APPENDIX C

Traffic Analysis Worksheets

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	100	260	145	900	1575	275
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1827	1827	1827	1900
Adj Flow Rate, veh/h	105	274	153	947	1658	263
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	4	4	4	4
Cap, veh/h	266	327	226	2719	2089	323
Arrive On Green	0.15	0.15	0.06	0.78	0.69	0.69
Sat Flow, veh/h	1774	1583	1740	3563	3105	466
Grp Volume(v), veh/h	105	274	153	947	937	984
Grp Sat Flow(s),veh/h/ln	1774	1583	1740	1736	1736	1745
Q Serve(g_s), s	6.4	18.0	2.7	9.8	43.2	47.6
Cycle Q Clear(g_c), s	6.4	18.0	2.7	9.8	43.2	47.6
Prop In Lane	1.00	1.00	1.00			0.27
Lane Grp Cap(c), veh/h	266	327	226	2719	1203	1209
V/C Ratio(X)	0.39	0.84	0.68	0.35	0.78	0.81
Avail Cap(c_a), veh/h	266	327	287	2719	1203	1209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	45.7	26.0	3.9	12.3	12.9
Incr Delay (d2), s/veh	0.9	17.1	4.3	0.4	5.0	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	24.8	7.0	8.3	30.0	32.9
LnGrp Delay(d),s/veh	47.0	62.7	30.3	4.2	17.3	19.0
LnGrp LOS	D	E	C	A	B	B
Approach Vol, veh/h	379			1100	1921	
Approach Delay, s/veh	58.4			7.9	18.2	
Approach LOS	E			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		98.0		22.0	10.8	87.2		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		92.0		16.0	9.0	77.0		
Max Q Clear Time (g_c+I1), s		11.8		20.0	4.7	49.6		
Green Ext Time (p_c), s		55.0		0.0	0.1	23.6		

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

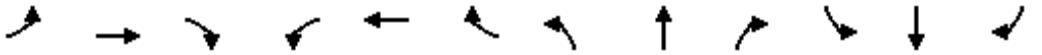
Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	80	110	75	345	250	80
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	94	129	88	406	294	94

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	923	341	388	0	-	0
Stage 1	341	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	299	701	1160	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	270	701	1160	-	-	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1160	-	419	-	-
HCM Lane V/C Ratio	0.076	-	0.533	-	-
HCM Control Delay (s)	8.4	0	23	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	3.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	390	30	5	35	60	100	20	905	10	50	305	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1900	1863	1863	1900	1863	1900	1827	1827	1827
Adj Flow Rate, veh/h	424	33	5	38	65	66	22	984	11	54	332	272
Adj No. of Lanes	1	1	0	0	1	1	0	2	0	1	1	1
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, %	4	4	4	2	2	2	2	2	2	4	4	4
Cap, veh/h	480	427	65	61	104	142	33	1035	17	141	976	1258
Arrive On Green	0.28	0.28	0.28	0.09	0.09	0.09	0.45	0.45	0.45	0.09	1.00	1.00
Sat Flow, veh/h	1740	1551	235	675	1154	1583	3	2278	38	1740	1827	1553
Grp Volume(v), veh/h	424	0	38	103	0	66	524	0	493	54	332	272
Grp Sat Flow(s),veh/h/ln	1740	0	1785	1829	0	1583	624	0	1695	1740	1827	1553
Q Serve(g_s), s	28.0	0.0	1.9	6.5	0.0	4.7	31.8	0.0	26.9	2.3	0.0	0.0
Cycle Q Clear(g_c), s	28.0	0.0	1.9	6.5	0.0	4.7	31.8	0.0	26.9	2.3	0.0	0.0
Prop In Lane	1.00		0.13	0.37		1.00	0.04		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	480	0	492	165	0	142	0	0	770	141	976	1258
V/C Ratio(X)	0.88	0.00	0.08	0.63	0.00	0.46	0.00	0.00	0.64	0.38	0.34	0.22
Avail Cap(c_a), veh/h	594	0	610	244	0	211	0	0	770	147	976	1258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.81	0.00	0.81	0.72	0.72	0.72
Uniform Delay (d), s/veh	41.6	0.0	32.2	52.7	0.0	51.8	0.0	0.0	25.2	28.7	0.0	0.0
Incr Delay (d2), s/veh	12.7	0.0	0.1	3.9	0.0	2.3	0.0	0.0	3.3	1.2	0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.5	0.0	1.7	6.2	0.0	3.9	0.0	0.0	18.5	2.0	0.3	0.2
LnGrp Delay(d),s/veh	54.3	0.0	32.2	56.5	0.0	54.2	0.0	0.0	28.5	29.9	0.7	0.3
LnGrp LOS	D		C	E		D			C	C	A	A
Approach Vol, veh/h		462			169			1017			658	
Approach Delay, s/veh		52.5			55.6			13.8			2.9	
Approach LOS		D			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	9.6	58.5		37.1		68.1		14.8
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	4.0	39.0		39.0		39.0		14.0
Max Q Clear Time (g_c+I1), s	4.3	33.8		30.0		2.0		8.5
Green Ext Time (p_c), s	0.0	3.6		1.1		12.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	100	230	905	490	375	150
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1827	1827	1827	1900
Adj Flow Rate, veh/h	175	180	984	533	408	0
Adj No. of Lanes	1	1	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	4	4	4
Cap, veh/h	232	1063	1126	1466	794	0
Arrive On Green	0.13	0.13	0.90	1.00	0.23	0.00
Sat Flow, veh/h	1774	1583	1740	1827	3654	0
Grp Volume(v), veh/h	175	180	984	533	408	0
Grp Sat Flow(s),veh/h/ln	1774	1583	1740	1827	1736	0
Q Serve(g_s), s	11.4	5.1	55.7	0.0	12.3	0.0
Cycle Q Clear(g_c), s	11.4	5.1	55.7	0.0	12.3	0.0
Prop In Lane	1.00	1.00	1.00			0.00
Lane Grp Cap(c), veh/h	232	1063	1126	1466	794	0
V/C Ratio(X)	0.75	0.17	0.87	0.36	0.51	0.00
Avail Cap(c_a), veh/h	266	1093	1158	1466	794	0
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.60	0.60	1.00	0.00
Uniform Delay (d), s/veh	50.3	7.3	2.1	0.0	40.4	0.0
Incr Delay (d2), s/veh	10.0	0.1	4.7	0.4	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	12.6	25.9	0.3	10.2	0.0
LnGrp Delay(d),s/veh	60.3	7.4	6.7	0.4	42.8	0.0
LnGrp LOS	E	A	A	A	D	
Approach Vol, veh/h	355			1517	408	
Approach Delay, s/veh	33.5			4.5	42.8	
Approach LOS	C			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		100.3		19.7	67.5	32.7		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		92.0		16.0	65.0	21.0		
Max Q Clear Time (g_c+I1), s		2.0		13.4	57.7	14.3		
Green Ext Time (p_c), s		7.1		0.3	2.6	3.1		

Intersection Summary	
HCM 2010 Ctrl Delay	15.9
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	105	55	105	60	120	405	105	455	30	90	360	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1827	1827	1900	1827	1827	1827
Adj Flow Rate, veh/h	128	67	128	73	146	250	128	555	37	110	439	0
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	4	4	4
Cap, veh/h	260	84	161	120	239	310	563	803	54	322	829	704
Arrive On Green	0.15	0.15	0.15	0.20	0.20	0.20	0.07	0.47	0.47	0.10	0.91	0.00
Sat Flow, veh/h	1774	574	1096	611	1221	1583	1740	1694	113	1740	1827	1553
Grp Volume(v), veh/h	128	0	195	219	0	250	128	0	592	110	439	0
Grp Sat Flow(s),veh/h/ln	1774	0	1669	1832	0	1583	1740	0	1807	1740	1827	1553
Q Serve(g_s), s	8.0	0.0	13.5	13.1	0.0	18.1	4.5	0.0	30.8	4.1	5.1	0.0
Cycle Q Clear(g_c), s	8.0	0.0	13.5	13.1	0.0	18.1	4.5	0.0	30.8	4.1	5.1	0.0
Prop In Lane	1.00		0.66	0.33		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	260	0	245	359	0	310	563	0	856	322	829	704
V/C Ratio(X)	0.49	0.00	0.80	0.61	0.00	0.81	0.23	0.00	0.69	0.34	0.53	0.00
Avail Cap(c_a), veh/h	266	0	250	473	0	409	572	0	856	322	829	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	47.1	0.0	49.4	44.1	0.0	46.1	14.6	0.0	24.7	18.6	3.3	0.0
Incr Delay (d2), s/veh	1.4	0.0	15.9	1.7	0.0	8.6	0.2	0.0	4.6	0.6	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.2	0.0	11.7	11.1	0.0	13.4	4.0	0.0	23.0	3.5	4.8	0.0
LnGrp Delay(d),s/veh	48.5	0.0	65.4	45.7	0.0	54.6	14.8	0.0	29.3	19.2	5.5	0.0
LnGrp LOS	D		E	D		D	B		C	B	A	
Approach Vol, veh/h		323			469			720			549	
Approach Delay, s/veh		58.7			50.5			26.7			8.2	
Approach LOS		E			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	60.9		21.6	12.4	58.4		27.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	47.0		16.0	7.0	44.0		29.0
Max Q Clear Time (g_c+I1), s	6.1	32.8		15.5	6.5	7.1		20.1
Green Ext Time (p_c), s	0.0	5.5		0.1	0.0	7.5		1.4

Intersection Summary		
HCM 2010 Ctrl Delay	32.2	
HCM 2010 LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	15	95	40	80	20	125	810	30	15	425	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1827	1827	1900	1827	1827	1900
Adj Flow Rate, veh/h	35	18	59	47	94	18	147	953	35	18	500	24
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	4	4	4
Cap, veh/h	88	47	106	93	139	25	608	1292	47	513	1236	59
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.11	1.00	1.00	0.02	0.48	0.48
Sat Flow, veh/h	372	361	815	413	1070	189	1740	1751	64	1740	1729	83
Grp Volume(v), veh/h	112	0	0	159	0	0	147	0	988	18	0	524
Grp Sat Flow(s),veh/h/ln	1547	0	0	1672	0	0	1740	0	1816	1740	0	1812
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	2.6	0.0	0.0	0.3	0.0	22.4
Cycle Q Clear(g_c), s	7.9	0.0	0.0	10.8	0.0	0.0	2.6	0.0	0.0	0.3	0.0	22.4
Prop In Lane	0.31		0.53	0.30		0.11	1.00		0.04	1.00		0.05
Lane Grp Cap(c), veh/h	241	0	0	257	0	0	608	0	1340	513	0	1296
V/C Ratio(X)	0.46	0.00	0.00	0.62	0.00	0.00	0.24	0.00	0.74	0.04	0.00	0.40
Avail Cap(c_a), veh/h	308	0	0	330	0	0	615	0	1340	545	0	1296
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.55	0.00	0.55	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.7	0.0	0.0	50.0	0.0	0.0	5.6	0.0	0.0	3.9	0.0	14.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	2.4	0.0	0.0	0.1	0.0	2.0	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	0.0	0.0	9.0	0.0	0.0	2.1	0.0	1.4	0.3	0.0	17.1
LnGrp Delay(d),s/veh	50.1	0.0	0.0	52.4	0.0	0.0	5.7	0.0	2.0	4.0	0.0	15.7
LnGrp LOS	D			D			A		A	A		B
Approach Vol, veh/h		112			159			1135			542	
Approach Delay, s/veh		50.1			52.4			2.5			15.3	
Approach LOS		D			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	92.6		19.6	10.6	89.8		19.6
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.8	79.0		19.0	5.0	78.0		19.0
Max Q Clear Time (g_c+I1), s	12.3	2.0		9.9	4.6	24.4		12.8
Green Ext Time (p_c), s	0.0	17.3		1.1	0.0	16.4		0.8

Intersection Summary		
HCM 2010 Ctrl Delay	12.9	
HCM 2010 LOS	B	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	0	15	0	0	0	5	825	30	15	445	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	5	0	16	0	0	0	5	907	33	16	489	5

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1459	1476	492	495	0	0	940	0	0
Stage 1	525	525	-	-	-	-	-	-	-
Stage 2	934	951	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	142	126	577	1058	-	-	721	-	-
Stage 1	593	529	-	-	-	-	-	-	-
Stage 2	382	338	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	137	0	577	1058	-	-	721	-	-
Mov Cap-2 Maneuver	137	0	-	-	-	-	-	-	-
Stage 1	580	0	-	-	-	-	-	-	-
Stage 2	378	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1058	-	-	320	721	-	-
HCM Lane V/C Ratio	0.005	-	-	0.069	0.023	-	-
HCM Control Delay (s)	8.4	0	-	17.1	10.1	-	-
HCM Lane LOS	A	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	165	5	80	5	60	90	185	660	5	5	340	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1827	1827	1900	1827	1827	1827
Adj Flow Rate, veh/h	180	0	58	5	64	96	197	702	5	5	362	42
Adj No. of Lanes	2	0	1	0	1	0	1	1	0	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	4	4	4
Cap, veh/h	305	0	136	7	85	128	643	1239	9	474	1046	889
Arrive On Green	0.09	0.00	0.09	0.13	0.13	0.13	0.16	1.00	1.00	0.57	0.57	0.57
Sat Flow, veh/h	3548	0	1583	51	654	982	1740	1812	13	724	1827	1553
Grp Volume(v), veh/h	180	0	58	165	0	0	197	0	707	5	362	42
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1687	0	0	1740	0	1825	724	1827	1553
Q Serve(g_s), s	5.9	0.0	4.2	11.3	0.0	0.0	5.3	0.0	0.0	0.4	12.7	1.4
Cycle Q Clear(g_c), s	5.9	0.0	4.2	11.3	0.0	0.0	5.3	0.0	0.0	0.4	12.7	1.4
Prop In Lane	1.00		1.00	0.03		0.58	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	305	0	136	219	0	0	643	0	1248	474	1046	889
V/C Ratio(X)	0.59	0.00	0.43	0.75	0.00	0.00	0.31	0.00	0.57	0.01	0.35	0.05
Avail Cap(c_a), veh/h	532	0	237	281	0	0	652	0	1248	474	1046	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	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	52.8	0.0	52.0	50.3	0.0	0.0	7.9	0.0	0.0	11.0	13.7	11.3
Incr Delay (d2), s/veh	1.8	0.0	2.1	8.2	0.0	0.0	0.3	0.0	1.9	0.0	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	3.4	9.7	0.0	0.0	4.5	0.0	1.2	0.1	10.8	1.1
LnGrp Delay(d),s/veh	54.6	0.0	54.1	58.5	0.0	0.0	8.2	0.0	1.9	11.1	14.6	11.4
LnGrp LOS	D		D	E			A		A	B	B	B
Approach Vol, veh/h		238			165			904			409	
Approach Delay, s/veh		54.5			58.5			3.2			14.2	
Approach LOS		D			E			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		86.1		14.3	13.4	72.7		19.6
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		68.0		16.0	8.0	54.0		18.0
Max Q Clear Time (g_c+I1), s		2.0		7.9	7.3	14.7		13.3
Green Ext Time (p_c), s		8.9		0.5	0.0	8.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	285	150	190	1750	1285	115
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1845	1845	1900
Adj Flow Rate, veh/h	288	152	192	1768	1298	91
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	3	3	3	3
Cap, veh/h	348	422	336	2583	2105	147
Arrive On Green	0.20	0.20	0.07	0.74	0.63	0.63
Sat Flow, veh/h	1774	1583	1757	3597	3416	233
Grp Volume(v), veh/h	288	152	192	1768	683	706
Grp Sat Flow(s),veh/h/ln	1774	1583	1757	1752	1752	1804
Q Serve(g_s), s	18.7	9.3	4.1	32.1	28.1	28.3
Cycle Q Clear(g_c), s	18.7	9.3	4.1	32.1	28.1	28.3
Prop In Lane	1.00	1.00	1.00			0.13
Lane Grp Cap(c), veh/h	348	422	336	2583	1110	1143
V/C Ratio(X)	0.83	0.36	0.57	0.68	0.62	0.62
Avail Cap(c_a), veh/h	444	507	462	2583	1110	1143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	35.7	12.9	8.4	13.2	13.2
Incr Delay (d2), s/veh	9.9	0.5	1.5	1.5	2.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.4	13.7	5.9	22.3	20.5	21.0
LnGrp Delay(d),s/veh	56.2	36.2	14.4	9.9	15.8	15.8
LnGrp LOS	E	D	B	A	B	B
Approach Vol, veh/h	440			1960	1389	
Approach Delay, s/veh	49.3			10.3	15.8	
Approach LOS	D			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		92.5		27.5	12.4	80.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		80.0		28.0	15.0	59.0		
Max Q Clear Time (g_c+I1), s		34.1		20.7	6.1	30.3		
Green Ext Time (p_c), s		38.5		0.9	0.3	25.6		

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

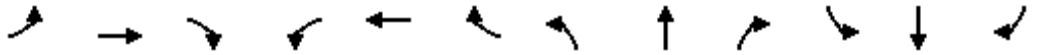
Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	100	125	130	175	310	145
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	3	3	3
Mvmt Flow	105	132	137	184	326	153

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	861	403	479	0	-	0
Stage 1	403	-	-	-	-	-
Stage 2	458	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	326	647	1078	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	280	647	1078	-	-	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	547	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.2	3.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1078	-	409	-	-
HCM Lane V/C Ratio	0.127	-	0.579	-	-
HCM Control Delay (s)	8.8	0	25.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.4	-	3.5	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	55	20	65	70	30	75	660	50	50	815	310
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1863	1863	1900	1881	1900	1845	1845	1845
Adj Flow Rate, veh/h	202	56	20	66	71	15	76	667	51	51	823	313
Adj No. of Lanes	1	1	0	0	1	1	0	2	0	1	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	2	2	2	1	1	1	3	3	3
Cap, veh/h	255	188	67	94	101	170	44	985	107	137	1195	1243
Arrive On Green	0.14	0.14	0.14	0.11	0.11	0.11	0.57	0.57	0.57	0.09	1.00	1.00
Sat Flow, veh/h	1757	1299	464	876	943	1583	12	1727	188	1757	1845	1568
Grp Volume(v), veh/h	202	0	76	137	0	15	337	0	457	51	823	313
Grp Sat Flow(s),veh/h/ln	1757	0	1763	1819	0	1583	243	0	1684	1757	1845	1568
Q Serve(g_s), s	13.3	0.0	4.6	8.7	0.0	1.0	24.7	0.0	19.2	1.5	0.0	0.0
Cycle Q Clear(g_c), s	13.3	0.0	4.6	8.7	0.0	1.0	24.7	0.0	19.2	1.5	0.0	0.0
Prop In Lane	1.00		0.26	0.48		1.00	0.23		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	255	0	256	195	0	170	0	0	961	137	1195	1243
V/C Ratio(X)	0.79	0.00	0.30	0.70	0.00	0.09	0.00	0.00	0.48	0.37	0.69	0.25
Avail Cap(c_a), veh/h	264	0	264	243	0	211	0	0	961	148	1195	1243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.85	0.00	0.85	0.91	0.91	0.91
Uniform Delay (d), s/veh	49.6	0.0	45.8	51.7	0.0	48.3	0.0	0.0	15.2	26.8	0.0	0.0
Incr Delay (d2), s/veh	14.8	0.0	0.6	6.6	0.0	0.2	0.0	0.0	1.4	1.5	3.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.0	0.0	4.1	8.3	0.0	0.8	0.0	0.0	13.9	1.7	1.8	0.3
LnGrp Delay(d),s/veh	64.4	0.0	46.5	58.3	0.0	48.5	0.0	0.0	16.6	28.3	3.0	0.4
LnGrp LOS	E		D	E		D			B	C	A	A
Approach Vol, veh/h		278			152			794			1187	
Approach Delay, s/veh		59.5			57.4			9.6			3.4	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	9.3	72.5		21.4		81.7		16.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	4.0	62.0		16.0		62.0		14.0
Max Q Clear Time (g_c+I1), s	3.5	26.7		15.3		2.0		10.7
Green Ext Time (p_c), s	0.0	17.1		0.1		20.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	65	510	220	670	665	75
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	586	222	677	672	0
Adj No. of Lanes	1	2	1	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	1	3	3	3	3
Cap, veh/h	377	934	593	1334	2131	0
Arrive On Green	0.00	0.21	0.16	1.00	0.61	0.00
Sat Flow, veh/h	1792	3198	1757	1845	3689	0
Grp Volume(v), veh/h	0	586	222	677	672	0
Grp Sat Flow(s),veh/h/ln	1792	1599	1757	1845	1752	0
Q Serve(g_s), s	0.0	19.1	5.4	0.0	11.2	0.0
Cycle Q Clear(g_c), s	0.0	19.1	5.4	0.0	11.2	0.0
Prop In Lane	1.00	1.00	1.00			0.00
Lane Grp Cap(c), veh/h	377	934	593	1334	2131	0
V/C Ratio(X)	0.00	0.63	0.37	0.51	0.32	0.00
Avail Cap(c_a), veh/h	582	1301	712	1334	2131	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.77	0.77	1.00	0.00
Uniform Delay (d), s/veh	0.0	36.8	6.3	0.0	11.4	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.3	1.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	23.4	4.6	0.7	9.4	0.0
LnGrp Delay(d),s/veh	0.0	37.5	6.6	1.1	11.8	0.0
LnGrp LOS		D	A	A	B	
Approach Vol, veh/h	586			899	672	
Approach Delay, s/veh	37.5			2.4	11.8	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		90.8		29.2	13.8	77.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		71.0		37.0	16.0	49.0		
Max Q Clear Time (g_c+I1), s		2.0		21.1	7.4	13.2		
Green Ext Time (p_c), s		12.3		2.2	0.4	11.2		

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	85	70	75	50	65	145	60	590	85	480	615	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1845	1845	1900	1845	1845	1845
Adj Flow Rate, veh/h	91	75	81	54	70	75	65	634	91	516	661	0
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	221	102	110	81	105	162	380	668	96	467	1090	926
Arrive On Green	0.12	0.12	0.12	0.10	0.10	0.10	0.05	0.42	0.42	0.15	0.40	0.00
Sat Flow, veh/h	1774	820	886	794	1029	1583	1757	1578	227	1757	1845	1568
Grp Volume(v), veh/h	91	0	156	124	0	75	65	0	725	516	661	0
Grp Sat Flow(s),veh/h/ln	1774	0	1706	1823	0	1583	1757	0	1805	1757	1845	1568
Q Serve(g_s), s	5.7	0.0	10.6	7.9	0.0	5.4	2.4	0.0	46.5	26.0	34.2	0.0
Cycle Q Clear(g_c), s	5.7	0.0	10.6	7.9	0.0	5.4	2.4	0.0	46.5	26.0	34.2	0.0
Prop In Lane	1.00		0.52	0.44		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	221	0	212	186	0	162	380	0	764	467	1090	926
V/C Ratio(X)	0.41	0.00	0.73	0.67	0.00	0.46	0.17	0.00	0.95	1.11	0.61	0.00
Avail Cap(c_a), veh/h	266	0	256	273	0	237	381	0	764	467	1090	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.47	0.47	0.00
Uniform Delay (d), s/veh	48.5	0.0	50.6	51.9	0.0	50.8	18.2	0.0	33.3	41.2	25.2	0.0
Incr Delay (d2), s/veh	1.2	0.0	8.5	4.1	0.0	2.1	0.2	0.0	22.2	61.9	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	0.0	9.3	7.5	0.0	4.4	2.2	0.0	36.3	42.3	22.6	0.0
LnGrp Delay(d),s/veh	49.7	0.0	59.1	56.0	0.0	52.8	18.4	0.0	55.5	103.1	26.3	0.0
LnGrp LOS	D		E	E		D	B		E	F	C	
Approach Vol, veh/h		247			199			790			1177	
Approach Delay, s/veh		55.7			54.8			52.5			60.0	
Approach LOS		E			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	30.0	54.8		18.9	9.9	74.9		16.3
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	24.0	40.0		16.0	4.0	60.0		16.0
Max Q Clear Time (g_c+I1), s	28.0	48.5		12.6	4.4	36.2		9.9
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	10.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	56.7
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	120	220	55	20	20	55	595	170	40	920	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	36	122	183	56	20	10	56	607	147	41	939	10
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	63	152	211	147	49	19	502	900	218	380	1136	12
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.04	0.63	0.63	0.08	1.00	1.00
Sat Flow, veh/h	129	658	911	422	213	84	1757	1436	348	1757	1822	19
Grp Volume(v), veh/h	341	0	0	86	0	0	56	0	754	41	0	949
Grp Sat Flow(s),veh/h/ln	1698	0	0	718	0	0	1757	0	1783	1757	0	1841
Q Serve(g_s), s	8.8	0.0	0.0	0.0	0.0	0.0	1.3	0.0	32.8	0.9	0.0	0.0
Cycle Q Clear(g_c), s	23.0	0.0	0.0	14.2	0.0	0.0	1.3	0.0	32.8	0.9	0.0	0.0
Prop In Lane	0.11		0.54	0.65		0.12	1.00		0.19	1.00		0.01
Lane Grp Cap(c), veh/h	427	0	0	216	0	0	502	0	1118	380	0	1148
V/C Ratio(X)	0.80	0.00	0.00	0.40	0.00	0.00	0.11	0.00	0.67	0.11	0.00	0.83
Avail Cap(c_a), veh/h	457	0	0	239	0	0	511	0	1118	395	0	1148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.20	0.00	0.20	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.2	0.0	0.0	40.0	0.0	0.0	6.8	0.0	14.5	11.0	0.0	0.0
Incr Delay (d2), s/veh	9.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.6	0.1	0.0	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	0.0	0.0	4.7	0.0	0.0	1.1	0.0	19.0	0.8	0.0	3.9
LnGrp Delay(d),s/veh	53.4	0.0	0.0	41.2	0.0	0.0	6.8	0.0	15.1	11.2	0.0	6.9
LnGrp LOS	D			D			A		B	B		A
Approach Vol, veh/h		341			86			810			990	
Approach Delay, s/veh		53.4			41.2			14.6			7.1	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	79.2		31.8	9.4	78.8		31.8
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	70.0		28.0	4.0	70.0		28.0
Max Q Clear Time (g_c+I1), s	2.3	34.8		25.0	3.3	2.0		16.2
Green Ext Time (p_c), s	0.0	16.9		0.8	0.0	21.0		2.3

Intersection Summary		
HCM 2010 Ctrl Delay		18.2
HCM 2010 LOS		B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	0	10	0	0	0	15	590	45	15	960	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	3	3	3
Mvmt Flow	5	0	11	0	0	0	16	628	48	16	1021	5

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1740	1763	1024	1027	0	0	676	0	0
Stage 1	1056	1056	-	-	-	-	-	-	-
Stage 2	684	707	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	96	84	286	672	-	-	911	-	-
Stage 1	335	302	-	-	-	-	-	-	-
Stage 2	501	438	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	91	0	286	672	-	-	911	-	-
Mov Cap-2 Maneuver	91	0	-	-	-	-	-	-	-
Stage 1	329	0	-	-	-	-	-	-	-
Stage 2	482	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.8	0.2	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	672	-	-	167	911	-	-
HCM Lane V/C Ratio	0.024	-	-	0.096	0.018	-	-
HCM Control Delay (s)	10.5	0	-	28.8	9	-	-
HCM Lane LOS	B	A	-	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	395	140	375	30	5	15	45	550	25	35	505	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1845	1845	1900	1845	1845	1845
Adj Flow Rate, veh/h	282	335	211	32	5	16	47	579	26	37	532	16
Adj No. of Lanes	1	1	1	0	1	0	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	393	412	350	58	9	29	442	1091	49	323	1007	856
Arrive On Green	0.22	0.22	0.22	0.06	0.06	0.06	0.01	0.21	0.21	0.55	0.55	0.55
Sat Flow, veh/h	1774	1863	1583	1038	162	519	1757	1752	79	804	1845	1568
Grp Volume(v), veh/h	282	335	211	53	0	0	47	0	605	37	532	16
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1719	0	0	1757	0	1831	804	1845	1568
Q Serve(g_s), s	17.7	20.5	14.4	3.6	0.0	0.0	1.3	0.0	35.4	3.9	22.1	0.6
Cycle Q Clear(g_c), s	17.7	20.5	14.4	3.6	0.0	0.0	1.3	0.0	35.4	30.1	22.1	0.6
Prop In Lane	1.00		1.00	0.60		0.30	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	393	412	350	97	0	0	442	0	1140	323	1007	856
V/C Ratio(X)	0.72	0.81	0.60	0.55	0.00	0.00	0.11	0.00	0.53	0.11	0.53	0.02
Avail Cap(c_a), veh/h	458	481	409	258	0	0	455	0	1140	323	1007	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	43.3	44.4	42.0	55.1	0.0	0.0	12.5	0.0	32.0	28.4	17.4	12.5
Incr Delay (d2), s/veh	4.5	9.0	1.9	4.8	0.0	0.0	0.1	0.0	1.8	0.7	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.1	17.1	10.7	3.3	0.0	0.0	1.2	0.0	25.6	1.7	17.4	0.5
LnGrp Delay(d),s/veh	47.7	53.3	43.8	59.9	0.0	0.0	12.6	0.0	33.8	29.1	19.4	12.5
LnGrp LOS	D	D	D	E			B		C	C	B	B
Approach Vol, veh/h		828			53			652			585	
Approach Delay, s/veh		49.0			59.9			32.3			19.8	
Approach LOS		D			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		78.7		30.6	9.2	69.5		10.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		57.0		29.0	4.0	47.0		16.0
Max Q Clear Time (g_c+I1), s		37.4		22.5	3.3	32.1		5.6
Green Ext Time (p_c), s		7.4		2.1	0.0	6.5		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	36.1
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	115	350	245	1015	1775	315
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1827	1827	1827	1900
Adj Flow Rate, veh/h	121	368	258	1068	1868	306
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	4	4	4	4
Cap, veh/h	241	407	271	2802	1971	314
Arrive On Green	0.14	0.14	0.12	0.81	0.66	0.66
Sat Flow, veh/h	1774	1583	1740	3563	3091	478
Grp Volume(v), veh/h	121	368	258	1068	1059	1115
Grp Sat Flow(s),veh/h/ln	1774	1583	1740	1736	1736	1743
Q Serve(g_s), s	8.9	19.0	15.7	12.0	75.2	85.3
Cycle Q Clear(g_c), s	8.9	19.0	15.7	12.0	75.2	85.3
Prop In Lane	1.00	1.00	1.00			0.27
Lane Grp Cap(c), veh/h	241	407	271	2802	1141	1145
V/C Ratio(X)	0.50	0.90	0.95	0.38	0.93	0.97
Avail Cap(c_a), veh/h	241	407	271	2802	1141	1145
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	50.3	52.3	3.8	21.1	22.8
Incr Delay (d2), s/veh	1.7	23.0	41.4	0.4	14.2	21.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	36.0	18.9	9.7	50.5	58.5
LnGrp Delay(d),s/veh	57.8	73.4	93.7	4.2	35.3	43.8
LnGrp LOS	E	E	F	A	D	D
Approach Vol, veh/h	489			1326	2174	
Approach Delay, s/veh	69.5			21.6	39.7	
Approach LOS	E			C	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		117.0		23.0	21.0	96.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		111.0		17.0	15.0	90.0		
Max Q Clear Time (g_c+I1), s		14.0		21.0	17.7	87.3		
Green Ext Time (p_c), s		76.3		0.0	0.0	2.7		

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

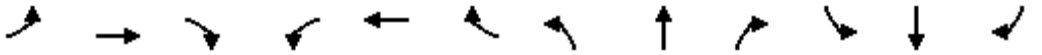
Intersection	
Int Delay, s/veh	11.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	90	125	85	475	340	90
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	106	147	100	559	400	106

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1212	453	506	0	-	0
Stage 1	453	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	201	607	1049	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	173	607	1049	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	398	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	60.2	1.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1049	-	296	-	-
HCM Lane V/C Ratio	0.095	-	0.855	-	-
HCM Control Delay (s)	8.8	0	60.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	7.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	525	35	5	40	70	115	25	1070	10	55	365	335
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1900	1863	1863	1900	1863	1900	1827	1827	1827
Adj Flow Rate, veh/h	571	38	5	43	76	82	27	1163	11	60	397	364
Adj No. of Lanes	1	1	0	0	1	1	0	2	0	1	1	1
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, %	4	4	4	2	2	2	2	2	2	4	4	4
Cap, veh/h	610	554	73	62	109	148	28	914	12	126	859	1275
Arrive On Green	0.35	0.35	0.35	0.09	0.09	0.09	0.40	0.40	0.40	0.07	0.79	0.79
Sat Flow, veh/h	1740	1582	208	661	1169	1583	3	2290	31	1740	1827	1553
Grp Volume(v), veh/h	571	0	43	119	0	82	605	0	596	60	397	364
Grp Sat Flow(s),veh/h/ln	1740	0	1790	1830	0	1583	629	0	1696	1740	1827	1553
Q Serve(g_s), s	44.4	0.0	2.2	8.8	0.0	6.9	46.8	0.0	45.6	2.9	10.2	3.9
Cycle Q Clear(g_c), s	44.4	0.0	2.2	8.8	0.0	6.9	46.8	0.0	45.6	2.9	10.2	3.9
Prop In Lane	1.00		0.12	0.36		1.00	0.04		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	610	0	627	171	0	148	0	0	677	126	859	1275
V/C Ratio(X)	0.94	0.00	0.07	0.70	0.00	0.55	0.00	0.00	0.88	0.48	0.46	0.29
Avail Cap(c_a), veh/h	634	0	652	209	0	181	0	0	677	126	859	1275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.69	0.00	0.69	0.44	0.44	0.44
Uniform Delay (d), s/veh	44.0	0.0	30.3	61.5	0.0	60.7	0.0	0.0	39.0	33.7	9.0	1.1
Incr Delay (d2), s/veh	21.1	0.0	0.0	7.4	0.0	3.2	0.0	0.0	11.2	1.2	0.8	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(95%),veh/ln	33.0	0.0	2.0	8.4	0.0	5.7	0.0	0.0	30.1	2.6	7.6	7.4
LnGrp Delay(d),s/veh	65.1	0.0	30.3	69.0	0.0	63.9	0.0	0.0	50.2	35.0	9.8	1.3
LnGrp LOS	E		C	E		E			D	C	A	A
Approach Vol, veh/h		614			201			1201			821	
Approach Delay, s/veh		62.6			66.9			24.9			7.9	
Approach LOS		E			E			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.0	59.9		53.1		69.9		17.1
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	4.0	49.0		49.0		49.0		14.0
Max Q Clear Time (g_c+I1), s	4.9	48.8		46.4		12.2		10.8
Green Ext Time (p_c), s	0.0	0.2		0.6		16.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	31.1
HCM 2010 LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	130	265	1025	685	490	180
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1827	1827	1827	1900
Adj Flow Rate, veh/h	210	214	1114	745	533	0
Adj No. of Lanes	1	1	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	4	4	4
Cap, veh/h	228	1120	1112	1488	719	0
Arrive On Green	0.13	0.13	0.58	0.81	0.21	0.00
Sat Flow, veh/h	1774	1583	1740	1827	3654	0
Grp Volume(v), veh/h	210	214	1114	745	533	0
Grp Sat Flow(s),veh/h/ln	1774	1583	1740	1827	1736	0
Q Serve(g_s), s	16.4	6.4	81.0	17.9	20.1	0.0
Cycle Q Clear(g_c), s	16.4	6.4	81.0	17.9	20.1	0.0
Prop In Lane	1.00	1.00	1.00			0.00
Lane Grp Cap(c), veh/h	228	1120	1112	1488	719	0
V/C Ratio(X)	0.92	0.19	1.00	0.50	0.74	0.00
Avail Cap(c_a), veh/h	228	1120	1112	1488	719	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.33	0.33	1.00	0.00
Uniform Delay (d), s/veh	60.3	6.9	22.8	4.1	52.0	0.0
Incr Delay (d2), s/veh	38.6	0.1	16.0	0.4	6.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.8	16.1	85.6	11.9	15.6	0.0
LnGrp Delay(d),s/veh	98.9	7.0	38.8	4.5	58.8	0.0
LnGrp LOS	F	A	F	A	E	
Approach Vol, veh/h	424			1859	533	
Approach Delay, s/veh	52.5			25.0	58.8	
Approach LOS	D			C	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		118.0		22.0	85.0	33.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		112.0		16.0	79.0	27.0		
Max Q Clear Time (g_c+I1), s		19.9		18.4	83.0	22.1		
Green Ext Time (p_c), s		11.7		0.0	0.0	3.2		

Intersection Summary	
HCM 2010 Ctrl Delay	35.6
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	60	120	70	135	455	120	660	35	100	480	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1827	1827	1900	1827	1827	1827
Adj Flow Rate, veh/h	146	73	146	85	165	470	146	805	43	122	585	0
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	4	4	4
Cap, veh/h	228	71	143	151	294	385	460	810	43	130	835	710
Arrive On Green	0.13	0.13	0.13	0.24	0.24	0.24	0.06	0.47	0.47	0.09	0.91	0.00
Sat Flow, veh/h	1774	556	1111	623	1209	1583	1740	1719	92	1740	1827	1553
Grp Volume(v), veh/h	146	0	219	250	0	470	146	0	848	122	585	0
Grp Sat Flow(s),veh/h/ln	1774	0	1667	1832	0	1583	1740	0	1811	1740	1827	1553
Q Serve(g_s), s	10.9	0.0	18.0	16.8	0.0	34.0	6.2	0.0	65.2	5.5	10.7	0.0
Cycle Q Clear(g_c), s	10.9	0.0	18.0	16.8	0.0	34.0	6.2	0.0	65.2	5.5	10.7	0.0
Prop In Lane	1.00		0.67	0.34		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	228	0	214	445	0	385	460	0	854	130	835	710
V/C Ratio(X)	0.64	0.00	1.02	0.56	0.00	1.22	0.32	0.00	0.99	0.94	0.70	0.00
Avail Cap(c_a), veh/h	228	0	214	445	0	385	460	0	854	130	835	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh	57.9	0.0	61.0	46.5	0.0	53.0	18.5	0.0	36.8	32.0	3.7	0.0
Incr Delay (d2), s/veh	5.9	0.0	67.3	1.6	0.0	121.3	0.4	0.0	29.3	54.4	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.7	0.0	22.1	13.5	0.0	50.0	5.4	0.0	49.7	7.7	9.0	0.0
LnGrp Delay(d),s/veh	63.8	0.0	128.5	48.1	0.0	174.3	18.9	0.0	66.0	86.4	7.8	0.0
LnGrp LOS	E		F	D		F	B		E	F	A	
Approach Vol, veh/h		365			720			994			707	
Approach Delay, s/veh		102.6			130.5			59.1			21.3	
Approach LOS		F			F			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	70.0		22.0	12.0	68.0		38.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	64.0		16.0	6.0	62.0		32.0
Max Q Clear Time (g_c+I1), s	7.5	67.2		20.0	8.2	12.7		36.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	13.8		0.0

Intersection Summary		
HCM 2010 Ctrl Delay	73.7	
HCM 2010 LOS	E	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	15	105	45	90	25	140	1060	35	15	555	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1827	1827	1900	1827	1827	1900
Adj Flow Rate, veh/h	41	18	124	53	106	29	165	1247	41	18	653	29
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	4	4	4
Cap, veh/h	69	32	145	80	126	32	672	1294	43	399	1234	55
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.11	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	248	211	965	313	839	210	1740	1759	58	1740	1736	77
Grp Volume(v), veh/h	183	0	0	188	0	0	165	0	1288	18	0	682
Grp Sat Flow(s),veh/h/ln	1424	0	0	1362	0	0	1740	0	1817	1740	0	1813
Q Serve(g_s), s	0.0	0.0	0.0	1.8	0.0	0.0	3.5	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	17.6	0.0	0.0	19.4	0.0	0.0	3.5	0.0	0.0	0.4	0.0	0.0
Prop In Lane	0.22		0.68	0.28		0.15	1.00		0.03	1.00		0.04
Lane Grp Cap(c), veh/h	245	0	0	237	0	0	672	0	1336	399	0	1288
V/C Ratio(X)	0.75	0.00	0.00	0.79	0.00	0.00	0.25	0.00	0.96	0.05	0.00	0.53
Avail Cap(c_a), veh/h	245	0	0	237	0	0	690	0	1336	424	0	1288
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.14	0.00	0.14	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	0.0	58.5	0.0	0.0	3.7	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	11.8	0.0	0.0	16.6	0.0	0.0	0.0	0.0	4.0	0.0	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	0.0	0.0	13.0	0.0	0.0	2.3	0.0	2.3	0.3	0.0	1.0
LnGrp Delay(d),s/veh	69.5	0.0	0.0	75.1	0.0	0.0	3.7	0.0	4.0	4.7	0.0	1.6
LnGrp LOS	E			E			A		A	A		A
Approach Vol, veh/h		183			188			1453			700	
Approach Delay, s/veh		69.5			75.1			4.0			1.6	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	107.0		25.0	11.5	103.5		25.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	99.0		19.0	7.0	96.0		19.0
Max Q Clear Time (g_c+I1), s	2.4	2.0		19.6	5.5	2.0		21.4
Green Ext Time (p_c), s	0.0	38.2		0.0	0.1	37.8		0.0

Intersection Summary		
HCM 2010 Ctrl Delay	13.4	
HCM 2010 LOS	B	

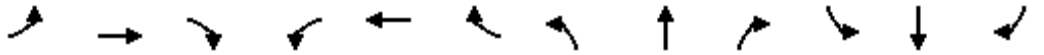
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	0	15	0	0	0	5	1080	35	15	580	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	5	0	16	0	0	0	5	1187	38	16	637	5

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1890	1909	640	643	0	0	1225	0	0
Stage 1	673	673	-	-	-	-	-	-	-
Stage 2	1217	1236	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	77	68	475	932	-	-	562	-	-
Stage 1	507	454	-	-	-	-	-	-	-
Stage 2	280	248	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	74	0	475	932	-	-	562	-	-
Mov Cap-2 Maneuver	74	0	-	-	-	-	-	-	-
Stage 1	493	0	-	-	-	-	-	-	-
Stage 2	275	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	932	-	-	202	562	-	-
HCM Lane V/C Ratio	0.006	-	-	0.109	0.029	-	-
HCM Control Delay (s)	8.9	0	-	25	11.6	-	-
HCM Lane LOS	A	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	185	5	90	5	70	100	210	895	5	5	460	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1827	1827	1900	1827	1827	1827
Adj Flow Rate, veh/h	201	0	69	5	74	106	223	952	5	5	489	53
Adj No. of Lanes	2	0	1	0	1	0	1	1	0	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	4	4	4
Cap, veh/h	308	0	137	6	91	131	555	1258	7	386	1068	907
Arrive On Green	0.09	0.00	0.09	0.13	0.13	0.13	0.16	1.00	1.00	0.58	0.58	0.58
Sat Flow, veh/h	3548	0	1583	46	676	968	1740	1816	10	573	1827	1553
Grp Volume(v), veh/h	201	0	69	185	0	0	223	0	957	5	489	53
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1690	0	0	1740	0	1825	573	1827	1553
Q Serve(g_s), s	7.7	0.0	5.8	14.9	0.0	0.0	7.1	0.0	0.0	0.5	21.3	2.1
Cycle Q Clear(g_c), s	7.7	0.0	5.8	14.9	0.0	0.0	7.1	0.0	0.0	0.5	21.3	2.1
Prop In Lane	1.00		1.00	0.03		0.57	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	308	0	137	228	0	0	555	0	1264	386	1068	907
V/C Ratio(X)	0.65	0.00	0.50	0.81	0.00	0.00	0.40	0.00	0.76	0.01	0.46	0.06
Avail Cap(c_a), veh/h	456	0	204	229	0	0	566	0	1264	386	1068	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	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	61.9	0.0	61.0	58.8	0.0	0.0	10.0	0.0	0.0	12.2	16.5	12.5
Incr Delay (d2), s/veh	2.3	0.0	2.8	19.3	0.0	0.0	0.5	0.0	4.3	0.1	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	4.8	12.8	0.0	0.0	6.1	0.0	2.7	0.2	16.6	1.6
LnGrp Delay(d),s/veh	64.2	0.0	63.9	78.1	0.0	0.0	10.5	0.0	4.3	12.3	17.9	12.6
LnGrp LOS	E		E	E			B		A	B	B	B
Approach Vol, veh/h		270			185			1180			547	
Approach Delay, s/veh		64.1			78.1			5.4			17.4	
Approach LOS		E			E			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		101.0		16.1	15.1	85.8		22.9
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		89.0		16.0	10.0	73.0		17.0
Max Q Clear Time (g_c+I1), s		2.0		9.7	9.1	23.3		16.9
Green Ext Time (p_c), s		16.3		0.5	0.1	15.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	320	250	265	1975	1450	130
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1845	1845	1900
Adj Flow Rate, veh/h	323	253	268	1995	1465	131
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	3	3	3	3
Cap, veh/h	375	499	318	2548	1929	171
Arrive On Green	0.21	0.21	0.10	0.73	0.59	0.59
Sat Flow, veh/h	1774	1583	1757	3597	3349	289
Grp Volume(v), veh/h	323	253	268	1995	784	812
Grp Sat Flow(s),veh/h/ln	1774	1583	1757	1752	1752	1794
Q Serve(g_s), s	22.8	16.9	9.1	46.9	42.9	43.8
Cycle Q Clear(g_c), s	22.8	16.9	9.1	46.9	42.9	43.8
Prop In Lane	1.00	1.00	1.00			0.16
Lane Grp Cap(c), veh/h	375	499	318	2548	1038	1062
V/C Ratio(X)	0.86	0.51	0.84	0.78	0.76	0.76
Avail Cap(c_a), veh/h	409	530	392	2548	1038	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	36.3	30.0	11.2	19.6	19.7
Incr Delay (d2), s/veh	15.9	0.8	12.8	2.5	5.1	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.8	21.9	15.7	31.2	29.9	31.1
LnGrp Delay(d),s/veh	65.3	37.0	42.9	13.7	24.7	25.0
LnGrp LOS	E	D	D	B	C	C
Approach Vol, veh/h	576			2263	1596	
Approach Delay, s/veh	52.9			17.2	24.8	
Approach LOS	D			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		98.5		31.5	17.5	81.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		90.0		28.0	17.0	67.0		
Max Q Clear Time (g_c+I1), s		48.9		24.8	11.1	45.8		
Green Ext Time (p_c), s		37.9		0.7	0.4	20.3		

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

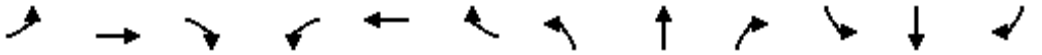
Intersection	
Int Delay, s/veh	15.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	115	140	145	250	430	165
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	3	3	3
Mvmt Flow	121	147	153	263	453	174

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1107	539	626	0	-	0
Stage 1	539	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	233	542	951	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	189	542	951	-	-	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	460	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	71.2	3.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	951	-	294	-	-
HCM Lane V/C Ratio	0.16	-	0.913	-	-
HCM Control Delay (s)	9.5	0	71.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	8.6	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	280	60	25	75	80	35	85	770	55	55	965	430
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1863	1863	1900	1881	1900	1845	1845	1845
Adj Flow Rate, veh/h	283	61	25	76	81	15	86	778	56	56	975	434
Adj No. of Lanes	1	1	0	0	1	1	0	2	0	1	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	2	2	2	1	1	1	3	3	3
Cap, veh/h	284	201	82	101	108	182	41	962	95	129	1164	1243
Arrive On Green	0.16	0.16	0.16	0.11	0.11	0.11	0.56	0.56	0.56	0.08	1.00	1.00
Sat Flow, veh/h	1757	1245	510	880	938	1583	12	1723	169	1757	1845	1568
Grp Volume(v), veh/h	283	0	86	157	0	15	362	0	558	56	975	434
Grp Sat Flow(s),veh/h/ln	1757	0	1755	1819	0	1583	218	0	1687	1757	1845	1568
Q Serve(g_s), s	20.9	0.0	5.6	10.9	0.0	1.1	28.6	0.0	28.4	1.7	0.0	0.0
Cycle Q Clear(g_c), s	20.9	0.0	5.6	10.9	0.0	1.1	28.6	0.0	28.4	1.7	0.0	0.0
Prop In Lane	1.00		0.29	0.48		1.00	0.24		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	284	0	283	209	0	182	0	0	942	129	1164	1243
V/C Ratio(X)	1.00	0.00	0.30	0.75	0.00	0.08	0.00	0.00	0.59	0.43	0.84	0.35
Avail Cap(c_a), veh/h	284	0	283	224	0	195	0	0	942	136	1164	1243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.79	0.00	0.79	0.83	0.83	0.83
Uniform Delay (d), s/veh	54.5	0.0	48.1	55.7	0.0	51.4	0.0	0.0	18.9	29.4	0.0	0.0
Incr Delay (d2), s/veh	52.6	0.0	0.6	12.5	0.0	0.2	0.0	0.0	2.2	1.9	6.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.5	0.0	5.0	10.2	0.0	0.9	0.0	0.0	19.2	2.0	3.5	0.4
LnGrp Delay(d),s/veh	107.1	0.0	48.6	68.2	0.0	51.6	0.0	0.0	21.1	31.3	6.1	0.6
LnGrp LOS	F		D	E		D			C	C	A	A
Approach Vol, veh/h		369			172			920			1465	
Approach Delay, s/veh		93.5			66.7			12.8			5.4	
Approach LOS		F			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	9.5	76.6		25.0		86.1		18.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	4.0	69.0		19.0		69.0		14.0
Max Q Clear Time (g_c+I1), s	3.7	30.6		22.9		2.0		12.9
Green Ext Time (p_c), s	0.0	24.0		0.0		32.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	22.5
HCM 2010 LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	85	575	250	835	875	105
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	673	253	843	884	0
Adj No. of Lanes	1	2	1	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	1	3	3	3	3
Cap, veh/h	414	1015	487	1305	2069	0
Arrive On Green	0.00	0.23	0.09	0.71	0.59	0.00
Sat Flow, veh/h	1792	3198	1757	1845	3689	0
Grp Volume(v), veh/h	0	673	253	843	884	0
Grp Sat Flow(s),veh/h/ln	1792	1599	1757	1845	1752	0
Q Serve(g_s), s	0.0	23.7	6.7	32.0	18.0	0.0
Cycle Q Clear(g_c), s	0.0	23.7	6.7	32.0	18.0	0.0
Prop In Lane	1.00	1.00	1.00			0.00
Lane Grp Cap(c), veh/h	414	1015	487	1305	2069	0
V/C Ratio(X)	0.00	0.66	0.52	0.65	0.43	0.00
Avail Cap(c_a), veh/h	565	1285	606	1305	2069	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.47	0.47	1.00	0.00
Uniform Delay (d), s/veh	0.0	38.4	9.8	10.3	14.6	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.4	1.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	27.9	5.3	21.1	13.6	0.0
LnGrp Delay(d),s/veh	0.0	39.2	10.2	11.4	15.2	0.0
LnGrp LOS		D	B	B	B	
Approach Vol, veh/h	673			1096	884	
Approach Delay, s/veh	39.2			11.1	15.2	
Approach LOS	D			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		96.0		34.0	15.2	80.7		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		79.0		39.0	18.0	55.0		
Max Q Clear Time (g_c+I1), s		34.0		25.7	8.7	20.0		
Green Ext Time (p_c), s		17.8		2.4	0.5	16.1		

Intersection Summary	
HCM 2010 Ctrl Delay	19.6
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	80	85	55	75	165	70	755	95	540	840	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1845	1845	1900	1845	1845	1845
Adj Flow Rate, veh/h	102	86	91	59	81	96	75	812	102	581	903	0
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	234	110	116	83	114	171	398	690	87	420	1090	926
Arrive On Green	0.13	0.13	0.13	0.11	0.11	0.11	0.05	0.43	0.43	0.42	1.00	0.00
Sat Flow, veh/h	1774	830	878	769	1055	1583	1757	1607	202	1757	1845	1568
Grp Volume(v), veh/h	102	0	177	140	0	96	75	0	914	581	903	0
Grp Sat Flow(s),veh/h/ln	1774	0	1708	1824	0	1583	1757	0	1809	1757	1845	1568
Q Serve(g_s), s	6.9	0.0	13.0	9.6	0.0	7.5	3.0	0.0	55.8	27.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	13.0	9.6	0.0	7.5	3.0	0.0	55.8	27.0	0.0	0.0
Prop In Lane	1.00		0.51	0.42		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	234	0	226	197	0	171	398	0	776	420	1090	926
V/C Ratio(X)	0.44	0.00	0.78	0.71	0.00	0.56	0.19	0.00	1.18	1.38	0.83	0.00
Avail Cap(c_a), veh/h	246	0	236	253	0	219	398	0	776	420	1090	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	51.9	0.0	54.6	56.0	0.0	55.1	18.7	0.0	37.1	30.3	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	15.2	6.5	0.0	2.9	0.2	0.0	92.9	173.5	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	0.0	11.5	9.0	0.0	6.1	2.7	0.0	86.2	61.2	0.4	0.0
LnGrp Delay(d),s/veh	53.2	0.0	69.8	62.5	0.0	58.0	18.9	0.0	130.0	203.8	0.7	0.0
LnGrp LOS	D		E	E		E	B		F	F	A	
Approach Vol, veh/h		279			236			989			1484	
Approach Delay, s/veh		63.7			60.7			121.6			80.2	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	59.8		21.2	10.0	80.8		18.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	25.0	49.0		16.0	4.0	70.0		16.0
Max Q Clear Time (g_c+I1), s	29.0	57.8		15.0	5.0	2.0		11.6
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	24.0		0.4

Intersection Summary			
HCM 2010 Ctrl Delay		90.8	
HCM 2010 LOS		F	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	135	250	60	25	25	60	765	190	45	1185	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	41	138	214	61	26	16	61	781	168	46	1209	10
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	62	148	214	110	44	20	138	937	202	496	1159	10
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.09	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	135	642	928	284	191	87	1757	1472	317	1757	1827	15
Grp Volume(v), veh/h	393	0	0	103	0	0	61	0	949	46	0	1219
Grp Sat Flow(s),veh/h/ln	1705	0	0	562	0	0	1757	0	1789	1757	0	1842
Q Serve(g_s), s	8.6	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.1	0.0	80.2
Cycle Q Clear(g_c), s	30.0	0.0	0.0	21.3	0.0	0.0	1.5	0.0	0.0	1.1	0.0	80.2
Prop In Lane	0.10		0.54	0.59		0.16	1.00		0.18	1.00		0.01
Lane Grp Cap(c), veh/h	424	0	0	174	0	0	138	0	1139	496	0	1168
V/C Ratio(X)	0.93	0.00	0.00	0.59	0.00	0.00	0.44	0.00	0.83	0.09	0.00	1.04
Avail Cap(c_a), veh/h	424	0	0	174	0	0	144	0	1139	506	0	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.00	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.9	0.0	0.0	45.3	0.0	0.0	31.5	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	26.4	0.0	0.0	5.3	0.0	0.0	0.2	0.0	0.7	0.1	0.0	38.4
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(95%),veh/ln	14.0	0.0	0.0	6.7	0.0	0.0	1.9	0.0	0.4	1.0	0.0	22.4
LnGrp Delay(d),s/veh	76.3	0.0	0.0	50.6	0.0	0.0	31.7	0.0	0.7	6.9	0.0	38.4
LnGrp LOS	E			D			C		A	A		F
Approach Vol, veh/h		393			103			1010			1265	
Approach Delay, s/veh		76.3			50.6			2.6			37.3	
Approach LOS		E			D			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	86.8		34.0	9.6	86.4		34.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.8	80.0		28.0	4.0	80.0		28.0
Max Q Clear Time (g_c+I1), s	3.1	2.0		32.0	3.5	82.2		23.3
Green Ext Time (p_c), s	0.0	40.6		0.0	0.0	0.0		1.4

Intersection Summary		
HCM 2010 Ctrl Delay		30.7
HCM 2010 LOS		C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	0	10	0	0	0	15	765	50	15	1230	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	3	3	3
Mvmt Flow	5	0	11	0	0	0	16	814	53	16	1309	5

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	2215	2242	1311	1314	0	0	867	0	0
Stage 1	1343	1343	-	-	-	-	-	-	-
Stage 2	872	899	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	48	42	194	523	-	-	772	-	-
Stage 1	243	221	-	-	-	-	-	-	-
Stage 2	409	358	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	44	0	194	523	-	-	772	-	-
Mov Cap-2 Maneuver	44	0	-	-	-	-	-	-	-
Stage 1	238	0	-	-	-	-	-	-	-
Stage 2	384	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	52.8	0.2	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	523	-	-	91	772	-	-
HCM Lane V/C Ratio	0.031	-	-	0.175	0.021	-	-
HCM Control Delay (s)	12.1	0	-	52.8	9.8	-	-
HCM Lane LOS	B	A	-	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	445	160	425	35	5	15	50	720	30	40	710	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1845	1845	1900	1845	1845	1845
Adj Flow Rate, veh/h	318	378	236	37	5	16	53	758	32	42	747	15
Adj No. of Lanes	1	1	1	0	1	0	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	396	416	353	64	9	28	302	1100	46	241	1021	868
Arrive On Green	0.22	0.22	0.22	0.06	0.06	0.06	0.03	0.42	0.42	0.55	0.55	0.55
Sat Flow, veh/h	1774	1863	1583	1100	149	476	1757	1757	74	677	1845	1568
Grp Volume(v), veh/h	318	378	236	58	0	0	53	0	790	42	747	15
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1724	0	0	1757	0	1832	677	1845	1568
Q Serve(g_s), s	22.1	25.7	17.7	4.3	0.0	0.0	1.6	0.0	45.8	6.2	39.5	0.6
Cycle Q Clear(g_c), s	22.1	25.7	17.7	4.3	0.0	0.0	1.6	0.0	45.8	42.6	39.5	0.6
Prop In Lane	1.00		1.00	0.64		0.28	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	396	416	353	101	0	0	302	0	1147	241	1021	868
V/C Ratio(X)	0.80	0.91	0.67	0.58	0.00	0.00	0.18	0.00	0.69	0.17	0.73	0.02
Avail Cap(c_a), veh/h	396	416	353	239	0	0	310	0	1147	241	1021	868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	47.8	49.2	46.1	59.6	0.0	0.0	17.6	0.0	27.4	36.5	21.8	13.1
Incr Delay (d2), s/veh	11.4	23.7	4.8	5.1	0.0	0.0	0.3	0.0	3.4	1.6	4.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.7	22.5	12.9	3.9	0.0	0.0	1.4	0.0	32.4	2.3	28.8	0.5
LnGrp Delay(d),s/veh	59.2	72.9	50.9	64.7	0.0	0.0	17.9	0.0	30.8	38.1	26.4	13.1
LnGrp LOS	E	E	D	E			B		C	D	C	B
Approach Vol, veh/h		932			58			843			804	
Approach Delay, s/veh		62.6			64.7			30.0			26.7	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		85.4		33.0	9.4	76.0		11.6
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		69.0		27.0	4.0	59.0		16.0
Max Q Clear Time (g_c+I1), s		47.8		27.7	3.6	44.6		6.3
Green Ext Time (p_c), s		11.4		0.0	0.0	8.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	115	350	245	1015	1775	315
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1827	1827	1827	1827
Adj Flow Rate, veh/h	121	0	258	1068	1868	0
Adj No. of Lanes	1	1	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	4	4	4	4
Cap, veh/h	168	150	306	2944	2534	1134
Arrive On Green	0.09	0.00	0.09	0.85	0.73	0.00
Sat Flow, veh/h	1774	1583	1740	3563	3563	1553
Grp Volume(v), veh/h	121	0	258	1068	1868	0
Grp Sat Flow(s),veh/h/ln	1774	1583	1740	1736	1736	1553
Q Serve(g_s), s	9.3	0.0	7.9	9.5	44.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	7.9	9.5	44.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	168	150	306	2944	2534	1134
V/C Ratio(X)	0.72	0.00	0.84	0.36	0.74	0.00
Avail Cap(c_a), veh/h	228	204	449	2944	2534	1134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	61.6	0.0	34.5	2.3	11.0	0.0
Incr Delay (d2), s/veh	6.4	0.0	9.2	0.3	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	15.8	8.1	29.0	0.0
LnGrp Delay(d),s/veh	68.0	0.0	43.7	2.7	13.0	0.0
LnGrp LOS	E		D	A	B	
Approach Vol, veh/h	121			1326	1868	
Approach Delay, s/veh	68.0			10.7	13.0	
Approach LOS	E			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		122.7		17.3	16.5	106.2		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		112.0		16.0	22.0	84.0		
Max Q Clear Time (g_c+I1), s		11.5		11.3	9.9	46.0		
Green Ext Time (p_c), s		65.9		0.1	0.6	31.8		

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	90	125	85	475	340	90
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1827	1827	1827	1900
Adj Flow Rate, veh/h	106	59	100	559	400	82
Adj No. of Lanes	1	1	1	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	4	4	4	4
Cap, veh/h	158	141	764	1559	1256	258
Arrive On Green	0.09	0.09	0.28	0.28	0.85	0.85
Sat Flow, veh/h	1774	1583	892	1827	1472	302
Grp Volume(v), veh/h	106	59	100	559	0	482
Grp Sat Flow(s),veh/h/ln	1774	1583	892	1827	0	1774
Q Serve(g_s), s	8.1	4.9	12.0	34.2	0.0	7.7
Cycle Q Clear(g_c), s	8.1	4.9	19.7	34.2	0.0	7.7
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	158	141	764	1559	0	1514
V/C Ratio(X)	0.67	0.42	0.13	0.36	0.00	0.32
Avail Cap(c_a), veh/h	380	339	764	1559	0	1514
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.82	0.82	0.00	1.00
Uniform Delay (d), s/veh	61.7	60.3	17.3	19.7	0.0	2.1
Incr Delay (d2), s/veh	4.8	2.0	0.3	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	4.0	5.5	23.9	0.0	6.9
LnGrp Delay(d),s/veh	66.6	62.3	17.6	20.2	0.0	2.6
LnGrp LOS	E	E	B	C		A
Approach Vol, veh/h	165			659	482	
Approach Delay, s/veh	65.0			19.8	2.6	
Approach LOS	E			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		123.5		16.5		123.5		
Change Period (Y+Rc), s		6.0		6.0		6.0		
Max Green Setting (Gmax), s		100.0		28.0		100.0		
Max Q Clear Time (g_c+I1), s		36.2		10.1		9.7		
Green Ext Time (p_c), s		9.0		0.4		9.0		

Intersection Summary	
HCM 2010 Ctrl Delay	19.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	525	35	5	40	70	115	25	1070	10	55	365	335
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1900	1863	1863	1900	1863	1900	1827	1827	1827
Adj Flow Rate, veh/h	571	38	5	43	76	71	27	1163	11	60	397	364
Adj No. of Lanes	1	1	0	0	1	1	0	2	0	1	1	1
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, %	4	4	4	2	2	2	2	2	2	4	4	4
Cap, veh/h	610	554	73	62	109	148	28	914	12	126	860	1275
Arrive On Green	0.35	0.35	0.35	0.09	0.09	0.09	0.40	0.40	0.40	0.01	0.16	0.16
Sat Flow, veh/h	1740	1582	208	661	1169	1583	3	2290	31	1740	1827	1553
Grp Volume(v), veh/h	571	0	43	119	0	71	605	0	596	60	397	364
Grp Sat Flow(s),veh/h/ln	1740	0	1790	1830	0	1583	628	0	1696	1740	1827	1553
Q Serve(g_s), s	44.4	0.0	2.2	8.8	0.0	6.0	46.8	0.0	45.6	3.0	27.7	10.2
Cycle Q Clear(g_c), s	44.4	0.0	2.2	8.8	0.0	6.0	46.8	0.0	45.6	3.0	27.7	10.2
Prop In Lane	1.00		0.12	0.36		1.00	0.04		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	610	0	627	171	0	148	0	0	677	126	860	1275
V/C Ratio(X)	0.94	0.00	0.07	0.70	0.00	0.48	0.00	0.00	0.88	0.48	0.46	0.29
Avail Cap(c_a), veh/h	634	0	652	209	0	181	0	0	677	126	860	1275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.44	0.44	0.44
Uniform Delay (d), s/veh	44.0	0.0	30.3	61.6	0.0	60.3	0.0	0.0	39.0	35.8	43.0	5.0
Incr Delay (d2), s/veh	21.1	0.0	0.0	7.5	0.0	2.4	0.0	0.0	15.3	1.2	0.8	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(95%),veh/ln	33.0	0.0	2.0	8.4	0.0	4.9	0.0	0.0	32.3	2.6	18.3	17.0
LnGrp Delay(d),s/veh	65.1	0.0	30.3	69.0	0.0	62.7	0.0	0.0	54.2	37.1	43.8	5.3
LnGrp LOS	E		C	E		E			D	D	D	A
Approach Vol, veh/h		614			190			1201			821	
Approach Delay, s/veh		62.6			66.6			26.9			26.2	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.0	59.9		53.1		69.9		17.1
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	4.0	49.0		49.0		49.0		14.0
Max Q Clear Time (g_c+I1), s	5.0	48.8		46.4		29.7		10.8
Green Ext Time (p_c), s	0.0	0.2		0.6		11.5		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	37.2
HCM 2010 LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	130	265	1025	685	490	180
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1827	1827	1827	1900
Adj Flow Rate, veh/h	210	214	1114	745	533	0
Adj No. of Lanes	1	1	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	4	4	4
Cap, veh/h	228	1120	1112	1488	719	0
Arrive On Green	0.13	0.13	0.97	1.00	0.21	0.00
Sat Flow, veh/h	1774	1583	1740	1827	3654	0
Grp Volume(v), veh/h	210	214	1114	745	533	0
Grp Sat Flow(s),veh/h/ln	1774	1583	1740	1827	1736	0
Q Serve(g_s), s	16.4	6.4	81.0	0.0	20.1	0.0
Cycle Q Clear(g_c), s	16.4	6.4	81.0	0.0	20.1	0.0
Prop In Lane	1.00	1.00	1.00			0.00
Lane Grp Cap(c), veh/h	228	1120	1112	1488	719	0
V/C Ratio(X)	0.92	0.19	1.00	0.50	0.74	0.00
Avail Cap(c_a), veh/h	228	1120	1112	1488	719	0
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.33	0.33	1.00	0.00
Uniform Delay (d), s/veh	60.3	6.9	6.4	0.0	52.0	0.0
Incr Delay (d2), s/veh	38.6	0.1	16.0	0.4	6.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.8	16.1	8.9	0.3	15.6	0.0
LnGrp Delay(d),s/veh	98.9	7.0	22.4	0.4	58.8	0.0
LnGrp LOS	F	A	F	A	E	
Approach Vol, veh/h	424			1859	533	
Approach Delay, s/veh	52.5			13.6	58.8	
Approach LOS	D			B	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		118.0		22.0	85.0	33.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		112.0		16.0	79.0	27.0		
Max Q Clear Time (g_c+I1), s		2.0		18.4	83.0	22.1		
Green Ext Time (p_c), s		11.7		0.0	0.0	3.2		

Intersection Summary	
HCM 2010 Ctrl Delay	28.0
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	60	120	70	135	455	120	660	35	100	480	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1827	1827	1900	1827	1827	1827
Adj Flow Rate, veh/h	146	73	85	85	165	311	146	805	43	122	585	0
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	4	4	4
Cap, veh/h	175	247	288	166	298	498	598	945	50	236	979	832
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.06	0.55	0.55	0.10	1.00	0.00
Sat Flow, veh/h	914	786	915	418	949	1583	1740	1719	92	1740	1827	1553
Grp Volume(v), veh/h	146	0	158	250	0	311	146	0	848	122	585	0
Grp Sat Flow(s),veh/h/ln	914	0	1701	1366	0	1583	1740	0	1811	1740	1827	1553
Q Serve(g_s), s	18.9	0.0	9.8	15.3	0.0	23.5	5.1	0.0	55.5	4.5	0.0	0.0
Cycle Q Clear(g_c), s	44.0	0.0	9.8	25.1	0.0	23.5	5.1	0.0	55.5	4.5	0.0	0.0
Prop In Lane	1.00		0.54	0.34		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	175	0	535	464	0	498	598	0	996	236	979	832
V/C Ratio(X)	0.84	0.00	0.30	0.54	0.00	0.62	0.24	0.00	0.85	0.52	0.60	0.00
Avail Cap(c_a), veh/h	175	0	535	464	0	498	598	0	996	236	979	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	62.0	0.0	36.3	43.0	0.0	41.0	12.2	0.0	26.7	24.1	0.0	0.0
Incr Delay (d2), s/veh	28.3	0.0	0.3	1.3	0.0	2.4	0.2	0.0	9.1	1.7	2.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	8.2	13.3	0.0	16.0	4.4	0.0	39.1	4.0	1.1	0.0
LnGrp Delay(d),s/veh	90.3	0.0	36.6	44.3	0.0	43.4	12.4	0.0	35.8	25.8	2.3	0.0
LnGrp LOS	F		D	D		D	B		D	C	A	
Approach Vol, veh/h		304			561			994			707	
Approach Delay, s/veh		62.4			43.8			32.4			6.3	
Approach LOS		E			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	81.0		48.0	13.0	79.0		48.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	75.0		42.0	7.0	73.0		42.0
Max Q Clear Time (g_c+I1), s	6.5	57.5		46.0	7.1	2.0		27.1
Green Ext Time (p_c), s	0.0	9.1		0.0	0.0	14.5		4.0

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	15	105	45	90	25	140	1060	35	15	555	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1827	1827	1900	1827	1827	1900
Adj Flow Rate, veh/h	41	18	53	53	106	23	165	1247	35	18	653	23
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	4	4	4
Cap, veh/h	131	54	160	172	193	42	687	1336	37	410	1286	45
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.07	1.00	1.00	0.06	1.00	1.00
Sat Flow, veh/h	1256	417	1229	1324	1484	322	1740	1769	50	1740	1754	62
Grp Volume(v), veh/h	41	0	71	53	0	129	165	0	1282	18	0	676
Grp Sat Flow(s),veh/h/ln	1256	0	1646	1324	0	1806	1740	0	1818	1740	0	1816
Q Serve(g_s), s	4.4	0.0	5.5	5.3	0.0	9.4	3.1	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	13.8	0.0	5.5	10.8	0.0	9.4	3.1	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		0.75	1.00		0.18	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	131	0	214	172	0	235	687	0	1373	410	0	1331
V/C Ratio(X)	0.31	0.00	0.33	0.31	0.00	0.55	0.24	0.00	0.93	0.04	0.00	0.51
Avail Cap(c_a), veh/h	156	0	247	198	0	271	709	0	1373	435	0	1331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.43	0.00	0.43	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.5	0.0	55.3	60.2	0.0	57.0	3.3	0.0	0.0	3.9	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.9	1.0	0.0	2.0	0.1	0.0	6.6	0.0	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(95%),veh/ln	2.9	0.0	4.6	3.6	0.0	8.4	2.6	0.0	4.2	0.3	0.0	0.9
LnGrp Delay(d),s/veh	64.8	0.0	56.2	61.2	0.0	59.0	3.4	0.0	6.6	3.9	0.0	1.4
LnGrp LOS	E		E	E		E	A		A	A		A
Approach Vol, veh/h		112			182			1447			694	
Approach Delay, s/veh		59.4			59.7			6.2			1.5	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	109.8		22.2	11.2	106.6		22.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	99.0		19.0	7.0	96.0		19.0
Max Q Clear Time (g_c+I1), s	2.3	2.0		15.8	5.1	2.0		12.8
Green Ext Time (p_c), s	0.0	37.5		0.4	0.1	37.1		0.8

Intersection Summary		
HCM 2010 Ctrl Delay		11.3
HCM 2010 LOS		B

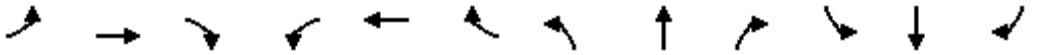
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	0	15	0	0	0	5	1080	35	15	580	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	5	0	16	0	0	0	5	1187	38	16	637	5

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1871	1871	640	643	0	0	1187	0	0
Stage 1	673	673	-	-	-	-	-	-	-
Stage 2	1198	1198	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	79	72	475	932	-	-	581	-	-
Stage 1	507	454	-	-	-	-	-	-	-
Stage 2	286	259	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	76	0	475	932	-	-	581	-	-
Mov Cap-2 Maneuver	76	0	-	-	-	-	-	-	-
Stage 1	493	0	-	-	-	-	-	-	-
Stage 2	284	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	932	-	-	205	581	-	-
HCM Lane V/C Ratio	0.006	-	-	0.107	0.028	-	-
HCM Control Delay (s)	8.9	-	-	24.7	11.4	-	-
HCM Lane LOS	A	-	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	185	5	90	5	70	100	210	895	5	5	460	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1827	1827	1900	1827	1827	1827
Adj Flow Rate, veh/h	201	0	0	5	74	53	223	952	5	5	489	0
Adj No. of Lanes	2	0	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	4	4	4
Cap, veh/h	308	0	138	7	103	74	674	2554	13	405	2143	959
Arrive On Green	0.09	0.00	0.00	0.11	0.11	0.11	0.08	0.72	0.72	0.62	0.62	0.00
Sat Flow, veh/h	3548	0	1583	66	973	697	1740	3541	19	573	3471	1553
Grp Volume(v), veh/h	201	0	0	132	0	0	223	467	490	5	489	0
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1736	0	0	1740	1736	1824	573	1736	1553
Q Serve(g_s), s	7.7	0.0	0.0	10.3	0.0	0.0	6.0	14.3	14.3	0.5	8.8	0.0
Cycle Q Clear(g_c), s	7.7	0.0	0.0	10.3	0.0	0.0	6.0	14.3	14.3	0.5	8.8	0.0
Prop In Lane	1.00		1.00	0.04		0.40	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	308	0	138	184	0	0	674	1252	1316	405	2143	959
V/C Ratio(X)	0.65	0.00	0.00	0.72	0.00	0.00	0.33	0.37	0.37	0.01	0.23	0.00
Avail Cap(c_a), veh/h	608	0	271	384	0	0	878	1252	1316	405	2143	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	61.9	0.0	0.0	60.6	0.0	0.0	7.4	7.4	7.4	10.3	11.9	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	5.2	0.0	0.0	0.3	0.9	0.8	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	0.0	9.0	0.0	0.0	5.2	11.6	12.0	0.1	7.7	0.0
LnGrp Delay(d),s/veh	64.2	0.0	0.0	65.7	0.0	0.0	7.7	8.3	8.2	10.4	12.2	0.0
LnGrp LOS	E			E			A	A	A	B	B	
Approach Vol, veh/h		201			132			1180			494	
Approach Delay, s/veh		64.2			65.7			8.2			12.2	
Approach LOS		E			E			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		105.0		16.2	14.6	90.4		18.8
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		71.0		22.0	25.0	40.0		29.0
Max Q Clear Time (g_c+I1), s		16.3		9.7	8.0	10.8		12.3
Green Ext Time (p_c), s		12.4		0.5	0.5	10.8		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	320	250	265	1975	1450	130
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1845	1845	1845
Adj Flow Rate, veh/h	323	0	268	1995	1465	0
Adj No. of Lanes	1	1	1	2	2	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	3	3	3	3
Cap, veh/h	373	333	327	2553	2138	956
Arrive On Green	0.21	0.00	0.09	0.73	0.61	0.00
Sat Flow, veh/h	1774	1583	1757	3597	3597	1568
Grp Volume(v), veh/h	323	0	268	1995	1465	0
Grp Sat Flow(s),veh/h/ln	1774	1583	1757	1752	1752	1568
Q Serve(g_s), s	22.9	0.0	6.7	46.7	36.4	0.0
Cycle Q Clear(g_c), s	22.9	0.0	6.7	46.7	36.4	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	373	333	327	2553	2138	956
V/C Ratio(X)	0.87	0.00	0.82	0.78	0.69	0.00
Avail Cap(c_a), veh/h	437	390	538	2553	2138	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.6	0.0	22.3	11.1	17.0	0.0
Incr Delay (d2), s/veh	13.6	0.0	5.1	2.5	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.2	0.0	10.7	30.9	25.0	0.0
LnGrp Delay(d),s/veh	63.2	0.0	27.4	13.6	18.8	0.0
LnGrp LOS	E		C	B	B	
Approach Vol, veh/h	323			2263	1465	
Approach Delay, s/veh	63.2			15.2	18.8	
Approach LOS	E			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		98.7		31.3	15.4	83.3		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		88.0		30.0	25.0	57.0		
Max Q Clear Time (g_c+I1), s		48.7		24.9	8.7	38.4		
Green Ext Time (p_c), s		36.1		0.5	0.7	17.8		

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	115	140	145	250	430	165
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1845	1845	1900
Adj Flow Rate, veh/h	121	68	153	263	453	142
Adj No. of Lanes	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	3	3	3	3
Cap, veh/h	177	158	669	1547	1130	354
Arrive On Green	0.10	0.10	0.28	0.28	0.84	0.84
Sat Flow, veh/h	1774	1583	811	1845	1348	422
Grp Volume(v), veh/h	121	68	153	263	0	595
Grp Sat Flow(s),veh/h/ln	1774	1583	811	1845	0	1770
Q Serve(g_s), s	8.6	5.3	19.6	14.1	0.0	10.6
Cycle Q Clear(g_c), s	8.6	5.3	30.2	14.1	0.0	10.6
Prop In Lane	1.00	1.00	1.00			0.24
Lane Grp Cap(c), veh/h	177	158	669	1547	0	1484
V/C Ratio(X)	0.68	0.43	0.23	0.17	0.00	0.40
Avail Cap(c_a), veh/h	355	317	669	1547	0	1484
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.80	0.80	0.00	1.00
Uniform Delay (d), s/veh	56.5	55.0	22.8	12.7	0.0	2.6
Incr Delay (d2), s/veh	4.6	1.8	0.6	0.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	4.3	7.7	11.3	0.0	9.3
LnGrp Delay(d),s/veh	61.1	56.9	23.4	12.9	0.0	3.4
LnGrp LOS	E	E	C	B		A
Approach Vol, veh/h	189			416	595	
Approach Delay, s/veh	59.6			16.7	3.4	
Approach LOS	E			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		113.0		17.0		113.0		
Change Period (Y+Rc), s		6.0		6.0		6.0		
Max Green Setting (Gmax), s		94.0		24.0		94.0		
Max Q Clear Time (g_c+I1), s		32.2		10.6		12.6		
Green Ext Time (p_c), s		7.9		0.4		7.9		

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	280	60	25	75	80	35	85	770	55	55	965	430
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1900	1863	1863	1900	1881	1900	1845	1845	1845
Adj Flow Rate, veh/h	283	61	25	76	81	20	86	778	56	56	975	434
Adj No. of Lanes	1	1	0	0	1	1	0	2	0	1	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	2	2	2	1	1	1	3	3	3
Cap, veh/h	284	201	82	101	108	182	41	962	95	129	1164	1243
Arrive On Green	0.16	0.16	0.16	0.11	0.11	0.11	0.56	0.56	0.56	0.08	1.00	1.00
Sat Flow, veh/h	1757	1245	510	880	938	1583	12	1723	169	1757	1845	1568
Grp Volume(v), veh/h	283	0	86	157	0	20	362	0	558	56	975	434
Grp Sat Flow(s),veh/h/ln	1757	0	1755	1819	0	1583	218	0	1687	1757	1845	1568
Q Serve(g_s), s	20.9	0.0	5.6	10.9	0.0	1.5	28.6	0.0	28.4	1.7	0.0	0.0
Cycle Q Clear(g_c), s	20.9	0.0	5.6	10.9	0.0	1.5	28.6	0.0	28.4	1.7	0.0	0.0
Prop In Lane	1.00		0.29	0.48		1.00	0.24		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	284	0	283	209	0	182	0	0	942	129	1164	1243
V/C Ratio(X)	1.00	0.00	0.30	0.75	0.00	0.11	0.00	0.00	0.59	0.43	0.84	0.35
Avail Cap(c_a), veh/h	284	0	283	224	0	195	0	0	942	136	1164	1243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	54.5	0.0	48.1	55.7	0.0	51.6	0.0	0.0	18.9	29.4	0.0	0.0
Incr Delay (d2), s/veh	52.6	0.0	0.6	12.4	0.0	0.3	0.0	0.0	2.7	1.9	6.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.5	0.0	5.0	10.2	0.0	1.2	0.0	0.0	20.0	2.0	3.6	0.4
LnGrp Delay(d),s/veh	107.1	0.0	48.6	68.2	0.0	51.8	0.0	0.0	21.7	31.4	6.3	0.7
LnGrp LOS	F		D	E		D			C	C	A	A
Approach Vol, veh/h		369			177			920			1465	
Approach Delay, s/veh		93.5			66.3			13.2			5.6	
Approach LOS		F			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	9.5	76.6		25.0		86.1		18.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	4.0	69.0		19.0		69.0		14.0
Max Q Clear Time (g_c+I1), s	3.5	30.6		22.9		2.0		12.9
Green Ext Time (p_c), s	0.0	24.0		0.0		32.0		0.1

Intersection Summary		
HCM 2010 Ctrl Delay		22.7
HCM 2010 LOS		C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	85	575	250	835	875	105
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1845	1845	1845	1900
Adj Flow Rate, veh/h	0	673	253	843	884	0
Adj No. of Lanes	1	2	1	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	1	3	3	3	3
Cap, veh/h	406	1013	494	1313	2071	0
Arrive On Green	0.00	0.23	0.18	1.00	0.59	0.00
Sat Flow, veh/h	1792	3198	1757	1845	3689	0
Grp Volume(v), veh/h	0	673	253	843	884	0
Grp Sat Flow(s),veh/h/ln	1792	1599	1757	1845	1752	0
Q Serve(g_s), s	0.0	23.7	7.2	0.0	17.9	0.0
Cycle Q Clear(g_c), s	0.0	23.7	7.2	0.0	17.9	0.0
Prop In Lane	1.00	1.00	1.00			0.00
Lane Grp Cap(c), veh/h	406	1013	494	1313	2071	0
V/C Ratio(X)	0.00	0.66	0.51	0.64	0.43	0.00
Avail Cap(c_a), veh/h	482	1149	633	1313	2071	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.47	0.47	1.00	0.00
Uniform Delay (d), s/veh	0.0	38.4	8.6	0.0	14.5	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.4	1.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	28.0	5.6	0.7	13.6	0.0
LnGrp Delay(d),s/veh	0.0	39.7	8.9	1.1	15.2	0.0
LnGrp LOS		D	A	A	B	
Approach Vol, veh/h	673			1096	884	
Approach Delay, s/veh	39.7			2.9	15.2	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		96.5		33.5	15.7	80.8		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		85.0		33.0	20.0	59.0		
Max Q Clear Time (g_c+I1), s		2.0		25.7	9.2	19.9		
Green Ext Time (p_c), s		20.3		1.8	0.5	16.9		

Intersection Summary	
HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	80	85	55	75	165	70	755	95	540	840	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1845	1845	1900	1845	1845	1845
Adj Flow Rate, veh/h	102	86	48	59	81	69	75	812	102	581	903	0
Adj No. of Lanes	1	1	0	0	1	1	1	1	0	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	99	190	106	105	124	268	422	754	95	528	1277	1086
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.05	0.47	0.47	0.54	1.00	0.00
Sat Flow, veh/h	1232	1124	628	386	732	1583	1757	1607	202	1757	1845	1568
Grp Volume(v), veh/h	102	0	134	140	0	69	75	0	914	581	903	0
Grp Sat Flow(s),veh/h/ln	1232	0	1752	1118	0	1583	1757	0	1809	1757	1845	1568
Q Serve(g_s), s	4.6	0.0	8.9	8.5	0.0	4.9	2.8	0.0	61.0	35.0	0.0	0.0
Cycle Q Clear(g_c), s	22.0	0.0	8.9	17.4	0.0	4.9	2.8	0.0	61.0	35.0	0.0	0.0
Prop In Lane	1.00		0.36	0.42		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	99	0	296	229	0	268	422	0	849	528	1277	1086
V/C Ratio(X)	1.03	0.00	0.45	0.61	0.00	0.26	0.18	0.00	1.08	1.10	0.71	0.00
Avail Cap(c_a), veh/h	99	0	296	229	0	268	422	0	849	528	1277	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	64.0	0.0	48.6	53.5	0.0	46.9	15.9	0.0	34.5	24.8	0.0	0.0
Incr Delay (d2), s/veh	100.1	0.0	1.1	4.7	0.0	0.5	0.2	0.0	53.7	48.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	0.0	7.8	8.9	0.0	3.9	2.4	0.0	77.5	45.1	0.2	0.0
LnGrp Delay(d),s/veh	164.7	0.0	49.7	58.2	0.0	47.4	16.1	0.0	88.2	72.8	0.3	0.0
LnGrp LOS	F		D	E		D	B		F	F	A	
Approach Vol, veh/h		236			209			989			1484	
Approach Delay, s/veh		99.4			54.7			82.7			28.7	
Approach LOS		F			D			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	39.0	65.0		26.0	10.0	94.0		26.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	33.0	59.0		20.0	4.0	88.0		20.0
Max Q Clear Time (g_c+I1), s	37.0	63.0		24.0	4.8	2.0		19.4
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	25.3		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	54.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	135	250	60	25	25	60	765	190	45	1185	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	41	138	194	61	26	21	61	781	189	46	1209	10
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	339	162	228	100	220	178	138	914	221	489	1159	10
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.09	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1353	702	987	1044	955	771	1757	1436	347	1757	1827	15
Grp Volume(v), veh/h	41	0	332	61	0	47	61	0	970	46	0	1219
Grp Sat Flow(s),veh/h/ln	1353	0	1689	1044	0	1727	1757	0	1783	1757	0	1842
Q Serve(g_s), s	3.2	0.0	24.5	5.5	0.0	2.8	1.5	0.0	0.0	1.1	0.0	80.2
Cycle Q Clear(g_c), s	6.0	0.0	24.5	30.0	0.0	2.8	1.5	0.0	0.0	1.1	0.0	80.2
Prop In Lane	1.00		0.58	1.00		0.45	1.00		0.19	1.00		0.01
Lane Grp Cap(c), veh/h	339	0	390	100	0	398	138	0	1135	489	0	1168
V/C Ratio(X)	0.12	0.00	0.85	0.61	0.00	0.12	0.44	0.00	0.85	0.09	0.00	1.04
Avail Cap(c_a), veh/h	339	0	390	100	0	398	144	0	1135	499	0	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.21	0.00	0.21	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.9	0.0	47.9	63.0	0.0	39.5	31.5	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	16.4	10.5	0.0	0.1	0.5	0.0	1.9	0.1	0.0	38.4
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(95%),veh/ln	2.2	0.0	19.2	4.5	0.0	2.4	2.2	0.0	1.1	1.0	0.0	22.4
LnGrp Delay(d),s/veh	42.1	0.0	64.3	73.5	0.0	39.7	32.0	0.0	1.9	6.9	0.0	38.4
LnGrp LOS	D		E	E		D	C		A	A		F
Approach Vol, veh/h		373			108			1031			1265	
Approach Delay, s/veh		61.8			58.8			3.6			37.3	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	86.8		34.0	9.6	86.4		34.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.8	80.0		28.0	4.0	80.0		28.0
Max Q Clear Time (g_c+I1), s	3.1	2.0		26.5	3.5	82.2		32.0
Green Ext Time (p_c), s	0.0	41.5		0.5	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	28.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	0	10	0	0	0	15	765	50	15	1230	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	100	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	3	3	3
Mvmt Flow	5	0	11	0	0	0	16	814	53	16	1309	5

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	2189	2189	1311				1314	0	0	814	0	0
Stage 1	1343	1343	-				-	-	-	-	-	-
Stage 2	846	846	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	50	45	194				523	-	-	809	-	-
Stage 1	243	221	-				-	-	-	-	-	-
Stage 2	421	378	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	48	0	194				523	-	-	809	-	-
Mov Cap-2 Maneuver	48	0	-				-	-	-	-	-	-
Stage 1	238	0	-				-	-	-	-	-	-
Stage 2	408	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	49.8	0.2	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	523	-	-	96	809	-	-
HCM Lane V/C Ratio	0.031	-	-	0.166	0.02	-	-
HCM Control Delay (s)	12.1	-	-	49.8	9.5	-	-
HCM Lane LOS	B	-	-	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	445	160	425	35	5	15	50	720	30	40	710	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1845	1845	1900	1845	1845	1845
Adj Flow Rate, veh/h	318	378	0	37	5	11	53	758	32	42	747	0
Adj No. of Lanes	1	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	434	455	387	66	9	20	418	2086	88	392	1879	841
Arrive On Green	0.24	0.24	0.00	0.05	0.05	0.05	0.04	0.61	0.61	0.54	0.54	0.00
Sat Flow, veh/h	1774	1863	1583	1214	164	361	1757	3427	145	677	3505	1568
Grp Volume(v), veh/h	318	378	0	53	0	0	53	388	402	42	747	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1738	0	0	1757	1752	1819	677	1752	1568
Q Serve(g_s), s	21.5	25.0	0.0	3.9	0.0	0.0	1.6	14.4	14.5	4.3	16.3	0.0
Cycle Q Clear(g_c), s	21.5	25.0	0.0	3.9	0.0	0.0	1.6	14.4	14.5	9.4	16.3	0.0
Prop In Lane	1.00		1.00	0.70		0.21	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	434	455	387	95	0	0	418	1066	1107	392	1879	841
V/C Ratio(X)	0.73	0.83	0.00	0.56	0.00	0.00	0.13	0.36	0.36	0.11	0.40	0.00
Avail Cap(c_a), veh/h	587	616	524	241	0	0	426	1066	1107	392	1879	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.2	46.5	0.0	59.9	0.0	0.0	12.5	12.8	12.8	17.5	17.8	0.0
Incr Delay (d2), s/veh	3.1	7.0	0.0	5.0	0.0	0.0	0.1	1.0	0.9	0.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.3	19.9	0.0	3.6	0.0	0.0	1.5	11.7	12.1	1.6	12.7	0.0
LnGrp Delay(d),s/veh	48.3	53.5	0.0	65.0	0.0	0.0	12.6	13.7	13.7	18.1	18.4	0.0
LnGrp LOS	D	D		E			B	B	B	B	B	
Approach Vol, veh/h		696			53			843			789	
Approach Delay, s/veh		51.1			65.0			13.7			18.4	
Approach LOS		D			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		83.1		35.8	9.4	73.7		11.1
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		55.0		41.0	4.0	45.0		16.0
Max Q Clear Time (g_c+I1), s		16.5		27.0	3.6	18.3		5.9
Green Ext Time (p_c), s		13.4		2.8	0.0	11.7		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.