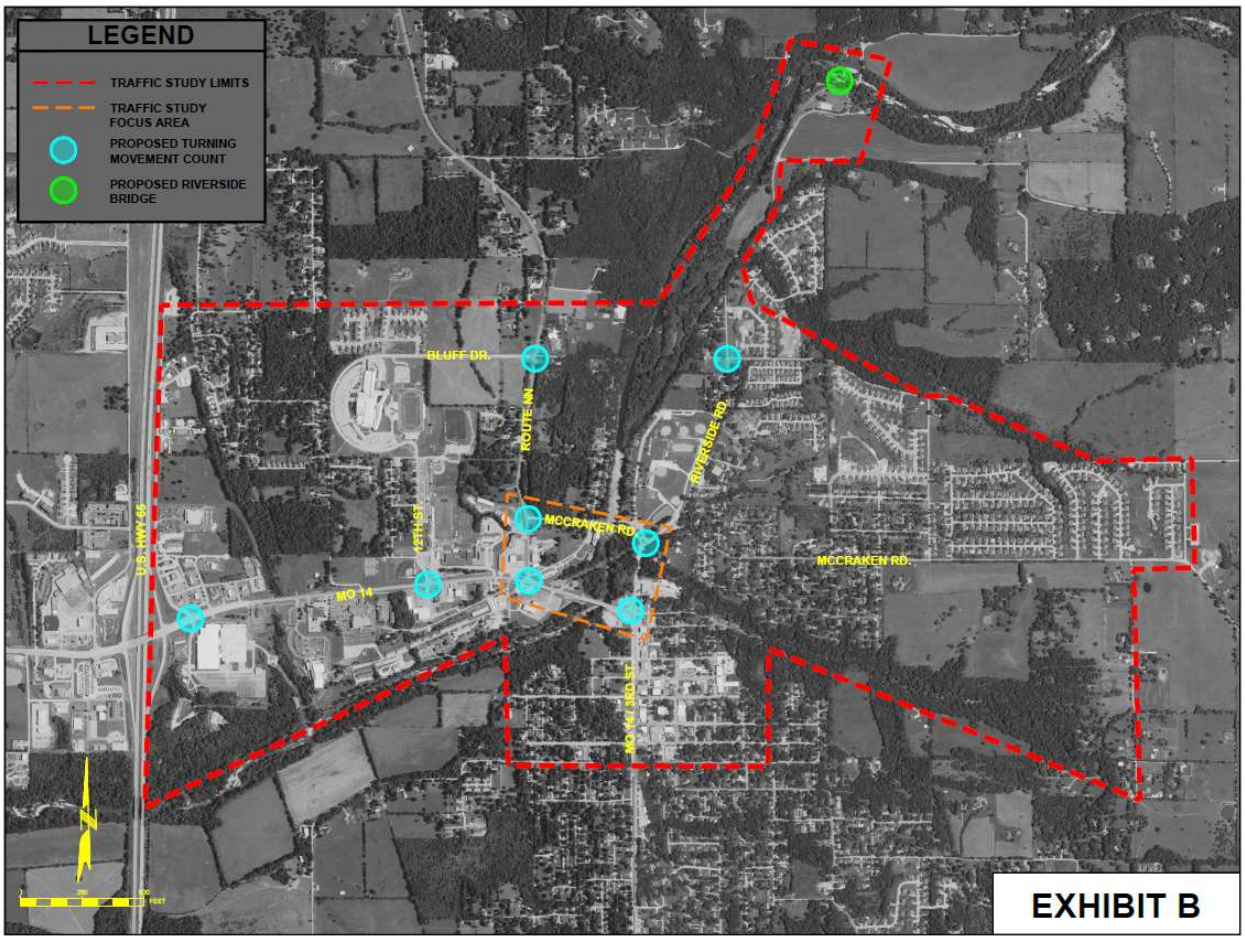


ADDENDUM 1

OZARK MILLS TRAFFIC DEVELOPMENT

TRAFFIC IMPACT STUDY

OZARK, MISSOURI

PREPARED BY:

CRAWFORD, MURPHY & TILLY

SEPTEMBER 2020

Introduction

The City of Ozark, MO tasked CMT with collecting additional traffic counts to supplement the counts obtained during the *Ozark Mills Development Traffic Impact Study* completed in June of 2020. These additional counts were collected at a time when the McCracken Road was closed to through traffic. In addition, traffic simulation models were created using Synchro traffic modelling software to be compared to traffic simulations performed in the previous study. These additional counts provide the City with a unique opportunity to compare the bridge open and closed traffic conditions in order to calibrate estimations used for future scenarios.

These additional traffic counts were collected August 27-29th, 2020. McCracken Road was closed at Riverside Road, and traffic was directed south to the Route 14 and 3rd Street intersection. The southbound Riverside movement which normally is stop controlled, operated as a free movement for the duration of these counts. No through traffic was allowed between Route NN and Riverside Road during the traffic data collection.

In addition, CMT was able to perform a drone flight during the morning peak hour on August 28, 2020. Images from this flight can be seen below. Additional images and videos have been provided to the City as part of this addendum.

Traffic Data

The previous counts were collected and subjected to a seasonal adjustment factor due to being collected in February. The additional counts were collected at a time when the COVID-19 pandemic is affecting traffic patterns across the country. Comparison of the raw traffic data from these two separate counts showed that the traffic volumes were similar. For this reason, the same seasonal adjustment

factor was applied to the additional counts taken in August 2020 to better analyze the traffic conditions in the City of Ozark. The raw traffic counts collected are attached. The traffic volumes used in the analyses are included in the original report for the bridge open conditions, and the traffic volumes for the bridge closed conditions are included with this addendum.

The traffic volumes collected and multiplied by the COVID-19 adjustment factor of 1.48 were input into Synchro traffic modelling software to determine the effect that the closure of McCracken Road has on the traffic conditions in Ozark.

The existing signal timings were obtained from the Missouri Department of Transportation (MoDOT). MoDOT currently operates and maintains the signals along Route 14 and Route NN in Ozark, MO. These signal timings were input into the Synchro software to allow for an accurate simulation of the traffic conditions in Ozark.

Traffic Analysis

For this addendum to the original traffic impact analysis, only the existing conditions were modelled. It is understood that MoDOT is currently working on capacity improvements to Route 14 between Highway 65 and 3rd Street in Ozark. This addendum analyzes the conditions as they exist currently, before the capacity improvements have been completed.

The traffic volumes from the bridge open and bridge closed counts were input into Synchro traffic modelling software, along with the current signal timings. The results of the two scenarios are shown in **Table 7** below. The full Synchro analysis reports are included with this addendum.

TABLE 7

	Intersection			Scenario			
				Bridge Open		Bridge Closed	
				2020		2020	
				Delay (sec)	LOS	Delay (sec)	LOS
Signalized	1	MO 14/ 18th Street	AM	18.1	B	18.8	B
			PM	27.8	C	28.0	C
			WE	22.4	C	24.9	C
	2	MO 14/ 12th Street	AM	52.5	D	35.8	C
			PM	46.1	D	46.6	D
			WE	18.9	B	20.8	C
	3	MO 14/9th Street (Rte. NN)	AM	27.1	C	61.9	E
			PM	43.6	D	75.2	E
			WE	16.9	B	21.7	C
	4	MO 14/3rd Street	AM	10.9	B	10.8	B
			PM	14.4	B	21.1	C
			WE	11.6	B	13.4	B
	7	9th Street (Rte. NN)/Bluff Drive	AM	29.6	C	30.1	C
			PM	29.4	C	30.4	C
			WE	34.5	C	32.6	C
Unsignalized	5	9th Street (Rte. NN)/McCracken	AM	33.4	D	2.2	A
			PM	5.8	A	55.5	E
			WE	4.4	A	1.6	A
	6	3rd Street (Riverside)/ McCracken	AM	19.8	B	0.0	A
			PM	65.4	F	0.0	A
			WE	15.1	C	0.0	A
	8	Riverside/ Country Crest	AM	4.0	A	3.7	A
			PM	1.6	A	1.7	A
			WE	2.1	A	2.2	A

The comparison of the capacity analyses shows that closing the bridge, and McCracken Road has a negative effect on the intersections along Route 14. While this can be expected, the analysis shows that the Route 14/Route NN signalized intersection sees the most severe impact with AM and PM peak conditions falling to Level of Service E. The drone flight footage shows traffic backups along northbound 3rd Street of approximately 2,000 feet to Oak Street, and backups along southbound Riverside Road of approximately 1,400 feet to E. McCracken Road.

Looking southbound on 3rd Street during the AM peak hour:

Traffic queues along Riverside Road, north of Route 14:

While the Synchro analysis shows that the Route 14/3rd Street intersection operates at an acceptable LOS, the delay at Route 14/Route NN causes lengthy queueing of vehicles on northbound 3rd Street and

southbound Riverside Road. Traffic that would utilize McCracken road is forced to use the Route 14/Route NN intersection.

The Synchro queue length analysis can be seen in **Table 8** below. The full Synchro Queue reports have been included with this addendum.

TABLE 8

	Intersection			95th Percentile Queue Length (ft)					
				Bridge Open			Bridge Closed		
				2020			2020		
				AM	PM	WE	AM	PM	WE
Signalized	1	MO 14/ 18th Street	EBL	120	186	183	127	175	81
			EBT	280	632*	205	256	516*	77
			WBL	--	6	--	--	6	1
			WBT	272	332	285	242	295	169
			NBL	11	88*	6	11	43	1
			NBT	--	0	71	--	8	0
			SBL	41	96	--	21	84	24
			SBT	0	0	0	0	0	0
	2	MO 14/ 12th Street	EBL	623*	31	16	346*	35	11
			EBT	349	1596*	531	397	1441*	365
			WBL	6	51	12	7	59	11
			WBT	1034*	824	554	790*	823	485*
			WBR	84	5	0	75	32	0
			NBL	51	167*	58	41	151*	38
			NBT	42	57	47	46	66	34
			SBL	201*	165*	40	199*	277*	31
			SBT	57	68	42	71	77	25
	3	MO 14/9th Street (Rte. NN)	EBL	316*	340*	103	324*	357*	120*
			EBT	190	1062	258	236	1334*	212
			WBT	1517*	1403*	850*	2180*	1865*	1389*
			SBL	439*	549*	231	668*	790*	455*
			SBR	195	783	68	157	138	57
	4	MO 14/3rd Street	EBL	97	330	150	197	698*	241
			EBT	107	150	80	204	164	78
			WBT	240	363	203	419	499*	292
			WBT	108	145	83	99	189	91
			SBL	57	77	48	32	48	47
			SBR	73	66	59	260	100	85
	7	9th Street (Rte. NN)/Bluff Drive	EBL	169*	190	19	188*	237*	17
			EBT	36	11	0	0	0	0
			WBT	8	11	10	12	0	--
			NBL	85	15	14	71	17	4
			NBT	693*	298	291*	388*	364*	310*
			SBL	4	--	2	--	--	--
			SBT	351	443*	316*	447*	475*	239*
			SBR	94	0	0	53	0	0

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

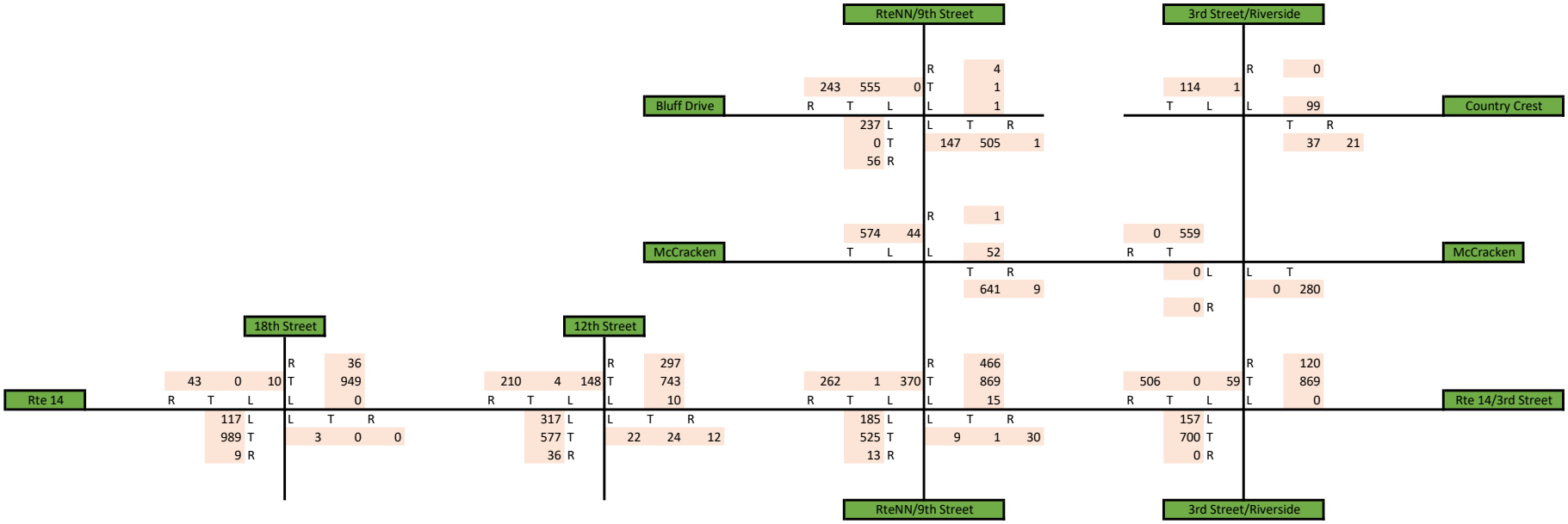
The queue length analysis shows that the bridge closed queues are significantly larger at the Route 14/Route NN intersection and the Route 14/3rd Street intersection. The analysis also shows that the existing volumes currently exceed the capacity of the intersection, with the additional detoured traffic increasing the capacity concerns.

Conclusions

This traffic analysis was meant to compare the traffic conditions with the McCracken Road bridge open and closed. The analysis shows that the closure of the McCracken Road bridge creates capacity issues at the intersections along Route 14, and queueing along both 3rd Street and Riverside Road. As concluded in the previous report, the closure of McCracken Road to thru traffic will have adverse impacts on the roadway network in Ozark, MO. The analysis shows that McCracken road should remain open to thru traffic in some configuration, whether one-way or two-way traffic is allowed.

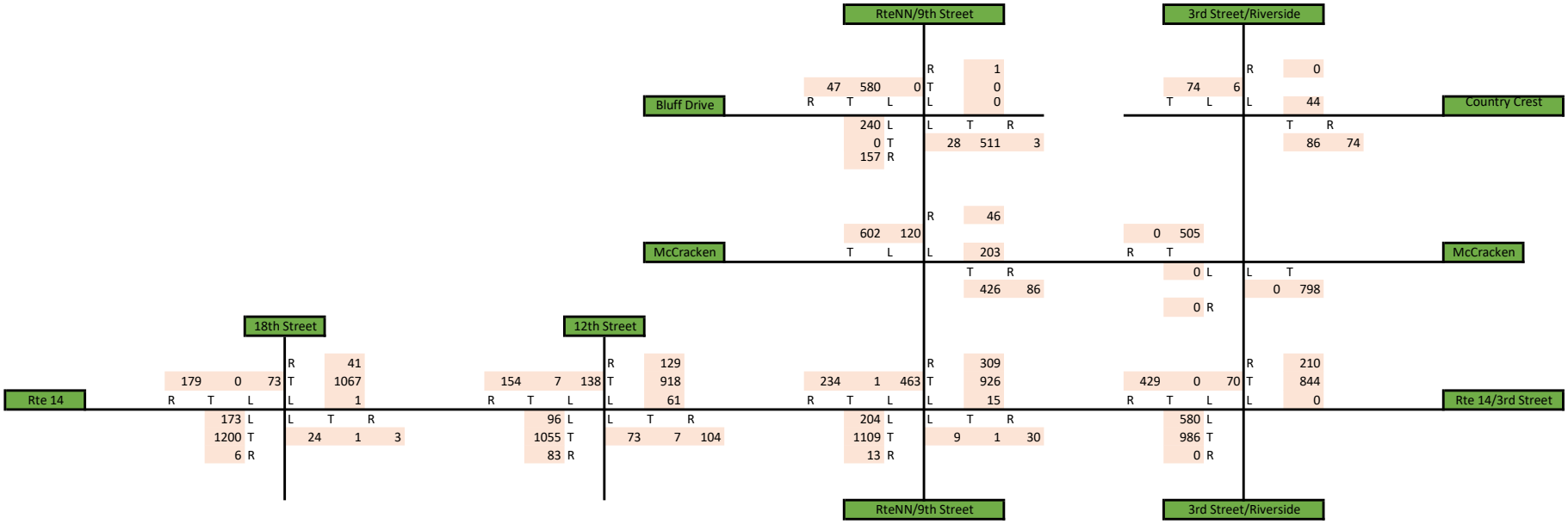
2020 AM Peak Hour Traffic Counts w/ McCracken Bridge Closed

COVID Factor 1.48



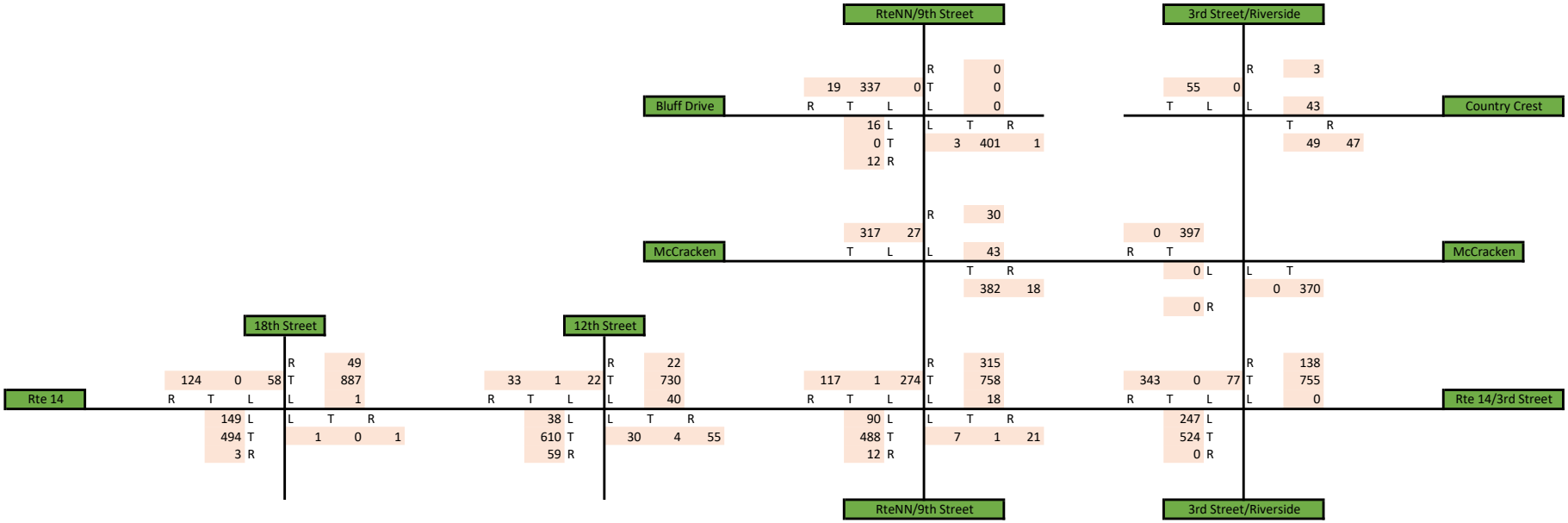
2020 PM Peak Hour Traffic Counts w/ McCracken Bridge Closed

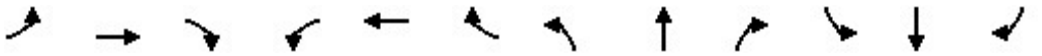
COVID Factor 1.48



2020 WE Peak Hour Traffic Counts w/ McCracken Bridge Closed

COVID Factor 1.48





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	1051	13	0	1077	43	3	0	0	28	0	46
Future Volume (veh/h)	104	1051	13	0	1077	43	3	0	0	28	0	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	113	1142	14	0	1171	47	3	0	0	30	0	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	1880	23	3	1739	70	80	546	0	316	0	240
Arrive On Green	0.09	0.52	0.52	0.00	0.35	0.35	0.04	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1781	3595	44	1781	5036	202	1781	1870	0	1418	0	1585
Grp Volume(v), veh/h	113	564	592	0	791	427	3	0	0	30	0	50
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1702	1834	1781	1870	0	1418	0	1585
Q Serve(g_s), s	4.4	15.8	15.8	0.0	14.1	14.1	0.1	0.0	0.0	1.3	0.0	2.0
Cycle Q Clear(g_c), s	4.4	15.8	15.8	0.0	14.1	14.1	0.1	0.0	0.0	1.3	0.0	2.0
Prop In Lane	1.00		0.02	1.00		0.11	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	929	974	3	1175	633	80	546	0	316	0	240
V/C Ratio(X)	0.72	0.61	0.61	0.00	0.67	0.67	0.04	0.00	0.00	0.09	0.00	0.21
Avail Cap(c_a), veh/h	340	1062	1114	175	1720	927	80	546	0	316	0	240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.7	11.9	11.9	0.0	19.9	19.9	32.6	0.0	0.0	26.2	0.0	26.5
Incr Delay (d2), s/veh	6.2	0.8	0.8	0.0	0.7	1.3	0.2	0.0	0.0	0.6	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.6	5.9	0.0	5.3	5.8	0.1	0.0	0.0	0.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	12.7	12.6	0.0	20.6	21.2	32.7	0.0	0.0	26.8	0.0	28.4
LnGrp LOS	D	B	B	A	C	C	C	A	A	C	A	C
Approach Vol, veh/h		1269			1218			3			80	
Approach Delay, s/veh		14.9			20.8			32.7			27.8	
Approach LOS		B			C			C			C	

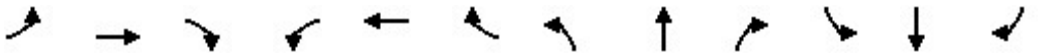
Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.6	12.7	31.0	10.0	17.6	0.0	43.7
Change Period (Y+Rc), s	* 6.8	* 6.4	* 6.4	* 6.8	* 6.8	* 6.4	* 6.4
Max Green Setting (Gmax), s	* 21	* 14	* 36	* 3.2	* 11	* 7	* 43
Max Q Clear Time (g_c+I1), s	0.0	6.4	16.1	2.1	4.0	0.0	17.8
Green Ext Time (p_c), s	0.0	0.1	8.5	0.0	0.1	0.0	8.7

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

Notes

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

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



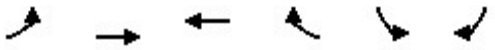
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	494	645	21	10	875	228	25	15	13	102	6	77
Future Volume (veh/h)	494	645	21	10	875	228	25	15	13	102	6	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	537	701	23	11	951	248	27	16	14	111	7	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	511	1248	41	527	932	790	103	81	70	158	11	130
Arrive On Green	0.25	0.69	0.69	0.06	0.50	0.50	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1781	1801	59	1781	1870	1585	1306	920	805	1380	123	1480
Grp Volume(v), veh/h	537	0	724	11	951	248	27	0	30	111	0	91
Grp Sat Flow(s),veh/h/ln	1781	0	1860	1781	1870	1585	1306	0	1725	1380	0	1604
Q Serve(g_s), s	30.4	0.0	23.5	0.3	59.8	11.2	2.5	0.0	1.9	8.6	0.0	6.6
Cycle Q Clear(g_c), s	30.4	0.0	23.5	0.3	59.8	11.2	9.0	0.0	1.9	10.5	0.0	6.6
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.47	1.00		0.92
Lane Grp Cap(c), veh/h	511	0	1289	527	932	790	103	0	151	158	0	140
V/C Ratio(X)	1.05	0.00	0.56	0.02	1.02	0.31	0.26	0.00	0.20	0.70	0.00	0.65
Avail Cap(c_a), veh/h	511	0	1289	527	932	790	103	0	151	158	0	140
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.8	0.0	9.2	11.9	30.1	17.9	57.3	0.0	50.8	56.2	0.0	53.0
Incr Delay (d2), s/veh	53.7	0.0	1.8	0.1	34.7	1.0	6.2	0.0	2.9	22.7	0.0	20.9
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	22.6	0.0	9.3	0.1	34.7	4.3	1.0	0.0	1.0	4.4	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.4	0.0	11.0	11.9	64.8	18.9	63.5	0.0	53.8	78.9	0.0	73.9
LnGrp LOS	F	A	B	B	F	B	E	A	D	E	A	E
Approach Vol, veh/h		1261			1210			57			202	
Approach Delay, s/veh		46.1			54.9			58.4			76.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.6	37.0	66.4		16.6	13.6	89.8				
Change Period (Y+Rc), s		6.1	6.6	6.6		6.1	6.6	6.6				
Max Green Setting (Gmax), s		10.5	30.4	59.8		10.5	7.0	83.2				
Max Q Clear Time (g_c+I1), s		11.0	32.4	61.8		12.5	2.3	25.5				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	6.4				

Intersection Summary	
HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	197	482	855	262	253	329
Future Volume (veh/h)	197	482	855	262	253	329
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	214	524	929	0	275	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	256	1301	1038		311	
Arrive On Green	0.07	0.70	0.56	0.00	0.17	0.00
Sat Flow, veh/h	1781	1870	1870	0	1781	1585
Grp Volume(v), veh/h	214	524	929	0	275	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	0	1781	1585
Q Serve(g_s), s	4.3	11.7	43.4	0.0	14.9	0.0
Cycle Q Clear(g_c), s	4.3	11.7	43.4	0.0	14.9	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	256	1301	1038		311	
V/C Ratio(X)	0.83	0.40	0.89		0.88	
Avail Cap(c_a), veh/h	367	2012	1612		399	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	42.0	6.4	19.4	0.0	39.8	0.0
Incr Delay (d2), s/veh	10.7	0.2	4.5	0.0	17.0	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	5.8	4.0	18.5	0.0	7.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.8	6.6	23.9	0.0	56.8	0.0
LnGrp LOS	D	A	C		E	
Approach Vol, veh/h		738	929	A	275	A
Approach Delay, s/veh		20.0	23.9		56.8	
Approach LOS		B	C		E	

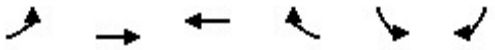
Timer - Assigned Phs		3	4		6	8
Phs Duration (G+Y+Rc), s		13.9	61.7		23.1	75.6
Change Period (Y+Rc), s		6.9	6.9		5.9	* 6.9
Max Green Setting (Gmax), s		13.1	85.1		22.1	* 1.1E2
Max Q Clear Time (g_c+I1), s		6.3	45.4		16.9	13.7
Green Ext Time (p_c), s		0.3	9.4		0.4	4.0

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

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

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	730	797	223	115	299
Future Volume (veh/h)	90	730	797	223	115	299
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	793	866	0	125	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	237	2307	1343		385	
Arrive On Green	0.13	0.65	0.38	0.00	0.11	0.00
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	98	793	866	0	125	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	2.7	5.3	10.6	0.0	1.8	0.0
Cycle Q Clear(g_c), s	2.7	5.3	10.6	0.0	1.8	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	237	2307	1343		385	
V/C Ratio(X)	0.41	0.34	0.64		0.32	
Avail Cap(c_a), veh/h	565	4904	3285		2276	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	21.0	4.2	13.5	0.0	21.6	0.0
Incr Delay (d2), s/veh	1.2	0.1	0.5	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.2	3.7	0.0	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.1	4.3	14.0	0.0	22.1	0.0
LnGrp LOS	C	A	B		C	
Approach Vol, veh/h		891	866	A	125	A
Approach Delay, s/veh		6.2	14.0		22.1	
Approach LOS		A	B		C	

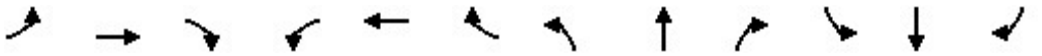
Timer - Assigned Phs		3	4		6	8
Phs Duration (G+Y+Rc), s		14.3	27.2		11.2	41.5
Change Period (Y+Rc), s		* 7.3	* 7.3		5.3	* 7.3
Max Green Setting (Gmax), s		* 17	* 49		34.7	* 73
Max Q Clear Time (g_c+I1), s		4.7	12.6		3.8	7.3
Green Ext Time (p_c), s		0.2	7.3		0.4	6.9

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1	73	0	1	1	215	770	1	3	524	323
Future Volume (veh/h)	160	1	73	0	1	1	215	770	1	3	524	323
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	1	79	0	1	1	234	837	1	3	570	351
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	5	357	0	67	67	375	892	1	254	883	748
Arrive On Green	0.08	0.23	0.23	0.00	0.08	0.08	0.08	0.48	0.48	0.08	0.47	0.47
Sat Flow, veh/h	1781	20	1568	0	858	858	1781	1868	2	1781	1870	1585
Grp Volume(v), veh/h	174	0	80	0	0	2	234	0	838	3	570	351
Grp Sat Flow(s),veh/h/ln	1781	0	1588	0	0	1716	1781	0	1870	1781	1870	1585
Q Serve(g_s), s	7.0	0.0	3.7	0.0	0.0	0.1	6.0	0.0	38.2	0.1	20.8	13.5
Cycle Q Clear(g_c), s	7.0	0.0	3.7	0.0	0.0	0.1	6.0	0.0	38.2	0.1	20.8	13.5
Prop In Lane	1.00		0.99	0.00		0.50	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	327	0	362	0	0	133	375	0	893	254	883	748
V/C Ratio(X)	0.53	0.00	0.22	0.00	0.00	0.01	0.62	0.00	0.94	0.01	0.65	0.47
Avail Cap(c_a), veh/h	327	0	362	0	0	133	375	0	893	254	883	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	28.3	0.0	0.0	38.3	14.2	0.0	22.2	17.0	18.0	16.1
Incr Delay (d2), s/veh	1.7	0.0	1.4	0.0	0.0	0.0	7.6	0.0	18.4	0.1	3.6	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	3.5	0.0	1.5	0.0	0.0	0.0	3.0	0.0	20.0	0.0	9.3	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	0.0	29.7	0.0	0.0	38.4	21.8	0.0	40.6	17.1	21.7	18.2
LnGrp LOS	D	A	C	A	A	D	C	A	D	B	C	B
Approach Vol, veh/h		254			2			1072			924	
Approach Delay, s/veh		33.8			38.4			36.5			20.3	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	13.5	49.5	13.5	13.5	14.0	49.0		27.0				
Change Period (Y+Rc), s	* 6.5	* 6.5	6.5	6.5	* 6.5	* 6.5		6.5				
Max Green Setting (Gmax), s	* 7	* 43	7.0	7.0	* 7.5	* 43		20.5				
Max Q Clear Time (g_c+I1), s	2.1	40.2	9.0	2.1	8.0	22.8		5.7				
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.0	5.1		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C

Notes

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

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

Intersection	
Int Delay, s/veh	33.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	144	548	448	40	93	481
Future Vol, veh/h	144	548	448	40	93	481
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	175	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	596	487	43	101	523

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1234	509	0	0	530	0
Stage 1	509	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	195	~ 564	-	-	1037	-
Stage 1	604	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	176	~ 564	-	-	1037	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	433	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	83.4	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	176	564	1037	-
HCM Lane V/C Ratio	-	-	0.889	1.056	0.097	-
HCM Control Delay (s)	-	-	94.4	80.5	8.8	-
HCM Lane LOS	-	-	F	F	A	-
HCM 95th %tile Q(veh)	-	-	6.5	17.1	0.3	-

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

Intersection	
Int Delay, s/veh	19.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	348	457	232	102	98	37
Future Vol, veh/h	348	457	232	102	98	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	378	497	252	111	107	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	562	308	0	0	363	0
Stage 1	308	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	488	732	-	-	1196	-
Stage 1	745	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	445	732	-	-	1196	-
Mov Cap-2 Maneuver	445	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	718	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.3	0	6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	445	732	1196	-
HCM Lane V/C Ratio	-	-	0.85	0.679	0.089	-
HCM Control Delay (s)	-	-	44.4	19.6	8.3	-
HCM Lane LOS	-	-	E	C	A	-
HCM 95th %tile Q(veh)	-	-	8.4	5.4	0.3	-

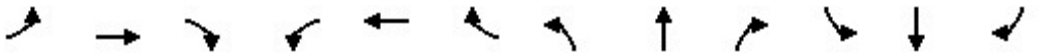
Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	112	0	37	13	3	135
Future Vol, veh/h	112	0	37	13	3	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	0	40	14	3	147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	200	47	0	0	54	0
Stage 1	47	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	789	1022	-	-	1551	-
Stage 1	975	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	787	1022	-	-	1551	-
Mov Cap-2 Maneuver	787	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	873	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	787	1551	-
HCM Lane V/C Ratio	-	-	0.155	0.002	-
HCM Control Delay (s)	-	-	10.4	7.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1360	1	1	1160	50	47	0	1	81	0	144
Future Volume (veh/h)	178	1360	1	1	1160	50	47	0	1	81	0	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	1478	1	1	1261	54	51	0	1	88	0	157
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	1758	1	3	1685	72	109	0	421	258	0	186
Arrive On Green	0.15	0.48	0.48	0.00	0.34	0.34	0.06	0.00	0.27	0.12	0.00	0.12
Sat Flow, veh/h	1781	3644	2	1781	5021	215	1781	0	1585	1416	0	1585
Grp Volume(v), veh/h	193	721	758	1	855	460	51	0	1	88	0	157
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1781	1702	1832	1781	0	1585	1416	0	1585
Q Serve(g_s), s	8.1	27.7	27.7	0.0	17.5	17.5	2.2	0.0	0.0	4.6	0.0	7.6
Cycle Q Clear(g_c), s	8.1	27.7	27.7	0.0	17.5	17.5	2.2	0.0	0.0	4.6	0.0	7.6
Prop In Lane	1.00		0.00	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	857	902	3	1142	615	109	0	421	258	0	186
V/C Ratio(X)	0.73	0.84	0.84	0.29	0.75	0.75	0.47	0.00	0.00	0.34	0.00	0.84
Avail Cap(c_a), veh/h	409	966	1017	159	1373	739	109	0	421	258	0	186
HCM Platoon Ratio	1.00	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	31.8	17.7	17.7	39.0	23.1	23.1	35.5	0.0	21.2	32.6	0.0	33.9
Incr Delay (d2), s/veh	3.8	6.1	5.9	41.4	1.9	3.5	3.1	0.0	0.0	3.6	0.0	34.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	11.6	12.2	0.1	6.9	7.7	1.0	0.0	0.0	1.8	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	23.8	23.5	80.4	25.0	26.6	38.6	0.0	21.2	36.2	0.0	68.7
LnGrp LOS	D	C	C	F	C	C	D	A	C	D	A	E
Approach Vol, veh/h		1672			1316			52			245	
Approach Delay, s/veh		25.0			25.6			38.3			57.0	
Approach LOS		C			C			D			E	

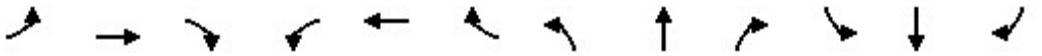
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		27.6	18.1	32.7	11.6	16.0	6.6	44.2				
Change Period (Y+Rc), s		* 6.8	* 6.4	* 6.4	* 6.8	* 6.8	* 6.4	* 6.4				
Max Green Setting (Gmax), s		* 21	* 18	* 32	* 4.8	* 9.2	* 7	* 43				
Max Q Clear Time (g_c+I1), s		2.0	10.1	19.5	4.2	9.6	2.0	29.7				
Green Ext Time (p_c), s		0.0	0.3	6.8	0.0	0.0	0.0	8.1				

Intersection Summary		
HCM 6th Ctrl Delay		27.8
HCM 6th LOS		C

Notes

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

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



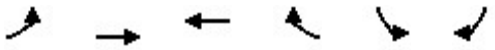
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	1146	108	56	992	46	71	1	87	77	6	104
Future Volume (veh/h)	114	1146	108	56	992	46	71	1	87	77	6	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	1246	117	61	1078	50	77	1	95	84	7	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	1208	113	140	1339	1134	79	2	149	99	9	143
Arrive On Green	0.05	0.72	0.72	0.05	0.72	0.72	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1781	1684	158	1781	1870	1585	1272	17	1571	1300	93	1506
Grp Volume(v), veh/h	124	0	1363	61	1078	50	77	0	96	84	0	120
Grp Sat Flow(s),veh/h/ln	1781	0	1842	1781	1870	1585	1272	0	1588	1300	0	1599
Q Serve(g_s), s	2.4	0.0	100.4	1.2	54.1	1.3	3.0	0.0	8.2	5.1	0.0	10.3
Cycle Q Clear(g_c), s	2.4	0.0	100.4	1.2	54.1	1.3	13.3	0.0	8.2	13.3	0.0	10.3
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.99	1.00		0.94
Lane Grp Cap(c), veh/h	307	0	1321	140	1339	1134	79	0	151	99	0	152
V/C Ratio(X)	0.40	0.00	1.03	0.43	0.81	0.04	0.98	0.00	0.64	0.85	0.00	0.79
Avail Cap(c_a), veh/h	307	0	1321	140	1339	1134	79	0	151	99	0	152
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	0.0	19.8	39.8	13.4	5.8	69.5	0.0	61.0	68.5	0.0	62.0
Incr Delay (d2), s/veh	3.9	0.0	33.3	9.5	5.2	0.1	94.9	0.0	18.8	55.6	0.0	33.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	50.1	1.9	22.7	0.4	4.9	0.0	4.1	4.6	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	0.0	53.1	49.3	18.6	5.9	164.4	0.0	79.8	124.1	0.0	95.0
LnGrp LOS	C	A	F	D	B	A	F	A	E	F	A	F
Approach Vol, veh/h		1487			1189			173			204	
Approach Delay, s/veh		50.5			19.6			117.4			107.0	
Approach LOS		D			B			F			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.4	13.8	106.8		19.4	13.6	107.0				
Change Period (Y+Rc), s		6.1	6.6	6.6		6.1	6.6	6.6				
Max Green Setting (Gmax), s		13.3	7.2	100.2		13.3	7.0	100.4				
Max Q Clear Time (g_c+I1), s		15.3	4.4	56.1		15.3	3.2	102.4				
Green Ext Time (p_c), s		0.0	0.1	13.4		0.0	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	210	1082	867	158	334	215
Future Volume (veh/h)	210	1082	867	158	334	215
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	228	1176	942	0	363	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	253	1280	1004		386	
Arrive On Green	0.09	0.68	0.54	0.00	0.22	0.00
Sat Flow, veh/h	1781	1870	1870	0	1781	1585
Grp Volume(v), veh/h	228	1176	942	0	363	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	0	1781	1585
Q Serve(g_s), s	10.0	69.0	60.6	0.0	25.9	0.0
Cycle Q Clear(g_c), s	10.0	69.0	60.6	0.0	25.9	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	253	1280	1004		386	
V/C Ratio(X)	0.90	0.92	0.94		0.94	
Avail Cap(c_a), veh/h	277	1448	1132		392	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	55.2	17.3	27.9	0.0	49.7	0.0
Incr Delay (d2), s/veh	28.2	9.0	13.5	0.0	30.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	29.9	29.8	0.0	14.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	83.4	26.3	41.3	0.0	80.3	0.0
LnGrp LOS	F	C	D		F	
Approach Vol, veh/h		1404	942	A	363	A
Approach Delay, s/veh		35.6	41.3		80.3	
Approach LOS		D	D		F	

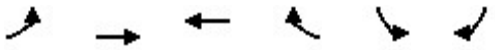
Timer - Assigned Phs		3	4		6	8
Phs Duration (G+Y+Rc), s		19.0	76.2		33.8	95.2
Change Period (Y+Rc), s		6.9	6.9		5.9	* 6.9
Max Green Setting (Gmax), s		13.8	78.1		28.4	* 1E2
Max Q Clear Time (g_c+I1), s		12.0	62.6		27.9	71.0
Green Ext Time (p_c), s		0.1	6.7		0.1	13.4

Intersection Summary	
HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	339	1052	850	210	124	173
Future Volume (veh/h)	339	1052	850	210	124	173
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	368	1143	924	0	135	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	434	2544	1290		332	
Arrive On Green	0.24	0.72	0.36	0.00	0.10	0.00
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	368	1143	924	0	135	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	13.2	9.0	15.0	0.0	2.5	0.0
Cycle Q Clear(g_c), s	13.2	9.0	15.0	0.0	2.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	434	2544	1290		332	
V/C Ratio(X)	0.85	0.45	0.72		0.41	
Avail Cap(c_a), veh/h	1030	4708	2266		965	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	24.1	4.0	18.3	0.0	28.5	0.0
Incr Delay (d2), s/veh	4.7	0.1	0.8	0.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	2.1	5.7	0.0	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.8	4.1	19.1	0.0	29.3	0.0
LnGrp LOS	C	A	B		C	
Approach Vol, veh/h		1511	924	A	135	A
Approach Delay, s/veh		10.1	19.1		29.3	
Approach LOS		B	B		C	

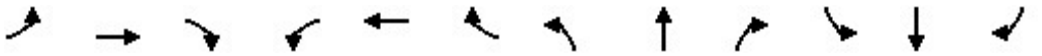
Timer - Assigned Phs		3	4		6	8
Phs Duration (G+Y+Rc), s		23.6	31.6		11.7	55.2
Change Period (Y+Rc), s		* 7.3	* 7.3		5.3	* 7.3
Max Green Setting (Gmax), s		* 39	* 43		18.7	* 89
Max Q Clear Time (g_c+I1), s		15.2	17.0		4.5	11.0
Green Ext Time (p_c), s		1.1	7.3		0.3	12.0

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	0	204	4	0	0	25	450	1	0	555	105
Future Volume (veh/h)	260	0	204	4	0	0	25	450	1	0	555	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	283	0	222	4	0	0	27	489	1	0	603	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	446	0	435	204	0	0	316	694	1	397	696	590
Arrive On Green	0.09	0.00	0.27	0.09	0.00	0.00	0.09	0.37	0.37	0.00	0.37	0.37
Sat Flow, veh/h	1781	0	1585	1159	0	0	1781	1866	4	1781	1870	1585
Grp Volume(v), veh/h	283	0	222	4	0	0	27	0	490	0	603	114
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1159	0	0	1781	0	1870	1781	1870	1585
Q Serve(g_s), s	7.1	0.0	8.9	0.2	0.0	0.0	0.6	0.0	16.7	0.0	22.4	3.7
Cycle Q Clear(g_c), s	7.1	0.0	8.9	0.2	0.0	0.0	0.6	0.0	16.7	0.0	22.4	3.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	446	0	435	204	0	0	316	0	696	397	696	590
V/C Ratio(X)	0.64	0.00	0.51	0.02	0.00	0.00	0.09	0.00	0.70	0.00	0.87	0.19
Avail Cap(c_a), veh/h	446	0	435	204	0	0	316	0	696	397	696	590
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	22.9	30.9	0.0	0.0	14.4	0.0	20.0	0.0	21.8	15.9
Incr Delay (d2), s/veh	3.0	0.0	4.2	0.0	0.0	0.0	0.5	0.0	5.9	0.0	13.7	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	4.9	0.0	3.7	0.1	0.0	0.0	0.3	0.0	7.9	0.0	11.7	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	0.0	27.2	31.0	0.0	0.0	14.9	0.0	25.9	0.0	35.5	16.7
LnGrp LOS	C	A	C	C	A	A	B	A	C	A	D	B
Approach Vol, veh/h		505			4			517			717	
Approach Delay, s/veh		29.0			31.0			25.4			32.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	13.5	34.4	13.6	13.5	13.5	34.4		27.1				
Change Period (Y+Rc), s	* 6.5	* 6.5	6.5	6.5	* 6.5	* 6.5		6.5				
Max Green Setting (Gmax), s	* 7	* 28	7.1	7.0	* 7	* 28		20.6				
Max Q Clear Time (g_c+I1), s	0.0	18.7	9.1	2.2	2.6	24.4		10.9				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.0	1.5		0.9				

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

Notes

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

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

Intersection	
Int Delay, s/veh	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	222	348	92	229	511
Future Vol, veh/h	46	222	348	92	229	511
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	175	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	241	378	100	249	555

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1481	428	0	0	478	0
Stage 1	428	-	-	-	-	-
Stage 2	1053	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	138	627	-	-	1084	-
Stage 1	657	-	-	-	-	-
Stage 2	336	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	106	627	-	-	1084	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	259	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.2	0	2.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	106	627	1084	-
HCM Lane V/C Ratio	-	-	0.472	0.385	0.23	-
HCM Control Delay (s)	-	-	66.2	14.3	9.3	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	2.1	1.8	0.9	-

Intersection	
Int Delay, s/veh	65.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	256	157	110	447	280	38
Future Vol, veh/h	256	157	110	447	280	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	278	171	120	486	304	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1012	363	0	0	606	0
Stage 1	363	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 265	682	-	-	972	-
Stage 1	704	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 182	682	-	-	972	-
Mov Cap-2 Maneuver	~ 182	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	357	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	197	0	9.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	182	682	972	-
HCM Lane V/C Ratio	-	-	1.529	0.25	0.313	-
HCM Control Delay (s)	-	-	$ 310.4	12	10.4	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	17.9	1	1.3	-

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

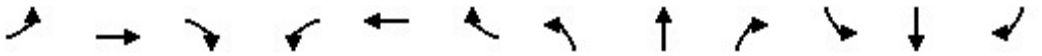
Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	1	129	74	1	52
Future Vol, veh/h	47	1	129	74	1	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	1	140	80	1	57

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	239	180	0	0	220	0
Stage 1	180	-	-	-	-	-
Stage 2	59	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	749	863	-	-	1349	-
Stage 1	851	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	748	863	-	-	1349	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	750	1349	-
HCM Lane V/C Ratio	-	-	0.07	0.001	-
HCM Control Delay (s)	-	-	10.2	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	848	1	0	1040	44	1	0	0	59	0	115
Future Volume (veh/h)	186	848	1	0	1040	44	1	0	0	59	0	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	922	1	0	1130	48	1	0	0	64	0	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	1917	2	2	1527	65	65	564	0	344	0	279
Arrive On Green	0.14	0.53	0.53	0.00	0.30	0.30	0.04	0.00	0.00	0.18	0.00	0.18
Sat Flow, veh/h	1781	3643	4	1781	5023	213	1781	1870	0	1418	0	1585
Grp Volume(v), veh/h	202	450	473	0	766	412	1	0	0	64	0	125
Grp Sat Flow(s),veh/h/ln	1781	1777	1870	1781	1702	1832	1781	1870	0	1418	0	1585
Q Serve(g_s), s	8.4	12.3	12.3	0.0	15.5	15.5	0.0	0.0	0.0	3.0	0.0	5.4
Cycle Q Clear(g_c), s	8.4	12.3	12.3	0.0	15.5	15.5	0.0	0.0	0.0	3.0	0.0	5.4
Prop In Lane	1.00		0.00	1.00		0.12	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	935	984	2	1035	557	65	564	0	344	0	279
V/C Ratio(X)	0.82	0.48	0.48	0.00	0.74	0.74	0.02	0.00	0.00	0.19	0.00	0.45
Avail Cap(c_a), veh/h	435	935	984	163	1271	684	65	564	0	344	0	279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.0	11.5	11.5	0.0	23.9	24.0	35.6	0.0	0.0	27.2	0.0	28.2
Incr Delay (d2), s/veh	6.5	0.4	0.4	0.0	1.8	3.4	0.1	0.0	0.0	1.2	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	4.4	4.7	0.0	6.2	6.9	0.0	0.0	0.0	1.1	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	11.9	11.9	0.0	25.8	27.3	35.7	0.0	0.0	28.4	0.0	33.3
LnGrp LOS	D	B	B	A	C	C	D	A	A	C	A	C
Approach Vol, veh/h		1125			1178			1			189	
Approach Delay, s/veh		16.7			26.3			35.7			31.7	
Approach LOS		B			C			D			C	

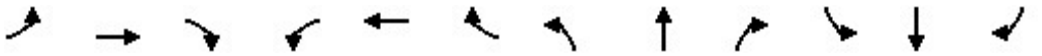
Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.9	17.0	29.7	9.6	20.3	0.0	46.7
Change Period (Y+Rc), s	* 6.8	* 6.4	* 6.4	* 6.8	* 6.8	* 6.4	* 6.4
Max Green Setting (Gmax), s	* 23	* 19	* 29	* 2.8	* 14	* 7	* 40
Max Q Clear Time (g_c+I1), s	0.0	10.4	17.5	2.0	7.4	0.0	14.3
Green Ext Time (p_c), s	0.0	0.3	5.8	0.0	0.4	0.0	6.6

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

Notes

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

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



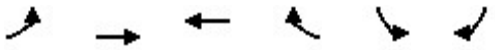
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	767	74	46	860	36	33	3	65	19	1	56
Future Volume (veh/h)	64	767	74	46	860	36	33	3	65	19	1	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	834	80	50	935	39	36	3	71	21	1	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	1136	109	397	1265	1072	129	5	129	118	2	132
Arrive On Green	0.06	0.68	0.68	0.06	0.68	0.68	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	1680	161	1781	1870	1585	1340	65	1530	1326	26	1563
Grp Volume(v), veh/h	70	0	914	50	935	39	36	0	74	21	0	62
Grp Sat Flow(s),veh/h/ln	1781	0	1841	1781	1870	1585	1340	0	1595	1326	0	1589
Q Serve(g_s), s	1.2	0.0	35.1	0.8	35.6	0.9	2.9	0.0	4.9	1.7	0.0	4.1
Cycle Q Clear(g_c), s	1.2	0.0	35.1	0.8	35.6	0.9	7.0	0.0	4.9	6.6	0.0	4.1
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.96	1.00		0.98
Lane Grp Cap(c), veh/h	383	0	1245	397	1265	1072	129	0	135	118	0	134
V/C Ratio(X)	0.18	0.00	0.73	0.13	0.74	0.04	0.28	0.00	0.55	0.18	0.00	0.46
Avail Cap(c_a), veh/h	383	0	1245	397	1265	1072	129	0	135	118	0	134
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	11.4	9.9	11.5	5.9	51.3	0.0	48.3	51.5	0.0	48.0
Incr Delay (d2), s/veh	1.1	0.0	3.9	0.7	3.9	0.1	5.3	0.0	15.1	3.2	0.0	11.0
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	0.7	0.0	14.0	0.4	14.4	0.3	1.2	0.0	2.5	0.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	15.3	10.6	15.4	6.0	56.6	0.0	63.4	54.7	0.0	59.0
LnGrp LOS	B	A	B	B	B	A	E	A	E	D	A	E
Approach Vol, veh/h		984			1024			110			83	
Approach Delay, s/veh		15.0			14.8			61.2			57.9	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	15.4	13.6	81.0	15.4	13.6	81.0
Change Period (Y+Rc), s	6.1	6.6	6.6	6.1	6.6	6.6
Max Green Setting (Gmax), s	9.3	7.0	74.4	9.3	7.0	74.4
Max Q Clear Time (g_c+I1), s	9.0	3.2	37.6	8.6	2.8	37.1
Green Ext Time (p_c), s	0.0	0.0	9.6	0.0	0.0	9.2

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	167	642	725	130	185	206
Future Volume (veh/h)	167	642	725	130	185	206
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	698	788	0	201	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	334	1277	921		248	
Arrive On Green	0.09	0.68	0.49	0.00	0.14	0.00
Sat Flow, veh/h	1781	1870	1870	0	1781	1585
Grp Volume(v), veh/h	182	698	788	0	201	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	0	1781	1585
Q Serve(g_s), s	0.0	13.6	26.6	0.0	7.9	0.0
Cycle Q Clear(g_c), s	0.0	13.6	26.6	0.0	7.9	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	334	1277	921		248	
V/C Ratio(X)	0.54	0.55	0.86		0.81	
Avail Cap(c_a), veh/h	425	2094	1613		438	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	28.3	5.8	16.0	0.0	30.1	0.0
Incr Delay (d2), s/veh	1.4	0.4	2.4	0.0	6.2	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	2.9	4.0	10.5	0.0	3.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.7	6.1	18.4	0.0	36.3	0.0
LnGrp LOS	C	A	B		D	
Approach Vol, veh/h		880	788	A	201	A
Approach Delay, s/veh		11.0	18.4		36.3	
Approach LOS		B	B		D	

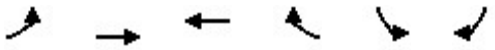
Timer - Assigned Phs		3	4		6	8
Phs Duration (G+Y+Rc), s		13.7	42.4		15.9	56.1
Change Period (Y+Rc), s		6.9	6.9		5.9	* 6.9
Max Green Setting (Gmax), s		10.5	62.1		17.7	* 81
Max Q Clear Time (g_c+I1), s		2.0	28.6		9.9	15.6
Green Ext Time (p_c), s		0.3	6.8		0.3	6.0

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

Notes

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

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	178	636	653	161	99	192
Future Volume (veh/h)	178	636	653	161	99	192
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	691	710	0	108	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	275	2239	1156		382	
Arrive On Green	0.15	0.63	0.33	0.00	0.11	0.00
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	193	691	710	0	108	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	5.0	4.3	8.2	0.0	1.4	0.0
Cycle Q Clear(g_c), s	5.0	4.3	8.2	0.0	1.4	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	275	2239	1156		382	
V/C Ratio(X)	0.70	0.31	0.61		0.28	
Avail Cap(c_a), veh/h	1089	5902	3196		1899	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.5	4.1	13.8	0.0	19.8	0.0
Incr Delay (d2), s/veh	3.2	0.1	0.5	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.9	2.8	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.7	4.2	14.4	0.0	20.2	0.0
LnGrp LOS	C	A	B		C	
Approach Vol, veh/h		884	710	A	108	A
Approach Delay, s/veh		8.2	14.4		20.2	
Approach LOS		A	B		C	

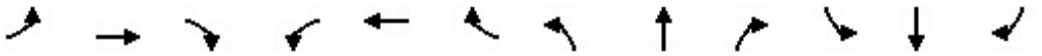
Timer - Assigned Phs		3	4		6	8
Phs Duration (G+Y+Rc), s		14.8	23.1		10.7	37.9
Change Period (Y+Rc), s		* 7.3	* 7.3		5.3	* 7.3
Max Green Setting (Gmax), s		* 30	* 44		26.7	* 81
Max Q Clear Time (g_c+I1), s		7.0	10.2		3.4	6.3
Green Ext Time (p_c), s		0.5	5.6		0.3	5.7

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	0	19	3	1	1	19	379	4	1	408	34
Future Volume (veh/h)	18	0	19	3	1	1	19	379	4	1	408	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	0	21	3	1	1	21	412	4	1	443	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	511	0	500	168	55	34	351	512	5	370	518	439
Arrive On Green	0.11	0.00	0.32	0.11	0.11	0.11	0.11	0.28	0.28	0.11	0.28	0.28
Sat Flow, veh/h	1781	0	1585	738	510	312	1781	1849	18	1781	1870	1585
Grp Volume(v), veh/h	20	0	21	5	0	0	21	0	416	1	443	37
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1560	0	0	1781	0	1867	1781	1870	1585
Q Serve(g_s), s	0.6	0.0	0.6	0.0	0.0	0.0	0.5	0.0	13.5	0.0	14.6	1.1
Cycle Q Clear(g_c), s	0.6	0.0	0.6	0.2	0.0	0.0	0.5	0.0	13.5	0.0	14.6	1.1
Prop In Lane	1.00		1.00	0.60		0.20	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	511	0	500	257	0	0	351	0	517	370	518	439
V/C Ratio(X)	0.04	0.00	0.04	0.02	0.00	0.00	0.06	0.00	0.80	0.00	0.86	0.08
Avail Cap(c_a), veh/h	511	0	500	257	0	0	351	0	517	370	518	439
HCM Platoon Ratio	1.00	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	1.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	15.4	25.9	0.0	0.0	14.1	0.0	21.9	13.7	22.3	17.4
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.0	12.5	0.0	16.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.1	0.0	0.0	0.2	0.0	7.2	0.0	8.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	0.0	15.6	26.0	0.0	0.0	14.5	0.0	34.4	13.7	38.7	17.8
LnGrp LOS	B	A	B	C	A	A	B	A	C	B	D	B
Approach Vol, veh/h		41			5			437			481	
Approach Delay, s/veh		17.1			26.0			33.4			37.0	
Approach LOS		B			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	13.5	24.5	13.5	13.5	13.5	24.5		27.0				
Change Period (Y+Rc), s	* 6.5	* 6.5	6.5	6.5	* 6.5	* 6.5		6.5				
Max Green Setting (Gmax), s	* 7	* 18	7.0	7.0	* 7	* 18		20.5				
Max Q Clear Time (g_c+I1), s	2.0	15.5	2.6	2.2	2.5	16.6		2.6				
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	0.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

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

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

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	87	152	255	41	77	361
Future Vol, veh/h	87	152	255	41	77	361
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	175	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	165	277	45	84	392

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	860	300	0	0	322	0
Stage 1	300	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	326	740	-	-	1238	-
Stage 1	752	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	304	740	-	-	1238	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	533	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	304	740	1238	-
HCM Lane V/C Ratio	-	-	0.311	0.223	0.068	-
HCM Control Delay (s)	-	-	22.1	11.3	8.1	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0.9	0.2	-

Intersection	
Int Delay, s/veh	15.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	277	123	83	271	164	25
Future Vol, veh/h	277	123	83	271	164	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	301	134	90	295	178	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	621	238	0	0	385	0
Stage 1	238	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	451	801	-	-	1173	-
Stage 1	802	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	382	801	-	-	1173	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.1	0	7.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	382	801	1173	-
HCM Lane V/C Ratio	-	-	0.788	0.167	0.152	-
HCM Control Delay (s)	-	-	41.7	10.4	8.6	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	6.7	0.6	0.5	-

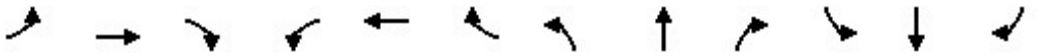
Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	3	81	27	1	55
Future Vol, veh/h	43	3	81	27	1	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	3	88	29	1	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	165	103	0	0	117	0
Stage 1	103	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	826	952	-	-	1471	-
Stage 1	921	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	825	952	-	-	1471	-
Mov Cap-2 Maneuver	825	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	832	1471	-
HCM Lane V/C Ratio	-	-	0.06	0.001	-
HCM Control Delay (s)	-	-	9.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	989	9	0	949	36	3	0	0	10	0	43
Future Volume (veh/h)	117	989	9	0	949	36	3	0	0	10	0	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	1075	10	0	1032	39	3	0	0	11	0	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	1783	17	3	1561	59	82	589	0	346	0	270
Arrive On Green	0.09	0.49	0.49	0.00	0.31	0.31	0.05	0.00	0.00	0.17	0.00	0.17
Sat Flow, veh/h	1781	3608	34	1781	5049	191	1781	1870	0	1418	0	1585
Grp Volume(v), veh/h	127	529	556	0	695	376	3	0	0	11	0	47
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1702	1836	1781	1870	0	1418	0	1585
Q Serve(g_s), s	4.8	14.9	14.9	0.0	12.3	12.3	0.1	0.0	0.0	0.4	0.0	1.8
Cycle Q Clear(g_c), s	4.8	14.9	14.9	0.0	12.3	12.3	0.1	0.0	0.0	0.4	0.0	1.8
Prop In Lane	1.00		0.02	1.00		0.10	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	165	878	921	3	1052	568	82	589	0	346	0	270
V/C Ratio(X)	0.77	0.60	0.60	0.00	0.66	0.66	0.04	0.00	0.00	0.03	0.00	0.17
Avail Cap(c_a), veh/h	402	1068	1121	180	1624	876	82	589	0	346	0	270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.7	12.6	12.6	0.0	20.7	20.8	31.5	0.0	0.0	24.0	0.0	24.5
Incr Delay (d2), s/veh	7.4	0.7	0.6	0.0	0.7	1.3	0.2	0.0	0.0	0.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.3	5.6	0.0	4.6	5.1	0.1	0.0	0.0	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	13.3	13.2	0.0	21.5	22.1	31.7	0.0	0.0	24.2	0.0	25.9
LnGrp LOS	D	B	B	A	C	C	C	A	A	C	A	C
Approach Vol, veh/h		1212			1071			3			58	
Approach Delay, s/veh		15.9			21.7			31.7			25.6	
Approach LOS		B			C			C			C	

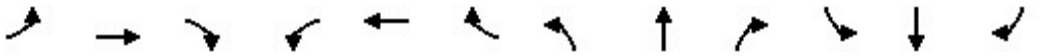
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		28.6	12.8	27.8	10.0	18.6	0.0	40.6				
Change Period (Y+Rc), s		* 6.8	* 6.4	* 6.4	* 6.8	* 6.8	* 6.4	* 6.4				
Max Green Setting (Gmax), s		* 22	* 16	* 33	* 3.2	* 12	* 7	* 42				
Max Q Clear Time (g_c+I1), s		0.0	6.8	14.3	2.1	3.8	0.0	16.9				
Green Ext Time (p_c), s		0.0	0.2	7.1	0.0	0.1	0.0	8.0				

Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Notes

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

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



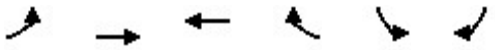
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	317	577	36	10	743	297	22	24	12	148	4	210
Future Volume (veh/h)	317	577	36	10	743	297	22	24	12	148	4	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	345	627	39	11	808	323	24	26	13	161	4	228
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	410	1026	64	455	908	769	100	202	101	275	5	268
Arrive On Green	0.17	0.59	0.59	0.06	0.49	0.49	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	1742	108	1781	1870	1585	1148	1176	588	1368	27	1562
Grp Volume(v), veh/h	345	0	666	11	808	323	24	0	39	161	0	232
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	1870	1585	1148	0	1764	1368	0	1589
Q Serve(g_s), s	13.4	0.0	25.4	0.3	43.0	14.5	2.3	0.0	2.1	12.4	0.0	15.6
Cycle Q Clear(g_c), s	13.4	0.0	25.4	0.3	43.0	14.5	17.8	0.0	2.1	14.5	0.0	15.6
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.33	1.00		0.98
Lane Grp Cap(c), veh/h	410	0	1090	455	908	769	100	0	303	275	0	273
V/C Ratio(X)	0.84	0.00	0.61	0.02	0.89	0.42	0.24	0.00	0.13	0.59	0.00	0.85
Avail Cap(c_a), veh/h	410	0	1090	455	908	769	100	0	303	275	0	273
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	14.5	12.2	25.6	18.3	52.8	0.0	38.6	44.7	0.0	44.2
Incr Delay (d2), s/veh	18.4	0.0	2.6	0.1	12.7	1.7	5.6	0.0	0.9	8.8	0.0	26.7
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	6.4	0.0	10.8	0.1	21.5	5.6	0.8	0.0	1.0	4.9	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	0.0	17.1	12.3	38.4	20.0	58.4	0.0	39.5	53.5	0.0	70.9
LnGrp LOS	D	A	B	B	D	B	E	A	D	D	A	E
Approach Vol, veh/h		1011			1142			63			393	
Approach Delay, s/veh		27.4			32.9			46.7			63.8	
Approach LOS		C			C			D			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.0	25.0	60.0		25.0	13.6	71.4				
Change Period (Y+Rc), s		6.1	6.6	6.6		6.1	6.6	6.6				
Max Green Setting (Gmax), s		18.9	18.4	53.4		18.9	7.0	64.8				
Max Q Clear Time (g_c+I1), s		19.8	15.4	45.0		17.6	2.3	27.4				
Green Ext Time (p_c), s		0.0	0.3	4.4		0.3	0.0	5.4				

Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	185	525	968	466	370	262
Future Volume (veh/h)	185	525	968	466	370	262
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	201	571	1052	0	402	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	215	1342	1106		333	
Arrive On Green	0.08	0.72	0.59	0.00	0.19	0.00
Sat Flow, veh/h	1781	1870	1870	0	1781	1585
Grp Volume(v), veh/h	201	571	1052	0	402	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	0	1781	1585
Q Serve(g_s), s	8.9	16.7	70.6	0.0	25.1	0.0
Cycle Q Clear(g_c), s	8.9	16.7	70.6	0.0	25.1	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	215	1342	1106		333	
V/C Ratio(X)	0.94	0.43	0.95		1.21	
Avail Cap(c_a), veh/h	215	1438	1185		333	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	59.3	7.7	25.7	0.0	54.6	0.0
Incr Delay (d2), s/veh	43.7	0.2	15.4	0.0	118.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	6.3	34.5	0.0	22.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	103.0	7.9	41.1	0.0	172.7	0.0
LnGrp LOS	F	A	D		F	
Approach Vol, veh/h		772	1052	A	402	A
Approach Delay, s/veh		32.7	41.1		172.7	
Approach LOS		C	D		F	

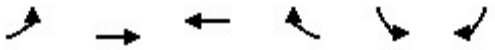
Timer - Assigned Phs		3	4		6	8
Phs Duration (G+Y+Rc), s		17.0	86.3		31.0	103.3
Change Period (Y+Rc), s		6.9	6.9		5.9	* 6.9
Max Green Setting (Gmax), s		10.1	85.1		25.1	* 1E2
Max Q Clear Time (g_c+I1), s		10.9	72.6		27.1	18.7
Green Ext Time (p_c), s		0.0	6.8		0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	61.9
HCM 6th LOS	E

Notes

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

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	157	700	869	120	59	506
Future Volume (veh/h)	157	700	869	120	59	506
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	761	945	0	64	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	243	2407	1425		280	
Arrive On Green	0.14	0.68	0.40	0.00	0.08	0.00
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	171	761	945	0	64	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	4.8	4.6	11.3	0.0	0.9	0.0
Cycle Q Clear(g_c), s	4.8	4.6	11.3	0.0	0.9	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	243	2407	1425		280	
V/C Ratio(X)	0.70	0.32	0.66		0.23	
Avail Cap(c_a), veh/h	638	4474	2704		2762	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	21.5	3.5	12.8	0.0	22.4	0.0
Incr Delay (d2), s/veh	3.7	0.1	0.5	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.9	3.8	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.2	3.5	13.3	0.0	22.9	0.0
LnGrp LOS	C	A	B		C	
Approach Vol, veh/h		932	945	A	64	A
Approach Delay, s/veh		7.5	13.3		22.9	
Approach LOS		A	B		C	

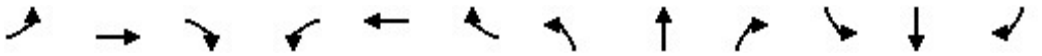
Timer - Assigned Phs		3	4		6	8
Phs Duration (G+Y+Rc), s		14.4	28.2		9.5	42.7
Change Period (Y+Rc), s		* 7.3	* 7.3		5.3	* 7.3
Max Green Setting (Gmax), s		* 19	* 40		41.7	* 66
Max Q Clear Time (g_c+I1), s		6.8	13.3		2.9	6.6
Green Ext Time (p_c), s		0.3	7.6		0.2	6.5

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

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	0	56	1	1	4	147	505	1	0	555	243
Future Volume (veh/h)	237	0	56	1	1	4	147	505	1	0	555	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	0	61	1	1	4	160	549	1	0	603	264
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	455	0	444	65	42	102	304	684	1	350	686	581
Arrive On Green	0.10	0.00	0.28	0.09	0.09	0.09	0.09	0.37	0.37	0.00	0.37	0.37
Sat Flow, veh/h	1781	0	1585	94	451	1091	1781	1866	3	1781	1870	1585
Grp Volume(v), veh/h	258	0	61	6	0	0	160	0	550	0	603	264
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1637	0	0	1781	0	1870	1781	1870	1585
Q Serve(g_s), s	7.5	0.0	2.2	0.0	0.0	0.0	4.0	0.0	19.8	0.0	22.6	9.5
Cycle Q Clear(g_c), s	7.5	0.0	2.2	0.2	0.0	0.0	4.0	0.0	19.8	0.0	22.6	9.5
Prop In Lane	1.00		1.00	0.17		0.67	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	455	0	444	209	0	0	304	0	686	350	686	581
V/C Ratio(X)	0.57	0.00	0.14	0.03	0.00	0.00	0.53	0.00	0.80	0.00	0.88	0.45
Avail Cap(c_a), veh/h	455	0	444	209	0	0	304	0	686	350	686	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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	20.2	30.9	0.0	0.0	16.4	0.0	21.3	0.0	22.2	18.0
Incr Delay (d2), s/veh	1.7	0.0	0.6	0.1	0.0	0.0	6.4	0.0	9.6	0.0	15.0	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	4.2	0.0	0.8	0.1	0.0	0.0	2.0	0.0	9.9	0.0	12.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	0.0	20.9	31.0	0.0	0.0	22.8	0.0	30.9	0.0	37.2	20.6
LnGrp LOS	C	A	C	C	A	A	C	A	C	A	D	C
Approach Vol, veh/h		319			6			710			867	
Approach Delay, s/veh		26.9			31.0			29.1			32.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	13.5	34.0	14.0	13.5	13.5	34.0		27.5				
Change Period (Y+Rc), s	* 6.5	* 6.5	6.5	6.5	* 6.5	* 6.5		6.5				
Max Green Setting (Gmax), s	* 7	* 28	7.5	7.0	* 7	* 28		21.0				
Max Q Clear Time (g_c+I1), s	0.0	21.8	9.5	2.2	6.0	24.6		4.2				
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	1.4		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

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

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

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	1	641	9	44	574
Future Vol, veh/h	52	1	641	9	44	574
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	175	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	1	697	10	48	624

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1422	702	0	0	707	0
Stage 1	702	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	150	438	-	-	891	-
Stage 1	491	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	142	438	-	-	891	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	491	-	-	-	-	-
Stage 2	456	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	45.6	0	0.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	142	438	891	-
HCM Lane V/C Ratio	-	-	0.398	0.002	0.054	-
HCM Control Delay (s)	-	-	46.2	13.2	9.3	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.7	0	0.2	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	280	559	0
Future Vol, veh/h	0	0	0	280	559	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Yield	Yield	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	75	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	304	608	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	304	0
Stage 1	-	-	0	-
Stage 2	-	-	304	-
Critical Hdwy	4.12	-	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.52	-
Follow-up Hdwy	2.218	-	4.018	3.318
Pot Cap-1 Maneuver	-	-	609	-
Stage 1	-	-	-	-
Stage 2	-	-	663	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	0	-
Mov Cap-2 Maneuver	-	-	0	-
Stage 1	-	-	0	-
Stage 2	-	-	0	-

Approach	NB	SB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBL	NBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

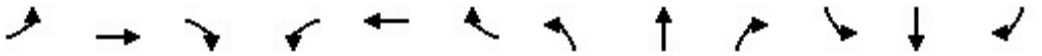
Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	99	0	37	21	1	114
Future Vol, veh/h	99	0	37	21	1	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	0	40	23	1	124

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	178	52	0	0	63	0
Stage 1	52	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	812	1016	-	-	1540	-
Stage 1	970	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	811	1016	-	-	1540	-
Mov Cap-2 Maneuver	811	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	899	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	811	1540	-
HCM Lane V/C Ratio	-	-	0.133	0.001	-
HCM Control Delay (s)	-	-	10.1	7.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	1200	6	1	1067	41	24	1	3	73	0	179
Future Volume (veh/h)	173	1200	6	1	1067	41	24	1	3	73	0	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	1304	7	1	1160	45	26	1	3	79	0	195
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1582	8	3	1553	60	97	127	381	325	0	263
Arrive On Green	0.13	0.44	0.44	0.00	0.31	0.31	0.05	0.31	0.31	0.17	0.00	0.17
Sat Flow, veh/h	1781	3624	19	1781	5044	196	1781	412	1236	1412	0	1585
Grp Volume(v), veh/h	188	639	672	1	783	422	26	0	4	79	0	195
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	1781	1702	1835	1781	0	1648	1412	0	1585
Q Serve(g_s), s	7.9	24.5	24.5	0.0	16.0	16.0	1.1	0.0	0.1	3.8	0.0	9.0
Cycle Q Clear(g_c), s	7.9	24.5	24.5	0.0	16.0	16.0	1.1	0.0	0.1	4.0	0.0	9.0
Prop In Lane	1.00		0.01	1.00		0.11	1.00		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	232	775	815	3	1048	565	97	0	508	325	0	263
V/C Ratio(X)	0.81	0.82	0.82	0.29	0.75	0.75	0.27	0.00	0.01	0.24	0.00	0.74
Avail Cap(c_a), veh/h	410	911	957	161	1269	684	97	0	508	325	0	263
HCM Platoon Ratio	1.00	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	32.7	19.2	19.2	38.5	24.0	24.0	35.1	0.0	18.5	28.6	0.0	30.7
Incr Delay (d2), s/veh	6.6	5.4	5.2	41.4	2.0	3.6	1.5	0.0	0.0	1.8	0.0	17.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	10.4	10.8	0.1	6.4	7.1	0.5	0.0	0.1	1.4	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	24.6	24.4	79.9	26.0	27.7	36.5	0.0	18.6	30.4	0.0	47.9
LnGrp LOS	D	C	C	E	C	C	D	A	B	C	A	D
Approach Vol, veh/h		1499			1206			30			274	
Approach Delay, s/veh		26.3			26.6			34.1			42.8	
Approach LOS		C			C			C			D	

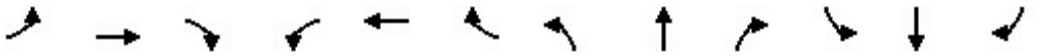
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		30.6	16.5	30.2	11.0	19.6	6.5	40.1				
Change Period (Y+Rc), s		* 6.8	* 6.4	* 6.4	* 6.8	* 6.8	* 6.4	* 6.4				
Max Green Setting (Gmax), s		* 24	* 18	* 29	* 4.2	* 13	* 7	* 40				
Max Q Clear Time (g_c+I1), s		2.1	9.9	18.0	3.1	11.0	2.0	26.5				
Green Ext Time (p_c), s		0.0	0.3	5.8	0.0	0.2	0.0	7.2				

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

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

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



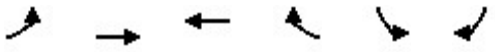
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	1055	83	61	918	129	73	7	104	138	7	154
Future Volume (veh/h)	96	1055	83	61	918	129	73	7	104	138	7	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	1147	90	66	998	140	79	8	113	150	8	167
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	1142	90	140	1246	1056	99	15	217	147	11	221
Arrive On Green	0.05	0.67	0.67	0.05	0.67	0.67	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	1712	134	1781	1870	1585	1210	106	1495	1270	73	1523
Grp Volume(v), veh/h	104	0	1237	66	998	140	79	0	121	150	0	175
Grp Sat Flow(s),veh/h/ln	1781	0	1846	1781	1870	1585	1210	0	1601	1270	0	1596
Q Serve(g_s), s	2.5	0.0	93.4	1.5	53.4	4.5	5.6	0.0	9.8	10.5	0.0	14.7
Cycle Q Clear(g_c), s	2.5	0.0	93.4	1.5	53.4	4.5	20.3	0.0	9.8	20.3	0.0	14.7
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.93	1.00		0.95
Lane Grp Cap(c), veh/h	283	0	1232	140	1246	1056	99	0	232	147	0	231
V/C Ratio(X)	0.37	0.00	1.00	0.47	0.80	0.13	0.79	0.00	0.52	1.02	0.00	0.76
Avail Cap(c_a), veh/h	283	0	1232	140	1246	1056	99	0	232	147	0	231
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	23.3	36.9	16.7	8.5	68.3	0.0	55.4	66.6	0.0	57.5
Incr Delay (d2), s/veh	3.7	0.0	26.7	10.9	5.5	0.3	46.5	0.0	8.1	80.0	0.0	20.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	46.3	1.9	23.5	1.6	4.1	0.0	4.5	8.6	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	0.0	50.0	47.8	22.2	8.8	114.8	0.0	63.5	146.6	0.0	77.8
LnGrp LOS	C	A	F	D	C	A	F	A	E	F	A	E
Approach Vol, veh/h		1341			1204			200			325	
Approach Delay, s/veh		47.9			22.0			83.8			109.6	
Approach LOS		D			C			F			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.4	13.7	99.9		26.4	13.6	100.0				
Change Period (Y+Rc), s		6.1	6.6	6.6		6.1	6.6	6.6				
Max Green Setting (Gmax), s		20.3	7.1	93.3		20.3	7.0	93.4				
Max Q Clear Time (g_c+I1), s		22.3	4.5	55.4		22.3	3.5	95.4				
Green Ext Time (p_c), s		0.0	0.1	11.4		0.0	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			46.6									
HCM 6th LOS			D									

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	204	1109	926	309	463	234
Future Volume (veh/h)	204	1109	926	309	463	234
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	222	1205	1007	0	503	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	198	1268	1027		410	
Arrive On Green	0.08	0.68	0.55	0.00	0.23	0.00
Sat Flow, veh/h	1781	1870	1870	0	1781	1585
Grp Volume(v), veh/h	222	1205	1007	0	503	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	0	1781	1585
Q Serve(g_s), s	11.1	81.3	73.4	0.0	32.1	0.0
Cycle Q Clear(g_c), s	11.1	81.3	73.4	0.0	32.1	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	198	1268	1027		410	
V/C Ratio(X)	1.12	0.95	0.98		1.23	
Avail Cap(c_a), veh/h	198	1290	1034		410	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	62.6	20.3	30.7	0.0	53.7	0.0
Incr Delay (d2), s/veh	99.9	14.7	23.2	0.0	121.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.5	37.6	38.4	0.0	28.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	162.4	35.0	54.0	0.0	175.6	0.0
LnGrp LOS	F	C	D		F	
Approach Vol, veh/h		1427	1007	A	503	A
Approach Delay, s/veh		54.8	54.0		175.6	
Approach LOS		D	D		F	

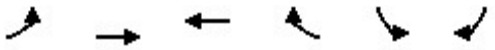
Timer - Assigned Phs		3	4		6	8
Phs Duration (G+Y+Rc), s		18.0	83.5		38.0	101.5
Change Period (Y+Rc), s		6.9	6.9		5.9	* 6.9
Max Green Setting (Gmax), s		11.1	77.1		32.1	* 96
Max Q Clear Time (g_c+I1), s		13.1	75.4		34.1	83.3
Green Ext Time (p_c), s		0.0	1.2		0.0	8.3

Intersection Summary	
HCM 6th Ctrl Delay	75.2
HCM 6th LOS	E

Notes

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

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	580	986	844	210	70	429
Future Volume (veh/h)	580	986	844	210	70	429
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	630	1072	917	0	76	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	684	2787	1120		236	
Arrive On Green	0.38	0.78	0.32	0.00	0.07	0.00
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	630	1072	917	0	76	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	28.8	8.0	20.4	0.0	1.8	0.0
Cycle Q Clear(g_c), s	28.8	8.0	20.4	0.0	1.8	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	684	2787	1120		236	
V/C Ratio(X)	0.92	0.38	0.82		0.32	
Avail Cap(c_a), veh/h	952	3560	1358		877	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	25.1	2.8	27.0	0.0	38.0	0.0
Incr Delay (d2), s/veh	11.1	0.1	3.4	0.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	1.7	8.8	0.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.2	2.9	30.5	0.0	38.7	0.0
LnGrp LOS	D	A	C		D	
Approach Vol, veh/h		1702	917	A	76	A
Approach Delay, s/veh		15.2	30.5		38.7	
Approach LOS		B	C		D	

Timer - Assigned Phs		3	4		6	8
Phs Duration (G+Y+Rc), s		40.1	34.3		11.1	74.4
Change Period (Y+Rc), s		* 7.3	* 7.3		5.3	* 7.3
Max Green Setting (Gmax), s		* 46	* 33		21.7	* 86
Max Q Clear Time (g_c+I1), s		30.8	22.4		3.8	10.0
Green Ext Time (p_c), s		2.0	4.6		0.2	10.7

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	0	157	0	0	1	28	511	3	0	580	47
Future Volume (veh/h)	240	0	157	0	0	1	28	511	3	0	580	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	261	0	171	0	0	1	30	555	3	0	630	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	0	436	0	0	139	311	732	4	361	736	624
Arrive On Green	0.11	0.00	0.28	0.00	0.00	0.09	0.09	0.39	0.39	0.00	0.39	0.39
Sat Flow, veh/h	1781	0	1585	0	0	1585	1781	1859	10	1781	1870	1585
Grp Volume(v), veh/h	261	0	171	0	0	1	30	0	558	0	630	51
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1781	0	1869	1781	1870	1585
Q Serve(g_s), s	8.5	0.0	7.0	0.0	0.0	0.0	0.7	0.0	20.7	0.0	24.6	1.6
Cycle Q Clear(g_c), s	8.5	0.0	7.0	0.0	0.0	0.0	0.7	0.0	20.7	0.0	24.6	1.6
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	402	0	436	0	0	139	311	0	736	361	736	624
V/C Ratio(X)	0.65	0.00	0.39	0.00	0.00	0.01	0.10	0.00	0.76	0.00	0.86	0.08
Avail Cap(c_a), veh/h	402	0	436	0	0	139	311	0	736	361	736	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	23.6	0.0	0.0	33.3	14.9	0.0	21.0	0.0	22.2	15.2
Incr Delay (d2), s/veh	3.6	0.0	2.6	0.0	0.0	0.0	0.6	0.0	7.2	0.0	12.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	2.9	0.0	0.0	0.0	0.3	0.0	9.9	0.0	12.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	0.0	26.2	0.0	0.0	33.4	15.5	0.0	28.2	0.0	34.4	15.4
LnGrp LOS	C	A	C	A	A	C	B	A	C	A	C	B
Approach Vol, veh/h		432			1			588			681	
Approach Delay, s/veh		30.1			33.4			27.5			32.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	13.5	38.0	15.0	13.5	13.5	38.0		28.5				
Change Period (Y+Rc), s	* 6.5	* 6.5	6.5	6.5	* 6.5	* 6.5		6.5				
Max Green Setting (Gmax), s	* 7	* 32	8.5	7.0	* 7	* 32		22.0				
Max Q Clear Time (g_c+I1), s	0.0	22.7	10.5	2.0	2.7	26.6		9.0				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	0.0	1.9		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

Notes

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

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

Intersection	
Int Delay, s/veh	55.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	203	46	426	86	120	602
Future Vol, veh/h	203	46	426	86	120	602
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	175	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	221	50	463	93	130	654

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1424	510	0	0	556	0
Stage 1	510	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 150	563	-	-	1015	-
Stage 1	603	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 131	563	-	-	1015	-
Mov Cap-2 Maneuver	~ 131	-	-	-	-	-
Stage 1	603	-	-	-	-	-
Stage 2	341	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 326.3	0	1.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	131	563	1015	-
HCM Lane V/C Ratio	-	-	1.684	0.089	0.129	-
HCM Control Delay (s)	-	-	$ 397.5	12	9.1	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	16.3	0.3	0.4	-

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	798	505	0
Future Vol, veh/h	0	0	0	798	505	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Yield	Yield	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	75	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	867	549	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	867	0
Stage 1	-	-	0	-
Stage 2	-	-	867	-
Critical Hdwy	4.12	-	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.52	-
Follow-up Hdwy	2.218	-	4.018	3.318
Pot Cap-1 Maneuver	-	-	~ 291	-
Stage 1	-	-	-	-
Stage 2	-	-	~ 370	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	0	-
Mov Cap-2 Maneuver	-	-	0	-
Stage 1	-	-	0	-
Stage 2	-	-	0	-

Approach	NB	SB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBL	NBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

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

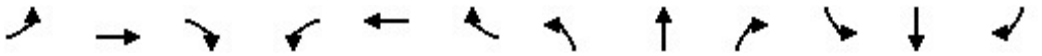
Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	0	86	74	6	74
Future Vol, veh/h	44	0	86	74	6	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	0	93	80	7	80

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	227	133	0	0	173	0
Stage 1	133	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	761	916	-	-	1404	-
Stage 1	893	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	757	916	-	-	1404	-
Mov Cap-2 Maneuver	757	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	925	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	757	1404	-
HCM Lane V/C Ratio	-	-	0.063	0.005	-
HCM Control Delay (s)	-	-	10.1	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	494	3	1	887	49	1	0	1	58	0	124
Future Volume (veh/h)	149	494	3	1	887	49	1	0	1	58	0	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	537	3	1	964	53	1	0	1	63	0	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	1394	8	3	1346	74	76	0	556	403	0	344
Arrive On Green	0.11	0.38	0.38	0.00	0.27	0.27	0.04	0.00	0.35	0.22	0.00	0.22
Sat Flow, veh/h	1781	3623	20	1781	4954	272	1781	0	1585	1416	0	1585
Grp Volume(v), veh/h	162	263	277	1	662	355	1	0	1	63	0	135
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	1781	1702	1821	1781	0	1585	1416	0	1585
Q Serve(g_s), s	6.6	8.0	8.0	0.0	13.1	13.2	0.0	0.0	0.0	2.7	0.0	5.4
Cycle Q Clear(g_c), s	6.6	8.0	8.0	0.0	13.1	13.2	0.0	0.0	0.0	2.8	0.0	5.4
Prop In Lane	1.00		0.01	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	204	683	718	3	925	495	76	0	556	403	0	344
V/C Ratio(X)	0.79	0.39	0.39	0.29	0.72	0.72	0.01	0.00	0.00	0.16	0.00	0.39
Avail Cap(c_a), veh/h	420	871	915	181	1213	649	76	0	556	403	0	344
HCM Platoon Ratio	1.00	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	32.2	16.6	16.6	37.2	24.6	24.6	34.2	0.0	15.7	24.0	0.0	25.0
Incr Delay (d2), s/veh	6.8	0.4	0.3	41.4	1.4	2.6	0.1	0.0	0.0	0.8	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.1	3.3	0.1	5.2	5.7	0.0	0.0	0.0	1.0	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	17.0	16.9	78.6	26.0	27.2	34.3	0.0	15.8	24.8	0.0	28.4
LnGrp LOS	D	B	B	E	C	C	C	A	B	C	A	C
Approach Vol, veh/h		702			1018			2			198	
Approach Delay, s/veh		22.0			26.5			25.0			27.2	
Approach LOS		C			C			C			C	

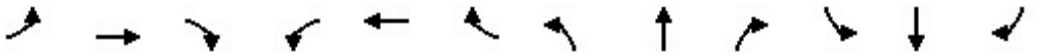
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		33.0	15.0	26.7	10.0	23.0	6.5	35.1				
Change Period (Y+Rc), s		* 6.8	* 6.4	* 6.4	* 6.8	* 6.8	* 6.4	* 6.4				
Max Green Setting (Gmax), s		* 26	* 18	* 27	* 3.2	* 16	* 7.6	* 37				
Max Q Clear Time (g_c+I1), s		2.0	8.6	15.2	2.0	7.4	2.0	10.0				
Green Ext Time (p_c), s		0.0	0.3	5.1	0.0	0.6	0.0	3.4				

Intersection Summary		
HCM 6th Ctrl Delay		24.9
HCM 6th LOS		C

Notes

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

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



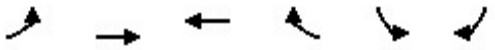
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	610	59	40	730	22	30	4	55	22	1	33
Future Volume (veh/h)	38	610	59	40	730	22	30	4	55	22	1	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	663	64	43	793	24	33	4	60	24	1	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	873	84	431	973	824	217	10	156	192	4	161
Arrive On Green	0.10	0.52	0.52	0.10	0.52	0.52	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1781	1679	162	1781	1870	1585	1371	100	1500	1338	43	1549
Grp Volume(v), veh/h	41	0	727	43	793	24	33	0	64	24	0	37
Grp Sat Flow(s),veh/h/ln	1781	0	1841	1781	1870	1585	1371	0	1600	1338	0	1592
Q Serve(g_s), s	0.6	0.0	21.9	0.7	24.7	0.5	1.6	0.0	2.6	1.2	0.0	1.5
Cycle Q Clear(g_c), s	0.6	0.0	21.9	0.7	24.7	0.5	3.1	0.0	2.6	3.8	0.0	1.5
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.94	1.00		0.97
Lane Grp Cap(c), veh/h	392	0	957	431	973	824	217	0	167	192	0	166
V/C Ratio(X)	0.10	0.00	0.76	0.10	0.82	0.03	0.15	0.00	0.38	0.12	0.00	0.22
Avail Cap(c_a), veh/h	392	0	957	431	973	824	217	0	167	192	0	166
HCM Platoon Ratio	1.00	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	0.0	13.3	8.8	14.0	8.2	30.2	0.0	29.3	31.0	0.0	28.7
Incr Delay (d2), s/veh	0.5	0.0	5.6	0.5	7.5	0.1	1.5	0.0	6.6	1.3	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	9.2	0.2	10.9	0.2	0.6	0.0	1.3	0.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	19.0	9.3	21.5	8.3	31.6	0.0	35.8	32.4	0.0	31.8
LnGrp LOS	B	A	B	A	C	A	C	A	D	C	A	C
Approach Vol, veh/h		768			860			97			61	
Approach Delay, s/veh		18.5			20.5			34.4			32.0	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.4	13.6	43.0		13.4	13.6	43.0				
Change Period (Y+Rc), s		6.1	6.6	6.6		6.1	6.6	6.6				
Max Green Setting (Gmax), s		7.3	7.0	36.4		7.3	7.0	36.4				
Max Q Clear Time (g_c+I1), s		5.1	2.6	26.7		5.8	2.7	23.9				
Green Ext Time (p_c), s		0.1	0.0	4.0		0.0	0.0	4.2				

Intersection Summary												
HCM 6th Ctrl Delay			20.8									
HCM 6th LOS			C									

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	488	758	315	274	117
Future Volume (veh/h)	90	488	758	315	274	117
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	530	824	0	298	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	276	1232	944		343	
Arrive On Green	0.07	0.66	0.50	0.00	0.19	0.00
Sat Flow, veh/h	1781	1870	1870	0	1781	1585
Grp Volume(v), veh/h	98	530	824	0	298	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	0	1781	1585
Q Serve(g_s), s	0.0	11.6	33.5	0.0	13.9	0.0
Cycle Q Clear(g_c), s	0.0	11.6	33.5	0.0	13.9	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	276	1232	944		343	
V/C Ratio(X)	0.36	0.43	0.87		0.87	
Avail Cap(c_a), veh/h	296	2251	1918		516	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	34.4	7.0	18.8	0.0	33.7	0.0
Incr Delay (d2), s/veh	0.8	0.2	2.7	0.0	10.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.0	13.9	0.0	6.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.2	7.2	21.5	0.0	43.7	0.0
LnGrp LOS	D	A	C		D	
Approach Vol, veh/h		628	824	A	298	A
Approach Delay, s/veh		11.6	21.5		43.7	
Approach LOS		B	C		D	

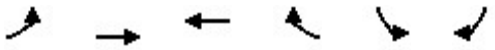
Timer - Assigned Phs		3	4		6	8
Phs Duration (G+Y+Rc), s		13.2	50.3		22.4	63.5
Change Period (Y+Rc), s		6.9	6.9		5.9	* 6.9
Max Green Setting (Gmax), s		7.3	88.1		24.9	* 1E2
Max Q Clear Time (g_c+I1), s		2.0	35.5		15.9	13.6
Green Ext Time (p_c), s		0.1	7.9		0.6	4.0

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

Notes

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

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	247	524	755	138	77	343
Future Volume (veh/h)	247	524	755	138	77	343
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	268	570	821	0	84	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	344	2405	1243		319	
Arrive On Green	0.19	0.68	0.35	0.00	0.09	0.00
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	268	570	821	0	84	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	7.8	3.4	10.7	0.0	1.2	0.0
Cycle Q Clear(g_c), s	7.8	3.4	10.7	0.0	1.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	344	2405	1243		319	
V/C Ratio(X)	0.78	0.24	0.66		0.26	
Avail Cap(c_a), veh/h	1002	5060	2585		1881	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.9	3.4	15.0	0.0	23.0	0.0
Incr Delay (d2), s/veh	3.8	0.1	0.6	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.7	3.8	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.7	3.4	15.6	0.0	23.5	0.0
LnGrp LOS	C	A	B		C	
Approach Vol, veh/h		838	821	A	84	A
Approach Delay, s/veh		10.3	15.6		23.5	
Approach LOS		B	B		C	

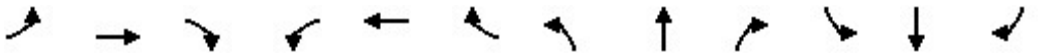
Timer - Assigned Phs		3	4		6	8
Phs Duration (G+Y+Rc), s		17.8	26.4		10.3	44.2
Change Period (Y+Rc), s		* 7.3	* 7.3		5.3	* 7.3
Max Green Setting (Gmax), s		* 31	* 40		29.7	* 78
Max Q Clear Time (g_c+I1), s		9.8	12.7		3.2	5.4
Green Ext Time (p_c), s		0.8	6.4		0.2	4.5

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	0	12	0	0	0	3	401	1	0	337	19
Future Volume (veh/h)	16	0	12	0	0	0	3	401	1	0	337	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	0	13	0	0	0	3	436	1	0	366	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	455	0	500	0	201	0	403	517	1	356	518	439
Arrive On Green	0.11	0.00	0.32	0.00	0.00	0.00	0.11	0.28	0.28	0.00	0.28	0.28
Sat Flow, veh/h	1781	0	1585	0	1870	0	1781	1865	4	1781	1870	1585
Grp Volume(v), veh/h	17	0	13	0	0	0	3	0	437	0	366	21
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	1870	0	1781	0	1870	1781	1870	1585
Q Serve(g_s), s	0.5	0.0	0.4	0.0	0.0	0.0	0.1	0.0	14.3	0.0	11.4	0.6
Cycle Q Clear(g_c), s	0.5	0.0	0.4	0.0	0.0	0.0	0.1	0.0	14.3	0.0	11.4	0.6
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	455	0	500	0	201	0	403	0	518	356	518	439
V/C Ratio(X)	0.04	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.84	0.00	0.71	0.05
Avail Cap(c_a), veh/h	455	0	500	0	201	0	403	0	518	356	518	439
HCM Platoon Ratio	1.00	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	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	15.4	0.0	0.0	0.0	13.3	0.0	22.2	0.0	21.1	17.2
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	15.4	0.0	7.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	8.0	0.0	5.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	0.0	15.5	0.0	0.0	0.0	13.4	0.0	37.6	0.0	29.0	17.4
LnGrp LOS	B	A	B	A	A	A	B	A	D	A	C	B
Approach Vol, veh/h		30			0			440			387	
Approach Delay, s/veh		17.3			0.0			37.4			28.4	
Approach LOS		B						D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	13.5	24.5	13.5	13.5	13.5	24.5		27.0				
Change Period (Y+Rc), s	* 6.5	* 6.5	6.5	6.5	* 6.5	* 6.5		6.5				
Max Green Setting (Gmax), s	* 7	* 18	7.0	7.0	* 7	* 18		20.5				
Max Q Clear Time (g_c+I1), s	0.0	16.3	2.5	0.0	2.1	13.4		2.4				
Green Ext Time (p_c), s	0.0	0.5	0.0	0.0	0.0	0.9		0.0				

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

Notes

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

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

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	30	382	18	27	317
Future Vol, veh/h	43	30	382	18	27	317
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	175	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	33	415	20	29	345

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	828	425	0	0	435	0
Stage 1	425	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	341	629	-	-	1125	-
Stage 1	659	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	332	629	-	-	1125	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	657	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	332	629	1125	-
HCM Lane V/C Ratio	-	-	0.141	0.052	0.026	-
HCM Control Delay (s)	-	-	17.6	11	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.2	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	370	397	0
Future Vol, veh/h	0	0	0	370	397	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Yield	Yield	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	75	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	402	432	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	402	0
Stage 1	-	-	0	-
Stage 2	-	-	402	-
Critical Hdwy	4.12	-	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.52	-
Follow-up Hdwy	2.218	-	4.018	3.318
Pot Cap-1 Maneuver	-	-	537	-
Stage 1	-	-	-	-
Stage 2	-	-	600	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	0	-
Mov Cap-2 Maneuver	-	-	0	-
Stage 1	-	-	0	-
Stage 2	-	-	0	-

Approach	NB	SB
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBL	NBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-

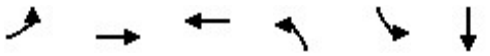
Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	3	49	47	0	55
Future Vol, veh/h	43	3	49	47	0	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	3	53	51	0	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	139	79	0	0	104	0
Stage 1	79	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	854	981	-	-	1488	-
Stage 1	944	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	854	981	-	-	1488	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	861	1488	-
HCM Lane V/C Ratio	-	-	0.058	-	-
HCM Control Delay (s)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Lane Group	EBL	EBT	WBT	NBL	SBL	SBT
Lane Group Flow (vph)	113	1156	1218	3	30	50
v/c Ratio	0.49	0.61	0.65	0.04	0.08	0.07
Control Delay	42.8	13.5	23.1	44.3	29.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	13.5	23.1	44.3	29.0	0.2
Queue Length 50th (ft)	54	175	181	2	11	0
Queue Length 95th (ft)	120	280	272	11	41	0
Internal Link Dist (ft)		318	612			209
Turn Bay Length (ft)	200			50	125	
Base Capacity (vph)	317	2199	2404	74	378	717
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	0.53	0.51	0.04	0.08	0.07

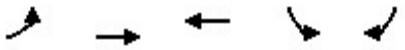
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	537	724	11	951	248	27	30	111	91
v/c Ratio	1.05	0.56	0.02	1.02	0.29	0.24	0.18	0.93	0.42
Control Delay	90.2	11.3	6.2	66.5	7.2	56.7	35.5	118.9	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.2	11.3	6.2	66.5	7.2	56.7	35.5	118.9	19.0
Queue Length 50th (ft)	~403	253	2	~785	36	20	12	87	5
Queue Length 95th (ft)	#623	349	6	#1034	84	51	42	#201	57
Internal Link Dist (ft)		2376		867			335		520
Turn Bay Length (ft)	660		100		230	50		150	
Base Capacity (vph)	510	1285	465	928	868	113	164	120	217
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	1.05	0.56	0.02	1.02	0.29	0.24	0.18	0.93	0.42

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)	214	524	1214	275	358
v/c Ratio	0.98	0.37	1.10	0.99	0.75
Control Delay	106.1	6.5	86.2	108.5	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	106.1	6.5	86.2	108.5	25.0
Queue Length 50th (ft)	146	141	~1247	253	72
Queue Length 95th (ft)	#316	190	#1517	#439	195
Internal Link Dist (ft)		343	1006	823	
Turn Bay Length (ft)	233			280	115
Base Capacity (vph)	218	1413	1103	279	478
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	0.98	0.37	1.10	0.99	0.75

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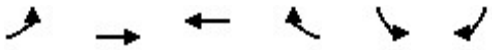

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	98	793	866	242	125	325
v/c Ratio	0.35	0.36	0.58	0.34	0.24	0.63
Control Delay	31.9	5.5	16.9	11.0	29.2	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	5.5	16.9	11.0	29.2	10.3
Queue Length 50th (ft)	34	54	132	39	22	0
Queue Length 95th (ft)	97	107	240	108	57	73
Internal Link Dist (ft)		208	582		811	
Turn Bay Length (ft)	125			50	150	125
Base Capacity (vph)	514	3405	2758	1251	2071	1084
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	0.19	0.23	0.31	0.19	0.06	0.30

Intersection Summary

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	174	80	2	234	838	3	570	351
v/c Ratio	0.70	0.19	0.01	0.59	0.94	0.01	0.65	0.40
Control Delay	47.4	8.4	33.5	14.3	42.8	6.7	22.4	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	8.4	33.5	14.3	42.8	6.7	22.4	6.6
Queue Length 50th (ft)	85	0	1	52	434	1	237	37
Queue Length 95th (ft)	#169	36	8	85	#693	4	351	94
Internal Link Dist (ft)		839	337		2047		739	
Turn Bay Length (ft)	150			200		100		100
Base Capacity (vph)	247	422	135	398	890	220	879	870
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	0.19	0.01	0.59	0.94	0.01	0.65	0.40

Intersection Summary

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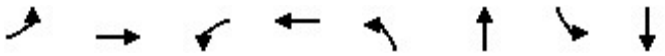

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	193	1479	1	1315	51	1	88	157
v/c Ratio	0.70	0.80	0.01	0.80	0.55	0.00	0.30	0.23
Control Delay	51.5	23.2	43.0	33.0	68.3	0.0	38.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	23.2	43.0	33.0	68.3	0.0	38.1	0.8
Queue Length 50th (ft)	113	342	1	264	31	0	47	0
Queue Length 95th (ft)	186	#632	6	332	#88	0	96	0
Internal Link Dist (ft)		318		612		207		209
Turn Bay Length (ft)	200		350		50		125	
Base Capacity (vph)	350	1899	136	1764	93	614	290	679
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	0.55	0.78	0.01	0.75	0.55	0.00	0.30	0.23

Intersection Summary

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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	124	1363	61	1078	50	77	96	84	120
v/c Ratio	0.46	1.03	0.43	0.81	0.04	0.83	0.41	0.74	0.47
Control Delay	8.8	53.8	24.2	19.6	0.5	116.7	16.6	97.3	18.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	8.8	53.8	24.2	19.7	0.5	116.7	16.6	97.3	18.2
Queue Length 50th (ft)	19	~1326	9	601	0	70	1	76	6
Queue Length 95th (ft)	31	#1596	51	824	5	#167	57	#165	68
Internal Link Dist (ft)		2376		867			335		520
Turn Bay Length (ft)	660		100		230	50		150	
Base Capacity (vph)	267	1321	142	1333	1154	93	236	113	254
Starvation Cap Reductn	0	0	0	8	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	1.03	0.43	0.81	0.04	0.83	0.41	0.74	0.47

Intersection Summary

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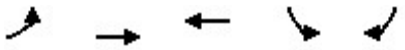

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	228	1176	1114	363	234
v/c Ratio	1.01	0.88	1.09	1.01	0.47
Control Delay	112.7	25.5	86.2	105.0	9.4
Queue Delay	0.0	0.1	0.0	0.0	0.0
Total Delay	112.7	25.7	86.2	105.0	9.4
Queue Length 50th (ft)	~162	757	~1137	~340	4
Queue Length 95th (ft)	#340	1062	#1403	#549	78
Internal Link Dist (ft)		343	1006	823	
Turn Bay Length (ft)	233			280	115
Base Capacity (vph)	226	1329	1022	359	503
Starvation Cap Reductn	0	6	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	0.89	1.09	1.01	0.47

Intersection Summary

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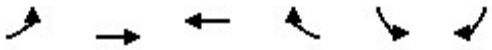

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	368	1143	924	228	135	188
v/c Ratio	0.74	0.44	0.70	0.36	0.36	0.55
Control Delay	39.6	4.8	27.3	16.6	42.7	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.6	4.8	27.3	16.6	42.7	13.5
Queue Length 50th (ft)	179	97	216	59	35	0
Queue Length 95th (ft)	330	150	363	145	77	66
Internal Link Dist (ft)		208	582		811	
Turn Bay Length (ft)	125			50	150	125
Base Capacity (vph)	825	3317	1822	847	774	502
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	0.45	0.34	0.51	0.27	0.17	0.37

Intersection Summary

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	283	222	4	27	490	603	114
v/c Ratio	0.62	0.33	0.04	0.10	0.71	0.87	0.15
Control Delay	30.3	1.9	32.0	8.8	26.8	37.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	1.9	32.0	8.8	26.8	37.6	0.4
Queue Length 50th (ft)	113	0	2	5	190	255	0
Queue Length 95th (ft)	190	11	11	15	298	#443	0
Internal Link Dist (ft)		839	337		2047	739	
Turn Bay Length (ft)	150			200			100
Base Capacity (vph)	460	668	107	280	693	693	739
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	0.62	0.33	0.04	0.10	0.71	0.87	0.15

Intersection Summary

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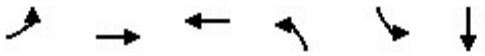
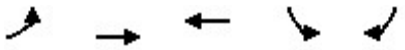


Lane Group	EBL	EBT	WBT	NBL	SBL	SBT
Lane Group Flow (vph)	202	923	1178	1	64	125
v/c Ratio	0.68	0.47	0.74	0.02	0.17	0.15
Control Delay	45.5	12.0	29.7	44.0	29.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	12.0	29.7	44.0	29.3	0.4
Queue Length 50th (ft)	103	138	200	1	27	0
Queue Length 95th (ft)	183	205	285	6	71	0
Internal Link Dist (ft)		318	612			209
Turn Bay Length (ft)	200			50	125	
Base Capacity (vph)	394	2012	1725	58	372	814
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	0.51	0.46	0.68	0.02	0.17	0.15

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	70	914	50	935	39	36	74	21	62
v/c Ratio	0.20	0.73	0.14	0.74	0.04	0.32	0.37	0.19	0.33
Control Delay	3.9	15.7	3.4	16.2	0.1	55.6	17.9	51.3	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.9	15.7	3.4	16.2	0.1	55.6	17.9	51.3	17.6
Queue Length 50th (ft)	8	369	6	386	0	24	2	14	1
Queue Length 95th (ft)	16	531	12	554	0	58	47	40	42
Internal Link Dist (ft)		2376		867			335		520
Turn Bay Length (ft)	660		100		230	50		150	
Base Capacity (vph)	343	1247	356	1260	1101	112	199	111	190
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	0.20	0.73	0.14	0.74	0.04	0.32	0.37	0.19	0.33

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	182	698	929	201	224
v/c Ratio	0.69	0.53	0.93	0.64	0.48
Control Delay	38.4	8.6	37.9	51.1	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	8.6	37.9	51.1	9.3
Queue Length 50th (ft)	35	184	504	131	0
Queue Length 95th (ft)	103	258	#850	#231	68
Internal Link Dist (ft)		343	1006	823	
Turn Bay Length (ft)	233			280	115
Base Capacity (vph)	305	1492	1131	316	466
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	0.60	0.47	0.82	0.64	0.48

Intersection Summary

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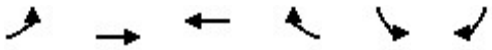


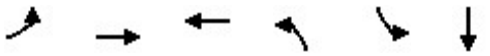
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	193	691	710	175	108	209
v/c Ratio	0.53	0.30	0.60	0.31	0.24	0.53
Control Delay	29.6	4.8	20.2	12.1	29.0	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	4.8	20.2	12.1	29.0	10.7
Queue Length 50th (ft)	63	44	111	28	18	0
Queue Length 95th (ft)	150	80	203	83	48	59
Internal Link Dist (ft)		208	582		811	
Turn Bay Length (ft)	125			50	150	125
Base Capacity (vph)	860	3514	2532	1151	1500	809
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	0.20	0.28	0.15	0.07	0.26

Intersection Summary

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	20	21	5	21	416	1	443	37
v/c Ratio	0.04	0.03	0.03	0.07	0.81	0.00	0.86	0.06
Control Delay	15.8	0.1	24.8	9.6	36.5	9.0	41.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	0.1	24.8	9.6	36.5	9.0	41.6	0.2
Queue Length 50th (ft)	5	0	1	4	152	0	166	0
Queue Length 95th (ft)	19	0	10	14	#291	2	#316	0
Internal Link Dist (ft)		839	337		2047		739	
Turn Bay Length (ft)	150			200		100		100
Base Capacity (vph)	459	773	157	323	516	344	515	638
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	0.04	0.03	0.03	0.07	0.81	0.00	0.86	0.06

Intersection Summary

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



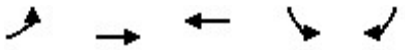
Lane Group	EBL	EBT	WBT	NBL	SBL	SBT
Lane Group Flow (vph)	127	1085	1071	3	11	47
v/c Ratio	0.51	0.59	0.63	0.04	0.03	0.06
Control Delay	40.8	13.9	24.1	43.3	27.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	13.9	24.1	43.3	27.9	0.1
Queue Length 50th (ft)	58	165	158	1	4	0
Queue Length 95th (ft)	128	256	242	11	21	0
Internal Link Dist (ft)		318	612			209
Turn Bay Length (ft)	200			50	125	
Base Capacity (vph)	371	2149	2250	76	402	779
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	0.50	0.48	0.04	0.03	0.06

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	345	666	11	808	323	24	39	161	232
v/c Ratio	0.91	0.61	0.03	0.89	0.36	0.20	0.12	0.69	0.50
Control Delay	56.0	17.4	6.2	39.9	5.1	44.0	29.7	59.2	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	17.4	6.2	39.9	5.1	44.0	29.7	59.2	9.8
Queue Length 50th (ft)	174	281	2	502	23	15	16	108	2
Queue Length 95th (ft)	#346	397	7	#760	75	41	46	#199	71
Internal Link Dist (ft)		2376		867			335		520
Turn Bay Length (ft)	660		100		230	50		150	
Base Capacity (vph)	381	1089	425	904	901	119	314	234	461
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	0.91	0.61	0.03	0.89	0.36	0.20	0.12	0.69	0.50

Intersection Summary

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

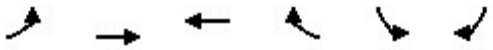


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	201	571	1559	402	285
v/c Ratio	1.12	0.42	1.42	1.27	0.62
Control Delay	147.0	8.1	221.7	188.8	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	147.0	8.1	221.7	188.8	20.6
Queue Length 50th (ft)	~159	176	~1912	~460	56
Queue Length 95th (ft)	#324	236	#2180	#668	157
Internal Link Dist (ft)		343	1006	823	
Turn Bay Length (ft)	233			280	115
Base Capacity (vph)	180	1373	1095	317	459
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	1.12	0.42	1.42	1.27	0.62

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	WBR	SBL	SBR
Lane Group Flow (vph)	171	761	945	130	64	550
v/c Ratio	0.60	0.35	0.74	0.22	0.08	0.86
Control Delay	47.6	9.8	29.7	18.0	27.3	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.6	9.8	29.7	18.0	27.3	25.3
Queue Length 50th (ft)	86	92	224	33	13	95
Queue Length 95th (ft)	197	204	419	99	32	260
Internal Link Dist (ft)		208	582		811	
Turn Bay Length (ft)	125			50	150	125
Base Capacity (vph)	415	2762	1763	806	1797	1002
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	0.41	0.28	0.54	0.16	0.04	0.55

Intersection Summary

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	258	61	6	160	550	603	264
v/c Ratio	0.70	0.09	0.04	0.58	0.81	0.88	0.36
Control Delay	35.2	0.3	24.0	19.4	32.5	39.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	0.3	24.0	19.4	32.5	39.5	4.9
Queue Length 50th (ft)	101	0	1	34	225	257	7
Queue Length 95th (ft)	#188	0	12	71	#388	#447	53
Internal Link Dist (ft)		839	337		2047	739	
Turn Bay Length (ft)	150			200			100
Base Capacity (vph)	368	673	150	274	683	683	732
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	0.70	0.09	0.04	0.58	0.81	0.88	0.36

Intersection Summary

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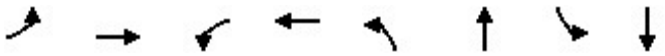

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	188	1311	1	1205	26	4	79	195
v/c Ratio	0.67	0.71	0.01	0.76	0.30	0.01	0.22	0.25
Control Delay	47.0	20.0	41.0	31.0	52.3	17.0	32.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	20.0	41.0	31.0	52.3	17.0	32.2	0.8
Queue Length 50th (ft)	97	235	1	206	14	0	33	0
Queue Length 95th (ft)	175	#516	6	295	43	8	84	0
Internal Link Dist (ft)		318		612		207		209
Turn Bay Length (ft)	200		350		50		125	
Base Capacity (vph)	367	1863	144	1701	86	496	355	767
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	0.51	0.70	0.01	0.71	0.30	0.01	0.22	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	104	1237	66	998	140	79	121	150	175
v/c Ratio	0.40	1.01	0.47	0.80	0.13	0.68	0.37	0.94	0.47
Control Delay	9.2	50.6	26.9	23.2	2.6	85.6	14.2	115.1	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	50.6	26.9	23.2	2.6	85.6	14.2	115.1	13.1
Queue Length 50th (ft)	21	~1076	13	607	9	69	6	137	6
Queue Length 95th (ft)	35	#1441	59	823	32	#151	66	#277	77
Internal Link Dist (ft)		2376		867			335		520
Turn Bay Length (ft)	660		100		230	50		150	
Base Capacity (vph)	257	1230	141	1241	1091	116	328	160	374
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	0.40	1.01	0.47	0.80	0.13	0.68	0.37	0.94	0.47

Intersection Summary

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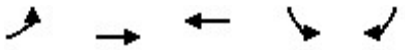

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	222	1205	1343	503	254
v/c Ratio	1.15	0.94	1.34	1.24	0.50
Control Delay	156.3	34.9	190.2	172.5	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	156.3	34.9	190.2	172.5	17.2
Queue Length 50th (ft)	~187	898	~1595	~567	51
Queue Length 95th (ft)	#357	#1334	#1865	#790	138
Internal Link Dist (ft)		343	1006	823	
Turn Bay Length (ft)	233			280	115
Base Capacity (vph)	193	1280	999	405	505
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	1.15	0.94	1.34	1.24	0.50

Intersection Summary

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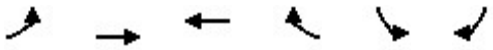


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	630	1072	917	228	76	466
v/c Ratio	0.89	0.39	0.85	0.43	0.22	0.80
Control Delay	46.5	4.7	43.7	26.0	45.4	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	4.7	43.7	26.0	45.4	15.7
Queue Length 50th (ft)	369	80	304	90	25	0
Queue Length 95th (ft)	#698	194	#499	189	48	100
Internal Link Dist (ft)		208	582		811	
Turn Bay Length (ft)	125			50	150	125
Base Capacity (vph)	782	2934	1119	540	720	700
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	0.81	0.37	0.82	0.42	0.11	0.67

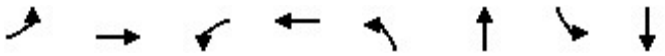
Intersection Summary

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

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	261	171	1	30	558	630	51
v/c Ratio	0.84	0.26	0.00	0.11	0.76	0.86	0.07
Control Delay	50.8	1.0	0.0	9.0	29.4	36.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	1.0	0.0	9.0	29.4	36.3	0.2
Queue Length 50th (ft)	111	0	0	6	235	281	0
Queue Length 95th (ft)	#237	0	0	17	#364	#475	0
Internal Link Dist (ft)		839	337		2047	739	
Turn Bay Length (ft)	150			200			100
Base Capacity (vph)	311	657	419	273	732	733	759
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	0.84	0.26	0.00	0.11	0.76	0.86	0.07

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)	162	540	1	1017	1	1	63	135
v/c Ratio	0.60	0.31	0.01	0.70	0.01	0.00	0.15	0.16
Control Delay	43.0	14.1	39.0	29.5	42.0	0.0	26.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	14.1	39.0	29.5	42.0	0.0	26.7	0.4
Queue Length 50th (ft)	81	77	1	169	1	0	24	0
Queue Length 95th (ft)	147	154	6	238	6	0	68	0
Internal Link Dist (ft)		318		612		207		209
Turn Bay Length (ft)	200		350		50		125	
Base Capacity (vph)	379	1773	163	1640	68	764	424	866
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	0.43	0.30	0.01	0.62	0.01	0.00	0.15	0.16

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	41	727	43	793	24	33	64	24	37
v/c Ratio	0.12	0.76	0.11	0.82	0.03	0.23	0.29	0.17	0.19
Control Delay	4.1	19.5	4.0	23.1	0.0	33.2	13.6	31.9	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.1	19.5	4.0	23.1	0.0	33.2	13.6	31.9	13.7
Queue Length 50th (ft)	4	227	4	265	0	13	2	10	0
Queue Length 95th (ft)	11	365	11	#485	0	38	34	31	25
Internal Link Dist (ft)		2376		867			335		520
Turn Bay Length (ft)	660		100		230	50		150	
Base Capacity (vph)	337	961	386	968	895	142	220	138	198
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	0.12	0.76	0.11	0.82	0.03	0.23	0.29	0.17	0.19

Intersection Summary

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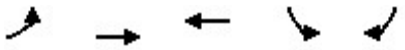

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	98	530	1166	298	127
v/c Ratio	0.68	0.39	1.03	0.95	0.33
Control Delay	62.8	7.6	59.2	95.6	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	7.6	59.2	95.6	10.3
Queue Length 50th (ft)	38	157	~1120	272	0
Queue Length 95th (ft)	#120	212	#1389	#455	57
Internal Link Dist (ft)		343	1006	823	
Turn Bay Length (ft)	233			280	115
Base Capacity (vph)	145	1376	1136	314	385
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	0.68	0.39	1.03	0.95	0.33

Intersection Summary

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

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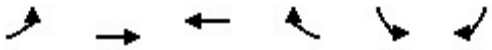

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	268	570	821	150	84	373
v/c Ratio	0.64	0.23	0.66	0.25	0.19	0.71
Control Delay	34.8	4.3	23.6	14.2	33.8	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	4.3	23.6	14.2	33.8	12.5
Queue Length 50th (ft)	102	34	149	29	17	0
Queue Length 95th (ft)	241	78	292	91	47	85
Internal Link Dist (ft)		208	582		811	
Turn Bay Length (ft)	125			50	150	125
Base Capacity (vph)	771	3334	1994	912	1447	883
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	0.35	0.17	0.41	0.16	0.06	0.42

Intersection Summary

Lane Group	EBL	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	17	13	3	437	366	21
v/c Ratio	0.05	0.02	0.01	0.85	0.71	0.03
Control Delay	15.9	0.0	9.0	40.3	30.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	0.0	9.0	40.3	30.5	0.1
Queue Length 50th (ft)	5	0	1	163	130	0
Queue Length 95th (ft)	17	0	4	#310	#239	0
Internal Link Dist (ft)		839		2047	739	
Turn Bay Length (ft)	150		200			100
Base Capacity (vph)	342	803	385	515	515	638
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	0.05	0.02	0.01	0.85	0.71	0.03

Intersection Summary

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