.4	45.0	13.2	71.0	59.9	18.4	78.7	58.9	14.6
Queue Length 50th (ft)	238	314	84	296	171	48	245	393	79	156	258	29
Queue Length 95th (ft)	#368	#396	222	#442	215	86	#327	483	186	#232	331	110
Internal Link Dist (ft)		1392			761			1005			1002	
Turn Bay Length (ft)	185			330		410	310		200	230		140
Base Capacity (vph)	359	846	651	434	1478	1275	674	1049	621	422	801	496
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.76	0.68	0.73	0.39	0.24	0.75	0.77	0.52	0.75	0.67	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	253	1137	253	1095	95	432	305	210
v/c Ratio	0.85	0.92	0.94	0.70	0.20	0.55	1.06	0.26
Control Delay	66.6	48.3	85.9	34.9	19.1	20.4	98.4	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	48.3	85.9	34.9	19.1	20.4	98.4	6.9
Queue Length 50th (ft)	155	248	162	175	37	165	~215	23
Queue Length 95th (ft)	#277	#333	#314	215	72	260	#380	67
Internal Link Dist (ft)		761		1034		276		167
Turn Bay Length (ft)	130		100				60	
Base Capacity (vph)	323	1249	268	1555	475	784	289	806
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.91	0.94	0.70	0.20	0.55	1.06	0.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	800	453	526	274	305
v/c Ratio	0.43	0.41	0.61	0.45	0.37
Control Delay	7.2	13.3	4.9	20.4	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	13.3	4.9	20.4	3.5
Queue Length 50th (ft)	55	46	0	31	1
Queue Length 95th (ft)	98	83	48	76	44
Internal Link Dist (ft)	845	1454		408	
Turn Bay Length (ft)				650	
Base Capacity (vph)	3406	3347	1526	1596	1145
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.23	0.14	0.34	0.17	0.27

Intersection Summary

Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	53	58	58	147	11	1769	253	1147
v/c Ratio	0.21	0.23	0.23	0.30	0.14	1.26	1.31	0.59
Control Delay	45.9	51.3	51.2	6.8	71.7	156.9	214.5	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay	45.9	51.3	51.2	6.8	71.7	156.9	214.5	31.1
Queue Length 50th (ft)	37	49	49	0	11	~1293	~355	464
Queue Length 95th (ft)	78	94	94	49	33	#1432	#538	#697
Internal Link Dist (ft)	46		1704			950		554
Turn Bay Length (ft)		100		100	65		65	
Base Capacity (vph)	469	438	443	497	115	1401	193	1928
Starvation Cap Reductn	0	0	0	0	0	0	0	247
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.13	0.13	0.30	0.10	1.26	1.31	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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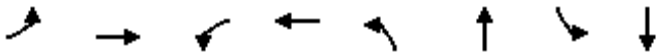
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	74	95	200	84	969	189	1137
v/c Ratio	0.58	0.22	0.73	0.51	0.69	0.82	0.83	0.85
Control Delay	59.9	15.0	73.1	16.5	71.7	33.2	68.8	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.9	15.0	73.1	16.5	71.7	33.2	68.8	31.8
Queue Length 50th (ft)	33	14	44	35	38	198	86	228
Queue Length 95th (ft)	#117	46	#154	91	#139	#447	#256	#524
Internal Link Dist (ft)		61		516		1267		1005
Turn Bay Length (ft)					100		100	
Base Capacity (vph)	128	661	131	704	121	1178	227	1337
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.11	0.73	0.28	0.69	0.82	0.83	0.85

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	189	347	147	1610	221	1147
v/c Ratio	0.74	0.97	0.58	1.07	0.96	0.67
Control Delay	58.4	81.7	63.2	76.3	101.0	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	81.7	63.2	76.3	101.0	23.4
Queue Length 50th (ft)	128	239	57	~726	173	332
Queue Length 95th (ft)	#239	#432	91	#869	#330	413
Internal Link Dist (ft)	272	355		1406		950
Turn Bay Length (ft)			170		140	
Base Capacity (vph)	260	364	282	1503	231	1710
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.95	0.52	1.07	0.96	0.67

Intersection Summary

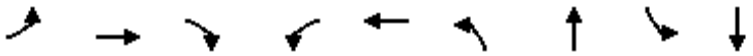
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	179	84	33	168	548	11	1231
v/c Ratio	0.60	0.19	0.09	0.61	0.28	0.11	0.88
Control Delay	34.8	11.0	17.7	47.8	9.6	42.3	28.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	11.0	17.7	47.8	9.6	42.3	28.0
Queue Length 50th (ft)	74	13	8	38	45	5	232
Queue Length 95th (ft)	144	42	30	#101	143	23	#460
Internal Link Dist (ft)	962		65		3271		1267
Turn Bay Length (ft)		90		140		250	
Base Capacity (vph)	510	452	615	276	2039	102	1766
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.19	0.05	0.61	0.27	0.11	0.70

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	95	74	95	474	390	189	1358	232	705
v/c Ratio	0.73	0.25	0.24	1.05	0.89	0.79	1.02	1.06	0.53
Control Delay	96.5	52.7	1.4	115.4	62.5	82.9	70.5	135.5	36.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.5	52.7	1.4	115.4	62.5	82.9	70.5	135.5	36.6
Queue Length 50th (ft)	92	61	0	~273	275	182	~766	~260	285
Queue Length 95th (ft)	#177	109	0	#388	#413	261	#909	#439	376
Internal Link Dist (ft)		304			255		817		1406
Turn Bay Length (ft)	70		70	160		200		225	
Base Capacity (vph)	147	407	477	450	514	327	1332	219	1323
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.18	0.20	1.05	0.76	0.58	1.02	1.06	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	85	429	415	398	916	663	716
v/c Ratio	0.36	0.91	0.90	0.57	0.89	1.58	0.44
Control Delay	53.3	76.5	67.0	7.5	59.9	311.9	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	76.5	67.0	7.5	59.9	311.9	27.5
Queue Length 50th (ft)	63	~484	~417	0	442	~482	245
Queue Length 95th (ft)	116	#712	#657	98	#567	#609	302
Internal Link Dist (ft)	61		778		233		817
Turn Bay Length (ft)		250				390	
Base Capacity (vph)	335	471	463	702	1030	420	1636
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.91	0.90	0.57	0.89	1.58	0.44

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	389	1042	295	695	411	116	179	189	411	420	326
v/c Ratio	0.85	0.91	1.00	0.78	0.57	0.67	0.99	0.33	0.92	0.96	0.50
Control Delay	72.3	58.6	107.2	51.5	7.0	76.4	123.9	13.2	73.6	82.1	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.3	58.6	107.2	51.5	7.0	76.4	123.9	13.2	73.6	82.1	7.3
Queue Length 50th (ft)	165	299	~253	288	0	96	153	35	357	371	4
Queue Length 95th (ft)	#234	#375	#443	363	84	#178	#308	97	#566	#593	80
Internal Link Dist (ft)		959		795			512			3271	
Turn Bay Length (ft)	400		250			175		280	115		
Base Capacity (vph)	488	1164	294	892	715	172	180	573	447	436	649
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.90	1.00	0.78	0.57	0.67	0.99	0.33	0.92	0.96	0.50

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	408	403	53	684	221
v/c Ratio	0.93	0.92	0.11	0.84	0.90
Control Delay	66.2	63.4	3.5	15.6	78.3
Queue Delay	0.0	0.0	0.0	2.1	0.0
Total Delay	66.2	63.4	3.5	17.8	78.3
Queue Length 50th (ft)	260	255	0	117	135
Queue Length 95th (ft)	#437	#429	16	m82	#277
Internal Link Dist (ft)		513		461	169
Turn Bay Length (ft)	230		230		
Base Capacity (vph)	468	470	498	811	250
Starvation Cap Reductn	0	0	0	49	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.87	0.86	0.11	0.90	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	232	1063	855	776	989
v/c Ratio	0.90	1.51	1.40	0.78	0.90
Control Delay	81.4	252.1	219.0	9.8	56.7
Queue Delay	0.0	0.0	1.1	0.9	0.0
Total Delay	81.4	252.1	220.1	10.7	56.7
Queue Length 50th (ft)	150	~624	~766	30	298
Queue Length 95th (ft)	#325	#880	#1017	191	m387
Internal Link Dist (ft)	526		287		461
Turn Bay Length (ft)		110			
Base Capacity (vph)	257	706	609	993	1192
Starvation Cap Reductn	0	0	81	64	0
Spillback Cap Reductn	0	0	22	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.90	1.51	1.62	0.84	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	232	368	579	1032	1211
v/c Ratio	0.92	0.44	0.96	0.38	0.86
Control Delay	101.2	22.2	69.7	10.5	47.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	101.2	22.2	69.7	10.5	47.8
Queue Length 50th (ft)	217	192	583	236	567
Queue Length 95th (ft)	#367	274	m606	m217	#684
Internal Link Dist (ft)	281			727	320
Turn Bay Length (ft)		45	95		
Base Capacity (vph)	267	848	626	2736	1408
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.87	0.43	0.92	0.38	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

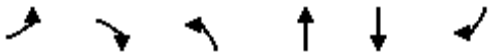
Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	284	863	1347	211	368	1147
v/c Ratio	0.58	0.96	0.99	0.33	0.97	0.51
Control Delay	50.2	63.7	56.1	26.9	100.4	13.8
Queue Delay	0.0	16.9	38.3	0.8	0.0	52.8
Total Delay	50.2	80.6	94.4	27.7	100.4	66.6
Queue Length 50th (ft)	229	380	564	89	~368	215
Queue Length 95th (ft)	327	#526	m#645	m101	m#512	283
Internal Link Dist (ft)	393		336			727
Turn Bay Length (ft)		200		100	280	
Base Capacity (vph)	509	919	1359	640	379	2237
Starvation Cap Reductn	0	0	241	216	0	0
Spillback Cap Reductn	0	78	0	0	0	1613
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	1.03	1.20	0.50	0.97	1.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

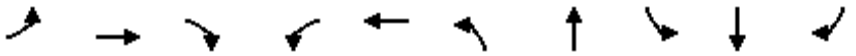
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	705	358	337	947	1453	463
v/c Ratio	0.89	0.53	0.65	0.40	0.86	0.22
Control Delay	70.2	34.4	56.9	16.1	35.8	4.2
Queue Delay	0.0	0.3	0.0	1.1	49.6	0.2
Total Delay	70.2	34.7	56.9	17.3	85.4	4.3
Queue Length 50th (ft)	342	221	144	372	662	59
Queue Length 95th (ft)	#438	382	#344	379	602	35
Internal Link Dist (ft)	2085			450	287	
Turn Bay Length (ft)	190		90			180
Base Capacity (vph)	832	675	518	2361	1957	2112
Starvation Cap Reductn	0	0	0	1101	626	873
Spillback Cap Reductn	0	62	0	0	976	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.58	0.65	0.75	1.48	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	243	251	453	211	190	347	1421	305	1305	421
v/c Ratio	0.80	0.80	0.93	0.92	0.74	1.16	1.01	0.95	1.13	0.68
Control Delay	75.6	75.2	51.8	103.8	65.4	153.0	68.4	92.2	114.3	34.5
Queue Delay	62.3	61.9	0.0	0.0	84.2	0.0	32.9	0.0	1.1	3.5
Total Delay	137.9	137.1	51.8	103.8	149.6	153.0	101.2	92.2	115.4	38.0
Queue Length 50th (ft)	226	233	202	~233	141	~386	~712	156	~768	183
Queue Length 95th (ft)	332	341	#396	#401	#287	#587	#874	m#215	m#891	m247
Internal Link Dist (ft)		750			201		730		336	
Turn Bay Length (ft)	190			100		170		180		140
Base Capacity (vph)	347	358	521	229	256	300	1403	321	1157	621
Starvation Cap Reductn	0	0	0	0	0	0	0	0	237	121
Spillback Cap Reductn	152	157	0	0	190	0	148	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.25	1.25	0.87	0.92	2.88	1.16	1.13	0.95	1.42	0.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	211	211	158	105	253	137	1295	105	1368
v/c Ratio	0.78	0.63	0.79	0.40	0.80	0.91	0.91	0.90	0.99
Control Delay	58.4	26.4	65.9	36.7	38.2	95.5	35.2	103.9	50.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	26.4	65.9	36.7	38.2	95.5	35.2	103.9	50.4
Queue Length 50th (ft)	108	56	80	51	80	71	308	55	352
Queue Length 95th (ft)	#260	124	#199	98	151	#195	#527	#164	#594
Internal Link Dist (ft)		494		479			638		730
Turn Bay Length (ft)	60		130		250	90		90	
Base Capacity (vph)	272	463	201	402	317	150	1418	117	1376
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.46	0.79	0.26	0.80	0.91	0.91	0.90	0.99

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
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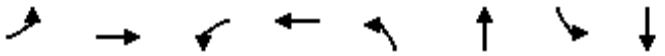

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	295	305	158	211	137	706	95	1358
v/c Ratio	0.85	0.66	0.56	0.65	0.59	0.53	0.66	1.19
Control Delay	80.0	25.1	64.5	40.7	74.5	27.0	81.1	129.2
Queue Delay	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay	80.0	27.2	64.5	40.7	74.5	27.0	81.1	129.8
Queue Length 50th (ft)	273	89	136	102	~131	222	85	~888
Queue Length 95th (ft)	379	191	211	188	m#195	m356	m121	#1050
Internal Link Dist (ft)		470		240		650		450
Turn Bay Length (ft)	160		100		70		100	
Base Capacity (vph)	413	555	377	457	234	1326	162	1140
Starvation Cap Reductn	0	0	0	0	0	0	0	121
Spillback Cap Reductn	0	135	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.73	0.42	0.46	0.59	0.53	0.59	1.33

Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
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m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	271	302	41	385	948	73	1896
v/c Ratio	0.85	0.58	0.34	1.37	0.50	0.58	1.06
Control Delay	76.8	10.8	43.9	229.9	20.7	77.8	69.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	18.1
Total Delay	76.8	10.8	43.9	229.9	20.7	77.8	87.1
Queue Length 50th (ft)	227	7	17	~231	278	62	~978
Queue Length 95th (ft)	#368	93	57	#343	363	117	#1149
Internal Link Dist (ft)		542	131		934		638
Turn Bay Length (ft)	100			120		130	
Base Capacity (vph)	357	550	257	282	1886	160	1794
Starvation Cap Reductn	0	0	0	0	0	0	153
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.55	0.16	1.37	0.50	0.46	1.16

Intersection Summary

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Lane Group	EBT	EBR	WBT	NBR	SBR
Lane Group Flow (vph)	1968	537	1053	884	600
v/c Ratio	0.71	0.47	0.35	1.00	0.48
Control Delay	21.2	2.5	0.8	75.4	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.2	2.5	0.8	75.4	1.3
Queue Length 50th (ft)	434	3	0	447	0
Queue Length 95th (ft)	489	49	12	#611	0
Internal Link Dist (ft)	1579		736		
Turn Bay Length (ft)					
Base Capacity (vph)	2781	1141	3007	887	1249
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.71	0.47	0.35	1.00	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	474	1211	531	284	1684	95	389	738	189	179	600
v/c Ratio	1.33	0.96	0.59	1.37	1.28	0.14	1.04	0.93	1.23	1.10	1.20
Control Delay	214.8	61.2	5.3	229.4	160.9	1.6	111.2	65.8	200.3	161.7	134.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	214.8	61.2	5.3	229.4	160.9	1.6	111.2	65.8	200.3	161.7	134.4
Queue Length 50th (ft)	~308	603	0	~375	~1090	1	~448	340	~227	~198	~247
Queue Length 95th (ft)	#424	#757	81	m#370	m#1014	m1	#680	#467	#391	#358	#384
Internal Link Dist (ft)		736			1332			775		637	
Turn Bay Length (ft)	345		610	280		160	230				70
Base Capacity (vph)	357	1265	898	207	1311	694	375	797	154	162	502
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.33	0.96	0.59	1.37	1.28	0.14	1.04	0.93	1.23	1.10	1.20

Intersection Summary

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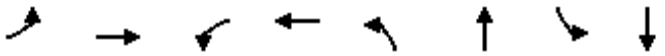
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	156	1458	188	1354	260	386	219	448
v/c Ratio	1.14	1.19	1.18	1.05	1.34	0.91	1.00	0.97
Control Delay	135.5	145.0	136.7	66.4	231.8	74.4	125.1	81.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	135.5	145.0	136.7	66.4	231.8	74.4	125.1	81.3
Queue Length 50th (ft)	~192	~878	~234	~765	~330	324	218	373
Queue Length 95th (ft)	m#201	m#922	m#158	m553	#515	#513	#394	#594
Internal Link Dist (ft)		1332		1767		357		1114
Turn Bay Length (ft)	230		180		65		65	
Base Capacity (vph)	137	1227	160	1293	194	435	219	472
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	1.19	1.18	1.05	1.34	0.89	1.00	0.95

Intersection Summary

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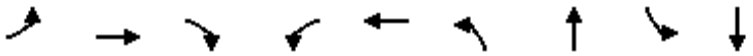
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	323	1094	396	552	1271	385	636	583	1219
v/c Ratio	1.10	1.09	0.67	1.43	1.13	2.55	0.68	1.13	0.97
Control Delay	129.4	77.5	10.4	251.9	96.4	741.8	44.4	113.9	73.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	129.4	77.5	10.4	251.9	96.4	741.8	44.4	113.9	73.3
Queue Length 50th (ft)	~192	~623	50	~373	~732	~323	242	~346	646
Queue Length 95th (ft)	m#172	m#488	m36	m#393	m#742	#432	313	m#318	m593
Internal Link Dist (ft)		1767			1271		1271		650
Turn Bay Length (ft)	200		120	245		270		240	
Base Capacity (vph)	294	1001	595	385	1121	151	941	517	1264
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	1.09	0.67	1.43	1.13	2.55	0.68	1.13	0.96

Intersection Summary

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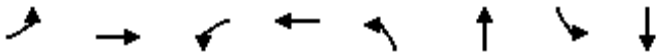
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	83	1948	365	1261	281	615	135	73
v/c Ratio	0.64	1.52	2.12	0.90	2.08	1.10	1.00	0.16
Control Delay	61.5	268.2	548.2	37.3	542.1	101.4	144.8	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.5	268.2	548.2	37.3	542.1	101.4	144.8	16.9
Queue Length 50th (ft)	80	~1416	~562	581	~432	~523	134	16
Queue Length 95th (ft)	m77	m#1274	m#742	m#776	#621	#767	#280	58
Internal Link Dist (ft)		1271		914		1367		453
Turn Bay Length (ft)	160		345		80		50	
Base Capacity (vph)	172	1285	172	1402	135	560	135	466
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	1.52	2.12	0.90	2.08	1.10	1.00	0.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	84	2021	316	1405	347	253
v/c Ratio	0.64	1.21	1.37	0.75	1.00	1.02
Control Delay	54.6	142.5	212.4	36.3	101.4	116.3
Queue Delay	0.0	2.4	0.0	4.6	4.0	2.5
Total Delay	54.6	144.9	212.4	40.9	105.3	118.8
Queue Length 50th (ft)	82	~1253	~417	525	~326	~254
Queue Length 95th (ft)	m59	m731	m#424	m530	#540	#439
Internal Link Dist (ft)		914		534	132	915
Turn Bay Length (ft)	200		150			
Base Capacity (vph)	173	1664	231	1881	346	247
Starvation Cap Reductn	0	0	0	399	0	0
Spillback Cap Reductn	0	748	0	0	5	2
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	2.21	1.37	0.95	1.02	1.03

Intersection Summary

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Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	179	2116	211	1411	537	295	292	276	379	327
v/c Ratio	1.01	1.40	0.83	0.97	0.70	1.43	0.89	0.69	0.92	0.52
Control Delay	97.8	205.5	83.3	57.5	30.5	262.0	72.1	43.7	92.3	41.0
Queue Delay	0.0	2.7	0.0	43.9	54.4	0.0	1.3	0.5	0.0	0.3
Total Delay	97.8	208.2	83.3	101.4	84.9	262.0	73.4	44.2	92.3	41.3
Queue Length 50th (ft)	~236	~1474	~143	717	236	~388	220	181	191	103
Queue Length 95th (ft)	m#178	m#1126	m#188	m770	m301	#580	#365	288	#284	155
Internal Link Dist (ft)		534		162			133			386
Turn Bay Length (ft)	170		120		110			135	90	
Base Capacity (vph)	178	1509	254	1455	768	207	371	401	421	722
Starvation Cap Reductn	0	219	0	655	333	0	0	0	0	0
Spillback Cap Reductn	0	691	0	0	0	0	15	15	0	97
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	2.59	0.83	1.76	1.23	1.43	0.82	0.72	0.90	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	1758	1074	1253	1389	424	429	916
v/c Ratio	0.82	0.82	0.57	1.05	0.94	0.95	1.07
Control Delay	36.8	18.1	13.2	50.5	84.2	85.4	93.1
Queue Delay	49.3	49.2	55.2	11.4	0.0	0.0	13.3
Total Delay	86.1	67.3	68.4	61.9	84.2	85.4	106.5
Queue Length 50th (ft)	884	0	271	~1225	430	436	~494
Queue Length 95th (ft)	m637	m347	325	#1488	#653	#662	#644
Internal Link Dist (ft)	162		912			121	
Turn Bay Length (ft)				120			
Base Capacity (vph)	2152	1316	2213	1319	449	451	858
Starvation Cap Reductn	1177	441	0	35	0	0	0
Spillback Cap Reductn	34	0	1753	0	0	0	81
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.80	1.23	2.72	1.08	0.94	0.95	1.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

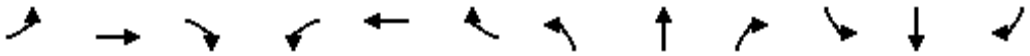
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	1615	938	1521	927	479	489	594
v/c Ratio	0.87	0.64	0.80	0.80	0.82	0.83	0.59
Control Delay	27.1	2.0	15.8	4.8	56.7	57.8	39.8
Queue Delay	2.8	0.0	48.2	43.5	0.0	0.0	109.7
Total Delay	29.9	2.0	64.0	48.3	56.7	57.8	149.5
Queue Length 50th (ft)	558	0	465	59	445	458	251
Queue Length 95th (ft)	m766	m0	m377	m45	605	#627	322
Internal Link Dist (ft)	912		331			245	
Turn Bay Length (ft)		440		220	525		548
Base Capacity (vph)	1877	1468	1929	1161	603	605	1026
Starvation Cap Reductn	45	8	640	307	0	0	0
Spillback Cap Reductn	166	0	255	0	0	0	989
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.64	1.18	1.09	0.79	0.81	16.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	295	1421	547	295	1347	179	674	211	263	147	305	484
v/c Ratio	0.92	1.18	0.76	1.35	1.00	0.24	1.25	0.44	0.47	1.08	0.92	1.12
Control Delay	87.6	129.8	32.1	218.2	66.3	12.8	176.5	50.1	14.4	162.5	92.6	114.6
Queue Delay	0.0	0.8	6.4	0.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Delay	87.6	130.6	38.5	218.2	102.2	12.8	176.5	50.1	14.4	162.5	92.6	114.9
Queue Length 50th (ft)	147	~866	252	~385	~483	31	~422	174	44	~159	297	~387
Queue Length 95th (ft)	m#204	#1012	m350	m#396	m464	m34	#548	257	131	#309	#476	#615
Internal Link Dist (ft)		331			1063			924			254	
Turn Bay Length (ft)	275		185	200		100	200			140		340
Base Capacity (vph)	322	1207	724	219	1343	732	540	479	554	136	332	431
Starvation Cap Reductn	0	205	131	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	300	0	0	0	0	0	0	16
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	1.42	0.92	1.35	1.29	0.24	1.25	0.44	0.47	1.08	0.92	1.17

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

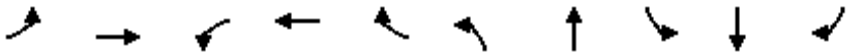
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	309	1217	155	1278	196	381	268	196	247
v/c Ratio	1.15	0.99	0.88	1.12	0.98	0.93	1.23	0.45	0.51
Control Delay	133.3	53.8	108.2	101.0	122.3	80.2	188.8	52.0	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	133.3	53.8	108.2	101.0	122.3	80.2	188.8	52.0	18.8
Queue Length 50th (ft)	~404	~495	161	~753	194	327	~322	161	59
Queue Length 95th (ft)	m#352	m338	m#278	m#848	#359	#500	#509	240	147
Internal Link Dist (ft)		1063		1058		351		550	
Turn Bay Length (ft)	175		135						80
Base Capacity (vph)	269	1226	177	1144	201	446	218	476	516
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.15	0.99	0.88	1.12	0.98	0.85	1.23	0.41	0.48

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



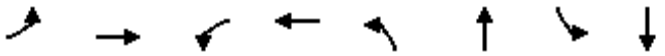
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	367	1285	153	755	102	276	336	265	112	378
v/c Ratio	0.84	0.87	0.71	0.59	0.15	1.00	0.47	1.00	0.33	0.83
Control Delay	63.8	58.4	62.4	53.6	10.5	117.1	30.5	118.6	52.8	40.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	58.4	62.4	53.6	10.5	117.1	30.5	118.6	52.8	40.6
Queue Length 50th (ft)	187	~606	81	295	18	~286	80	~274	89	156
Queue Length 95th (ft)	m193	m603	m79	m269	m18	#474	126	#459	144	280
Internal Link Dist (ft)		1058		1244			749		447	
Turn Bay Length (ft)	230		240		115	250		200		
Base Capacity (vph)	454	1472	214	1272	683	275	923	264	473	546
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.87	0.71	0.59	0.15	1.00	0.36	1.00	0.24	0.69

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	135	406	146	250	167	1094	104	1948
v/c Ratio	1.02	0.99	0.96	0.60	1.04	0.62	1.86	1.14
Control Delay	146.5	85.9	128.0	47.8	147.7	26.6	481.0	103.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Total Delay	146.5	85.9	128.0	47.8	147.7	32.1	481.0	103.8
Queue Length 50th (ft)	~132	318	140	176	~87	372	~149	~1121
Queue Length 95th (ft)	#275	#541	#284	273	#167	445	#276	#1258
Internal Link Dist (ft)		628		657		431		934
Turn Bay Length (ft)	130				130		130	
Base Capacity (vph)	133	411	152	415	160	1755	56	1711
Starvation Cap Reductn	0	0	0	0	0	592	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.99	0.96	0.60	1.04	0.94	1.86	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	427	1531	542	802	563	740	552	750	1094	281
v/c Ratio	0.88	1.27	1.62	0.76	2.57	0.87	1.01	1.59	0.98	0.47
Control Delay	79.1	168.7	332.0	64.1	744.9	66.9	73.0	316.0	72.7	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.2	0.3
Total Delay	79.1	168.7	332.0	64.1	744.9	66.9	73.0	316.0	112.9	17.4
Queue Length 50th (ft)	224	~973	~397	354	~473	369	~367	~537	558	76
Queue Length 95th (ft)	m261	m#1093	#521	478	#595	#467	#618	#667	#711	164
Internal Link Dist (ft)		1244		1710		907			431	
Turn Bay Length (ft)	250		285		230			175		100
Base Capacity (vph)	517	1206	334	1057	219	849	547	471	1118	603
Starvation Cap Reductn	0	0	0	0	0	0	0	0	202	58
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	1.27	1.62	0.76	2.57	0.87	1.01	1.59	1.19	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

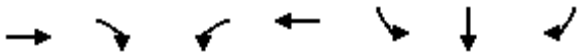
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	11	1747	421	537	905	200	947
v/c Ratio	0.17	1.44	0.63	1.49	0.46	0.48	1.36
Control Delay	69.7	235.1	28.1	273.9	18.7	47.5	197.7
Queue Delay	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Total Delay	69.7	235.1	28.1	273.9	19.8	47.5	197.7
Queue Length 50th (ft)	11	~1237	181	~723	223	160	~985
Queue Length 95th (ft)	m8	m#827	m99	#956	347	244	#1251
Internal Link Dist (ft)		1710			495		690
Turn Bay Length (ft)	150		90	250			
Base Capacity (vph)	92	1211	667	361	1987	421	697
Starvation Cap Reductn	0	0	0	0	781	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	1.44	0.63	1.49	0.75	0.48	1.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1853	1158	147	884	504	504	445
v/c Ratio	1.12	0.70	1.14	0.44	1.05	1.09	0.82
Control Delay	94.2	16.2	177.9	18.7	103.3	113.2	43.2
Queue Delay	0.6	0.9	0.0	0.6	37.3	25.0	0.0
Total Delay	94.8	17.1	177.9	19.3	140.6	138.2	43.2
Queue Length 50th (ft)	~1016	256	~82	185	~526	~561	269
Queue Length 95th (ft)	#1154	347	#158	247	#761	#810	#456
Internal Link Dist (ft)	495			323		372	
Turn Bay Length (ft)		180	100		260		350
Base Capacity (vph)	1660	1643	129	2017	479	464	542
Starvation Cap Reductn	273	227	0	680	0	0	0
Spillback Cap Reductn	50	0	0	0	360	346	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.34	0.82	1.14	0.66	4.24	4.27	0.82

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	789	1884	727	537	537
v/c Ratio	0.94	0.84	0.66	0.60	1.09
Control Delay	52.6	23.6	40.4	50.3	104.1
Queue Delay	47.1	48.0	0.0	0.0	0.0
Total Delay	99.7	71.7	40.4	50.3	104.1
Queue Length 50th (ft)	376	576	267	232	~511
Queue Length 95th (ft)	m334	m506	327	302	#761
Internal Link Dist (ft)		323	590		
Turn Bay Length (ft)	150			350	290
Base Capacity (vph)	865	2414	1230	895	494
Starvation Cap Reductn	214	982	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.21	1.32	0.59	0.60	1.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	347	484	116	842	211	1263
v/c Ratio	0.60	0.98	0.82	0.66	1.30	0.94
Control Delay	34.3	74.6	101.1	35.7	222.1	52.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	74.6	101.1	35.7	222.1	52.9
Queue Length 50th (ft)	223	~423	105	310	~248	564
Queue Length 95th (ft)	334	#664	#207	382	#414	#713
Internal Link Dist (ft)	1059	723		734		1271
Turn Bay Length (ft)			100		70	
Base Capacity (vph)	581	494	150	1325	162	1368
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.98	0.77	0.64	1.30	0.92

Intersection Summary

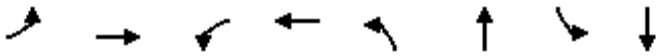
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	232	432	421	253	211	663
v/c Ratio	0.38	0.49	0.47	0.36	0.62	0.36
Control Delay	22.6	7.6	20.2	4.2	33.7	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.6	7.6	20.2	4.2	33.7	8.8
Queue Length 50th (ft)	34	42	58	14	58	53
Queue Length 95th (ft)	73	139	124	37	#216	135
Internal Link Dist (ft)	289		601			425
Turn Bay Length (ft)	280			240	250	
Base Capacity (vph)	1472	920	1646	1064	382	2693
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.47	0.26	0.24	0.55	0.25

Intersection Summary

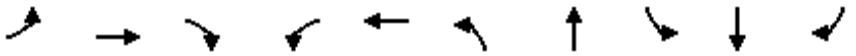
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	126	337	84	484	53	190	295	316
v/c Ratio	0.86	0.41	0.79	0.56	0.32	0.28	0.83	0.25
Control Delay	87.3	20.4	86.5	14.9	41.3	22.5	54.6	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.3	20.4	86.5	14.9	41.3	22.5	54.6	13.8
Queue Length 50th (ft)	45	45	30	41	18	28	99	32
Queue Length 95th (ft)	#204	101	#150	102	67	66	#368	82
Internal Link Dist (ft)		334		235		446		749
Turn Bay Length (ft)	250		250		250		250	
Base Capacity (vph)	146	1508	107	1490	232	1333	355	1570
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.22	0.79	0.32	0.23	0.14	0.83	0.20

Intersection Summary

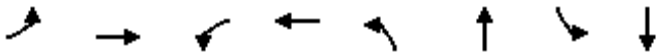
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	337	137	253	53	285	232	811	168	1274	126
v/c Ratio	0.99	0.33	0.42	0.50	0.69	0.84	0.67	0.75	0.88	0.14
Control Delay	93.4	35.6	10.9	66.9	28.4	73.2	32.2	65.2	35.8	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.4	35.6	10.9	66.9	28.4	73.2	32.2	65.2	35.8	3.0
Queue Length 50th (ft)	106	77	40	32	93	72	207	97	335	0
Queue Length 95th (ft)	#247	131	98	#94	178	#173	360	#229	#645	29
Internal Link Dist (ft)		217			406		1179		907	
Turn Bay Length (ft)	190			60		300		260		260
Base Capacity (vph)	341	650	603	111	659	277	1238	260	1544	907
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.21	0.42	0.48	0.43	0.84	0.66	0.65	0.83	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	52	227	186	299	124	866	237	1454
v/c Ratio	0.56	0.75	0.92	0.67	0.70	0.62	0.67	0.96
Control Delay	91.6	67.2	109.1	51.2	57.9	29.3	26.1	53.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Total Delay	91.6	67.2	109.1	51.2	57.9	29.3	26.1	55.7
Queue Length 50th (ft)	50	182	183	221	79	274	117	~759
Queue Length 95th (ft)	99	276	#330	328	m#103	m281	171	#924
Internal Link Dist (ft)		153		521		669		734
Turn Bay Length (ft)	50		50		70		140	
Base Capacity (vph)	100	400	206	503	178	1392	415	1518
Starvation Cap Reductn	0	0	0	0	0	0	0	23
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.57	0.90	0.59	0.70	0.62	0.57	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	589	305	547	632	274	705
v/c Ratio	0.65	0.48	0.58	0.79	0.60	0.38
Control Delay	24.6	5.6	22.9	15.8	34.8	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	5.6	22.9	15.8	34.8	10.1
Queue Length 50th (ft)	98	0	93	120	50	75
Queue Length 95th (ft)	176	54	162	194	#127	144
Internal Link Dist (ft)	494		618			601
Turn Bay Length (ft)	140			130	300	
Base Capacity (vph)	1467	841	1739	1054	485	2661
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.36	0.31	0.60	0.56	0.26

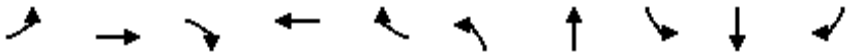
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	74	305	211	484	42	221	158	53	32
v/c Ratio	0.46	0.38	0.80	0.44	0.27	0.28	0.76	0.11	0.06
Control Delay	44.8	15.3	57.4	17.1	37.9	7.9	58.9	18.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	15.3	57.4	17.1	37.9	7.9	58.9	18.3	0.2
Queue Length 50th (ft)	21	26	59	52	12	8	45	10	0
Queue Length 95th (ft)	#102	75	#266	128	54	36	#213	44	0
Internal Link Dist (ft)		269		264		237		523	
Turn Bay Length (ft)	260		240		185		230		230
Base Capacity (vph)	164	1424	263	1607	173	1511	209	887	810
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.21	0.80	0.30	0.24	0.15	0.76	0.06	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	155	10	526	41	21	186	938	31	1629	52
v/c Ratio	0.21	0.02	0.99	0.30	0.09	0.94	0.51	0.39	0.97	0.06
Control Delay	44.9	43.4	65.7	66.5	0.8	114.0	19.9	77.5	48.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	43.4	65.7	66.5	0.8	114.0	19.9	77.5	48.5	0.1
Queue Length 50th (ft)	59	7	~288	35	0	87	275	27	738	0
Queue Length 95th (ft)	92	24	#535	76	0	#167	343	63	#931	0
Internal Link Dist (ft)		409		120			1002		1179	
Turn Bay Length (ft)	540				15	285		120		285
Base Capacity (vph)	744	403	530	241	308	197	1847	89	1684	832
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.02	0.99	0.17	0.07	0.94	0.51	0.35	0.97	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	105	389	263	63	189	589	116	179	1337
v/c Ratio	0.23	0.63	1.40	0.10	1.15	0.75	0.16	0.83	1.61
Control Delay	36.2	34.2	245.0	24.1	172.8	43.5	6.4	91.0	307.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	0.0
Total Delay	36.2	34.2	245.0	24.1	172.8	47.9	6.4	91.0	307.3
Queue Length 50th (ft)	71	229	~331	28	~209	476	6	166	~1805
Queue Length 95th (ft)	122	347	#513	63	#371	632	46	#281	#2075
Internal Link Dist (ft)		170		374		590			1394
Turn Bay Length (ft)	95		110					80	
Base Capacity (vph)	450	622	188	607	164	782	706	233	832
Starvation Cap Reductn	0	0	0	0	0	127	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.63	1.40	0.10	1.15	0.90	0.16	0.77	1.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	463	63	1211	221	53	1126
v/c Ratio	0.61	0.16	0.80	0.20	0.47	0.61
Control Delay	26.7	7.2	24.1	0.9	49.8	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.7	7.2	24.1	0.9	49.8	13.0
Queue Length 50th (ft)	93	0	234	0	22	141
Queue Length 95th (ft)	135	26	#460	12	#80	278
Internal Link Dist (ft)	476		748			618
Turn Bay Length (ft)	220			110	310	
Base Capacity (vph)	1369	657	1554	1275	112	2192
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.10	0.78	0.17	0.47	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	909	535	212	606	1212
v/c Ratio	0.96	0.71	0.42	0.95	0.54
Control Delay	70.3	56.7	8.0	69.0	15.6
Queue Delay	0.0	0.6	0.0	8.3	0.5
Total Delay	70.3	57.4	8.0	77.3	16.2
Queue Length 50th (ft)	~451	242	0	581	310
Queue Length 95th (ft)	#598	306	66	#838	365
Internal Link Dist (ft)	381	369			590
Turn Bay Length (ft)	245			50	
Base Capacity (vph)	947	977	590	644	2459
Starvation Cap Reductn	0	170	0	33	748
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.96	0.66	0.36	0.99	0.71

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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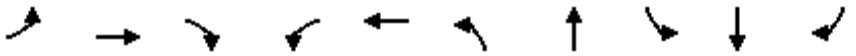
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	421	177	171	147	200	368	621	21	1263	211
v/c Ratio	0.54	0.43	0.37	0.19	0.49	3.35	0.37	0.11	0.83	0.37
Control Delay	48.0	29.2	8.2	42.7	47.7	1098.9	42.8	65.8	52.5	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	29.2	8.2	42.7	47.7	1098.9	42.8	65.8	52.5	19.8
Queue Length 50th (ft)	185	89	0	59	162	~688	210	20	477	65
Queue Length 95th (ft)	239	168	63	90	241	#898	256	50	#585	147
Internal Link Dist (ft)		187			219		530		748	
Turn Bay Length (ft)	245		445	115		95		95		215
Base Capacity (vph)	1161	577	614	1242	654	110	1685	194	1572	584
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.31	0.28	0.12	0.31	3.35	0.37	0.11	0.80	0.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	674	2989	874	642	453
v/c Ratio	0.62	0.93	0.67	0.59	0.77
Control Delay	2.6	18.7	3.6	2.3	31.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.6	18.7	3.6	2.3	31.6
Queue Length 50th (ft)	0	331	0	0	87
Queue Length 95th (ft)	0	#597	43	0	137
Internal Link Dist (ft)	1204	1065			
Turn Bay Length (ft)					
Base Capacity (vph)	1091	3222	1298	1091	805
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.93	0.67	0.59	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBR	SBR
Lane Group Flow (vph)	2206	495	711	897	897
v/c Ratio	0.91	0.48	0.65	0.94	0.82
Control Delay	23.2	2.8	3.0	40.1	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	2.8	3.0	40.1	8.1
Queue Length 50th (ft)	301	0	0	197	0
Queue Length 95th (ft)	#432	42	0	#325	#31
Internal Link Dist (ft)	1065		970		
Turn Bay Length (ft)				550	
Base Capacity (vph)	2423	1030	1091	992	1091
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.91	0.48	0.65	0.90	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	245	1867	214	1724	92	122	183	133	459
v/c Ratio	1.00	1.08	0.93	1.01	0.11	1.01	0.64	0.92	1.05
Control Delay	121.8	82.5	107.6	60.7	6.0	151.3	52.9	122.4	87.3
Queue Delay	0.0	0.0	0.0	35.3	0.0	0.0	0.0	0.0	0.0
Total Delay	121.8	82.5	107.6	96.0	6.0	151.3	52.9	122.4	87.3
Queue Length 50th (ft)	~245	~1073	210	~888	8	~122	119	132	~293
Queue Length 95th (ft)	#430	#1210	#371	#1064	38	#262	206	#265	#519
Internal Link Dist (ft)		970		565			271		617
Turn Bay Length (ft)	240		140		170				
Base Capacity (vph)	244	1722	232	1712	826	121	286	145	437
Starvation Cap Reductn	0	0	0	310	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	1.08	0.92	1.23	0.11	1.01	0.64	0.92	1.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	545	909	495	182	1313	152	727	828	424	939	424
v/c Ratio	1.36	0.66	0.53	1.73	1.16	0.23	1.71	0.72	2.16	0.99	0.74
Control Delay	223.2	38.4	19.2	405.2	125.0	0.8	356.5	65.9	558.2	73.6	36.9
Queue Delay	0.0	1.0	1.4	597.3	0.0	0.0	0.0	0.3	0.0	37.5	0.0
Total Delay	223.2	39.4	20.6	1002.5	125.0	0.8	356.5	66.2	558.2	111.0	36.9
Queue Length 50th (ft)	~359	375	248	~135	~795	0	~551	421	~339	502	293
Queue Length 95th (ft)	#479	452	350	#219	#936	0	m#506	m394	m#374	m#571	m331
Internal Link Dist (ft)		565			1735			554		1118	
Turn Bay Length (ft)	200		100	220		150	370		180		100
Base Capacity (vph)	402	1371	932	105	1136	662	425	1158	196	946	574
Starvation Cap Reductn	0	223	247	0	0	0	0	57	0	0	0
Spillback Cap Reductn	0	0	199	105	0	0	0	0	0	195	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.36	0.79	0.72	182.00	1.16	0.23	1.71	0.75	2.16	1.25	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

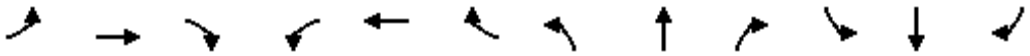
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	134	1567	361	928	454	175	227	794	392	670	485
v/c Ratio	0.79	1.14	3.01	0.74	0.64	0.81	0.26	1.55	1.89	0.79	0.89
Control Delay	94.7	112.1	950.8	45.6	24.4	89.6	43.3	288.4	452.2	58.3	53.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	3.1
Total Delay	94.7	112.1	950.8	45.6	24.4	89.6	43.3	288.4	452.2	61.6	56.8
Queue Length 50th (ft)	129	~980	~617	437	199	168	89	~881	~597	313	339
Queue Length 95th (ft)	#228	#1121	#824	524	333	#269	126	#1138	#809	391	#502
Internal Link Dist (ft)		1735		456			540			369	
Turn Bay Length (ft)	180		320		145	155			155		
Base Capacity (vph)	193	1372	120	1259	706	258	1075	511	207	981	564
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	212	31
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	1.14	3.01	0.74	0.64	0.68	0.21	1.55	1.89	0.87	0.91

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

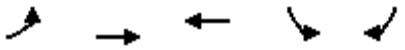


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	245	724	398	245	1592	408	327	515	291	163	561	714
v/c Ratio	1.08	0.74	0.57	1.29	0.99	0.57	1.30	0.44	0.46	0.79	0.52	1.21
Control Delay	143.7	53.1	9.3	212.9	67.9	11.5	209.3	21.6	11.0	87.7	43.8	144.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	143.7	53.1	9.3	212.9	67.9	11.5	209.3	21.6	11.0	87.7	43.8	144.7
Queue Length 50th (ft)	~132	328	23	~293	547	52	~394	110	38	151	231	~711
Queue Length 95th (ft)	#224	405	121	#472	#659	159	#592	173	134	230	292	#961
Internal Link Dist (ft)		315			1214			532			530	
Turn Bay Length (ft)	290		230	150		300	380		250	260		
Base Capacity (vph)	227	978	696	190	1616	721	251	1172	627	251	1076	588
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.74	0.57	1.29	0.99	0.57	1.30	0.44	0.46	0.65	0.52	1.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

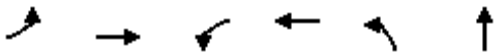
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	94	1813	1896	52	104
v/c Ratio	0.75	0.71	0.89	0.23	0.36
Control Delay	84.9	11.4	26.3	41.6	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	84.9	11.4	26.3	41.6	10.8
Queue Length 50th (ft)	58	207	437	31	0
Queue Length 95th (ft)	#175	591	#935	67	46
Internal Link Dist (ft)		1214	2558	177	
Turn Bay Length (ft)	400				
Base Capacity (vph)	125	2609	2210	460	488
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.75	0.69	0.86	0.11	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	53	1895	158	1506	126	179
v/c Ratio	0.47	0.92	0.84	0.64	0.51	0.52
Control Delay	70.0	31.5	88.9	15.6	53.6	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.0	31.5	88.9	15.6	53.6	17.8
Queue Length 50th (ft)	38	578	115	304	90	27
Queue Length 95th (ft)	88	#1024	#267	560	151	95
Internal Link Dist (ft)		2558		1392		317
Turn Bay Length (ft)	100		90			
Base Capacity (vph)	143	2052	191	2366	420	486
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.92	0.83	0.64	0.30	0.37

Intersection Summary

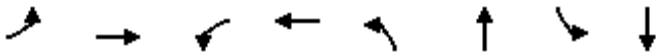
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	204	1572	153	918	265	724	929	684	673	1122	316
v/c Ratio	1.11	1.06	1.22	0.67	0.23	2.03	0.87	1.16	1.36	0.92	0.51
Control Delay	157.5	89.6	207.5	51.4	18.0	503.7	59.5	122.3	222.0	59.9	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	157.5	89.6	207.5	51.4	18.0	503.7	59.5	122.3	222.0	59.9	25.1
Queue Length 50th (ft)	~227	~610	~184	294	61	~570	454	~662	~445	554	141
Queue Length 95th (ft)	#395	#709	#336	346	94	#698	544	#913	#571	#686	238
Internal Link Dist (ft)		1392		761			1005			1002	
Turn Bay Length (ft)	185		330		410	310		200	230		140
Base Capacity (vph)	184	1483	125	1379	1164	357	1068	592	494	1219	622
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.11	1.06	1.22	0.67	0.23	2.03	0.87	1.16	1.36	0.92	0.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	206	2319	103	1113	52	609	608	165
v/c Ratio	0.89	1.46	1.12	0.71	0.46	1.09	1.88	0.21
Control Delay	97.9	245.7	189.0	49.7	77.8	102.1	440.3	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.9	245.7	189.0	49.7	77.8	102.1	440.3	8.8
Queue Length 50th (ft)	192	~1098	~111	268	48	~561	~874	23
Queue Length 95th (ft)	#332	#1189	#236	311	94	#802	#1111	73
Internal Link Dist (ft)		761		1034		276		167
Turn Bay Length (ft)	130		100				60	
Base Capacity (vph)	245	1590	92	1562	142	560	323	781
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	1.46	1.12	0.71	0.37	1.09	1.88	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	2299	258	701	515	134
v/c Ratio	1.01	0.14	0.61	0.75	0.22
Control Delay	38.9	10.6	3.4	41.8	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	10.6	3.4	41.8	5.1
Queue Length 50th (ft)	~650	36	0	143	0
Queue Length 95th (ft)	#870	55	50	198	38
Internal Link Dist (ft)	845	1454		408	
Turn Bay Length (ft)				650	
Base Capacity (vph)	2269	1903	1158	686	607
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.01	0.14	0.61	0.75	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	51	57	57	125	21	1635	146	1656
v/c Ratio	0.22	0.25	0.24	0.25	0.28	1.10	0.66	0.89
Control Delay	48.9	56.2	56.1	7.1	78.4	95.1	78.2	31.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5
Total Delay	48.9	56.2	56.1	7.1	78.4	95.1	78.2	34.1
Queue Length 50th (ft)	36	49	49	0	20	~1081	~190	~1097
Queue Length 95th (ft)	77	94	93	49	50	#1221	m#236	m#1105
Internal Link Dist (ft)	46		1704			950		554
Turn Bay Length (ft)		100		100	65		65	
Base Capacity (vph)	356	336	339	506	91	1483	220	1854
Starvation Cap Reductn	0	0	0	0	0	0	0	110
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.17	0.17	0.25	0.23	1.10	0.66	0.95

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	379	484	347	116	547	253	200	1053
v/c Ratio	0.92	1.13	0.69	0.67	1.08	0.49	2.20	1.35
Control Delay	81.0	130.4	34.3	81.1	112.4	23.6	599.8	207.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.0	130.4	34.3	81.1	112.4	23.6	599.8	207.5
Queue Length 50th (ft)	341	~534	165	107	~585	91	~303	~682
Queue Length 95th (ft)	#510	#761	286	#178	#821	182	#469	#841
Internal Link Dist (ft)	1704	163			478			540
Turn Bay Length (ft)			120	115		90	240	
Base Capacity (vph)	460	430	502	188	505	518	91	779
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	1.13	0.69	0.62	1.08	0.49	2.20	1.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

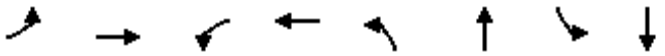
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	526	309	649	639	1217
v/c Ratio	0.76	0.84	1.15	0.26	1.07
Control Delay	59.6	61.1	130.6	8.7	92.8
Queue Delay	0.0	0.0	0.0	0.0	10.7
Total Delay	59.6	61.1	130.6	8.7	103.5
Queue Length 50th (ft)	233	216	~742	119	~692
Queue Length 95th (ft)	297	333	#983	148	#834
Internal Link Dist (ft)	194			736	532
Turn Bay Length (ft)		20	200		
Base Capacity (vph)	838	432	563	2444	1135
Starvation Cap Reductn	0	0	0	0	27
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.63	0.72	1.15	0.26	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	189	63	105	222	21	1937	211	1390
v/c Ratio	1.06	0.21	0.53	0.71	0.31	1.13	2.93	0.73
Control Delay	141.8	37.2	70.3	45.8	78.7	96.1	922.5	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	141.8	37.2	70.3	45.8	78.7	96.1	922.5	26.7
Queue Length 50th (ft)	~201	35	96	119	19	~1136	~339	562
Queue Length 95th (ft)	#362	78	#182	210	50	#1275	#506	666
Internal Link Dist (ft)		61		516		1267		1005
Turn Bay Length (ft)					100		100	
Base Capacity (vph)	178	449	203	436	67	1718	72	1909
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.14	0.52	0.51	0.31	1.13	2.93	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	316	243	263	1210	368	1884
v/c Ratio	1.07	0.81	1.12	0.90	0.94	1.04
Control Delay	119.9	66.8	151.7	49.1	86.9	62.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.9	66.8	151.7	49.1	86.9	62.4
Queue Length 50th (ft)	~305	193	~141	542	329	~966
Queue Length 95th (ft)	#501	#335	#234	#681	#514	#1105
Internal Link Dist (ft)	272	355		1406		950
Turn Bay Length (ft)			170		140	
Base Capacity (vph)	295	301	235	1351	405	1817
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.81	1.12	0.90	0.91	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	432	211	117	95	979	11	2032
v/c Ratio	1.15	0.40	0.48	0.90	0.53	0.23	1.16
Control Delay	139.7	32.3	38.3	135.5	20.7	83.3	113.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	139.7	32.3	38.3	135.5	20.7	83.3	113.4
Queue Length 50th (ft)	~496	131	69	48	265	11	~1240
Queue Length 95th (ft)	#713	202	139	#109	388	34	#1374
Internal Link Dist (ft)	962		65		3271		1267
Turn Bay Length (ft)		90		140		250	
Base Capacity (vph)	375	534	242	105	1864	47	1747
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.15	0.40	0.48	0.90	0.53	0.23	1.16

Intersection Summary

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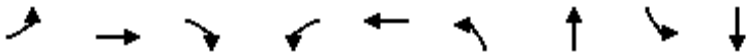
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	95	137	937	316	126	1274	158	1327
v/c Ratio	0.60	0.34	0.36	1.14	0.52	2.17	0.95	2.72	0.99
Control Delay	85.5	55.4	4.9	123.8	39.2	612.5	55.3	849.4	65.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.5	55.4	4.9	123.8	39.2	612.5	55.3	849.4	65.0
Queue Length 50th (ft)	72	79	0	~577	226	~201	~670	~265	~751
Queue Length 95th (ft)	127	135	24	#712	329	#339	#813	#418	#893
Internal Link Dist (ft)		304			255		817		1406
Turn Bay Length (ft)	70		70	160		200		225	
Base Capacity (vph)	162	413	484	824	669	58	1340	58	1337
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.23	0.28	1.14	0.47	2.17	0.95	2.72	0.99

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	124	360	350	330	1083	1000	1062
v/c Ratio	0.48	1.21	1.18	0.61	1.07	1.45	0.56
Control Delay	57.2	170.8	156.7	10.7	91.7	248.6	24.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	170.8	156.7	10.7	91.7	248.6	24.3
Queue Length 50th (ft)	98	~468	~437	0	~595	~703	376
Queue Length 95th (ft)	165	#686	#665	98	#735	#839	445
Internal Link Dist (ft)	61		778		233		817
Turn Bay Length (ft)		250				390	
Base Capacity (vph)	358	297	296	537	1013	692	1899
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	1.21	1.18	0.61	1.07	1.45	0.56

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	167	1323	500	1281	229	375	615	917	594
v/c Ratio	1.20	1.14	1.69	1.02	0.71	0.52	1.15	1.55	0.61
Control Delay	193.3	115.0	363.6	70.3	75.2	50.8	121.3	294.4	43.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	193.3	115.0	363.6	70.3	75.2	50.8	121.3	294.4	43.4
Queue Length 50th (ft)	~207	~833	~379	~679	113	160	~493	~671	235
Queue Length 95th (ft)	#363	#975	#496	#821	159	211	#664	#805	303
Internal Link Dist (ft)		778		703		2079			3331
Turn Bay Length (ft)	200		315		460		200	250	
Base Capacity (vph)	139	1159	295	1250	394	977	534	591	1171
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.20	1.14	1.69	1.02	0.58	0.38	1.15	1.55	0.51

Intersection Summary

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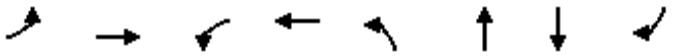
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	82	2506	72	1516	144	154	72	72
v/c Ratio	0.85	1.19	0.86	0.71	0.66	0.47	0.47	0.21
Control Delay	121.5	114.8	129.6	20.6	68.3	28.7	61.9	6.2
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.5	114.9	129.6	20.6	68.3	28.7	61.9	6.2
Queue Length 50th (ft)	78	~1554	69	522	122	58	59	0
Queue Length 95th (ft)	#183	#1677	#172	613	198	128	113	28
Internal Link Dist (ft)		703		1146		323	255	
Turn Bay Length (ft)	220		135					80
Base Capacity (vph)	97	2111	84	2136	336	467	235	470
Starvation Cap Reductn	0	129	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	1.26	0.86	0.71	0.43	0.33	0.31	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	74	2589	147	1285	285	200
v/c Ratio	0.61	1.48	1.26	0.71	1.08	0.40
Control Delay	86.0	246.8	219.4	28.5	125.1	19.3
Queue Delay	0.0	0.0	0.0	4.5	0.0	0.0
Total Delay	86.0	246.8	219.4	32.9	125.1	19.3
Queue Length 50th (ft)	69	~1771	~173	468	~287	55
Queue Length 95th (ft)	124	#1893	#318	573	#478	130
Internal Link Dist (ft)		1146		542	413	271
Turn Bay Length (ft)	120		110			
Base Capacity (vph)	153	1751	117	1810	264	498
Starvation Cap Reductn	0	0	0	443	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	1.48	1.26	0.94	1.08	0.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT
Lane Group Flow (vph)	31	2073	83	146	1375	73
v/c Ratio	0.40	0.96	0.08	0.88	0.54	0.25
Control Delay	84.3	37.2	4.2	108.2	13.0	7.4
Queue Delay	0.0	43.4	0.0	0.0	0.4	0.0
Total Delay	84.3	80.7	4.2	108.2	13.4	7.4
Queue Length 50th (ft)	30	~1158	6	145	415	0
Queue Length 95th (ft)	67	#1290	29	#290	486	30
Internal Link Dist (ft)		542			624	353
Turn Bay Length (ft)	100		50	145		
Base Capacity (vph)	87	2162	1011	165	2558	417
Starvation Cap Reductn	0	340	0	0	573	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	1.14	0.08	0.88	0.69	0.18

Intersection Summary

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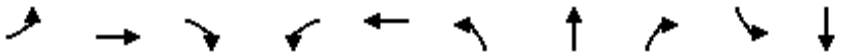
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	116	1105	905	463	1021	273	275	189	74	127
v/c Ratio	0.83	1.21	0.95	1.71	0.85	0.78	0.78	0.39	0.27	0.44
Control Delay	104.9	146.6	32.2	371.5	50.6	69.3	69.0	6.6	51.2	45.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.9	146.6	32.2	371.5	50.6	69.3	69.0	6.6	51.2	45.6
Queue Length 50th (ft)	110	~700	298	~661	488	264	266	0	58	83
Queue Length 95th (ft)	#229	#838	#824	#880	#620	#422	#425	50	106	146
Internal Link Dist (ft)		624			3132		1220			231
Turn Bay Length (ft)	145		100	200		115		95		
Base Capacity (vph)	144	914	957	270	1196	348	351	489	406	416
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	1.21	0.95	1.71	0.85	0.78	0.78	0.39	0.18	0.31

Intersection Summary

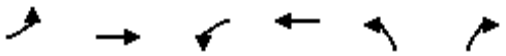
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	990	667	990	927	260	281
v/c Ratio	0.90	0.91	0.90	0.38	0.42	0.55
Control Delay	50.2	40.6	50.3	8.5	42.3	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	40.6	50.3	8.5	42.3	8.6
Queue Length 50th (ft)	358	365	355	126	88	0
Queue Length 95th (ft)	#552	523	#553	219	127	70
Internal Link Dist (ft)	3132			2211	695	
Turn Bay Length (ft)		70	225		70	
Base Capacity (vph)	1166	882	1134	2522	960	639
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.76	0.87	0.37	0.27	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	10	1591	306	1622	306	214
v/c Ratio	0.16	0.77	0.79	0.63	0.56	0.35
Control Delay	75.1	26.1	64.5	16.5	61.4	7.6
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	75.1	26.1	64.5	16.6	61.4	7.6
Queue Length 50th (ft)	10	638	153	450	137	0
Queue Length 95th (ft)	31	763	m167	m305	186	39
Internal Link Dist (ft)		2211		959		
Turn Bay Length (ft)	200		330		240	
Base Capacity (vph)	74	2071	431	2560	695	724
Starvation Cap Reductn	0	0	0	176	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.77	0.71	0.68	0.44	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	406	1052	260	875	156	177	188	250	647	666	615
v/c Ratio	1.07	0.96	1.13	1.05	0.32	1.10	1.13	0.60	1.10	1.14	0.83
Control Delay	130.5	64.1	137.8	84.2	9.5	160.2	168.3	32.9	112.5	126.8	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	130.5	64.1	137.8	84.2	9.5	160.2	168.3	32.9	112.5	126.8	32.1
Queue Length 50th (ft)	~221	329	~302	~486	23	~195	~212	114	~753	~798	302
Queue Length 95th (ft)	#344	#457	m#366	m#475	m32	#355	#374	205	#1009	#1056	488
Internal Link Dist (ft)		959		795			512			3271	
Turn Bay Length (ft)	400		250			175		280	115		
Base Capacity (vph)	379	1094	231	831	483	161	166	417	588	583	745
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.96	1.13	1.05	0.32	1.10	1.13	0.60	1.10	1.14	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	263	1821	779	684	158	368	105	526	621	726
v/c Ratio	0.75	1.15	1.75	0.48	0.28	1.07	0.56	1.03	0.59	1.31
Control Delay	70.8	120.5	384.3	35.3	10.2	129.2	76.6	89.2	46.5	192.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.8	120.5	384.3	35.3	10.2	129.2	76.6	89.2	46.5	192.2
Queue Length 50th (ft)	137	~589	~595	160	21	~204	100	~478	265	~900
Queue Length 95th (ft)	m139	m#569	#722	192	61	#311	166	#712	329	#1153
Internal Link Dist (ft)		795		479			755			213
Turn Bay Length (ft)	245		245		245	150		145	235	
Base Capacity (vph)	411	1583	444	1433	571	345	187	513	1059	554
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	1.15	1.75	0.48	0.28	1.07	0.56	1.03	0.59	1.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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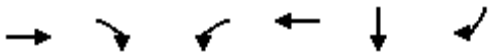
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1463	1263	316	1242	358	379
v/c Ratio	1.06	0.68	1.06	0.50	0.88	0.36
Control Delay	57.2	6.6	97.7	14.0	53.0	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	6.6	97.7	14.0	53.0	13.0
Queue Length 50th (ft)	~418	101	~179	146	159	48
Queue Length 95th (ft)	m373	m76	#334	181	#300	82
Internal Link Dist (ft)	479			685	402	
Turn Bay Length (ft)						245
Base Capacity (vph)	1383	1870	299	2471	426	1121
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.68	1.06	0.50	0.84	0.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	579	1232	147	608	947	505
v/c Ratio	0.73	0.97	0.81	0.45	0.59	0.54
Control Delay	43.1	17.1	67.2	18.2	16.8	6.8
Queue Delay	0.0	0.8	0.0	0.0	0.0	0.0
Total Delay	43.1	17.9	67.2	18.2	16.8	6.8
Queue Length 50th (ft)	158	310	68	106	160	40
Queue Length 95th (ft)	m152	m242	#163	144	226	119
Internal Link Dist (ft)	685			698	430	
Turn Bay Length (ft)		170	170			170
Base Capacity (vph)	882	1272	184	1448	1611	931
Starvation Cap Reductn	0	7	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.97	0.80	0.42	0.59	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	162	155	147	21	179	11	979
v/c Ratio	0.85	0.50	0.37	0.27	0.14	0.14	0.87
Control Delay	73.7	25.0	14.3	57.4	7.5	53.6	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	8.6
Total Delay	73.7	25.0	14.3	57.4	7.5	53.6	35.0
Queue Length 50th (ft)	92	43	19	12	29	6	335
Queue Length 95th (ft)	#205	116	76	42	94	27	#976
Internal Link Dist (ft)		261	40		50		512
Turn Bay Length (ft)				230		125	
Base Capacity (vph)	286	434	540	79	1250	77	1128
Starvation Cap Reductn	0	0	0	0	0	0	129
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.36	0.27	0.27	0.14	0.14	0.98

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	695	1042	628	288
v/c Ratio	0.45	0.68	0.61	0.56
Control Delay	9.2	11.9	14.0	11.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.2	11.9	14.0	11.4
Queue Length 50th (ft)	48	83	54	27
Queue Length 95th (ft)	103	171	104	91
Internal Link Dist (ft)	246	332	369	
Turn Bay Length (ft)			410	410
Base Capacity (vph)	2105	2105	1586	732
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.33	0.50	0.40	0.39

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	SBT
Lane Group Flow (vph)	74	1137	368	1252	274
v/c Ratio	0.47	0.64	0.76	0.61	0.74
Control Delay	61.8	19.0	60.1	20.6	54.8
Queue Delay	0.0	0.0	0.0	0.6	0.0
Total Delay	61.8	19.0	60.1	21.2	54.8
Queue Length 50th (ft)	56	232	142	316	201
Queue Length 95th (ft)	105	386	189	498	267
Internal Link Dist (ft)		360		542	110
Turn Bay Length (ft)	50		330		
Base Capacity (vph)	170	1775	559	2036	520
Starvation Cap Reductn	0	0	0	388	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.64	0.66	0.76	0.53

Intersection Summary

Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	579	1032	621	411
v/c Ratio	0.57	0.60	0.65	0.62
Control Delay	23.6	14.4	25.0	13.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	23.6	14.4	25.0	13.4
Queue Length 50th (ft)	93	123	100	59
Queue Length 95th (ft)	185	266	193	173
Internal Link Dist (ft)	542	2079	761	
Turn Bay Length (ft)			1000	40
Base Capacity (vph)	1643	2472	1626	731
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.35	0.42	0.38	0.56

Intersection Summary

Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	105	442	53	748
v/c Ratio	0.26	0.83	0.07	0.86
Control Delay	20.2	25.9	8.7	25.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	20.2	25.9	8.7	25.2
Queue Length 50th (ft)	30	72	9	206
Queue Length 95th (ft)	68	#216	26	#436
Internal Link Dist (ft)	346		1376	683
Turn Bay Length (ft)	150			
Base Capacity (vph)	588	671	969	1131
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.66	0.05	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
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